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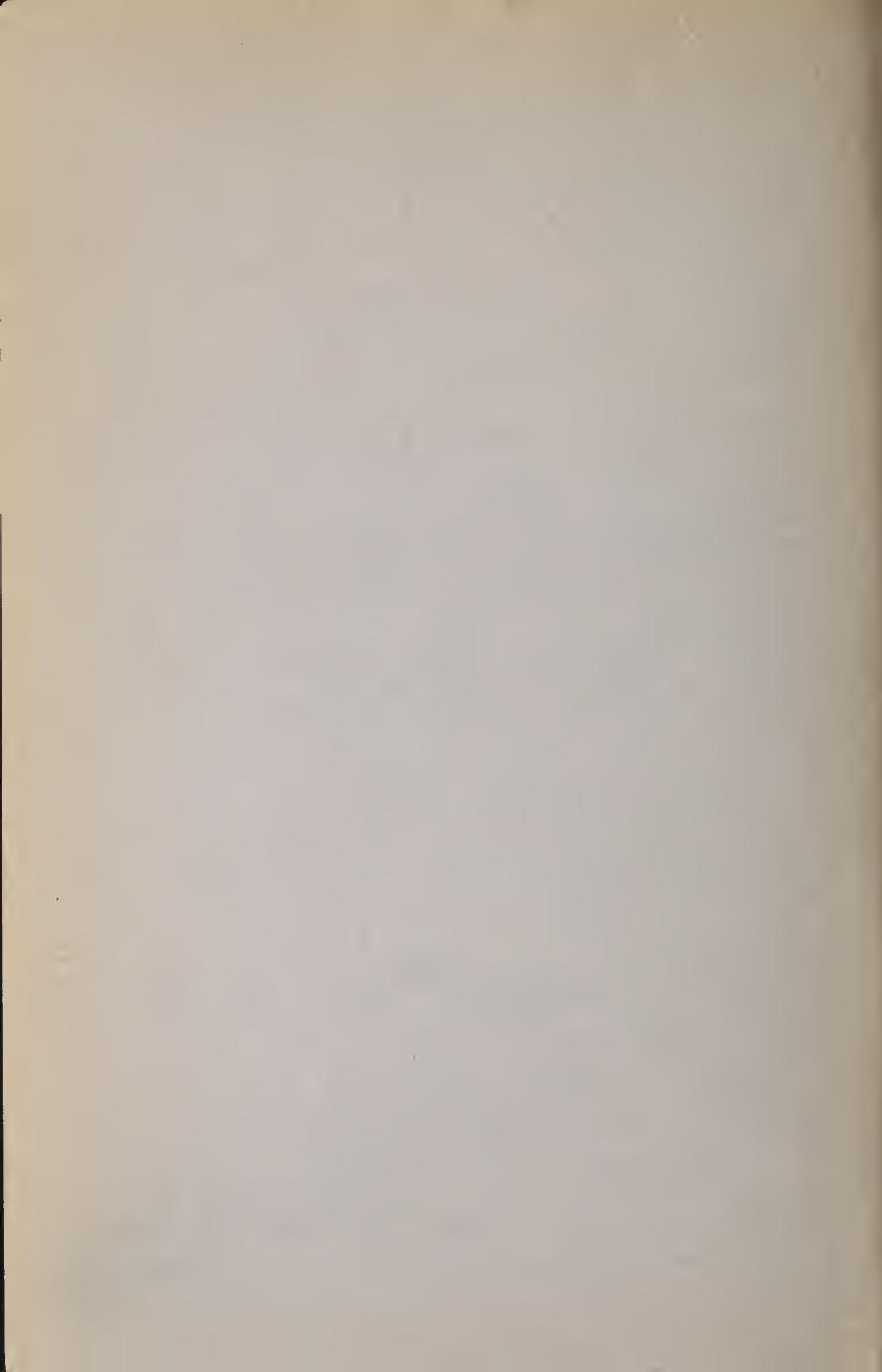
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TWELFTH AND THIRTEENTH  
 ANNUAL REPORTS  
 OF THE  
 PUBLIC UTILITIES  
 COMMISSION  
 OF THE  
 STATE OF COLORADO



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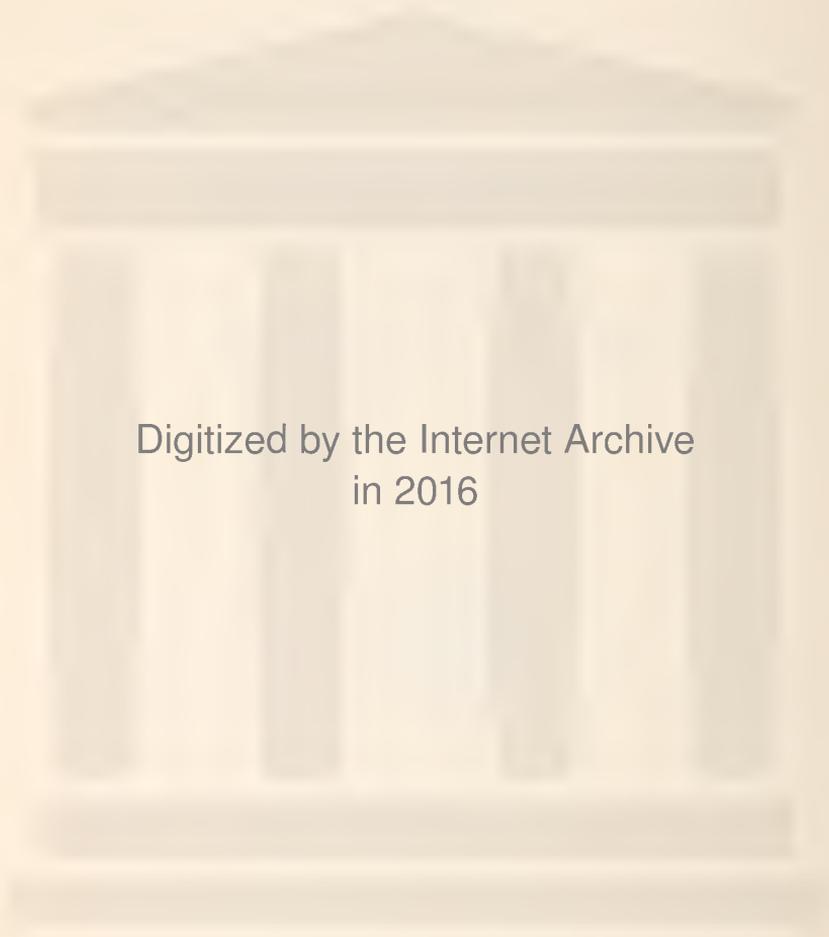




TWELFTH AND THIRTEENTH  
ANNUAL REPORTS  
OF THE  
PUBLIC UTILITIES  
COMMISSION  
OF THE  
STATE OF COLORADO



From December 1, 1924, to November 30, 1926  
(Combined for the Biennial Period)



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**COMMISSIONERS**

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\*FRANK P. LANNON  
Chairman

OTTO BOCK

†DANIEL S. JONES

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JOHN W. FLINTHAM  
Secretary

Office of Commission,  
318 State Office Building,  
Denver, Colorado.

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\* Designated chairman, April 7, 1925.

† Succeeded Grant E. Halderman, April 18, 1925.



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SECTION I. GENERAL

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Letter of Transmittal and Introduction



## LETTER OF TRANSMITTAL

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Denver, Colorado, December 1, 1926.

To His Excellency,

CLARENCE J. MORLEY,  
Governor of Colorado.

Dear Sir:

The Public Utilities Commission of the State of Colorado has the honor to transmit to you herewith for your consideration and approval its twelfth and thirteenth annual reports for the fiscal years ended November 30, 1925, and November 30, 1926.

The Commission has endeavored, in as brief a manner as possible consistent with the facts, to convey to you some conception of the vast scope of its activities and the voluminous amount of important and detail matter passing through this department; also the results obtained in the disposition of same and the benefits derived therefrom by the public. To that end it is earnestly hoped the report will prove of interest and value.

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,

FRANK P. LANNON,  
OTTO BOCK,  
DANIEL S. JONES,  
Commissioners.

Attest:

JOHN W. FLINTHAM, Secretary.

## FOREWORD

The biennial period, December 1, 1924, to November 30, 1926, inclusive, has been one of unusual activity for this Commission, and reflects an unprecedented increase in the volume of business handled. The prosperity which the State of Colorado has enjoyed during this period, as manifested in the continued growth and expansion of all business interests, is in turn reflected in a like increase in the growth and activities of her public utilities, which automatically tends to augment the work of this Commission, while special emergencies have materially contributed to the same result. The use of motor transportation over the highways in Colorado has shown a remarkable increase during this period, and applications for certificates of public convenience and necessity for this class of carrier are constantly before this body for determination. Freight rate problems and consolidations, construction and extensions of electric utilities have likewise been important and unusual factors.

During this period a total of one hundred and ninety-five formal hearings have been held as compared with one hundred and fourteen for the previous biennial period. Of the former, approximately forty-five per cent were conducted at points outside of Denver, the Commission having continued its established policy of holding hearings in the various localities affected, or their environs. While this practice has kept the Commission away from headquarters in some instances several weeks at a time, it feels it has proved of material benefit in rendering its decisions, and has undoubtedly increased the effectiveness of its orders.

The following summary comparison with the previous biennial period is self-explanatory:

	FILED		DECIDED	
	Period	Period	Period	Period
	Dec. 1, 1924, Nov. 30, 1926	Dec. 1, 1922, Nov. 30, 1924	Dec. 1, 1924, Nov. 30, 1926	Dec. 1, 1922, Nov. 30, 1924
Formal Complaints .....	30	15	17	39
Applications .....	424	161	213	156
Investigation and Suspension Cases .....	8	3	6	2
Informal Complaints .....	114	121	114	121

## FORMAL COMPLAINTS

Complaints filed during the biennial period requiring formal action by the Commission increased one hundred per cent over the previous period, and involved chiefly alleged discriminatory and unreasonable freight rates and reparation of charges based thereon, inadequate train service, operations by Motor Vehicle Carriers without certificate of public convenience and necessity, and various other utility services. Several important issues as to

jurisdiction and procedure were argued in connection with the proceedings disposed of, and one case was appealed to the District Court and two cases were appealed to the Supreme Court from the order of the Commission. In such cases where a decision has been handed down by said judicial bodies the record is discussed elsewhere in this report under the caption, "Court Decisions." A synopsis of each complaint disposed of during the biennial period will be found in another section of this report.

### APPLICATIONS

A brief classification of applications filed as compared with similar data for the previous biennial period is as follows:

	Period Dec. 1, 1924. Nov. 30, 1926	Period Dec. 1, 1922. Nov. 30, 1924
Motor Vehicle Carriers for Certificates of Public Convenience and Necessity.....	290	56
Grade crossings .....	37	45
Remove tracks, close stations, cessation and curtailment of train service—steam roads.....	44	19
Waiving of freight undercharges.....	32	13
Electric and Street Railways—abandonment of lines and curtailment of service.....	3	4
Gas and Oil Pipe Line Carriers for Certificates of Public Convenience and Necessity.....	.....	7
Miscellaneous .....	18	17
Totals .....	424	161

A synopsis of each application disposed of during the instant period is carried in another section of this report.

The regulation of automobile transportation has assumed vast proportions as evidenced by the very large increase in applications filed by this class of carrier for certificates of convenience and necessity. This increase reflects, in part, the expansion and further development of the motor carrier as a part of the transportation system of the State, but undoubtedly is more probably a direct result of the broad jurisdiction given the Commission by the decision of the Supreme Court of Colorado, handed down April 19, 1926, in the case of the Greeley Transportation Co. vs. the People, wherein the term "Common Carrier" was specifically defined to include all motor vehicle operators affording a means of transportation similar to that ordinarily afforded by railroads or street railways, whether or not in competition therewith, and it was held that all "Common Carriers" are within the Public Utilities Act. The first application granted to this class of carrier was dated August 28, 1919, and as of the date of this report a total of sixty-eight applications have been granted and certificates issued, and the Commission has on file one hundred and seventy-five applications for certificates on which no action has been

taken, and forty-four additional applications on which hearings have been held and decisions pending. In this connection a most comprehensive set of rules and regulations for the guidance of motor vehicle carriers, similar to those under which railroads and interurban lines are allowed to operate, has been issued to go into effect as of January 1, 1927. While the Supreme Court decision referred to above has considerably clarified the position of the Commission, in so far as its jurisdiction over motor vehicle carriers is concerned, additional legislation should be enacted in the way of "public liability" and "taxation" measures, and which it is certain would do much toward stability of management and improvement in service to the public, and aid materially in the enforcement of the rules of the Commission.

The Commission has information that a number of motor vehicle carriers are operating unlawfully without certificates of authority, and it has on hand many requests for the commencement of cases to enjoin said unlawful operations, but at present it is without sufficient help or funds to properly enforce its rules or handle the above-mentioned injunctions.

Applications filed by steam carriers for discontinuance and curtailment of station and train service, removal of tracks, etc., during this biennial period have increased more than one hundred per cent over the previous period, and it is possible that the increase in travel by motor vehicle, both common carrier and private, is in a measure accountable for this condition.

All of the applications for waiving of freight undercharges filed during the biennial period were closed out. The money value involved totaled \$41,703.22.

#### INVESTIGATION AND SUSPENSION DOCKET

The cases docketed in this division for investigation during the biennial period related to rate advances as indicated by tariffs presented for filing by various utilities. A synopsis of each case disposed of will be found in another section of this report.

#### INFORMAL COMPLAINTS

A large amount of work was incurred by the Commission in handling informal matters brought to its attention.

Informal complaints represent those controversies between the utilities and the public which generally can be amiably adjusted by correspondence or conference, and in every instance possible such procedure is encouraged by the Commission, thereby eliminating the delay unavoidably incident to the holding of public hearings, and resulting in a considerable saving in time and money to the public, the utilities, and the Commission. This work is considered of prime importance by the Commission, and every assistance possible is rendered complainants in obtaining a speedy and satisfactory settlement, as this is the only way in

which a large portion of the public comes into direct contact with the Commission, and the results of regulation are judged by these utility patrons by the manner in which their individual complaints are adjusted. These complaints are largely handled by the engineering staff, since it is not infrequent that matters of a technical nature are involved, therefore necessarily requiring trained and experienced investigators in their respective lines.

Complaints filed during the biennial period show a slight decrease under the previous period. This reduction, especially among the gas, electrical and telephone corporations, has been due to betterment in service by most utilities and continual effort and supervision by the Commission to improve standards of service generally throughout the State. All of the complaints filed were satisfactorily adjusted and a synopsis of each appears in another section of this report.

In connection with the informal matters summarized, it should be stated that there have been a great many more matters handled which have all required the attention of the Commission, or some member of the staff, in order to bring about an understanding and adjustment.

#### REPARATIONS

During the biennial period ninety-three informal reparation claims were filed and adjusted as compared with one hundred claims for the previous period. The money value involved totaled \$9,499.93 and represented overcharge freight claims. Shippers were thus awarded reparation to the amount stated above.

#### REDUCED RATES

During the biennial period five hundred and ninety-three authorities have been granted to utilities for putting into effect rates and changes in service rendered upon less than the statutory thirty days' notice as compared with five hundred and thirteen authorities granted for the previous period. For the instant period these authorities are classified as follows: Steam railroads, five hundred and forty-four; electric railways, two; motor vehicle carriers, twenty-four, and electric utilities, four, all of which involved reductions in rates, and nineteen authorizations to various utilities appertaining to changes in operating conditions which were beneficial to the public interest.

#### GENERAL ORDERS

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

General Order No. 39:

In the matter of Rules and Regulations Governing Motor Vehicle Carriers.

This general order provides that the rules and regulations governing motor vehicle carriers, as compiled by the Commission

and previously referred to in this report, be approved and adopted, effective as of January 1, 1927. These rules and regulations are issued in pamphlet form consisting of 39 pages, and outline the procedure and form to follow in filing applications for certificates, also tariffs, classifications and time schedules, and reports. Provisions with reference to public liability, property damage and cargo insurance requirements, marking and equipment of vehicles, chauffeur qualifications, and various operating rules upholding the rights and safety of the public have also been included therein.

#### HIGHWAY CROSSING ACCIDENTS IN COLORADO

	Accidents	Injured	Killed
1925.....	41	31	15
1926.....	65	67	35

The record for 1925 is remarkably low with respect to the number of accidents and persons killed and injured in comparison with the years included in the last biennial report, but for 1926 the grim reaper appears to have again come into his own.

The establishment and abandonment of highway crossings at railroads is a matter that comes under the jurisdiction of the Commission. Due to the large increase in motor transportation in recent years, this has become a very important matter, and has received the serious consideration of the Commission. The large number of fatalities at these crossings emphasizes the great precautions necessary in establishing any additional crossings at grade, and the Commission has carefully investigated all applications for such crossings with the result that it was found a number of said applications should be, and were, denied for good and substantial reasons, and in some others underpass crossings were arranged for in place of grade crossings. All that were granted were assured of such safety features as could reasonably be given a grade crossing. Many highway crossings could be eliminated by diversion of highways if the Commission had the authority to exercise the right of eminent domain. Notwithstanding all the precautions that are taken to make grade crossings safe, including warning signals and other safety features, there will still be large numbers of people killed or injured in crossing accidents. The hazards can better be reduced by eliminating crossings by diversion of the highway where it crosses and recrosses the railroad, and entire safety secured by making the crossing an under or overpass crossing. The Commission believes that some definite plan should be provided where the gradual elimination of grade crossings should be brought about.

PROCEEDINGS BEFORE THE INTERSTATE  
COMMERCE COMMISSION

The Commission has taken an active part in the following proceedings before the Interstate Commerce Commission in which Colorado rates or services are involved. It should also be said in reference to all of these Interstate Commerce Commission hearings and all court proceedings in which this Commission has been involved that we have had the full and complete co-operation of the Attorney General and his staff, and in our opinion very valuable services to the State have been rendered by them in these matters.

## Express Rates, 1922

## I. C. C. Docket No. 13930

This case was reported on at length in the 1921-1922 report transmitted under date of December 1, 1922, at which time the Interstate Commerce Commission was conducting hearings in connection therewith at various points throughout the country, one of these being held in Denver, March 15, 1923. The case was decided November 10, 1923, and same should have been recorded in the 1923-1924 report, but was inadvertently omitted. In addition to various other conclusions reached as a result of the investigation, the Commission stated in its decision that clearly there was no justification for the further maintenance of a higher level in Zone 4 (all of Colorado west of the 105° meridian, which lies a short distance west of Denver, being included therein) than in Zones 3 and 5 on either side, and that the common rate levels accorded to Zones 3 and 5 should also be accorded to Zone 4. The Commission therefore prescribed the merger of these three zones into one, which comprises practically all the territory west of the Mississippi River. It also outlined bases for the construction and application of rates which resulted in a substantial reduction in rates throughout the country as a whole. No order was entered, but the parties of record were cited to show cause on or before March 1, 1924, why the findings should not be made effective.

THE HUNTER MERCANTILE COMPANY, ET AL.,

vs.

AMERICAN RAILWAY EXPRESS COMPANY

I. C. C. Docket No. 15079

This case involving express rates on fresh fruits and vegetables was reported on in the last biennial report wherein we briefly related the cause for the complaint, and stated that this Commission had intervened to uphold certain rates established under its order.

The first hearing before the Interstate Commerce Commission was held at Santa Fe, New Mexico, at which this Commission

was not represented, and the Examiner in his report made a finding recommending an increase in the rates from the Western Slope to Colorado common points from that of \$1.25 per cwt., any quantity, as fixed by this Commission, to \$1.51 per cwt., on shipments of 1,500 pounds or more and \$1.85 per cwt., on shipments of less than 1,500 pounds.

As a result of the intervention by this Commission the Interstate Commerce Commission ordered a complete rehearing of this case under another Examiner, and in the early part of 1925 hearings were held at Grand Junction and Farmington, New Mexico, at which places this Commission was personally represented and took an active part, and it will be of interest to know that the Interstate Commerce Commission has since handed down its decision sustaining the findings of this Commission, and ordered the complaint dismissed. The decision of the Interstate Commerce Commission briefly stated is as follows:

(1) That the intrastate express rates on fresh fruits and vegetables from the Western Slope district imposed by State authority are not unduly preferential of that district nor unduly prejudicial to the Farmington, New Mexico, district, and not unjustly discriminatory against interstate commerce.

(2) That interstate rates on like traffic from the Farmington district to destinations in Colorado are not unreasonable. Complaint dismissed.

In upholding the order of this Commission thousands of dollars in express charges have been saved to the shipping and consuming public of Colorado.

## GRAIN RATES

### I. C. C. Docket No. 16294.

This case was also reported on in the last biennial report to the extent of briefly recording the cause for the complaint. The Interstate Commerce Commission has since announced the consolidation of same with I. C. C. Docket No. 17000, Rate Structure Investigation, for hearing and determination.

## POTATO AND VEGETABLE RATES

### I. C. C. Docket No. 16613

### I. C. C. Docket No. 16614

Two separate proceedings are here involved, but owing to their similarity were ordered heard concurrently by the Interstate Commerce Commission, and therefore are here discussed under a common heading.

These cases were recorded in the last biennial report, and the cause for complaint was briefly stated therein. Hearings,

consuming several days each, were held in Denver in May, 1925, before an Interstate Commerce Commission Examiner, who has since rendered a tentative report to the Interstate Commerce Commission with the recommendation that the complaints be dismissed. Exceptions to the proposed report were filed, and the cases were orally argued at Washington, D. C., on June 25, 1926, but final decision by the Interstate Commerce Commission has not yet been made.

## RATE STRUCTURE INVESTIGATION

I. C. C. Docket No. 17000

Revenues in Western District

Ex Parte 87

## THE HOCH-SMITH RESOLUTION

(Pub. Res. No. 46, 68th Cong.)

(S. J. Res. 107)

Joint resolution directing the Interstate Commerce Commission to take action relative to adjustments in the rate structure of common carriers subject to the Interstate Commerce Act, and the fixing of rates and charges.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That it is hereby declared to be the true policy in rate making to be pursued by the Interstate Commerce Commission in adjusting freight rates, that the conditions which at any given time prevail in our several industries should be considered in so far as it is legally possible to do so, to the end that commodities may freely move.

That the Interstate Commerce Commission is authorized and directed to make a thorough investigation of the rate structure of common carriers subject to the interstate commerce act in order to determine to what extent and in what manner existing rates and charges may be unjust, unreasonable, unjustly discriminatory, or unduly preferential, thereby imposing undue burdens or giving undue advantage as between the various localities and parts of the country, the various classes of traffic, and the various classes and kinds of commodities, and to make, in accordance with law, such changes, adjustments, and redistribution of rates and charges as may be found necessary to correct any defects so found to exist. In making any such change, adjustment, or redistribution the Commission shall give due regard, among other factors, to the general and comparative levels in market value of the various classes and kinds of commodities as indicated over a reasonable period of years to a natural and proper development of the country as a whole and to the maintenance of an adequate system of transportation. In the progress of such investigation the Commission shall from time to time, and as expeditiously as possible, make such decision and orders as it may find to be necessary or appropriate upon the record then made in order to place the rates upon designated classes of traffic upon a just and reasonable basis with relation to other rates. Such investigation shall be conducted with due regard to other investigations or proceedings affecting rate adjustments which may be pending before the Commission.

In view of the existing depression in agriculture, the Commission is hereby directed to effect with the least practicable delay such lawful changes in the rate structure of the country as will promote the freedom of movement by common carriers of the products of agriculture affected by that depression, including livestock, at the lowest possible lawful rates compatible with the maintenance of adequate transportation service: Provided, That no investigation or proceeding resulting from the adoption of this resolution shall be permitted to delay the decision of cases now pending before the Commission involving rates on products of agriculture, and that such cases shall be decided in accordance with this resolution.

Approved January 30, 1925.

These proceedings were instituted by the Interstate Commerce Commission under direction of the "Hoch-Smith Resolution," quoted above, as passed by the Sixty-eighth Congress of the United States in session in January, 1925, which, in general, declares agriculture to be the basic industry of the nation, that agriculture is in a state of serious depression, and that the Interstate Commerce Commission shall enter into a general investigation of all railroad rates, fares, and charges for the purpose of fixing on agricultural products, including livestock, the lowest lawful possible rates compatible with the maintenance of adequate transportation service, and to generally revise the rate structure of the nation as a whole, so that any discrimination found to exist may be removed. The resolution was given wide publicity and the investigation to be conducted, as ordered therein, is the most far-reaching and important one ever entered upon by the Interstate Commerce Commission. Having in mind the emergency provision, in so far as the agricultural situation is concerned, as stated above, the Commission ordered that the investigation be first directed to rates in the Western District.

In April, 1925, the Western District carriers (seventy-four in all) filed with the Interstate Commerce Commission their joint petition for an increase in their revenues, basing their action upon the statement that their earnings in the years since the passage of the Transportation Act, 1920, have not yielded a fair return upon the aggregate value of their railway property, viz., five and three-quarters per cent, the basis established by the Commission in accordance with the authority vested in it by the above Act.

The Interstate Commerce Commission assigned the two proceedings for concurrent hearing and numerous hearings were held at various points (including Denver) throughout the western United States, starting at Chicago in September, 1925, and closing at Kansas City on January 26, 1926. Upon invitation of the Interstate Commerce Commission under the co-operation section of the Transportation Act, a committee of State Commissioners sat with the Commission in a co-operative capacity throughout the entire proceedings. Commissioner Bock of this Commission was one of the committee selected, and was present at the hearings held in Chicago, Denver, San Francisco and Kansas City, and

at the oral argument held in Washington, D. C., in May, 1926. Commissioners Lannon and Jones were in attendance at the hearing in Denver.

In July, 1925, all railroads operating in Colorado, which were parties to the above-mentioned joint petition, filed with this Commission a joint petition asking that this Commission, after due investigation, issue the necessary order which will permit such increases in intrastate rates within its jurisdiction corresponding to such increases in interstate rates as may be authorized by the Interstate Commerce Commission.

This Commission believes that it was created as an arbiter between the public and the carriers in order that justice may be done between both, and that the public may receive the protection to which it is entitled under the law, and being aware that under the petition filed with it by Colorado railroads, the same issues as they involve intrastate rates are pending before it, as were being discussed in the proceedings before the Interstate Commerce Commission, has taken a very active interest in the matter; however, its representation at the hearings above mentioned has not been in the capacity of advocates for or against the granting of any increases in rates, but rather in the attitude of ascertaining the true facts.

Also, this Commission realizing the importance to the shippers, consumers and general public of the issues involved in these cases, issued a statement to the "General Public" under date of August 14, 1925, suggesting that there are available to the public, all the files, reports, statistics, etc., and any other facilities in the possession of the Commission for the purpose of a fair and impartial presentation of such evidence as is deemed necessary to show the true facts, and that the Commission's staff of experts stands ready to be of such general assistance in compiling and presenting data and facts to both the Interstate Commerce Commission and this Commission in order that both may obtain all necessary information upon which to base a correct and just finding, and the public and others have, to a large extent, taken advantage of this suggestion.

On November 19, 1925 (I. C. C. Docket, Ex Parte 87, Sub. No. 1), the railroads filed a supplemental petition for additional increases in the class rates in what is known as Western Trunk Line Territory, which includes the eastern portion of Colorado up to and including Colorado common points, viz., Denver, Colorado Springs, Pueblo and Trinidad. In this supplemental petition the carriers are not only asking for increases in the interstate rates, but they are seeking increases in the intrastate rates as well.

On July 14, 1926, the Interstate Commerce Commission handed down its decision denying the carriers' application for an increase in revenues (Ex Parte 87), with the result that millions of dollars have been saved to the traveling, shipping and consuming public of the nation.

The Commission's decision is quite lengthy, and the record in the case voluminous, and could be commented upon to great length. The following brief excerpt from the decision appears pertinent:

“As to Ex Parte 87, it is quite clear from the evidence that so far as the major portion of the western district is concerned, no financial emergency exists. In this portion the carriers appear to be both financially and physically sound.”

In its decision the Commission further said that case docketed Ex Parte 87, Sub. No. 1, would be heard and disposed of separately, and it has since announced that the first hearing would be held in Omaha on January 24, 1927. The decision also stated that the record in No. 17000 (Rate Structure Investigation) would be held open for further consideration of the issues in the case of livestock, and it has also recently announced preliminary conferences in connection with proposed investigation of rates on grain, cotton and other commodities.

## MOTOR VEHICLE INVESTIGATION

I. C. C. Docket No. 18300.

This proceeding was instituted by the Interstate Commerce Commission on its own motion for the purpose of investigating the motor bus and truck transportation field, and its relation to rail carriers. The first hearing was begun at Chicago, July 27, 1926, before Commissioner Esch, who in a brief statement, emphasizing the importance of the transportation medium under investigation, said there were 75,000 busses in the country of which more than 3,000 were in interstate commerce; that there were 500,000 trucks, and more than 15,000,000 other types of automobiles, making a total of nearly 20,000,000 motor vehicles in the country, which, including the value of automobile plants and of plants in associated industries, had a total valuation of about that of all the railroads.

He said that, because of the size of the industry and because there was no federal legislation and only about two-thirds of the states had regulatory laws, motor transportation had created a problem of no mean importance.

Over 300 representatives of the motor transportation industry, shippers, and railroads were present.

A series of hearings was scheduled for various sections of the country, including one held in Denver in August, 1926. The primary purpose of the investigation was to accumulate data which may be used to support such recommendations as the Commission will make to Congress respecting motor vehicle regulation.

In this connection it may be of interest to know that numerous complaints have been filed with this Commission during the

past year against interstate motor vehicle carriers operating in and out and through Colorado, with reference to service furnished, etc., and while this Commission is largely without jurisdiction in such matters, it has nevertheless investigated all said complaints, and in most cases was instrumental in securing concessions and adjustments satisfactory to the complainants.

There is much that could be written on this subject, but time and space forbid; suffice to say the history of the business up to the present time shows conclusively the need of some public regulation of motor vehicle carriers transporting passengers.

### VALUATION OF RAILROADS

The Interstate Commerce Commission has now reached a point in its work in connection with the valuation of railroads where final valuations are being submitted on some of the carriers in Colorado. These values, when finally approved, will be the basis for future rate making. The railways are protesting the values found by the Commission. Because of lack of funds, this Commission has been unable to make any check of the Interstate Commerce Commission's valuations or to check the values claimed by the railroad companies. A small appropriation for this purpose was included in the budget of 1923, and same had the approval of the Governor, but the legislature did not see fit to approve the request. Nevertheless the Commission has taken cognizance of this very important matter, but without any valuations of its own its service can only be of such a general nature as its representatives, the General Solicitor and the Special Valuation Counsel of the National Association of Railroad and Utilities Commissioners in Washington, can render. The Commission believes that in view of the very great importance attached to these valuations, some provision should be made for making a check on the values of the railroads of the State that are being submitted as the final values, so that the interests of the people may be protected in the matter, and funds necessary to carry on this work should be made available.

### COURT DECISIONS

#### U. S. SUPREME COURT

The State of Colorado vs. the United States of America, et al.  
Decided May 3, 1926.

I. C. C. Finance Docket No. 1572. Abandonment of Branch Line,  
Buena Vista to Romley, by The Colorado and  
Southern Railway Company.

This case was reported on at length in the last two biennial reports of this Commission, and was carried to the point where the Attorney General for the State of Colorado had appealed the case to the United States Supreme Court. The issue involved was

whether or not the Interstate Commerce Commission has jurisdiction to authorize complete abandonment of an integral portion of an interstate railroad, without regard to State laws. It had been held by the Colorado Supreme Court that the continued operation of its entire property was a charter obligation of The Colorado and Southern Railway Company, and that point was pressed before the United States Supreme Court. The United States Supreme Court pointed out in its opinion that the necessities for continued intrastate operations may make reasonable the bearing of resulting losses from said operations, if they be not unreasonably great, and authority to abandon is not granted for the protection of the carrier, but of the public, and the question for determination is, "What is reasonable upon consideration of all the public interests involved," and thereupon sustained the Interstate Commerce Commission's order authorizing the complete abandonment of The Colorado and Southern Railway Company's branch line mentioned above. (46 Sup. Ct. Rep. 452.)

#### COLORADO SUPREME COURT

Docket No. 11127

The Atchison, Topeka and Santa Fe Railway Co. vs. Public Utilities Commission. Decided March 2, 1925.

P. U. C. Application No. 260—Camel Truck Lines.

This case was carried to the Supreme Court by the railway company for the purpose of determining whether or not this Commission had jurisdiction or right to grant a certificate of public convenience and necessity without the consent and over the objection of the County Commissioners of counties involved.

The Court affirmed the order of the Commission granting the certificate, holding that the Commission has power to grant a certificate authorizing motor carrier operation without the consent of County Commissioners of counties involved, notwithstanding a statutory provision for the filing with the Commission of evidence showing that the applicant has received "the required consent, franchise, permit, ordinance, vote, or other authority of the proper county," if the only provision in the statutes relating to the consent of a county requires such consent in the case of vehicles bearing a load exceeding eight tons, and no claim is made that the motor carrier will use such vehicles. (Colo., 234 Pac. 175.)

Docket No. 11276

William Clark, et al., vs. Denver & Interurban R. R. Co., et al. Decided July 6, 1925.

P. U. C. Case No. 279.

This case was carried to the Supreme Court by William Clark, et al., for a review of the Commission's order prohibiting the further conduct of their alleged unlawful operation in con-

ducting the business of carrying passengers by automobile between Denver and Boulder. The Court dismissed the proceeding, holding that Colorado statutes C. L., Sees. 2954, 2961-2963, attempting to authorize a direct appeal to the Supreme Court from Commission orders, are ineffective for that purpose, in view of Article 6, Sec. 2, of the Constitution, giving the Supreme Court appellate jurisdiction only, which must be construed as jurisdiction to review decisions by lower courts, rather than other official bodies, except in cases involving questions where the public interest required it. (Colo., 239 Pac. 20.)

Docket No. 11261

The Estes Park Water Company vs. May Farnum Woodward.  
Decided September 9, 1925.

P. U. C. Case No. 274.

This same principle was applied here as in the preceding case and proceeding dismissed by the Court.

Docket No. 10935

People vs. James Pirie, et al. Decided December 7, 1925.

P. U. C. Case No. 235.

This case is the outcome of an action originally brought before the Commission, March 31, 1921, by The Colorado Power Company against James Pirie, to prevent the latter from constructing or extending the plant and system owned by said Pirie, or any new plant or system, into and contiguous to the City of Idaho Springs, or from exercising any rights or privileges granted under a franchise ordinance of the City of Idaho Springs in connection with electric utility operations in said city, within all of which territory, it was claimed, Pirie had not theretofore operated, and that said territory was being served by The Colorado Power Company. The Commission sustained the complaint, and thereupon the case was carried to the Supreme Court (Docket No. 10215) for a review of the Commission's order, which the Court affirmed in a decision handed down July 3, 1922. Subsequently, Pirie and his successors extended their transmission lines from the town of Lawson to the town of Dumont, Clear Creek County, which, the Commission claimed, was into the "territory" of Idaho Springs, and therefore contrary to the foregoing order of the Commission, and thereupon brought an action in the District Court for a permanent injunction restraining Pirie and his successors from operating as a public utility "in the Idaho Springs territory." The District Court held that the Commission's order was effective only to the territory included within the corporate limits of Idaho Springs, and that the attempt of the Commission to fix the boundary of what constitutes the Idaho Springs "territory," by extending it beyond the corporate limits, was beyond the issues, it not being involved in the application,

and the injunction was refused. The judgment of the District Court was affirmed. (78 Colo. 361, 242 Pac. 72.)

Docket No. 11367

Greeley Transportation Company vs. People.

Decided April 19, 1926.

P. U. C. Application No. 436—Greeley Transportation Company.

This case was taken to the Supreme Court by the Greeley Transportation Company to review a judgment in the District Court of the City and County of Denver, restraining the operation of motor vehicles until a certificate of convenience and necessity was obtained from the Commission, and which had previously been denied under the above application. The assignments argued, and which required consideration, were varied and of vital interest to all concerned. Therefore, from the Commission's standpoint this was one of the most important cases decided in recent years. The constitutionality of the Public Utilities Act was attacked from several angles; it was claimed that for obvious causes the suit could not be maintained and that the injunction could not stand; it was urged that the business of the transportation company was not "similar to and in competition with" railroads, hence no certificate was essential to its operation. The Court held that the business was clearly that of a common carrier, and that all common carriers were within the act, and the fact that they do or do not compete with railroads was immaterial. One of the contentions of the defendant was that the Public Utilities Act did not provide for such a review of the orders of the Commission to satisfy the due process of law clause of the State, as well as the federal, constitution. The opinion of the Court rejects this contention and points out how the orders of the Commission may be reviewed by the District Court. Finding no reversible error in the record, the judgment was affirmed. (79 Colo. 307, 245 Pac. 720.)

Docket No. 11286

Henry C. Davis vs. People, Ex Rel., Public Utilities Commission.

Decided July 6, 1926.

P. U. C. Application No. 253—Henry C. Davis, Harry D. Davis (Davis Bros.).

This case was carried to the Supreme Court by Henry C. Davis to review a judgment in the District Court of Mesa County enjoining his operation as a motor common carrier on account of not having a certificate of convenience and necessity. Mr. Davis had previously applied to this Commission for a certificate under the above application, which was refused. Subsequently he organized the Delta County Merchants' & Manufacturing Association. Its 121 members were the shippers of more than ninety per cent of the freight carried in that territory. Under a contract

with the association, Mr. Davis contended his operation was that of a private carrier. The Court held that the proportion of the public served was so large as to be the public, and that the limitation was a mere device to hoodwink the law. The judgment was accordingly affirmed. (Colo., 247 Pac. 801.)

#### Docket No. 11403

City of Lamar vs. Town of Wiley. Decided July 6, 1926.

The principal issue in this case was whether or not the Public Utilities Commission had jurisdiction to fix rates for customers not within the limits of a city and who were served by the municipal utility of said city. The City of Lamar, operating an electrical utility, sold power to the town of Wiley under a contract consummated with the privately-owned utility operating in Lamar prior to the acquisition of said property by the city. After the City of Lamar acquired the plant it filed with this Commission a schedule of rates of charges for electric current to consumers, both within and without the City of Lamar, including therein a change in the power rate for the town of Wiley, which was in excess of the rate fixed by the contract referred to above. The Court held that a municipally-owned public utility, as to service furnished consumers beyond its territorial jurisdiction, is subject to the same regulation to which a privately-owned public utility must conform in similar circumstances, and the power to fix rates for such service resides in the State Public Utilities Commission. The Court held further that the public utilities statute, which confers the power of fixing rates in such cases upon the Commission, should be read into the contract in question, and, therefore, said contract does not prevent the Commission from changing the rate. (Colo., 248 Pac. 1009.)

#### NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS

The Commission has continued its activities in the above association, and is of the opinion that much valuable information has been obtained to aid it in its deliberations through the reports of the various committees, the Secretary, and the association's General Solicitor and Special Valuation Counsel at Washington, D. C.

Many very significant subjects appertaining to public utility regulation come before this body for discussion.

One of the most important at the present time is the matter of freight rates, and in this connection the following resolution, adopted by this association at its annual convention at Washington, D. C., in October, 1925, is of particular interest. The resolution, which was sponsored by the Denver Chamber of Commerce in its fight for fair freight rates for Colorado, Denver and all interior points, is a strong one, and to the point, and was

presented to the convention by Commissioner Bock of this Commission.

#### THE RESOLUTION

“Resolution Favoring the Enactment of Legislation Placing Intercoastal Carriers Operating Through the Panama Canal Under the Jurisdiction of the Interstate Commerce Commission.

“Resolved, That in order to stabilize rates and services, and to prevent rate wars between the transcontinental rail lines and the ocean lines passing through the Panama Canal between the Atlantic and Pacific Coasts, as well as to prevent serious rate wars between the Canal lines themselves, the National Association of Railroad and Utilities Commissioners is of the opinion that such intercoastal or Canal lines should be placed under the regulatory jurisdiction of the Interstate Commerce Commission as to rates, services, etc., to the same extent that the rail carriers now are.

“Resolved further, That the Committee on State and Federal Legislation be requested to bring this resolution to the attention of Congress, and, on behalf of this association, to support the enactment of appropriate legislation providing for such regulation.”

The absence of regulation of the freight charges by vessels plying in the coastwise trade from Atlantic to Pacific ports through the Panama Canal has been the primary cause of the many efforts made in recent years by the transcontinental railroads to obtain reductions in the rail rates from the Atlantic to Pacific Coasts, without making proportionate reductions at the same time in the rates to interior points, such as Colorado cities, and the situation has caused constant disturbance in the entire transcontinental rate structure of the railroads.

It will be noticed that the association instructs its committee to bring the resolution to the attention of Congress, and to support enactment of appropriate legislation.

#### CENTRAL WESTERN SHIPPERS' ADVISORY BOARD

The Commission has also continued its activities in the above organization in the interest of car service in Colorado. We feel that the service rendered the shippers of Colorado in this work through the various committees has been of inestimable value. Through the fiscal years covered by this report there was not a serious instance of car shortage, and the shippers report the service generally to be excellent. On one occasion there was some shortage for the movement of perishables, but through the intervention of this organization and the co-operation of the carriers, extra equipment was provided.

This organization holds three meetings each year at different points throughout the territory, which comprises the States of Colorado, Utah, Nebraska, Wyoming and portions of Idaho and Oregon. One of these meetings was held in Colorado Springs in April, 1926. The estimates furnished by the commodity committees are used in judging as to the amount of equipment necessary to handle crops at the peak movements.

## TONNAGE OF FREIGHT ORIGINATED IN COLORADO

The following comparative statement of tons of revenue freight originating on lines of steam railroads within the State for the years 1925 and 1924, as reflected by carriers' annual reports, is of interest:

	1925	1924
Products of Agriculture .....	3,055,618	3,494,360
Animals and Products.....	566,069	544,656
Products of Mines .....	10,489,305	10,304,484
Products of Forests .....	216,705	211,141
Manufactures and Miscellaneous .....	1,226,752	1,335,862
	<hr/>	<hr/>
Total carload traffic .....	15,554,449	15,890,503
Merchandise—all L. C. L. freight.....	238,486	261,178
	<hr/>	<hr/>
Grand total .....	15,792,935	16,151,681

The above statement shows a decrease of approximately 440,000 tons in products of agriculture and 110,000 tons in manufactures, due, chiefly, to the very short sugar beet crop in 1925 as compared with 1924, and the resultant decrease in manufactured products therefrom, viz., sugar, molasses, etc.

The decrease in L. C. L. freight is probably due to increased traffic handled by Motor Vehicle Carriers.

The substantial increases in the other classes of freight are indicative of the continued prosperity of the State and its numerous interests and industries as a whole.

## ELECTRICAL AND GAS UTILITIES CONSOLIDATIONS

There has been an unusual increase in activities along this line during the biennial period just closed as evidenced by the following tabulation.

The Public Service Company of Colorado has continued its policy of expansion and has acquired, since its first mergers of the Denver Gas and Electrical Company, the Western Light and

**Power Company and the Colorado Power Company:**

Electric	Operating In
The Tonopah Placers Company	Breckenridge
The Suburban Light & Power Company	Aurora
The Brighton Ice, Light & Power Company	Brighton
The Town of Brush Municipal	Brush
The Ovid Light & Power Company	Ovid
The Grand River Valley Railway Company	Fruita and Palisade
The Grand Junction Electric, Gas & Mfg. Company	Grand Junction
The Rifle Light, Heat & Power Company	Rifle

<b>Gas</b>	<b>Operating In</b>
The Grand Junction Electric, Gas & Mfg. Company	Grand Junction
The Poudre Valley Gas Company	Fort Collins
The Federal Gas Company	Boulder
The Southern Colorado Power Company has acquired:	

<b>Electric</b>	<b>Operating In</b>
The Arkansas Valley Electric Company	{ Florence Roekvale Coal Creek
The Colorado Central Power Company has been organized and has acquired:	

<b>Electric</b>	<b>Operating In</b>	
The Jefferson County Power & Light Co.	Golden	
The Fort Lupton Light & Power Co.	{ Fort Lupton Hudson Keenesburg Platteville	
	The Arapahoe Electric Light & Power Co.	{ Englewood Littleton Sheridan
		The Colorado Utilities Corporation has been organized. It has bought and brought into one system:

<b>Electric</b>	<b>Operating In</b>
The Craig Light & Power Company	Craig
The Steamboat Service Company	Steamboat Springs
The Hayden Milling & Power Company	Hayden
The Oak Creek Service Company	Oak Creek

The Commonwealth Utilities Corporation is another new organization now negotiating the purchase of a number of small utilities. It has purchased the Akron Gas, Electric Light & Power Company, operating in Akron.

#### RAILROAD CONSTRUCTION AND ABANDONMENTS

The only railway construction of importance during the biennial period was about fifty miles of main line in Baca County by the Dodge City & Cimarron Valley Railway, a subsidiary of The Atchison, Topeka and Santa Fe Railway Company, and two and one-half miles of branch line by the Union Pacific Railroad in Larimer County. The construction of the line in Baca County has opened up a very promising new territory to the railroads, and has met a long-felt need in that part of the State, since it is the first railroad to be built in that county.

The railroads generally have been largely engaged in rehabilitating their properties throughout the State, and all have shown

an improvement in their tracks and other facilities. The Denver and Rio Grande Western Railroad Company, in particular, has been carrying out a very extensive program of rehabilitation in change of alignment, and in ballasting and laying new rail. The improvements already made are very marked. The company has also been making arrangements for the installation of a block system on the Continental Divide main line part of the system. When these improvements are all completed the chances for such serious accidents as have occurred on this road will be greatly reduced, or eliminated entirely.

The Denver and Rio Grande Western Railroad Company was given permission to abandon the Crestone Branch from Moffat to Cottonwood, a distance of 16.96 miles. The Denver and South Platte Railway Company was granted permission to abandon its line from Littleton to Englewood, a distance of 4.25 miles. This latter was an electrically-operated road.

The Denver and Rio Grande Western Railroad Company was also granted permission to remove the third rail between Salida and Leadville, and abandon narrow gauge service between those points. The public service, however, has not been curtailed thereby.

#### DEPARTMENTAL ACTIVITIES

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:

#### RATE DEPARTMENT

In addition to the handling of all reparation orders, applications for waiving of freight undercharges, special authorities for short notice changes in rates and service reported on elsewhere, and the inspection and filing of tariffs, etc., this department handles a vast amount of correspondence and innumerable verbal and telephone requests for information in connection with Railroad and Motor Vehicle Carrier rates and service. A complete file of railway and motor carrier rate schedule is maintained, which are available to the public, and the latter have not been reluctant to take advantage of same.

During the past year much time was devoted to the promulgation of Rules and Regulations Governing Motor Vehicle Carriers, and instructing said carriers with reference to the proper filing of rate and service schedules.

This department has taken an active interest in all rate hearings before the Interstate Commerce Commission, and has also been called upon to furnish a considerable amount of data in connection with these proceedings, and in view of the numerous applications for increases in rates and rate investigations now pending before that body, it is anticipated that the coming years

will show more activity in this branch of the work than in many years past.

In view of the large amount of regular work handled, which has increased materially from year to year, and with only one employee in the department, it has been seriously handicapped in its efforts to investigate all matters coming to its attention which might prove beneficial to the public.

## RAILWAY AND HYDRAULIC ENGINEERING DEPARTMENT RAILROADS

The Commission's activities in railroad matters other than rates, have, as usual, been directed toward greater safety, comfort and service for the public.

All investigations in connection with applications appertaining to grade crossings and other property changes, as well as changes in service, are conducted by this department and reported to the Commission.

During the biennial period just closed there have occurred three of the most serious passenger railway accidents in the history of the railroads of the State, resulting in a very large number of casualties as to both killed and injured, also heavy property losses. These accidents were made the subject of exhaustive investigation by this department, and also received the special consideration of the Commission.

The main cause for two of these accidents was found to be due to failure of the enforcement of rules of the companies that might have prevented accidents, and to the carelessness of the responsible employees, while the main cause for the other, the most disastrous of the three accidents, was found to be due to excessive speed over a very sharp curve at a place where the conditions required a reduced rate of speed. At the time the latter accident occurred, the engine was in charge of the road foreman of engines, and he failed to observe the necessary precautions of safety at this place, and such as any prudent engineman would observe. The curvature on this railroad is excessive, and not at all suited to present-day needs. This fact was stressed by the Commission, and it is also evident to the present management of the railroad, and a very extensive program of change in alignment is being carried on to eliminate these dangerous curves. A collision between work trains near the place of the passenger train wreck, last mentioned above, resulted in serious loss of life of employees, and was duly investigated. The cause of this accident was found to be due to the carelessness of the train crews in failing to observe the rules of the company in regard to flagging of trains, as required under the circumstances.

This department also made a thorough investigation of a freight wreck at a bridge of another railroad, and found the cause to be due to carelessness of a bridge crew, working on the bridge,

in not taking proper measures to maintain bridge in safe condition for passage of trains while doing their work. We found also it was feasible to eliminate this bridge to prevent any similar accidents at this place in the future.

All grade crossing accidents are also made the subject of investigation by this department, and proper safety measures to prevent future accidents are recommended.

The Denver & Rio Grande Western Railroad Company refused to furnish cars at Quartz for loading, on request of shippers, alleging that the track between Pitkin and Quartz was unsafe for use, and that the business in sight would not justify its repairs. This department investigated the matter and found there was apparently enough business at that point to justify the expense of repairs to track, which did not appear as much as the company claimed. A hearing was held in the matter, and the company was ordered to repair the track and give the service desired. This has been done.

#### WATER UTILITIES

The Coal Creek Water Company filed an application with the Commission for an increase in water rates, but after an investigation and a public hearing at Florence it was found that the showing made as to earnings on the investment did not entitle the company to an increase.

The Northfield Land and Water Company, supplying territory adjacent to Colorado Springs, made application for a small increase in its water rates. After an investigation of the company's property values and investments, by its engineer and auditors, the Commission held a public hearing at Colorado Springs to determine the matter of the application. The facts elicited at this hearing showed that the company was not earning a fair return on the value of the property, and that the increase in rates was justified as requested.

#### INFORMAL COMPLAINTS

Many informal complaints have been filed with the Commission regarding railway and water service. These complaints have been investigated, and satisfactory adjustments made in each case without any serious difficulties. The Commission, by keeping in touch with the possible demands of shippers, has been able to keep car service complaints down to a minimum.

#### ELECTRICAL, GAS AND TELEPHONE ENGINEERING DEPARTMENTS

All the engineering work relative to the above three classes of public utilities has been carried on by one engineer since the action of the last legislature in not allowing an appropriation for

an assistant engineer, and during this period the routine duties in this department have steadily increased. The department has not been able to catch up with its work at any time during the past year, so that at times matters have been unduly delayed, even though earnest effort has been given throughout.

Daily, requests for information in regard to rates, service, extensions and various utility policies of an engineering character are handled by this department. Some of these require considerable time in preparation. Many of these requests originate among municipal officials who desire to know what is being done in other communities and are often forerunners of complaints or rate changes. A large number come from outside the State from governmental bureaus, authorities, utilities, engineers and others concerned with some phase of utility operation or regulation.

While the number of recorded informal complaints show a slight decrease, this department has had an increasingly large number of grievances brought to it through personal interview or telephone conversation, probably due to the fact the public generally is learning that it can often obtain relief through this Commission, and the department prides itself, that if the complainant had any real cause for complaint, the matter has been adjusted satisfactorily to him. In some cases, through misunderstanding or unfamiliarity with such matters, the complainant, instead of the utility, has been at fault, and then the matter is fully discussed and explained usually to the ultimate satisfaction of the complainant.

There have been very few formal cases involving these three classes of utilities, probably due to two reasons. One is that most of the gas, electric and telephone utilities have found it best through past experience to comply with the Commission's orders and the principles it advocates in complying with the Act. The other is that matters are now being settled informally which heretofore might have caused a formal hearing, expensive to the utility and the public. Each informal complaint is more far-reaching than the parties concerned. Its effect shapes the future action of that utility and keeps alive the principles of regulation. This phase of the work is educational in character and does much to prevent formal cases.

One such instance was in the matter of the charges for electricity for municipal pumping for Swink. The mayor felt that the town was paying too much for the service. This department went into the study of the conditions in detail, in co-operation with the Southern Colorado Power Company's engineers. Finally a just and suitable rate was worked out and filed which gave Swink the relief it sought, and also affected several other towns in the Arkansas Valley beneficially.

Additional work has developed this year due to changes in ownership and control of utilities which make revisions of records necessary, entailing considerable work and time.

This department has completed a report upon the rates for metal mining power at the request of the Metal Mining Fund. It contains a complete explanation, discussion and comparison of these rates as offered by the Western Colorado Power Company, Southern Colorado Power Company and Public Service Company of Colorado which should prove valuable to those engaged in this industry, and should bring about some rate revisions favorable to them.

While, by amendment to the Constitution, there are Home Rule cities with jurisdiction over their own utilities, and there are municipally-owned utilities which are not under this Commission's jurisdiction, the effect of this upon the work of this department has not been to reduce it materially. It has added complications increasing the amount of work, and informal complaints as well as requests for assistance or information arise in these communities just as freely as heretofore. Also, the public generally is not fully aware that this Commission does not take mandatory jurisdiction over these utilities within the corporate limits of said municipalities. Besides, it is now the case that municipally- and privately-owned utilities alike have nearly all extended their facilities beyond corporate limits, and to that extent this Commission must take jurisdiction, and its rules and orders be observed.

As an instance of help given to municipally-owned utilities, the case of Holly might be cited. Here the mayor requested the Commission to investigate the conditions surrounding the operation of its electric and water utilities. The Commission's engineer spent several days on the ground, and rendered a complete engineering report upon the conditions, which were very bad. This report has enabled the lighting committee and mayor of Holly to correct conditions to a large extent, and to get these plants financially back upon their feet.

From Montrose, a Home Rule city, the city attorney and city manager came to the Commission for assistance in the matter of determining if their rates and service as received from the Western Colorado Power Company, operating throughout the Western Slope, were fair and equitable. The Commission's engineer met with these officials in Montrose, furnished them with the information and advice desired, and they have taken the steps suggested. It is probable there will be more assistance requested before this matter is finally settled.

During the summer of 1926, the City of Denver, through its mayor and city council, urgently requested the assistance of the Commission in the matter of its investigation and appraisal of the Public Service Company of Colorado in Denver as a preliminary to the granting of a franchise. To this request the Commission agreed, pursuant to its policy, that in so far as possible the citizens of Home Rule cities, being taxpayers, are entitled to assistance relative to regulating their utilities if they so desire. It

is now generally accepted that regulation requires, at such times as the above, the technical knowledge and experience of those thoroughly trained in such matters, and so far, Home Rule cities have not succeeded in maintaining a suitable staff for this purpose.

While this investigation was in progress, the work of this department was customarily light, although each year less so. In addition to the Denver investigation, Commission matters, which could not be delayed, were taken care of as they occurred by overtime work or through the assistance of other members of the technical staff, especially the statistical department, which showed commendable interest and freely shouldered part of the routine matters in this department.

There are several things which should have attention when the facilities of this department permit. One is the use of a Fuel Clause as a part of a rate. Such clauses cause an automatic change in rate as the cost of fuel changes. An investigation, which would take considerable time, is needed before the proper conclusions can be reached. Another is in the matter of line extension policies, in both urban and rural territory. This is a prevalent cause of complaint. The policy is quite different with different utilities. It seems probable that there has been considerable discrimination, and that there have been cases where individuals were unduly taxed in support of the utility through charges to apply on cost of extensions. The subject is a large one and one in which the Commission can hardly make rigid rules without danger of doing more harm than good, unless it has greater knowledge of the subject than at present. Such knowledge should properly come from an exhaustive investigation by its staff. Another matter is the elimination of all special contracts by substitution of suitable rates available to all in a class. Another is that all utilities should make their rules and regulations on file cover all their practices in dealing with the public. This is not the case at present. Certain irregularities and laxity of practice in administering their rules and rates, or the rules and orders of the Commission in regard to quality of service, practices, and the like, come to the attention of the Commission from time to time through informal complaints. There must be many others of which the Commission can only learn by chance, unless it should inaugurate a systematic personal visitation of all utilities for investigation and spot check by a staff member competent to recognize such irregularities from such spot checking. The fact that in every investigation made in the past for any purpose such irregularities have come to light, is conclusive that there is a great deal of good that can be done in this field. The attempt to carry out such a program has been made in the past, but failed because of demands made upon the staff in the big cases which took up all the time of the staff for several months at a time.

### INSPECTION DEPARTMENT

Since March, 1925, the Commission has been without help in this department, and the work usually assigned to it, in so far as it has been possible to do so, has been handled by other members of the staff.

The proper enforcement of regulatory power requires considerable policing by inspectors, and in view of the additional work required in connection with the regulation of Motor Vehicle Carriers, arrangements should be made to permanently reinstate this department, and to give the Commission a sufficient force of inspectors to properly enforce the Public Utilities Act and the rules and regulations of the Commission.

### STENOGRAPHIC DEPARTMENT

The very large increase in the volume of work handled by the Commission as a whole has resulted in an unprecedented increase in the work of this department, and the Commission found it necessary to employ an additional stenographer, making salary payments out of its special fund. This increase in the force should be made continuous, and salary provided through regular appropriation.

### AUDITING AND STATISTICAL DEPARTMENT

This department consists of a chief accountant and one assistant, who has also been called upon from time to time to perform duties formerly assigned to inspectors for handling. The regular activities of the department may be classified as follows:

1. Examination and verification of all annual reports of utilities operating in the State and reporting to this Commission, together with detail in connection with mailing out blank forms and recording and filing completed reports. In this connection, a glance at the statistical section of this report will reveal to some extent the immense amount of work necessary to the proper completion of the above operations. These examinations have developed a number of irregularities on the part of smaller utilities in not complying with the provisions of the accounting classifications prescribed by this Commission, and it would appear desirable that the department do some field work in order to bring them into line, since this cannot always be successfully accomplished through correspondence. However, in view of the unusual increase in work from new sources and in other directions, such action must necessarily be held in abeyance until some relief is granted either in the way of additional help or through some other permanent arrangements.

2. Preparation of Annual and Biennial Reports and the Budget, and other financial reports and statements appertaining to this Commission. With respect to the amount of work here involved, these reports speak for themselves.

3. Audit of books and records of utilities in order to ascertain original cost, capitalization, income, expenditures, operating statistics and rate of return to be used in rate-making cases. In this connection, one of the most important investigations made during this period was the case of the Northfield Land & Water Company, supplying water to suburban territory about Colorado Springs, with reference to their application for an increase in rates, which was granted. The investigation was a very exhaustive one, and required approximately twenty days to complete same.

4. Drafting accounting systems and forms of annual reports for utilities. In this connection this department is now confronted with the task of preparing a uniform classification of accounts and quarterly and annual report forms for use of Motor Vehicle Carriers as provided for in the rules and regulations governing said carriers, effective January 1, 1927. Heretofore no definite or regular form of reports has been required of this class of carriers.

5. Analyzing accounting and statistical exhibits and evidence presented by utilities in rate-making cases for the information of the Commission.

6. Compiling statistical data from annual reports of utilities operating in Colorado for hearings before the Interstate Commerce Commission and other bodies, for State commissions and national boards and bureaus, and sundry petitioners for such information.

During the period just closed, this department has been called upon to furnish a considerable amount of statistical data and other information in connection with proceedings before the Interstate Commerce Commission. Work of this character has increased materially during the past few years, and in view of the pending valuations of railroads by the Interstate Commerce Commission, the proposed consolidations of railroads, rate investigations, and other matters of vital concern to the State in general, it is reasonable to expect a continued and substantial increase along these lines in the future.

7. A new feature, which will require considerable time and attention, will be the handling of public liability, property damage and cargo insurance policies, and indemnity bonds to be filed by Motor Vehicle Carriers as contemplated under rules and regulations governing said carriers effective January 1, 1927. In this connection, if proposed legislation with reference to Motor Vehicle Highway Tax is enacted into law, and the administration of same is placed with the Commission, it is no exaggeration to visualize an increase of 100 per cent in the work of this department.

8. Advising verbally and by correspondence the various utilities in matters pertaining to accounts and statistics, including

numerous requests from municipal utilities and utilities operating in Home Rule cities over which this Commission has no jurisdiction.

### COMMISSION EXPENSE

The total expenses of the Commission to the State, including all salaries and expenses of the Commissioners and employees, for the biennial period, amounted to \$79,028.54. 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	\$24,000.00	.....
1 Secretary .....	5,000.00	5,000.00	.....
1 Rate Expert .....	4,200.00	4,115.40	\$ 84.60
1 Auditor and Statistician ..	5,000.00	5,000.00	.....
1 Asst. Aud. and Statistic'u	3,600.00	3,600.00	.....
1 Elec., Gas and Tel. Eng. ..	5,000.00	4,274.21	725.79
1 Asst. Elec., Gas and Tel. Engineer .....	700.00	700.00	.....
1 Rail. and Hydraulic Eng.	5,000.00	4,795.03	204.97
1 Asst. Rail. and Hyd. Eng.	3,600.00	3,600.00	.....
1 Reporter .....	4,200.00	4,200.00	.....
2 Inspectors .....	1,200.00	1,200.00	.....
3 Stenographers .....	7,200.00	7,200.00	.....
Traveling Expenses .....	6,000.00	4,945.84	1,054.16
General and Incidental Exp.	5,000.00	5,010.89	†10.89
P. U. C. Special Fund.....	*3,928.22	1,387.17	2,541.05
<b>Totals .....</b>	<b>\$83,628.22</b>	<b>\$79,028.54</b>	<b>\$4,599.68</b>

\* Includes balance of \$2,149.42 as of December 1, 1924.

† Overexpenditure.

The above in comparison with total disbursements of \$89,041.17 for the previous biennial period reflects a decrease in the total expense of the Commission of \$10,012.63.

This decrease is due principally to the dropping of three employees from the force on account of no salary appropriation made in the long appropriation bill, viz., Assistant Electrical, Gas and Telephone Engineer and two Inspectors.

## CONCLUSION

The Commission has earnestly endeavored to live up to its full responsibility in both State and National affairs, and, notwithstanding the decrease in force and the increased activities as reported herein, the work of the Commission has generally moved along in regular and scheduled order, but this has been made possible only through the increased effort and intense application and loyalty of every member of the staff.

Very respectfully submitted,

THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF COLORADO

FRANK P. LANNON,  
Chairman.

OTTO BOCK,  
DANIEL S. JONES,  
Commissioners.

Attest:

JOHN W. FLINTHAM,  
Secretary.

**FORMAL CASES DISPOSED OF FROM DECEMBER 1, 1924,  
TO DECEMBER 1, 1926**

Case No. 270

Decisions Nos. 894, 928, 1037

THE NUCKOLLS PACKING COMPANY vs. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, JOSEPH H. YOUNG, RECEIVER. Petition for minimum weight of 12,000 pounds packing house products and reparation for \$1,936.95.

Order issued August 17, 1925, granting petition. Order issued December 19, 1925, granting rehearing. Order issued September 24, 1926, sustaining order issued August 17, 1925. Writ of review in the District Court filed November 9, 1926.

Case No. 274

Decisions Nos. 803, 826

MAY FARNUM WOODWARD vs. THE ESTES PARK WATER COMPANY. Complaint against discontinuing service November 1, 1923.

Order issued January 12, 1925, establishing service throughout the year. Order issued April 2, 1925, denying rehearing. Writ of review in Supreme Court, Docket No. 11261, filed May 2, 1925.

Case No. 275

Decision No. 795

HERBERT SOMMERS vs. THE MIDLAND TERMINAL RAILWAY COMPANY. Alleged unreasonable rate on ice from Ute Pass, Colorado, to Colorado Springs, Colorado.

Order issued December 22, 1924, establishing \$1.00 rate as stipulated.

Case No. 279

Decisions Nos. 827, 830

THE DENVER AND INTERURBAN RAILROAD COMPANY, THE COLORADO AND SOUTHERN RAILWAY COMPANY, UNION PACIFIC RAILROAD COMPANY vs. WILLIAM CLARK, et al. Operating auto busses without certificate.

Order issued April 7, 1925, prohibiting operation of busses. Order issued April 20, 1925, denying rehearing. Writ of review in Supreme Court, Docket No. 11276, certified June 4, 1925.

Case No. 280

Decision No. 848

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY vs. THE GIBSON LUMBER & MERCANTILE COMPANY. Claim for demurrage.

Order issued May 25, 1925, granting demurrage charge only in part.

Case No. 281

Decision No. 881

JAMES PEARSON vs. DOUD BROTHERS, TONIE GIACOMELLI, et al. Operating auto stage line without a certificate.

Order issued July 22, 1925, dismissing case for want of jurisdiction.

Case No. 282

Decision No. 910

THE SILVERTON COMMERCIAL CLUB, JAMES PILLING, SECRETARY, vs. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Inadequate train service on Silverton Branch.

Order issued September 24, 1925, dismissing complaint.

Case No. 285

Decisions Nos. 925, 961, 1006

M. F. THOMAS vs. WALTER BYRON. Operating bus without a certificate.

Order issued December 5, 1925, overruling motion to dismiss. Order issued April 12, 1926, dismissing complaint for want of jurisdiction. Order issued June 22, 1926, denying motion to reopen case.

Case No. 287

Decisions Nos. 979, 1004

THE DENVER & STEAMBOAT SPRINGS STAGE COMPANY vs. D. E. TILDEN. Operating bus without certificate.

Order issued May 10, 1926, dismissing complaint. Order issued June 22, 1926, denying rehearing.

Case No. 290

Decision No. 948

G. B. FRAVERT vs. TOWN OF RIFLE. Refusal to tap water main.

Order issued March 3, 1926, dismissing complaint.

Case No. 291

Decision No. 955

THE COLORADO PORTLAND CEMENT COMPANY vs. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, et al. Petition for reasonable rate on coal, Walsenburg and Trinidad to Portland, Colorado, and reparation.

Order issued March 25, 1926, dismissing cause.

Case No. 292.

Decision No. 956

THE UNITED STATES PORTLAND CEMENT COMPANY vs. THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, et al. Petition for reasonable rate on coal, Walsenburg and Trinidad to Portland, Colorado, and reparation.

Order issued March 25, 1926, dismissing cause.

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Case No. 294

Decision No. 947

THE NUCKOLLS PACKING COMPANY vs. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Alleged unreasonable rate on fresh meat, Pueblo to Montrose, Colorado.

Order issued February 27, 1926, dismissing cause.

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Case No. 297

Decision No. 980

H. A. DAVIS vs. A. E. BUSEY. Operating auto truck line without a certificate.

Order issued May 10, 1926, dismissing cause.

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Case No. 298

Decision No. 1025

THE SMUGGLER UNION MINING COMPANY, et al., vs. THE RIO GRANDE SOUTHERN RAILROAD COMPANY AND THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Alleged unreasonable rates on ore and concentrates from Ophir, Pandora and Telluride to Durango, Colorado.

Order issued August 14, 1926, dismissing cause.

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Case No. 302

Decision No. 1012

C. L. SMITH, GENERAL MANAGER, NAPOLEON MINING & LEASING COMPANY vs. THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Request for service between Pitkin and Quartz, Colorado.

Order issued June 29, 1926, requiring railroad company to repair track and reinstate its freight service.

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Case No. 303

Decision No. 1015

DENVER AND SOUTH PLATTE TRANSPORTATION COMPANY vs. OTTO WILLINGHAM. Operating transportation system without certificate.

Order issued July 2, 1926, prohibiting operation.

**APPLICATIONS DISPOSED OF FROM DECEMBER 1, 1924,  
TO DECEMBER 1, 1926.**

Application No. 16

Decision No. 941

COLORADO POWER COMPANY. Order issued February 17, 1926, annulling order issued August 6, 1918, granting an increase in rates applying to all service rendered to The Ohio and Colorado Smelting & Refining Company, as per mandate of the Supreme Court of the State of Colorado, issued February 11, 1926. Docket No. 9458.

Application No. 51-A

Decision No. 988

GREEN TRANSFER COMPANY, MILLER TRANSFER COMPANY. Application to transfer certificate of convenience and necessity issued to Green Transfer Company.

Order issued May 13, 1926, denying transfer of certificate.

Application No. 56

Decision No. 837

J. H. OETZEL. Application for authorization of assignment of certificate issued to David W. Paine.

Order issued May 4, 1925, dismissing application.

Application No. 62

Decision No. 882

OVERLAND MOTOR EXPRESS COMPANY, A CORPORATION. Application to transfer certificate from the Overland Motor Express Company to The Overland Motor Express Company, a corporation.

Order issued July 21, 1925, granting application.

Application No. 174

Decision No. 796

MISSOURI PACIFIC RAILROAD COMPANY. Application, supplemental, for an order abolishing Broadway Street crossing in its Pueblo yard and opening in lieu thereof crossing at Lawrence Street.

Order issued January 2, 1925, granting application.

Applications Nos. 256 and 271

Decision No. 805

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. Petition to reopen Applications Nos. 256 and 271, and modify the orders hereto made therein, re: certain highway crossings in Weld County.

Order issued January 12, 1925, retaining crossing between Sections 16 and 21, T. 1 N., R. 65 W., of the Sixth P. M., in Weld County, and to close crossing on the section line between Sections 20 and 21, T. 1 N., R. 65 W., of the Sixth P. M., and to open in lieu thereof a public crossing on the section line between Sections 20 and 29, T. 1 N., R. 65 W., of the Sixth P. M.

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Application No. 291

Decision No. 780

HARBISON TRANSFER COMPANY, EDWARD HARBISON. Application for certificate to operate automobile truck line between Denver and Louisville, and between Denver and Firestone.

Order issued December 8, 1924, granting certificate.

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Application No. 293

Decisions Nos. 785, 799

WHITE MOTOR EXPRESS COMPANY, H. P. KIDD, C. E. MARTIN, F. E. MARTIN. Application for permission to operate motor truck line between Denver and Colorado Springs and other points in State.

Order issued December 18, 1924, granting permit for transportation of petroleum, petroleum products, automobile accessories and tires between Denver and Colorado Springs and intermediate points. Order issued January 10, 1925, denying rehearing.

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Application No. 294

Decision No. 813

FRANK A. HART. Application for authority to operate a freighting transport line between Green Mountain Falls and Colorado Springs.

Order issued February 6, 1925, granting application.

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Application No. 300

Decision No. 784

GRAY TRUCK LINE. Application for certificate authorizing it to operate trucks and do general trucking in and about Colorado Springs and to various adjacent points.

Order issued December 15, 1924, denying certificate.

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Application No. 301

Decision No. 793

THEODORE O. MAYERS. Application for an order authorizing the operating of a truck line to haul milk and freight between Denver and Franktown.

Order issued December 22, 1924, dismissing application for lack of jurisdiction.

Application No. 302

Decision No. 810

C. H. WILLIAMS & SON. Application for certificate to operate an auto stage line between Cripple Creek and Colorado Springs.

Order issued February 5, 1925, granting certificate.

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Application No. 303

Decision No. 990

COLORADO GAS AND OIL PIPE LINE COMPANY. Application for certificate of public convenience and necessity. On application for rehearing filed by City of Fort Collins, et al.

Order issued May 14, 1926, setting aside Commission's order of July 30, 1924, and dismissing company's application.

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Application No. 304

Decision No. 792

P. D. PUGH. Application for certificate to transport milk, freight and baggage by motor truck between a point six miles southeast of Franktown and Denver.

Order issued December 22, 1924, dismissing application for lack of jurisdiction.

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Application No. 305

Decisions Nos. 786, 804

DENVER-PUEBLO TRANSPORTATION COMPANY, L. C. SMITH, F. E. THOMPSON, B. H. PFAFF. Application for certificate to operate motor truck line between Denver, Colorado Springs and Pueblo.

Order issued December 18, 1924, denying application. Order issued January 12, 1925, denying rehearing.

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Application No. 307

Decision No. 838

PARKER-DENVER TRUCK LINE, LESTER AUGUSTUS. Application for certificate to operate a motor truck line between Denver and Parker and intermediate points.

Order issued May 6, 1925, granting certificate.

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Application No. 308

Decision No. 813

FRANK A. HART. Application for permission to operate an auto passenger stage line between Green Mountain Falls, Cascade, Manitou and Colorado Springs, but not between Manitou and Colorado Springs locally.

Order issued February 6, 1925, granting certificate.

Application No. 309

Decision No. 811

H. L. SMITH. Application for certificate to operate stage and transfer line between Green Mountain Falls and Colorado Springs.

Order issued February 5, 1925, denying application.

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Application No. 310

Decision No. 851

OLIVER A. RICHARDS. Application to operate automobile transportation line for carrying passengers, parcels and small packages between Pueblo and Canon City, and intermediate points.

Order issued May 27, 1925, granting certificate.

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Application No. 314

Decisions Nos. 797 and 801

THE COLORADO SPRINGS & INTERURBAN RAILWAY COMPANY. Application to discontinue its Roswell line.

Order issued January 3, 1925, authorizing applicant to discontinue street car service over the Roswell loop, effective midnight January 15, 1925. Order issued January 10, 1925, making effective date January 15, 1925, as entered in original order.

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Application No. 317

Decision No. 816

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application to authorize consolidation of its agency stations at Fairplay and Alma. Application for rehearing by protestants to Commission's order July 26, 1924, authorizing the closing of the Alma Station.

Order issued February 26, 1925, dismissing protestants' application for rehearing.

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Application No. 320

Decision No. 938

UNION OIL COMPANY OF COLORADO. Application for certificate authorizing it to construct a gas pipe line from Larimer County to the western boundary of the City and County of Denver.

Order issued February 15, 1926, dismissing application.

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Application No. 323

Decision No. 939

LARAMIE OIL AND GAS SYNDICATE. Application for an order declaring that upon certain conditions a certificate will be issued to applicant to supply natural gas to Fort Collins, Loveland, Longmont, Boulder, Denver and Greeley.

Order issued February 15, 1926, dismissing application.

Application No. 327

Decision No. 787

J. FRED JENSEN AND FRANK B. LAWS. Application for opening of a private way with crossing over the right-of-way and track of The Colorado and Southern Railway Company at a point 2,670 feet northwest of M. P. No. 11 on the Denver-Colorado Springs line.

Order issued December 17, 1924, dismissing application for want of jurisdiction.

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Application No. 334

Decision No. 840

DELROY SCULL. Application for certificate to maintain and operate a bus and truck line between Sterling and Julesburg.

Order issued May 8, 1925, dismissing application.

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Application No. 339

Decision No. 777

L. B. KING. Application for certificate authorizing the operation of trucks and to do general trucking in and about Divide, and to various adjacent towns and cities in Teller, El Paso, Park and Fremont Counties.

Order issued December 6, 1924, denying application.

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Application No. 342

Decision No. 836

PLATTE VALLEY TRANSPORTATION COMPANY. J. F. LINDSEY AND L. B. WILSON. Application for certificate to operate motor truck, passenger and express transportation line between Greeley and Sterling and intermediate territory.

Order issued April 29, 1925, granting certificate for passenger transportation.

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Application No. 343

COLORADO MOTOR WAY, INC. Application for certificate to operate motor bus passenger and express transportation line between Denver and Fort Logan, by way of Littleton.

Application withdrawn May 19, 1925. Closed.

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Application No. 347

Decision No. 782

DICK WILSON. Application for certificate to operate a motor bus transportation line carrying passengers, baggage and light express matter between Dolores and Mancos by way of Cortez.

Order issued December 11, 1925, granting certificate.

Application No. 357

Decision No. 909

WESTERN UNION TELEGRAPH COMPANY. Application to close its independent office at Ouray and have the commercial telegraph business handled at the Denver and Rio Grande Western Railroad depot.

Order issued September 24, 1925, granting application.

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Application No. 359

Decision No. 781

CHAFFEE COUNTY COMMISSIONERS. Application for opening of a public highway over the right-of-way and track of The Colorado and Southern Railway Company at a point approximately 805 feet northwest of the west end of the railroad bridge across the Arkansas River in Section 21, T. 14 S., R. 76 W., of the Sixth P. M.

Order issued December 9, 1924, granting application.

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Application No. 363

Decision No. 911

LAKE COUNTY COMMISSIONERS. Application for the opening of a public highway over the right-of-way and tracks of The Denver and Rio Grande Western Railroad Company at a point 1,900 feet east of mile post No. 273 in said county.

Order issued September 29, 1925, establishing crossing.

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Application No. 364

Decision No. 846

UNION PACIFIC RAILROAD COMPANY. Application to abolish the highway crossing at or near La Salle, which crosses the Union Pacific Railroad northern subdivision at or near mile post No. 46.79.

Order issued May 14, 1925, denying application.

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Application No. 366

Decisions Nos. 791, 800, 833

FOURET BROS. ALBERT AND JOSEPH FOURET, CO-PARTNERS. Application for certificate to operate lines of transportation between Trinidad and the New Mexico and Colorado boundary line at a point whence the same is crossed by State Highway No. 1, immediately south of Wooten and intermediate points.

Order issued December 22, 1924, granting certificate to operate from Trinidad to Morley. Order issued January 10, 1925, denying rehearing to applicants. Writ of Review to Supreme Court Docket 11191 filed by Fouret Bros. filed with the Commission February 6, 1925. Order issued April 23, 1925, reopening

application and granting certificate for operation of auto passenger line over State Highway No. 1 between Morley and Colorado-New Mexico State line.

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Application No. 367

Decisions Nos. 791, 854

FRANK BLASS. Application for certificate to operate motor bus line engaged in carrying passengers, freight and merchandise, serving the towns of Trinidad, Starkville, Galinas, Morley, Wooten and Lym.

Order issued December 22, 1924, granting permission to operate from Trinidad and over that portion of the route applied for as lies between Morley and the Colorado-New Mexico State line. Order issued June 6, 1925, granting transfer of certificate to Fouret Bros. as applied for by Frank Blass.

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Application No. 370

Decision No. 935

MESA COUNTY COMMISSIONERS. Application for opening of a public highway over the right-of-way and track of the D. & R. G. W. R. R. Co. at a point approximately 700 feet southeasterly from mile post No. 467, Sec. 33, T. 2 N., R. 3 W., Ute Meridian, Mesa County.

Order issued January 14, 1926, dismissing application.

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Application No. 371

Decision No. 899

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 August 21, 1925, modifying Commission's order issued September 12, 1924, and authorizing C., B. & Q. R. R. Co. to discontinue all passenger train service on Sundays between Louisville and Lafayette.

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Application No. 373

Decision No. 812

BLACK & BROOKS GARAGE, BY W. W. BLACK AND HARRY BROOKS. Application for a certificate to operate a motor bus passenger, light express and mail transportation line between Sterling and Holyoke.

Order issued February 5, 1925, granting certificate.

Application No. 374

Decision No. 778

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application for authority to abandon and dismantle spur track known as the Valley Mine Spur.

Order issued December 4, 1924, granting application.

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Application No. 377

Decisions Nos. 877, 896

L. M. CRUTS. Application for a certificate authorizing him to operate a truck line from Hartsel and nearby points through Florissant, Lake George, Divide, Woodland Park, Green Mountain Falls, Cascade, Manitou and Colorado Springs.

Order issued July 20, 1925, denying application. Order issued August 18, 1925, denying rehearing.

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Application No. 378

Decisions Nos. 807, 931, 943

HARRY SATERO. Application for a certificate for the operation of a motor transportation system for carrying passengers, small packages and parcels between the cities of Pueblo and Walsenburg and intermediate points.

Order issued January 30, 1925, granting certificate. Order issued December 21, 1925, authorizing Harry Satero to continue operation over route covered in Application No. 310, pending final determination by the Commission. Order issued February 18, 1926, granting transfer of certificate issued to Oliver A. Richards in Application No. 310 to Harry Satero.

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Application No. 379

Decision No. 940

DAN H. FREEL. Application for authority to construct oil and gas pipe lines in Colorado, beginning at points on Wellington, Fort Collins or Douglas Lake Domes, and terminating on the Union Pacific and Colorado-Southern Railroads and at Fort Collins.

Order issued February 16, 1926, dismissing application.

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Application No. 380

Decision No. 779

HUERFANO COUNTY COMMISSIONERS. Application for the opening of a public highway crossing over the right-of-way and tracks of the D. & R. G. W. R. R. Co. at a point 2,280 feet west of mile post No. 177.

Order issued December 8, 1924, establishing crossing.

Application No. 382

Decision No. 898

MESA COUNTY COMMISSIONERS. Application for the opening of a public highway crossing over the right-of-way and track of the D. & R. G. W. R. R. Co. at a point 985 feet east of the south one-quarter corner of Sec. 3, T. 11 S., R. 98 W., of the Sixth P. M.

Order issued August 20, 1925, establishing crossing.

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Application No. 383

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. Application for an order authorizing the closing of its agency station at Peyton and to substitute a custodian in lieu of an agent at said station.

Abandonment of application filed December 1, 1924. Case closed.

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Application No. 384

Decision No. 966

JOHN T. BARNETT. Application for a certificate to construct a pipe line for the transportation of gas from a point on the western boundary of Colorado at or near the southwest corner of T. 10 S., R. 104 W., of the Sixth P. M., to the western limits of the city of Grand Junction.

Order issued April 27, 1926, dismissing application.

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Application No. 385

Decision No. 852

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, T. H. BEACOM, RECEIVER. Application for leave to take up and remove the old line of the D. & R. G. W. R. R. Co. from Graneros to Capers.

Order issued June 3, 1925, granting application.

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Application No. 386

Decision No. 790

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. Application for the closing of a crossing over its railroad and right-of-way in the southeast quarter of the northwest quarter, Sec. 3, in T. 1, R. 43, Yuma County, and for the opening of a new crossing over said railroad and right-of-way on the section line between Sections 2 and 3 in said township and range, and for the conversion of a public crossing over said railroad and right-of-way in the southwest quarter of the northeast quarter of Section 2 in said township and range to a private crossing.

Order issued December 18, 1924, granting application.

Application No. 390

Decision No. 850

W. M. FULLER. Application for a certificate to engage in the business of carrying freight and express from Fort Lupton through Platteville, thence westerly to Dent and Milliken, terminating at Johnstown.

Order issued May 26, 1925, denying application.

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Application No. 391

Decision No. 794

DENVER & CROWN HILL RAILWAY COMPANY. Application for authority to increase the fare from the county line between Denver and Jefferson Counties to Crown Hill Cemetery from five cents to eight cents for a one-way passage in either direction.

Order issued December 20, 1924, granting application.

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Application No. 392

Decision No. 823

EL PASO COUNTY COMMISSIONERS. Application for a public highway crossing over the right-of-way of the C., R. I. & P. Ry. Co., at a point 2,157 feet east of mile post No. 607 of Section 31, T. 13 S., R. 66 W., of the Sixth P. M., at the end of Nevada Avenue, Colorado Springs.

Order issued March 19, 1925, dismissing application.

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Application No. 393

Decision No. 847

GUY KINKADE. Application for permission to operate motor truck or trucks for the transporting of freight between Deertrail and Denver.

Order issued May 13, 1925, dismissing application.

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Application No. 394

Decision No. 798

LOUIS W. HICKS. Application for permission to discontinue telephone service in the town of Rieo and over all toll lines operated by the Rieo Telephone Company.

Order issued January 6, 1925, granting application.

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Application No. 395

Decision No. 824

LARIMER COUNTY COMMISSIONERS. Application for a safety device protecting the highway where it crosses the tracks of the C. & S. Ry. Co. within the town limits of Berthoud.

Order issued March 28, 1925, establishing safety device.

Application No. 396

Decision No. 806

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application for authority to close its agency station at Monson.

Order issued January 30, 1925, granting application.

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Application No. 397

Decision No. 808

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application authorizing discontinuance of train service between Black Hawk and Central City.

Order issued January 31, 1925, permitting curtailment of train service during all but summer months of June, July, August and September of each year.

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Application No. 398

Decision No. 879

FAY ELLIOTT. Application for permission to operate a motor truck and express route between Fort Lupton and Denver.

Order issued July 21, 1925, denying application.

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Application No. 399

Decision No. 829

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application for authority to abandon and dismantle spur track known as the Wilfley Spur.

Order issued April 17, 1925, by stipulation suspending action for three years from May 1, 1925.

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Application No. 400

Decision No. 845

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. Application for the authorization of a public highway crossing over its railroad and right-of-way at the point where the section line between Sections 25 and 26, T. 9, R. 43, Phillips County, intersects said railroad.

Order issued May 13, 1925, approving crossing.

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Application No. 401

Decision No. 904

BENNETT-DENVER TRUCK LINE, W. B. SCHACK, PROPRIETOR. Application for permission to operate motor busses for carrying passengers, parcels and small packages between Denver and Limon and intermediate points.

Order issued September 1, 1925, granting certificate.

Application No. 402

Decision No. 809

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. Application authorizing the construction and maintenance of certain public highway crossings in Weld County.

Order issued February 3, 1925, granting eight crossings.

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Application No. 403

Decision No. 863

GLACIER ROUTE, INC. Application for a certificate to operate an automobile transportation line for carrying passengers between Denver and Boulder and intermediate points.

Order issued June 17, 1925, dismissing application.

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Application No. 404

Decision Nos. 889, 933

PARADOX LAND & TRANSPORT COMPANY. Application for a certificate for transporting passengers by automobile bus line between Denver and Boulder and intermediate points, and between Fort Collins, Wellington and a point where the main traveled highway crosses the northern boundary of the State of Colorado.

Order issued August 4, 1925, denying application. Order issued December 28, 1925, sustaining previous order of August 4, 1925.

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Application No. 405

Decision No. 834

UNION PACIFIC RAILROAD COMPANY. Application for rearrangement of highway crossings at Evans.

Order issued April 23, 1925, granting application.

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Application No. 406

Decision No. 876

BLUE BUS LINE BY H. J. KOCH AND L. J. LITTLE. Application for certificate to operate between Montrose and Gunnison and intermediate points.

Order issued July 17, 1925, denying application.

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Application No. 407

Decision No. 875

ARAPAHOE COUNTY COMMISSIONERS. Application for opening of a public highway over the track of the Union Pacific Railroad Company at a point on section line between Sections 28 and 29, T. 4 S., R. 60 W., of the Sixth P. M., Arapahoe County.

Order issued July 16, 1925, establishing crossing.

Application No. 408

Decision No. 859

WASHINGTON COUNTY COMMISSIONERS. Application for opening of a public highway over the track of the C., B. & Q. R. R. Co. at a point between Sections 7 and 8, T. 2 N., R. 50 W., of the Sixth P. M., at mile post No. 419.40.

Order issued June 16, 1925, dismissing application.

Application No. 409

Decisions Nos. 891 and 1036

SAN LUIS VALLEY BUS COMPANY. Application for permission to operate lines of motor busses for carrying passengers for hire and parcels and small packages between Alamosa and Salida and intermediate points.

Order issued August 5, 1925, permitting operation between Center and Salida via Saguache. Statement issued September 23, 1926, granting applicant twenty days to file acceptance of certificate granted August 5, 1925.

Application No. 410

Decision No. 835

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for permission to remove third or narrow gauge rail between Salida and Leadville, and discontinue narrow gauge freight service between said points.

Order issued April 21, 1925, granting application.

Application No. 411

Decision No. 885

WELD COUNTY COMMISSIONERS. Application for the opening of a public highway over the track of the Great Western Railway at a point on the line in Section 31, T. 7 N., R. 65 W., of the Sixth P. M., Weld County, adjoining Eaton on the north, to eliminate curves and distance.

Order issued July 25, 1925, granting application.

Application No. 412

HUERFANO COUNTY COMMISSIONERS. Application for the opening of a public highway over the tracks of the C. & S. Ry. at a point 2,190 feet south of mile post No. 166.

Application withdrawn May 9, 1925. Case closed.

Application No. 413

Decision No. 817

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$791.94 on twenty-eight carloads of zinc ore from the United States Zinc Co., consigned to the American Smelting & Refining Co., Blende to Leadville, in September, October and November, 1924.

Order issued March 13, 1925, granting application.

Application No. 414

Decision No. 818

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$168.00 on twenty-eight earloads of sheep from A. Nicholas, consigned to A. Nicholas, Quartz to Cebolla, in September, 1924.

Order issued March 13, 1925, granting application.

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Application No. 415

Decision No. 819

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$22.28 on one earload of wood, from Charecoal, consigned to the Kindel Bedding & Renovating Co., Denver, in July, 1924.

Order issued April 30, 1925, granting application.

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Application No. 416

Decision No. 820

DENVER & RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$23.81 on one earload of mine props from Koeh Lumber Co., consigned to the Independent Lumber Co., Aspen to Mack, in July, 1924.

Order issued March 13, 1925, granting application.

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Application No. 417

Decision No. 821

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application authorizing it to waive the collection of an undercharge of \$714.72 on fifty-three earloads of scrap rails and fastenings from H. Shrader, consigned to Morse Bros. Machinery & Supply Co., from various points on the C. & S. Ry. narrow gauge to Leadville, in the months of August, September, October and November, 1924.

Order issued March 13, 1925, granting application.

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Application No. 418

Decision No. 822

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$36.96 on one earload of mine props from Huerfano Timber & Trans. Co., consigned to the American Smelting & Refining Co., Kebler No. 1, to Bon Carbo, in July, 1924.

Order issued March 13, 1925, granting application.

Application No. 419

Decision No. 884

LOGAN COUNTY COMMISSIONERS. Application for the construction by the C., B. & Q. R. R. Co. and the Union Pacific R. R. Co. of a railroad crossing in the southwest quarter of the southeast quarter of Section 21, T. 8 N., R. 52.

Order issued July 25, 1925, establishing crossing.

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Application No. 420

Decision No. 868

LOGAN COUNTY COMMISSIONERS. Application for the construction by the Union Pacific R. R. Co. of a railroad crossing between the southwest quarter of the southeast quarter of the southeast quarter of the southeast quarter of Sec. 18, T. 10 N., of R. 49, in Logan County, which said crossing would be at a point five miles northeast of Proctor.

Order issued July 3, 1925, establishing crossing.

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Application No. 421

Decision No. 844

LOGAN COUNTY COMMISSIONERS. Application for the construction by the C., B. & Q. R. R. Co. of a railroad crossing on the east line of Sec. 8, T. 7 N., R. 53, said proposed crossing being approximately .7 mile southwest of Brownard Siding.

Order issued May 13, 1925, establishing crossing.

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Application No. 422

Decision No. 862

GRAHAM & SEIP. Application for a certificate authorizing the operation of a motor bus line between Craig and Oak Creek.

Order issued June 17, 1925, dismissing application.

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Application No. 423

Decision No. 855

McKIE TRANSFER COMPANY, BY GEORGE G. GARRETT AND E. H. WRIGHT. Application for a certificate for the operation of a motor truck freight line between Denver and Longmont.

Order issued June 8, 1925, granting application.

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Application No. 424

Decision No. 843

D. & L. TRANSPORTATION COMPANY, BY GEORGE DALTON AND HAROLD J. LAFFERTY. Application for permission to establish an auto truck line between Denver and Greeley.

Order issued May 8, 1925, dismissing application.

Application No. 425

Decision No. 849

SAN LUIS CENTRAL RAILROAD COMPANY. Application for a certificate to operate a motor bus and truck line between Monte Vista and Center.

Order issued May 25, 1925, granting certificate. Railroad permitted to discontinue daily, except Sunday, mixed train service between Monte Vista and Center, from June 1, 1925, and to substitute in lieu thereof regular weekly freight service on Tuesday of each week.

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Application No. 426

Decisions Nos. 969, 1003

OSCAR L. ALBERTSON. Application for certificate to operate auto truck line from Pueblo to Trinidad and intermediate points.

Order issued May 5, 1926, denying application. Order issued June 22, 1926, denying rehearing to applicant.

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Application No. 427

Decision No. 883

U. S. REED. Application authorizing the operation of truck and bus lines between Saguache and Salida, Center, Cochetopa, Parlin and Mineral Hot Springs.

Order issued July 23, 1925, dismissing application.

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Application No. 428

Decision No. 871

PARADOX LAND & TRANSPORT COMPANY. Application for a certificate authorizing the carriage of express over the route on which it has a permit to operate a passenger bus line.

Order issued July 8, 1925, granting certificate to carry express between Denver and Wellington.

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Application No. 429

Decision No. 828

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application authorizing it to waive the collection of an undercharge of \$61.42 in connection with the movement of a car, C. & S., No. 12972, canned goods, from the Empson Packing Co., Longmont, consigned to J. S. Brown Mercantile Co., Pueblo, reconsigned at Denver to J. S. Brown Mercantile Co., Lamar.

Order issued April 14, 1925, granting application.

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Application No. 430

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. Application for an order authorizing it to close its agency station at Roswell.

Agency station discontinued May 23, 1925. No protests. Case closed.

Application No. 431

Decision No. 970

N. J. FITZMORRIS. Application to operate automobile truck line for the transportation of freight and merchandise from Denver to Ault and intermediate points.

Order issued May 5, 1926, denying application.

Application No. 432

Decision No. 831

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$284.91 in connection with the movement of cars, C. & O., No. 3070, and M. P., No. 33872, of aluminum silicate (clay), Westcliffe to Denver, February, 1925.

Order issued April 22, 1925, granting application.

Application No. 433

Decision No. 832

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application for an order authorizing it to waive the collection of an undercharge of \$32,206.35 in connection with the movement of various carload shipments of sugar beets from stations on the D. & R. G. W. R. R. to Rocky Ford, between October 6, 1924, and November 15, 1924, consigned to the American Beet Sugar Co.

Order issued April 22, 1925, granting application.

Application No. 435

Decision No. 878

RED STAR FAST FREIGHT LINE, BY I. O., HARVEY O. AND PERRIN SAMPSON, PARTNERS. Application for a certificate to transport freight from Montrose to Telluride and all intermediate points.

Order issued July 20, 1925, denying application.

Application No. 436

Decisions Nos. 853, 864, 974

GREELEY TRANSPORTATION COMPANY. Application for a certificate to operate passenger bus line from Greeley to Denver, passing through Evans, LaSalle, Gilerest, Platteville, Fort Lupton and Brighton.

Order issued June 6, 1925, denying application. Order issued June 23, 1925, denying rehearing to applicant. Order issued May 7, 1926, dismissing cause.

Application No. 437

Decisions Nos. 880, 971

FINACE SALTERS. Application for a certificate authorizing the operation and maintenance of a truck and transportation line by automobile from Deer Trail to Denver and intermediate points for the transportation of freight and merchandise.

Order issued July 21, 1925, denying application. Order issued May 5, 1926, denying rehearing to applicant.

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Application No. 438

Decisions Nos. 889, 933

BOULDER BUS AND TAXICAB COMPANY, INC. Application for a certificate to transport passengers from Boulder to Denver and intermediate points.

Order issued August 4, 1925, denying application. Order issued December 28, 1925, sustaining previous order of August 4, 1925.

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Application No. 439

Decision No. 946

COLORADO-WYOMING TRANSPORTATION COMPANY, BY BERT GREEN AND CHESTER HECK. Application for certificate to operate passenger transportation automobile line from various towns in Northern Colorado to the State line.

Order issued February 23, 1926, dismissing application.

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Application No. 439½

Decision No. 866

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application to establish semi-weekly mixed service between Gunnison and Lake City on Wednesdays and Saturdays, instead of one mixed train in each direction daily except Sunday, as now in effect.

Order issued June 26, 1925, denying application, with the right, however, to make application again after November 1, 1925, if conditions have not improved.

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Application No. 441

Decision No. 870

H. D. DAVIS. Application for a certificate to carry on the business of transporting freight between Grand Junction, Delta, Montrose and Bowie and intervening points.

Order issued July 6, 1925, granting certificate in Application No. 441, and revoking part of certificate formerly issued in Application No. 236.

Application No. 442

Decision No. 841

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application authorizing it to waive collection of an undercharge of \$23.50 in connection with the movement of one carload of clay from P. Esser, Canon City, to Summit Pressed Brick Co., Pueblo, Canon City to Pueblo, April 1, 1925, car A., T. & S. F., No. 70255.

Order issued May 7, 1925, granting application.

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Application No. 443

Decision No. 842

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application authorizing it to waive collection of an undercharge amounting to \$121.97 in connection with the movement of one carload of acid shipped April 1, 1925, by the General Chemical Co., from Denver, consigned to the Pueblo Wholesale Drug Co., at Pueblo, car H. & T. C., No. 11087, moving in A., T. & S. F., Denver to Pueblo, April 1, 1925.

Order issued May 8, 1925, granting application.

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Application No. 444

Decision No. 887

UNION PACIFIC RAILROAD COMPANY. Application to discontinue agency station at Harmony.

Order issued July 31, 1925, granting application.

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Application No. 445

UNION PACIFIC RAILROAD COMPANY. Application to discontinue agency station at Hazeltine.

No protests. Closed June 15, 1925.

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Application No. 446

Decision No. 886

UNION PACIFIC RAILROAD COMPANY. Application to discontinue agency station at Darlow.

Order issued July 30, 1925, granting application.

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Application No. 448

Decisions Nos. 858, 892, 977

UNION PACIFIC RAILROAD COMPANY. Application for the abandonment of certain trains now operated between LaSalle and Briggsdale and one of the motor trains now operated between Brighton and Boulder.

Order issued May 31, 1925, granting application. Order issued August 5, 1925, granting rehearing to protestants. Order issued May 10, 1926, sustaining previous order of May 31, 1925.

Application No. 449

Decisions Nos. 924, 954

COLORADO MOTOR WAY, INC. Application for a certificate to operate auto bus line from Denver to Colorado Springs and from Colorado Springs to Canon City.

Order issued December 5, 1925, vacating Commission's order of June 29, 1925, dismissing the application in No. 457. Order issued March 25, 1926, dismissing application.

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Application No. 450

Decision No. 1065

CHARLES BRUCE CAPRON. Application for a certificate to operate and maintain a truck and transportation line by automobile from Denver to Johnstown and intermediate points for the transportation of freight and merchandise.

Order issued November 23, 1926, granting application.

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Application No. 451

Decision No. 986

C. C. HECK AND D. R. HOLLAND. Application for the operation of a motor bus line between Greeley and Briggsdale and intermediate points.

Order issued May 13, 1926, granting application.

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Application No. 452

Decision No. 927

CHERRY CREEK TELEPHONE COMPANY. Application for a certificate to construct and operate a telephone system in the locality of Hill Top.

Order issued December 16, 1925, dismissing application.

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Application No. 453

Decision No. 907

JOHN MOUNTAIN. Application for a certificate to operate automobile common carrier for the transportation of passengers between Ouray and Silverton.

Order issued September 22, 1925, granting certificate.

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Application No. 454

Decisions Nos. 889, 933

THE DENVER AND INTERURBAN RAILROAD COMPANY. Application for a certificate authorizing motor bus transportation between Denver and Boulder and intermediate territory between said points.

Order issued August 4, 1925, granting certificate. Order issued December 28, 1925, sustaining previous order issued August 4, 1925.

Application No. 455

Decision No. 888

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. Application for an order authorizing it to close its agency station at Bovina, and to substitute a custodian in lieu thereof.

Order issued July 31, 1925, denying application.

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Application No. 456

Decision No. 890

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. Application for an order authorizing it to close its agency station at Peyton and to substitute a custodian in lieu thereof.

Order issued July 31, 1925, denying application.

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Application No. 457

Decisions Nos. 867, 975

GREELEY TRANSPORTATION COMPANY. Application for a certificate for the purpose of carrying passengers for hire by motor bus between Denver and Colorado Springs and intermediate points.

Order issued June 29, 1925, dismissing application. Order issued May 7, 1926, dismissing cause.

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Application No. 458

Decision No. 865

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application for permission to make Manzanola a flagstop only for Santa Fe train No. 12.

Order issued June 23, 1925, dismissing application.

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Application No. 460

Decisions Nos. 1024, 1032

MR. AND MRS. J. E. McCLURE. Application for a certificate for the operation of an automobile bus line between Durango and Montrose.

Order issued August 7, 1926, denying application. Order issued September 3, 1926, denying rehearing.

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Application No. 463

Decision No. 902

UNION PACIFIC RAILROAD COMPANY. Application to abandon agency at Bunell Station.

Order issued August 28, 1925, denying application.

Application No. 466

Decision No. 872

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application authorizing it to waive collection of outstanding undercharge on a shipment of riveted iron pipe, Denver to Canon City, March 14, 1923.

Order issued July 8, 1925, granting application.

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Application No. 467

Decisions Nos. 923, 981, 1007

CONSOLIDATED TRUCK COMPANY, BY GAILON LEWIS. Application for a certificate to operate motor truck line between Denver and Fort Collins and intermediate points.

Order issued December 5, 1925, overruling motion to dismiss. Order issued May 10, 1926, granting certificate. Order issued June 22, 1926, denying rehearing.

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Application No. 468

Decision No. 873

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for permission to waive collection of \$16.90 uncollected freight charges on shipment of six carloads of cattle and range ponies, Moffat to Alamosa, March 21, 1925.

Order issued July 9, granting application.

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Application No. 469

Decision No. 874

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for authority to waive collection of \$160.66 undercharge outstanding on twelve carloads of slack coal from Minnequa to Portland, April 13, 14, 15, 16, 1925, consigned to the Colorado Portland Cement Co.

Order issued July 10, granting application.

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Application No. 470

Decision No. 897

THE CRYSTAL RIVER AND SAN JUAN RAILROAD COMPANY. Application for permission to discontinue its agency at Marble.

Order issued August 19, 1925, dismissing application.

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Application No. 471

Decision No. 914

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application to discontinue exclusive passenger trains Nos. 76 and 77 between Holly and Swink, and in lieu thereof establish daily local and mixed service, one train each way between La Junta and Lamar via Arkansas Valley branch, and another turn around between Lamar and Holly via same branch.

Order issued November 4, 1925, dismissing application.

Application No. 472

Decision No. 893

UNION PACIFIC RAILROAD COMPANY. Application for the abandonment of a highway crossing at mile post No. 145.29, Sterling subdivision, between Kersey and Auburn.

Order issued August 6, 1925, granting application.

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Application No. 473

Decision No. 905

LA PLATA COUNTY COMMISSIONERS. Application for opening of a public highway over the right-of-way and track of the Rio Grande Southern Railroad Co., at mile post No. 142+5226, and the abandonment of the public highway over the right-of-way and track of the R. G. S. R. R. Co. at mile post No. 142+4372.

Order issued September 11, 1925, granting application.

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Application No. 474

Decision No. 952

DENVER-FORT COLLINS TRANSPORTATION COMPANY, BY HAROLD SCHMIDT. Application for a certificate to operate a motor truck transportation line between Fort Collins and Denver by way of Longmont, Berthoud and Loveland.

Order issued March 9, 1926, dismissing application.

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Application No. 475

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application for permission to dismantle a portion of its Arkins branch.

No protests filed. August 24, 1925, case closed.

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Application No. 476

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application for permission to abandon and dismantle spur track known as the Standley Lake Spur.

No protests filed. August 22, 1925, case closed.

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Application No. 477

Decision No. 918

KIOWA COUNTY COMMISSIONERS. Application for a public grade crossing across the Missouri Pacific railroad at a point near the quarter section corner on the south line of Section 22 in T. 18 S., R. 43 W., of the Sixth P. M.

Order issued November 20, 1925, establishing crossing.

Application No. 478 Decision No. 920

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KIOWA COUNTY COMMISSIONERS. Application for a public grade crossing across the Missouri Pacific railroad at a point where said railroad crossed the section line between Secs. 16 and 17 in T. 18 S., R. 49 W., of the Sixth P. M.

Order issued November 24, 1925, establishing crossing.

Application No. 479 Decision No. 900

—  
THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY. Application for an order authorizing it to waive collection of undercharges amounting to \$363.88 on thirteen carloads of coal from Leyden to Littleton and Englewood.

Order issued August 24, 1925, granting application.

Application No. 480 Decision No. 906

—  
TOWN OF GUNNISON, A MUNICIPAL CORPORATION. Application for an order of authorization and permission for a grade crossing of State Highway No. 6 over tracks of The Colorado and Southern Railway Co. within the corporate limits of said town of Gunnison.

Order issued September 12, 1925, establishing crossing.

Application No. 481 Decision No. 903

—  
THE RIO GRANDE SOUTHERN RAILROAD COMPANY. Application for authority to waive collection of \$5,297.87 outstanding undercharges on various shipments of rail and fastenings, carload, from Ridgway and Durango to Dolores, in July, 1925.

Order issued August 31, 1925, granting application.

Application No. 482 Decision No. 930

—  
JEFFERSON COUNTY POWER & LIGHT COMPANY. Application for a certificate for the construction and operation of a distribution system in the town of Morrison and contiguous territory.

Order issued December 17, 1925, granting certificate.

Application No. 484 Decision No. 913

—  
ARCHULETA COUNTY COMMISSIONERS. Application for a public road crossing over the Denver and Rio Grande Western Railroad right-of-way in Archuleta County.

Order issued November 4, 1925, establishing crossing.

Application No. 485

Decision No. 908

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for authority to waive collection of \$70.64 undercharge outstanding at Leadville Station on shipment of one earload of blacksmith coal from Durango via Rio Grande Southern to Leadville in June, 1920.

Order issued September 22, 1925, granting application.

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Application No. 486

D. GRANT. Application for permit to construct, operate and maintain a telephone exchange at Ovid.

Application withdrawn October 28, 1925. Case closed.

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Application No. 487

Decision No. 929

PARADOX LAND & TRANSPORT COMPANY. Application for a certificate for the operation of an automobile bus line for the transportation of passengers between Longmont and Greeley and intermediate points.

Order issued December 19, 1925, granting application.

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Application No. 488

Decision No. 922

HARVEY A. FRY. Application for a certificate for the operation of a motor transportation system for carrying passengers between Colorado Springs and Pueblo and intermediate points.

Order issued December 1, 1925, dismissing application.

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Application No. 489

Decision No. 917

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for permission to temporarily close its station at Wagon Wheel Gap.

Order issued November 17, 1925, closing station from November 19, 1925, to June 1, 1926.

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Application No. 490

Decision No. 953

E. S. PRATHER. Application for a certificate to operate a passenger bus line between Yuma and Lamar.

Order issued March 11, 1926, dismissing application.

Application No. 491

Decision No. 1026

MOTOR TRANSPORTATION COMPANY. Application for a certificate to carry on the business of transporting passengers and baggage between Grand Junction, Glenwood Springs, Aspen and Colorado Springs and intervening points.

Order issued August 10, 1926, dismissing application.

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Application No. 493

Decision No. 912

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for authority to waive collection of certain uncollected freight charges on several earloads of oil moving intrastate within Colorado during August and September, 1924.

Order issued November 3, 1925, granting application.

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Application No. 494

Decision No. 937

BOULDER COUNTY COMMISSIONERS. Application for the opening of a public highway over the right-of-way and track of the Union Pacific Railroad, forty-nine feet easterly from the west switchstand of the Leyner Beet Dump siding, in the south one-half of Sec. 15, T. 1 N., R. 69 W., of the Sixth P. M.

Order issued February 15, 1926, establishing crossing.

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Application No. 495

Decision No. 991

NORTHFIELD LAND & WATER COMPANY. Application for authority to increase certain water rates.

Order issued May 14, 1926, granting application.

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Application No. 496

Decision No. 934

PUBLIC SERVICE COMPANY OF COLORADO. Application for a certificate to exercise franchise rights granted by town of Breckenridge.

Order issued December 23, 1925, granting certificate.

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Application No. 497

Decision No. 1033

AUTO TRANSPORTATION & TOLL ROAD COMPANY. Application for the operation of a motor bus line between Grand Junction and Glenwood Springs and intervening points for the carriage of passengers, freight, express and baggage.

Order issued September 3, 1926, dismissing application.

Application No. 498

Decision No. 1027

RALPH McGLOCHLIN. Application for the operation of an automobile line for the transportation of passengers, freight, baggage and express between Grand Junction and Glenwood Springs.

Order issued August 10, 1926, dismissing application.

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Application No. 499

Decision No. 978

EARL DINSMORE. Application for certificate to operate a truck line over the D. L. D. Highway from Sterling to Fleming, Dailey, Haxtun, Paoli, Holyoke, Venango, Grant and intervening points.

Order issued May 10, 1926, denying application.

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Application No. 501

Decision No. 987

JESSE T. TRIPP. Application for the operation of a motor bus line for carrying passengers, parcels and small packages between Pueblo and Holly.

Order issued May 13, 1926, granting certificate.

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Application No. 502

Decisions Nos. 985, 1060

DENVER-LIMON BUS LINES, INC. Application to operate lines of motor busses for carrying passengers, parcels and small packages between Burlington and Colorado Springs and intermediate points.

Order issued May 11, 1926, denying application. Order issued November 19, 1926, denying rehearing.

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Application No. 504

Decision No. 968

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. Application for a modification of order in Application No. 371, and for authority to discontinue passenger train service between Lyons and Louisville via Lafayette, and to substitute mixed train service between Lyons and Denver.

Order issued May 3, 1926, granting railroad permission to discontinue all its passenger train service between Lafayette and Lyons and between Lafayette and Louisville, effective September 15, 1926, and allowing mixed train service between Lyons and Denver.

Application No. 505

Decisions Nos. 984, 1061

MOTOR TRAVEL BUREAU, INC. Application to operate a passenger and bus line between Denver and Burlington and intermediate points.

Order issued May 11, 1926, denying certificate. Order issued November 19, 1926, denying rehearing.

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Application No. 509

Decision No. 976

DENVER AND SOUTH PLATTE TRANSPORTATION COMPANY. Application to operate a parcel, express and passenger automobile line between Englewood and Littleton and intermediate territory.

Order issued May 7, 1926, granting certificate.

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Application No. 512

Decision No. 983

ROBBINS TRANSFER. Application for a certificate for the operation of a motor truck line from Sterling to the State line via Holyoke and Amherst.

Order issued May 11, 1926, denying application.

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Application No. 513

Decision No. 950

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application for permission to dismantle certain mine tracks which formerly served the so-called Strathmore coal mine, near Lafayette, approximately 7,131 feet in length.

Decision issued March 10, 1926. No order issued on account of no protest.

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Application No. 514

Decision No. 994

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing the abandonment of the Crestone branch.

Order issued May 20, 1926, authorizing abandonment.

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Application No. 515

Decision No. 1016

TOWN OF AGUILAR AND THE STATE HIGHWAY DEPARTMENT OF COLORADO. Application authorizing the construction of a crossing over the Colorado and Southern Railway tracks by State Highway No. 171, within the town of Aguilar.

Order issued July 14, 1926, dismissing application.

Application No. 517

Decision No. 1068

EARL E. WOOD. Application to conduct and establish an automobile passenger service from Denver to Idaho Springs, Dumont, Lawson, Empire Station, Georgetown and Silver Plume.

Order issued November 30, 1926, denying application.

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Application No. 518

IDAHO SPRINGS GROCERY COMPANY. Application to haul freight between Denver and Silver Plume and intermediate points.

Application withdrawn June 10, 1926.

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Application No. 519

Decision No. 1010

YUMA COUNTY COMMISSIONERS. Application for a grade crossing over the right-of-way of the C., B. & Q. R. R. Co., in T. 1 N., R. 44 W., of the Sixth P. M., in Yuma County.

Order issued June 28, 1926, establishing crossing.

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Application No. 521

Decision No. 962

THE DENVER AND SOUTH PLATTE RAILWAY COMPANY. Application authorizing abandonment of railway service between Englewood and Littleton, and for the sale and disposal of its property.

Order issued April 20, 1926, authorizing abandonment.

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Application No. 522

Decision No. 1047

M. B. STONE AND W. H. FRENCH. Application to operate motor bus line for carrying passengers and baggage between Durango, Colorado, and Gallup, New Mexico.

Order issued October 27, 1926, granting certificate between Durango and the State line.

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Application No. 523

Decision No. 963

DENVER-COLORADO SPRINGS-PUEBLO MOTOR WAY, INC. Application to transport passengers, baggage and express for hire between points in the State, and particularly between Denver and Pueblo and intervening points, by means of motor vehicles.

Order issued April 21, 1926, granting certificate.

Application No. 524

Decision No. 949

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$478.50 on one locomotive on own wheels, moving from Ridgway to Alamosa, via Salida.

Order issued March 5, 1926, granting application.

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Application No. 525

TELLURIDE TRANSFER COMPANY, BY C. F. LOEBNITZ AND WALTER M. TAYLOR. Application for the operation of an automobile bus line between Telluride and Rico.

Application dismissed July 22, 1926.

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Application No. 526

Decision No. 951

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$30.91 on one carload of clay, from Douglas to Denver, December 17, 1925.

Order issued March 15, 1926, granting application.

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Application No. 532

Decision No. 959

PARADOX LAND & TRANSPORT COMPANY. Application for permission to transfer certificates in Applications Nos. 125, 306, 428 and 487 to the Rocky Mountain Motor Company.

Order issued April 7, 1926, granting application.

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Application No. 533

Decision No. 958

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application authorizing it to waive the collection of an undercharge of \$38.08 on one carload of scrap iron from Windsor to Denver, in January, 1925.

Order issued March 29, 1926, granting application.

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Application No. 535

Decision No. 1019

LINCOLN COUNTY COMMISSIONERS. Application for the construction of a crossing over the right-of-way and track of the Union Pacific Railroad Company, on the section line between Secs. 7 and 8, T. 10 S., R. 55 W., Sixth P. M.

Order issued July 28, 1926, establishing crossing.

Application No. 536

Decision No. 1020

LINCOLN COUNTY COMMISSIONERS. Application for the construction of a crossing over the right-of-way and track of the Union Pacific Railroad Company, on the section line between Sees. 26 and 27, T. 9 S., R. 56 W., Sixth P. M.

Order issued July 28, 1926, establishing crossing below grade.

Application No. 537

Decision No. 960

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application for authority to waive the collection of an undercharge of \$16.00 on one carload of empty returned beverage bottles from Colorado Springs to Denver, in the month of October, 1925.

Order issued April 8, 1926, granting application.

Application No. 538

WASHINGTON COUNTY COMMISSIONERS. Application for opening of a public highway over the right-of-way and track of the C. B. & Q. R. R. Co., at a point between Sees. 6 and 8, T. 2 N., R. 50 W., Sixth P. M.

Application withdrawn May 17, 1926.

Application No. 540

Decision No. 1011

HUERFANO COUNTY COMMISSIONERS. Application authorizing them to construct public road crossing over the D. & R. G. W. R. R. Co. tracks near mile post No. 183.

Order issued June 28, 1926, establishing crossing.

Application No. 541

Decision Nos. 1000, 1039

OLINGER CORPORATION. Application to operate a bus line from Denver to Indian Hills, via Morrison.

Order issued June 18, 1926, granting certificate between Denver and Indian Hills, via Morrison, but not to and from any intermediate points. Order issued October 4, 1926, in Application 541-A, modifying certificate issued June 18, 1926.

Application No. 542

Decision No. 1001

ROCKY MOUNTAIN PARKS TRANSPORTATION COMPANY. Application to operate certain lines of automobile transportation, seventeen routes.

Order issued June 18, 1926, granting certificate.

Application No. 543

Decision No. 1002

DENVER CAB COMPANY. Application to operate certain lines of automobile transportation, six routes.

Order issued June 18, 1926, granting certificate.

Application No. 564

Decision No. 1053

TELLURIDE TRANSFER COMPANY, BY C. F. LOEBNITZ AND WALTER M. TAYLOR. Application for the operation of an automobile bus line during the summer months between Telluride and the Smuggler and Tomboy mines, San Miguel County, and during the winter months a horse-drawn stage line between said places.

Order issued November 16, 1926, granting certificate.

Application No. 571

Decision No. 982

DODGE CITY & CIMARRON VALLEY RAILWAY COMPANY. Application for extension of line into Baca County.

Order issued May 10, 1926, granting application.

Application No. 575

Decision No. 999

THE COLORADO SPRINGS & INTERURBAN RAILWAY COMPANY. Application for the operation of a bus line between Colorado Springs and Manitou, and scenic points in surrounding territory.

Order issued June 18, 1926, granting certificate.

Application No. 576

Decision No. 1067

GLACIER ROUTE, INC. Application to operate a passenger and express transportation business over the following routes: Nederland trip, including Rollinsville, Eldora, Cardinal and Caribou; Glacier Grand Circle Trip; Longs Peak Glacier Circle Trip; Longs Peak North and South St. Vrain Circle Trip. (All starting from Boulder.)

Order issued November 24, 1926, granting certificate.

Application No. 587

Decision No. 965

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$20.00 on one carload of empty second-hand beverage bottles, from Denver to Minnequa, in September, 1925.

Order issued April 30, 1926, granting application.

Application No. 604

Decision No. 1069

HARRY SATERO. Application for the transportation of passengers from Pueblo to Vineland, via Roselawn Cemetery.

Order issued November 30, 1926, granting certificate.

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Application No. 606

Decision No. 1059

HAROLD E. WOLFE. Application for the operation of a motor bus line for the transportation of passengers, freight and express between Telluride and Smuggler.

Order issued November 17, 1926, denying application.

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Application No. 616

Decision No. 1062

GREELEY-ESTES PARK TRANSPORTATION COMPANY. Application to operate a line of motor busses for transporting passengers, baggage, parcels and small packages between La Salle, Evans, Greeley, Loveland and Estes Park.

Order issued November 22, 1926, granting certificate.

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Application No. 625

Decision No. 1030

WALTER BYRON. Application to operate motor transportation system for carrying passengers and small packages between Denver and Evergreen, via Morrison, Starbuck, etc.

Order issued August 27, 1926, dismissing application.

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Application No. 628

Decision No. 996

WELD COUNTY COMMISSIONERS. Application for granting of the public highway crossing over Union Pacific Railroad Company's track near the end of the Briggsdale Branch in Weld County.

Order issued June 10, 1926, establishing crossing.

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Application No. 629

Decision No. 992

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$5.12 on one carload of alfalfa hay from Littleton to Elbert, in January, 1925.

Order issued May 17, 1926, granting application.

Application No. 630

Decision No. 993

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application authorizing it to waive collection of an undercharge of \$73.58 on twenty-six carloads of vegetables and one carload of box shooks switched in the Denver yards for the Burton Seed Co., and a carload of waste paper switched for the Colorado Waste Paper Co., from and to various points of origin and destination, in August, September and October, 1925.

Order issued May 17, 1926, granting application.

Application No. 660

Decision No. 1056

A. E. BIVENS. Application for the operation of a motor bus line for the transportation of passengers, freight and express between Placerville and Paradox and intermediate points.

Order issued November 16, 1926, granting certificate.

Application No. 667

Decision No. 995

WESTERN SLOPE MOTOR WAY, INC. Application for approval of assignment of certificates heretofore issued in Applications Nos. 151, 236 and 441 to the Motor Transportation Co. and H. D. Davis.

Order issued May 26, 1926, granting application.

Application No. 669

Decision No. 1054

J. D. MACKENZIE. Application for permission to carry freight by auto truck between Nederland and Boulder, Ward, Tungsten, Blackhawk, Central City, Rollinsville and Caribou.

Order issued November 16, 1926, granting certificate.

Application No. 680

G. H. BURNS. Application to operate passenger sightseeing cars from Loveland to Estes Park, Longmont, Boulder, Grand Lake and Denver.

Application withdrawn June 21, 1926.

Application No. 683

Decision Nos. 1023, 1032

WESTERN SLOPE MOTOR WAY, INC. Application for the operation of a passenger motor bus line between Montrose and Durango, via Ridgway, Ouray and Silverton. Also to transport express.

Order issued August 7, 1926, granting application. Order issued September 3, 1926, denying protestants' motion for rehearing.

Application No. 690

Decision No. 1017

THE GREAT WESTERN RAILWAY COMPANY. Application for approval of the discontinuance of passenger motor car service between Longmont and Loveland, and for substituted service.

Order issued July 14, 1926, granting application.

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Application No. 692

ADAMS COUNTY COMMISSIONERS. Application for the opening of a public highway over the right-of-way and track of the Union Pacific Railroad Company at a point two and one-half miles east of Manila.

Application cancelled August 5, 1926.

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Application No. 721

Decision No. 998

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$102.50 on two locomotives on own wheels, but not under power, from Sonora to Minnequa, in July, 1925.

Order issued June 17, 1926, granting application.

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Application No. 723

Decision No. 1038

LINCOLN COUNTY COMMISSIONERS. Application for the construction of a crossing over the right-of-way of the C., B. & Q. R. R. at a point where said right-of-way and track cross and intersect the section line between Secs. 15 and 16, T. 9 S., R. 55 W., Sixth P. M.

Order issued October 5, 1926, establishing crossing.

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Application No. 725

Decision No. 1058

W. OVERCAMP. Application authorizing the construction and operation of a privately-owned water system.

Order issued November 17, 1926, granting certificate.

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Application No. 734

Decision No. 1009

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$234.29 on one carload of crude clay from Creede to Pueblo, March 8, 1926.

Order issued June 28, 1926, granting application.

Application No. 742

Decision No. 1050

A. E. FAILING, A DOUGLAS COUNTY COMMISSIONER. Application for granting of a public highway across and over the A., T. & S. F. Ry. Co. track at Sedalia.

Order issued November 5, 1926, establishing crossing on Manhart Street, Sedalia.

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Application No. 745

Decision No. 1070

G. R. PRATT. Application for permission to engage in the business of local trucking ten miles east of Pueblo, transporting freight to and from the railroad and to Pueblo markets from Vineland.

Order issued November 30, 1926, dismissing application.

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Application No. 754

Decision No. 1049

W. H. BARTELL, COMMISSIONER OF ROADS AND BRIDGES FOR EL PASO COUNTY. Application for opening of a public highway over the right-of-way and track of the C., R. I. & P. Ry. Co., at the point on the section line between Secs. 11 and 14, T. 11, R. 61 W.

Order issued November 4, 1926, establishing crossing.

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Application No. 764

Decision No. 1018

THE COLORADO AND SOUTHERN RAILWAY COMPANY. Application authorizing it to waive the collection of undercharges amounting to \$36.85 on thirty-seven carloads of slack coal from Louisville and Superior to Longmont, during the period September 14 to September 29, 1925.

Order issued July 27, 1926, granting application.

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Application No. 766

Decision No. 1021

ADAMS COUNTY COMMISSIONERS. Application for opening of a public highway across the right-of-way and track of the U. P. R. R. Co. at bridge No. 610.98 about two and one-half miles east of Manila.

Order issued August 5, 1926, granting application.

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Application No. 767

Decision No. 1022

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the col-

lection of an undercharge of \$9.60 on one carload of lumber from Montrose to Delta, in February, 1926.

Order issued August 7, 1926, granting application.

Application No. 768

Decision No. 1058

WESTERN UNION TELEGRAPH COMPANY. Application for permission to abandon approximately thirty-five miles of telegraph poles and wires between Leadville and Dillon along the D. & R. G. W. R. R. right-of-way.

Order issued November 17, 1926, granting application.

Application No. 769

Decision No. 1031

COLORADO MOTOR WAY, INC. Application for authority to discontinue passenger, express and parcel transportation by automobile or bus between Fort Collins and Wellington.

Order issued August 31, 1926, granting application.

Application No. 774

Decision No. 1055

SITTON BROTHERS, BY NOEL W. AND F. A. SITTON. Application to operate freight and passenger service between Dolores and Dove Creek.

Order issued November 16, 1926, granting certificate.

Application No. 779

Decision No. 1041

ADAMS COUNTY COMMISSIONERS. Application for opening of a public highway over the right-of-way and track of U. P. R. R. Co., about one mile west of Bennett.

Order issued October 9, 1926, establishing crossing.

Application No. 782

Decision No. 1034

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$60.87 on two carloads of mine props from Alder to Capers, in January, 1926.

Order issued September 11, 1926, granting application.

Application No. 783

Decision No. 1035

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$6.06 on one carload of feeding tankage from Pueblo to Denver, in April, 1926.

Order issued September 11, 1926, granting application.

Application No. 791

Decision No. 1040

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY. Application authorizing it to waive the collection of an undercharge of \$54.54 on one carload of packing house products from Pueblo to Antonito, in March, 1925.

Order issued October 7, 1926, granting application.

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**INVESTIGATION AND SUSPENSION CASES DISPOSED OF  
FROM DECEMBER 1, 1924, TO DECEMBER 1, 1926**

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I. and S. No. 63

Decision Nos. 758-814

THE COLORADO AND SOUTHERN RAILWAY COMPANY. In re—Rates and charges as published in Amendments Nos. 10 and 11 to C. & S. Tariff No. 1290-K, Colo. P. U. C. No. 411, effective October 15 and 31, 1924, respectively.

Order of suspension issued October 8, 1924. Order issued February 10, 1925, allowing tariff to become effective February 12, 1925.

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I. and S. No. 64

Decision Nos. 783-815

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. In re—Rates and charges as published in First Revised Pages 38 to 43, inclusive, to C., B. & Q. GFO No. 26-F, Colo. P. U. C. No. 312, effective December 15, 1924.

Order of suspension issued December 11, 1924. Order issued February 11, 1925, permitting tariff to become effective February 12, 1925.

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I. and S. No. 72

Decision Nos. 916-919

MOUNTAIN STATES TELEPHONE & TELEGRAPH COMPANY. In re—Increase in rates by the Mountain States Telephone & Telegraph Company in Town of Rifle.

Order of suspension issued November 13, 1925. Order issued November 24, 1925, permitting tariff to become effective December 1, 1925.

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I. and S. No. 74

Decision Nos. 926-942

COAL CREEK WATER & LIGHT COMPANY. In re—Revised schedule of water rates for the territory of Coal Creek, Fremont County.

Order of suspension issued December 11, 1925. Order issued February 18, 1926, cancelling schedule filed by company.

I. and S. No. 76 Decision Nos. 945-989  
 DENVER-LIMON BUS LINES, INC. In re—New Rate  
 Schedule to become effective March 1, 1926.

Order of suspension issued February 23, 1926. Order issued  
 May 14, 1926, permitting schedule to go into effect forthwith.

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I. and S. No. 84 Decision Nos. 1051-1063  
 AMERICAN RAILWAY EXPRESS COMPANY. In re—  
 American Ry. Express Co. Local Commodity Tariff No. 105-A and  
 Exceptions to Official Express Classification No. 29.

Order of suspension issued November 5, 1926. Order issued  
 November 16, 1926, vacating order issued November 5, 1926.

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**INFORMAL COMPLAINTS FILED AND DISPOSED OF FROM  
 DECEMBER 1, 1924, TO DECEMBER 1, 1926**

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Complaint No. 1407 December 10, 1924  
 J. F. OLSON, HAXTUN, vs. TOWN OF HAXTUN. Refusal  
 of electric service outside city limits.

No just grounds for complaint. Action of municipality  
 upheld.

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Complaint No. 1408 December 11, 1924  
 GEO. S. BERRY, DENVER, vs. THE MOUNTAIN STATES  
 TELEPHONE AND TELEGRAPH COMPANY. Protest against  
 certain telephone changes proposed in Edgewater.

Rates and service left undisturbed.

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Complaint No. 1409 December 29, 1924  
 W. G. REYNOLDS, ALAMOSA, vs. THE MOUNTAIN  
 STATES TELEPHONE AND TELEGRAPH COMPANY. Wire  
 interference on complainant's property.

Wires removed by telephone company.

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Complaint No. 1410 December 30, 1924  
 C. D. SHIELDS AND M. I. COX, EDGEWATER, vs. THE  
 MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO.  
 Complaint against proposed rate changes and service.

Rates left undisturbed. Service improved.

Complaint No. 1411

January 5, 1925

E. H. STINEMEYER, TOWN ATTORNEY, SOUTH CANYON, vs. THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO. Increase in rates.

Rates increased through error in making survey. Refund to all subscribers involved.

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Complaint No. 1412

January 9, 1925

W. H. BAUMERT, DENVER, vs. PUBLIC SERVICE COMPANY OF COLORADO. Complaint against proposed construction charge.

New construction estimate satisfactory.

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Complaint No. 1413

December 27, 1924

J. A. THEOBALD, BRECKENRIDGE, vs. TONOPAH PLACERS CO. Controversy regarding payment for a burned-out transformer.

Matter adjusted.

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Complaint No. 1414

February 6, 1925

MINNIE L. HARRIS, DENVER, vs. PUBLIC SERVICE COMPANY OF COLORADO. Complaint against proposed construction charge.

Construction charge lowered.

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Complaint No. 1415

February 18, 1925

MRS. MART BURT, HAXTUN, vs. TOWN OF HAXTUN. Maintenance of water meter by the municipality.

No jurisdiction.

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Complaint No. 1416

February 21, 1925

MRS. J. L. COLLMAN, AKRON, vs. AKRON GAS, ELECTRIC LIGHT & POWER COMPANY. Inability to obtain electric service at residence.

Matter adjusted. Electric service to be furnished.

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Complaint No. 1417

March 13, 1925

OPHIR COLORADO MINES COMPANY vs. WESTERN COLORADO POWER CO. Complaint against service.

Matter adjusted satisfactorily.

Complaint No. 1418 March 13, 1925

CITIZENS OF BLANCA, O. G. FERN, ET AL., vs. D. & R. G. W. R. R. CO. Protest against closing hours of station.

Matter adjusted satisfactorily.

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Complaint No. 1419 March 12, 1925

J. W. BRUNTON, SUPERINTENDENT TELEGRAPH OF THE D. & R. G. W. R. R. CO., vs. C. E. GARDNER, SUPERINTENDENT WESTERN COLORADO TELEPHONE CO., CLIFTON. Hazard caused by telephone wires at crossing.

Telephone company, as a public utility, not on record with the Commission.

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Complaint No. 1420 March 24, 1925

JOHN E. ANDERSON, WHEATRIDGE, vs. PUBLIC SERVICE COMPANY OF COLORADO. Complaint against charge for extension necessary to give lighting service.

New and lower estimate made by company.

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Complaint No. 1421 April 6, 1925

O. J. DUFFIELD, CENTRAL CITY, vs. THE COLORADO AND SOUTHERN RAILWAY COMPANY. Request to have switch repaired.

Switch put in order by railway company.

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Complaint No. 1422 April 1, 1925

O. W. RANDALL, EAGLE, vs. THE D. & R. G. W. R. R. CO. Request for spur track, four and one-half miles east of Minturn. Railroad advises it is unwilling to establish spur.

Applicant advised, formal hearing necessary if further action is desired.

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Complaint No. 1423 April 4, 1925

ARVADA HEIGHTS COMMUNITY CLUB vs. THE DENVER AND INTERMOUNTAIN RAILROAD COMPANY. Petition for flag stop at Arvada Heights.

Flag stop and shelter station erected.

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Complaint No. 1424 April 20, 1925

O. C. SMITH, HASWELL, vs. MISSOURI PACIFIC RAILROAD COMPANY. Complaint against closing hours of station.

Matter adjusted satisfactorily.

Complaint No. 1425

April 15, 1925

CANON CITY FOUNDRY & MACHINERY COMPANY vs. THE D. & R. G. W. R. R. CO. Switching refused to industry track; discrimination charged.

Matter investigated. Railroad claims track in question a team track and no discrimination shown.

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Complaint No. 1426

April 30, 1925

JOHN A. SNYDER, DENVER, vs. PLATTE VALLEY TRANSPORTATION COMPANY. Loss of bedding, clothing, etc., in transit.

Complainant advised Commission has no jurisdiction in the matter.

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Complaint No. 1427

March 23, 1925

MRS. PEARL E. HELVEY, EVERGREEN, vs. EVERGREEN PUBLIC SERVICE COMPANY. Complaint against water and electric service.

Matter investigated. Service rendered in accordance with rules and regulations on file with the Commission.

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Complaint No. 1428

May 1, 1925

W. W. McGEE, ET AL., VALMONT, vs. UNION PACIFIC R. R. CO. Protest against contemplated closing of station.

Railroad advises it is not at this time contemplating closing station.

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Complaint No. 1429

May 7, 1925

UNION PACIFIC R. R. CO. vs. COLORADO MOTOR WAY, INC. Violation of General Order No. 36 at 44th Avenue and Wewatta Street crossing, Denver.

Bus company advises violation will be stopped.

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Complaint No. 1430

May 20, 1925

J. P. TURNER, CRAIG, vs. CRAIG LIGHT & POWER COMPANY. Service discontinued.

Service ordered restored pending investigation.

Complaint No. 1431 June 6, 1925

YAMPA COLLIERIES CO. vs. THE MOUNTAIN STATES  
TEL. AND TELEG. CO. Failure to receive service.

Matter adjusted. Arrangement for service made.

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Complaint No. 1432 May 28, 1925

TOWN OF SWINK, BY G. E. KIMBLE, MAYOR, vs.  
SOUTHERN COLORADO POWER COMPANY. Rates for mu-  
nicipal pumping.

New rate made acceptable.

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Complaint No. 1433 June 12, 1925

GEO. T. KEARNS, DENVER, vs. C. & S. RY. CO. AND D.  
& R. G. W. R. R. CO. Alleged excessive rate on L. C. L. cross-  
ties, Stone Spur to Concrete.

Matter adjusted satisfactorily.

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Complaint No. 1434 June 22, 1925

H. E. CLODFILLER, CANON CITY, vs. CAMEL TRUCK  
LINE. Claim for loss of goods in transit.

No jurisdiction. Damage claim.

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Complaint No. 1435 July 6, 1925

MRS. ELLIS C. ETHERIDGE, GREELEY, vs. THE MOUN-  
TAIN STATES TEL. AND TELEG. CO. Alleged discrimination  
in telephone rates.

Company advises service will be furnished on a multi-party  
basis.

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Complaint No. 1436 July 18, 1925

PEETZ CO-OP. TELEPHONE CO. vs. THE MOUNTAIN  
STATES TEL. AND TELEG. CO. Complaint against toll charges  
between Peetz and Sterling.

Charges in accordance with rates on file with the Commission.

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Complaint No. 1437 July 18, 1925

B. M. CAWLEY, M.D., TRINIDAD, vs. THE MOUNTAIN  
STATES TEL. AND TELEG. CO. Complaint against certain tele-  
phone charges.

Charges in accordance with rates on file with the Commission.

Complaint No. 1438 July 31, 1925

HARTNER PRODUCE COMPANY, ET AL., GRANBY, vs. THE DENVER AND SALT LAKE R. R. CO. Shortage of cars for lettuce loading.

Matter investigated. No grounds for complaint.

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Complaint No. 1439 July 10, 1925

DR. T. F. DeWITT, BY JOSEPH DANIEL, PARSHALL, vs. THE DENVER AND SALT LAKE R. R. CO. Request for loading platform.

Matter investigated. Railroad advises it has no objection to platform provided shipper builds it himself.

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Complaint No. 1440 August 6, 1925

H. A. ADAMS, ASSISTANT TO GENERAL MANAGER, U. P. R. R. CO., vs. PLATTE VALLEY TRANSPORTATION CO. Failure to stop bus at railroad crossing.

Bus company advises stops will be made in future.

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Complaint No. 1441 August 19, 1925

B. M. PYLE, PUEBLO, vs. CAMEL TRUCK LINE CO. Loss of goods by fire while in transit.

No jurisdiction. Damage claim.

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Complaint No. 1442 August 26, 1925

P. E. GROSS, LA VETA, vs. LA VETA LIGHT, HEAT & POWER CO. Overcharge by reason of inaccuracy of meter.

Meter tested. No cause for complaint.

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Complaint No. 1443 September 10, 1925

WESTERN BATTERY & SUPPLY CO., DENVER, vs. DENVER - FORT COLLINS TRANSPORTATION CO., W. H. SCHMIDT, MANAGER. Complaint re business methods.

Transportation company advises financial settlement made with complainant.

Complaint No. 1444

September 11, 1925

ELBERT TELEPHONE ASSOCIATION, BY TINA GRIF-FITH, vs. INCORPORATED TELEPHONE LINE BETWEEN ELBERT AND CASTLE ROCK. Re telephone charges.

Complainant advised charges in accordance with rates on file with the Commission.

Complaint No. 1445

September 16, 1925

FRANK E. TAYLOR, MANAGER ALVARADO APART-MENTS, DENVER, vs. THE MOUNTAIN STATES TEL. AND TELEG. CO. Delay in repairing P. B. X. telephone system.

System repaired. Delay due to manufacturer.

Complaint No. 1446

September 18, 1925

MRS. C. E. SICKELS, COLORADO SPRINGS, vs. NORTH-FIELD LAND & WATER COMPANY. Tapping private water main without permit.

No jurisdiction. Matters involved of a purely private nature.

Complaint No. 1447

September 24, 1925

G. B. FRAVERT, RIFLE, vs. TOWN OF RIFLE. Refusal to tap water main.

Complaint transferred to Formal Case No. 290.

Complaint No. 1448

October 1, 1925

MONTROSE CHAMBER OF COMMERCE, ET AL., vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Shortage of refrigerator cars at Montrose, Delta and Olathe for potato and onion shipments.

Matter investigated. Shortage relieved.

Complaint No. 1449

October 6, 1925

COMMISSIONER DAN S. JONES, ALAMOSA, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Shortage of refrigerator cars in the San Luis Valley.

Matter taken up with railroad.

Complaint No. 1450 October 5, 1925

CLARENCE HARTDEN, LOS ANGELES, CALIFORNIA, AND GEO. ALLEN, DENVER, vs. WESTERN AUTO TRAVEL AGENCY, INC., DENVER. Passengers en route to Denver left at Seibert, Colo. Refund of fare sought.

Matter investigated. Fare refunded by bus agency.

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Complaint No. 1451 October 10, 1925

BOURK-DONALDSEN-TAYLOR, INC., DENVER, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. No enforcement of requirements covering the shipment of cull apples.

Matter investigated. Railroad advises requirements will be enforced immediately.

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Complaint No. 1452 October 12, 1925

CHAS. JONES, LITTLETON, vs. ARAPAHOE ELECTRIC LIGHT & POWER CO. Request for electric service.

Complaint satisfied.

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Complaint No. 1453 October 14, 1925

WM. LINDSEY, KOKOMO, vs. THE COLORADO AND SOUTHERN RY. CO. Inadequate depot facilities.

Railroad advises depot facilities similar to other nonstation points. Complainant advised to file formal complaint if further action is desired.

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Complaint No. 1454 October 7, 1925

JOHN H. BOLES, SEIBERT, vs. TOWN OF SEIBERT. Refusal to pipe water to residence.

Town Clerk advises refusal due to insufficient funds; extension will be made as soon as funds become available.

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Complaint No. 1455 October 17, 1925

COLORADO RIVER WOOL GROWERS ASSOCIATION, RIFLE, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Condition of stock yards.

Matter investigated. Railroad advises conditions at stock yards corrected.

Complaint No. 1456 October 31, 1925  
 DELTA POULTRY COMPANY, DELTA, vs. DELTA  
 COUNTY CO-OP. TELEPHONE COMPANY. Complaint against  
 two-party line.

Matter adjusted satisfactorily.

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Complaint No. 1457 October 29, 1925  
 CITY OF GRAND JUNCTION vs. THE DENVER AND RIO  
 GRANDE WESTERN R. R. CO. Crossing signal at South Sev-  
 enth Street out of order.

Railroad advises signal will be maintained in good condition.

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Complaint No. 1458 November 17, 1925  
 STATE HIGHWAY DEPARTMENT, BY L. B. HARRISON,  
 RESIDENCE ENGINEER, FLORENCE, vs. PUEBLO-CANON  
 CITY BUS, OLIVER RICIIARDS. Misuse of State Highway.

Matter adjusted satisfactorily.

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Complaint No. 1459 November 11, 1925  
 GLOBEVILLE IMPROVEMENT ASSOCIATION, BY W. B.  
 SKINNER, DENVER, vs. CHICAGO, BURLINGTON & QUINCY  
 R. R. CO. Dangerous crossing at 44th Avenue and Washington  
 Street.

No jurisdiction. Crossing within city limits of Denver, a  
 home-rule city.

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Complaint No. 1460 November 24, 1925  
 IGNACIO DRUG CO., BY H. D. BRINDLE, MANAGER,  
 IGNACIO, vs. THE MOUNTAIN STATES TEL. AND TELEG.  
 CO. Request for public pay booth.

Request not justified on facts presented.

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Complaint No. 1461 November 20, 1925  
 JOHN H. GALBREATH, ATTORNEY, PAGOSA SPRINGS,  
 vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO.  
 Shortage of narrow gauge stock cars.

Cars furnished. Delay due to derailments and soft track.

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Complaint No. 1462 November 24, 1925  
 W. KARSH, ALLISON, vs. THE DENVER AND RIO  
 GRANDE WESTERN R. R. CO. Shortage of narrow gauge cars.

Cars furnished. Delay due to derailments and soft track.

Complaint No. 1463 November 23, 1925

MR. AND MRS. W. R. RAY, NUCLA, BY C. J. MOYNIHAN, ATTORNEY, vs. FARMERS MUTUAL TELEPHONE ASSOCIATION. Rules and practices.

Association advised to file new schedule, if old schedule does not contain all present rates and rules.

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Complaint No. 1464 November 27, 1925

TRAFFIC BUREAU, PUEBLO COMMERCE CLUB, BY H. L. HELLIGOSS, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Request for lower rates on meat shipments, Pueblo to Montrose.

Matter adjusted.

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Complaint No. 1465 December 7, 1925

MRS. E. L. TALLMAN, CENTER, vs. WESTERN COLORADO POWER COMPANY. Question of furnishing transformers burned out by lightning.

Transformers property of consumer and should be replaced by consumer.

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Complaint No. 1466 December 7, 1925

W. H. FAHNESTOCK, DEL NORTE, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Request for cattle guards where railroad leaves complainant's land to cross public highway.

Railroad advises it will install cattle guards.

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Complaint No. 1467 December 1, 1925

E. F. JEWETT, MANAGER JEWETT FIRE BRICK CO., CANON CITY, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Rate on brick from Canon City, Colo., to Sidney, Montana.

No jurisdiction. Interstate shipment.

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Complaint No. 1468 December 7, 1925

DR. F. N. BREWSTER, ASPEN, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Protest against moving depot.

Complainant advised no application of this sort received from the railroad company.

Complaint No. 1469 December 7, 1925

POSTMASTER, DELHI, vs. THE ATCHISON, TOPEKA AND SANTA FE RY. CO. Protest against removal of flag stop for train No. 8.

Railroad advises flag stop will be established.

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Complaint No. 1470 December 7, 1925

CEDAR CANON COAL CO., CANON CITY, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Request for new and lower rates on coal from Canon City district to stations on the Falcon district branch, Colorado and Southern Railway.

Request refused by railroads concerned. Joint rates involved. Complainant advised to file formal complaint if further action is desired.

---

Complaint No. 1471 November 25, 1925

F. A. WADLEIGH, PASSENGER TRAFFIC MANAGER, THE DENVER AND RIO GRANDE WESTERN R. R. CO. vs. LA VELLE PUETT, MANCOS. Operating auto stage line without certificate.

Change of ownership involved. Mr. Puett advised application for transfer of certificate necessary. (Certificate applied for May 3, 1926.)

---

Complaint No. 1472 December 18, 1925

J. H. BERNHARD, ENGLEWOOD, vs. ARAPAHOE ELECTRIC LIGHT & POWER CO. Protest against being put on higher rural rates.

Company advises rate raised through error. Former rate restored.

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Complaint No. 1473 December 18, 1925

TOWN OF WALDEN, BY C. E. MITCHELL, TOWN CLERK, vs. PRIVATE LIGHTING PLANTS. Municipal light plant involved.

No jurisdiction.

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Complaint No. 1474 December 15, 1925

MRS. RUTH RAILSBACK, ET AL., vs. THE DENVER AND INTERURBAN R. R. CO. Petition for flag stop at Lowell Boulevard.

Railroad advises flag stop not warranted account Westminster Station only 1,920 feet distant, and Federal Boulevard flag stop one-half mile east of Lowell Boulevard.

Complaint No. 1475 December 18, 1925

H. B. HINMAN, EVERGREEN, vs. EVERGREEN PUBLIC SERVICE CO. Alleged exorbitant rate and irregular practices.

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Complaint No. 1476 December 24, 1925

MRS. ANNA KORFF, CRIPPLE CREEK, vs. CRIPPLE CREEK WATER COMPANY. Refusal to turn on water at residence.

Company advises water rental not paid.

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Complaint No. 1477 December 21, 1925

O. W. RANDALL, EAGLE, vs. EAGLE RIVER ELECTRIC COMPANY. Alleged unreasonable electric rates.

Company advises change in rates under consideration.

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Complaint No. 1478 January 13, 1926

A. W. FRIEDERICH, ET AL., HAYDEN, vs. HAYDEN MILLING & POWER COMPANY. Request for lower rates and a twenty-four-hour service.

Matter held in abeyance. Change in ownership pending.

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Complaint No. 1479 January 11, 1926

GEORGE BERGER, BOULDER, vs. THE DENVER AND INTERURBAN R. R. CO. Difficulty in securing a refund on an unused ticket.

Refund paid.

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Complaint No. 1480 January 11, 1926

THE DENVER AND SOUTH PLATTE RAILWAY COMPANY, BY H. W. HARTMAN, PRESIDENT, vs. F. E. EVERETT, LITTLETON. Operating auto as common carrier without certificate of public convenience and necessity.

Not a common carrier.

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Complaint No. 1481 January 6, 1926

W. W. CURTIS, PRESIDENT RAPSON COAL MINING CO., COLORADO SPRINGS; F. W. RODDY, SECRETARY MIDWEST CLUB OF BRANSON, vs. THE COLORADO AND SOUTHERN RY. CO. Flag stops for trains Nos. 1 and 2 at Rugby, Branson and other points south of Walsenburg.

Railroad unwilling to voluntarily make stops. Applicants advised to file formal complaint if further action is desired.

Complaint No. 1482 January 26, 1926

MRS. F. L. WOODWARD, DENVER, vs. ESTES PARK WATER COMPANY. No service, account frozen water pipes, to cottage at Estes Park.

Company advises unable financially to give year-around service.

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Complaint No. 1483 January 15, 1926

MRS. GEORGE W. HAGEMAN, OAK CREEK, vs. OAK CREEK SERVICE COMPANY. Rules governing placing of electric meters.

No rules governing placing of meters; should be accessible to consumer.

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Complaint No. 1484 February 16, 1926

CITY OF LEADVILLE, BY LOUISE T. STEWART, CITY CLERK, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Protest against proposed discontinuance of stub service between Leadville and Malta.

Application for such discontinuance not filed by the railroad company. City will be notified if such an application is made.

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Complaint No. 1485 March 5, 1926

D. J. BALAGUA & SONS, FLORENCE, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Complaint against rates on timber from Florence to Denver.

Lower rate granted.

---

Complaint No. 1486 March 1, 1926

R. ELIZABETH FRAZER, SILT, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Holding of trunk for freight and storage charges.

No jurisdiction. Interstate shipment.

---

Complaint No. 1487 March 9, 1926

NAPOLEON MINING & LEASING CO., BY C. W. SMITH, GENERAL MANAGER, GUNNISON, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Request for train service, Pitkin to Quartz.

Transferred to Formal Case No. 302.

Complaint No. 1488

March 13, 1926

R. ELIZABETH FRAZER, SILT, vs. THE DENVER AND RIO GRANDE WESTERN WESTERN R. R. CO. Request to accompany freight shipment of goats.

Matter investigated. Authority granted.

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Complaint No. 1489

March 8, 1926

GEO. L. McQUOWN, DURANGO, vs. WESTERN COLORADO POWER CO. Installation for electric service.

Proper installation of wiring on the consumer's side of the point of delivery must be paid for by consumer.

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Complaint No. 1490

February 22, 1926

J. S. NEELY, ET AL., CAHONE, vs. FARMERS MUTUAL TELEPHONE COMPANY, ACKMEN. Question as to operation of farmers' mutual line or public utility.

Mutual company, according to Commission's records.

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Complaint No. 1491

March 30, 1926

J. E. CLIFFORD, BLANCA, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Rate on tool stand shipment, Blanca to Denver.

Charge in accordance with legal rate on file.

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Complaint No. 1492

April 26, 1926

THE DENVER AND RIO GRANDE WESTERN R. R. CO., BY F. A. WADLEIGH, P. T. M., DENVER, vs. PARADOX LAND & TRANSFER CO. AND HARRY SATERO. Operating bus without certificate.

Paradox bus leased to oil company for one round trip, Denver to Florence.

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Complaint No. 1493

April 15, 1926

SENATOR J. H. KING, STERLING, vs. CHICAGO, BURLINGTON & QUINCY R. R. CO. Rates out of Haxtun and Dailey and need of new depot at Dailey.

Matter investigated. Western grain rate investigation to be made by the Interstate Commerce Commission. Arrangement made to install custodian on full time at depot.

Complaint No. 1494 April 30, 1926

MRS. ADDA H. MENTZER, DENVER, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Request for extension of time on commuters' ticket between Denver and Palmer Lake.

Railroad advises unwilling to extend present limit of ninety days. Applicant advised to file formal complaint if further action is desired.

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Complaint No. 1495 May 5, 1926

R. C. EGNEW, DELTA, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Complaint against rate on ammonium sulphate, Grand Junction to Delta.

Matter adjusted satisfactorily. Rate reduced.

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Complaint No. 1496 May 11, 1926

J. L. LEE, ET AL., ARAPAHOE, CHEYENNE COUNTY, vs. UNION PACIFIC R. R. CO. Informal petition for grade crossing.

County Commissioners notified of petition. No reply.

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Complaint No. 1497 April 19, 1926

FREMONT COUNTY COMMISSIONERS vs. TOWN OF EAST CANON. Excessive water rates.

Matter investigated. Satisfactory adjustment made.

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Complaint No. 1498 June 11, 1926

FORSYTHE OIL CO., BY J. A. FORSYTHE, DENVER, vs. CHICAGO, BURLINGTON & QUINCY R. R. CO. Request for trackage on right-of-way at Eckley.

Matter adjusted satisfactorily.

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Complaint No. 1499 June 17, 1926

H. A. SCHAEFER, BOULDER, vs. OVERLAND MOTOR EXPRESS CO. Overcharge on shipment of bananas, Denver to Boulder.

Refund made.

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Complaint No. 1500 June 22, 1926

H. J. SPARR, PUEBLO, vs. WESTERN TRANSPORTATION COMPANY. Alleged unreasonable rate on sheet steel, Denver to Pueblo.

Transportation company operating without certificate. No rates on file. Attorney General called upon to commence proceedings against this and certain other companies operating without certificates.

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Complaint No. 1501

June 10, 1926

GIDDINGS MANUFACTURING COMPANY, FORT COLLINS, vs. WESTERN TRANSPORTATION COMPANY. Delay in shipment of channel iron, Denver to Fort Collins.

Transportation company operating without certificate. See Informal Complaint No. 1500.

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Complaint No. 1502

June 21, 1926

J. D. PILCHER, ALAMOSA, vs. THE MOUNTAIN STATES TEL. AND TELEG. CO. Poor service at Alamosa.

Matter investigated. No general dissatisfaction with the telephone service in Alamosa.

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Complaint No. 1503

June 26, 1926

PUBLIC SERVICE COMPANY OF COLORADO, BY E. E. SHERMAN, ASSISTANT SECRETARY, vs. THE COLORADO AND SOUTHERN RY., AND CHICAGO, BURLINGTON & QUINCY R. R. Reparation on coal shipments to Lafayette on C. & S. Ry. from Columbine Mine on C., B. & Q. R. R.

C. & S. Ry. advises details of complaint not yet received.

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Complaint No. 1504

July 7, 1926

W. W. WALL, MAYOR, BUENA VISTA, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Failure of certain passenger trains to make regular stops at Buena Vista.

Railroad advises Buena Vista amply served. Complainant advised to file formal complaint if further action is desired.

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Complaint No. 1505

July 9, 1926

THE STRANGE MAGUIRE PAVING CO., SALT LAKE CITY, UTAH, vs. THE DENVER AND RIO GRANDE WESTERN R. R. CO. Reparation on two cars of contractor's equipment from Durango to Grand Junction.

Reparation made.

Complaint No. 1506 July 24, 1926  
 BEN H. PUSEY, PLATNER, vs. CHICAGO, BURLINGTON  
 & QUINCY R. R. CO. Protest against closing depot at Platner.  
 Transferred to Investigation and Suspension Docket No. 83.

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Complaint No. 1507 August 11, 1926  
 MRS. C. E. SICKELS, COLORADO SPRINGS, vs. NORTH-  
 FIELD LAND & WATER COMPANY. Controversy over tap in  
 main.

Matter investigated. Private nature. No jurisdiction.

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Complaint No. 1508 September 22, 1926  
 E. E. HOWELL, DOLORES, vs. A. A. RUST, OWNER,  
 ELECTRIC LIGHT PLANT. Quality of service and statement  
 that day service will be abandoned.

Transferred to Formal Case No. 308.

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Complaint No. 1509 September 22, 1926  
 FRANK S. BYERS, DENVER, vs. THE DENVER &  
 STEAMBOAT SPRINGS STAGE COMPANY. Complaint against  
 stage company service.

Transferred to Formal Case No. 307.

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Complaint No. 1510 September 28, 1926  
 L. M. EDWARDS, DENVER, vs. FOSTER TRUCK LINE,  
 MORRISON. Collision between automobile and truck.

Loss and damage claim. No jurisdiction.

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Complaint No. 1511 October 7, 1926  
 COLORADO IRON & METAL CO., BY M. S. RADETSKY,  
 DENVER, vs. THE ATCHISON, TOPEKA AND SANTA FE RY.  
 CO. Demurrage charges on two earloads of scrap iron.

Complainant advised matter cannot be settled informally, and  
 to file formal complaint if further action is desired.

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Complaint No. 1512 October 12, 1926  
 A. D. GARRIOTT, MATHESON, vs. MATHESON TELE-  
 PHONE EXCHANGE. Irregular practices.

Telephone Exchange not listed as a public utility. Complainant advised that the Commission has no jurisdiction over purely mutual utilities, and asked for further information, which was not furnished.

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Complaint No. 1513

October 22, 1926

J. C. RUGG, ET AL., MINTURN, vs. THE MOUNTAIN STATES TEL. AND TELEG. CO. Inadequate telephone service.

Matter adjusted. Additional facilities installed.

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Complaint No. 1514

October 22, 1926

CHICAGO, BURLINGTON & QUINCY R. R. CO., BY J. L. RICE, ATTORNEY, vs. MUNICIPAL ELECTRIC LIGHT SYSTEM AT FLEMING. Crossing of electric wires over railroad track.

Municipality advises will consult with railroad as to clearance of wires.

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Complaint No. 1515

November 1, 1926

FRANK BURKE, ALAMOGORDO, NEW MEXICO, vs. MUNICIPAL ELECTRIC LIGHT SYSTEM AT COLORADO SPRINGS. Unreasonable charge for service.

City advises construction charges represent actual cost to department.

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Complaint No. 1516

November 11, 1926

MRS. C. M. WOEBER, COMPTON, CALIFORNIA, vs. YELLOWWAY BUS COMPANY. Interstate bus complaint and loss and damage claim.

No jurisdiction.

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Complaint No. 1517

November 9, 1926

GEORGE RHODES, HAXTUN, vs. HAXTUN TELEPHONE COMPANY AND THE MUNICIPAL LIGHT AND WATER PLANTS. Hazards caused by wires on joint use of poles. Discrimination in water rates to outside consumers.

Hazards existing as between lighting and telephone systems corrected. Town Clerk advised that no partiality must be shown any consumer living outside the town limits.

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Complaint No. 1518

November 10, 1926

CHAS. M. OLEHY, LA JARA, vs. LA JARA ELECTRIC COMPANY. Complaint against electric rates.

Transferred to Formal Case No. 313.

Complaint No. 1519

November 13, 1926

GRACRAFT SHOP, BY L. E. GRACE, ESTES PARK, vs. LIGHT AND POWER DEPARTMENT, STANLEY CORPORATION. Refusal to pay interest on meter deposits.

Company advises cause of complaint corrected.

Complaint No. 1520

November 27, 1926

W. S. McKINLEY, STEAMBOAT SPRINGS, vs. THE DENVER-STEAMBOAT SPRINGS STAGE CO. Refund on return portion of four round-trip tickets requested.

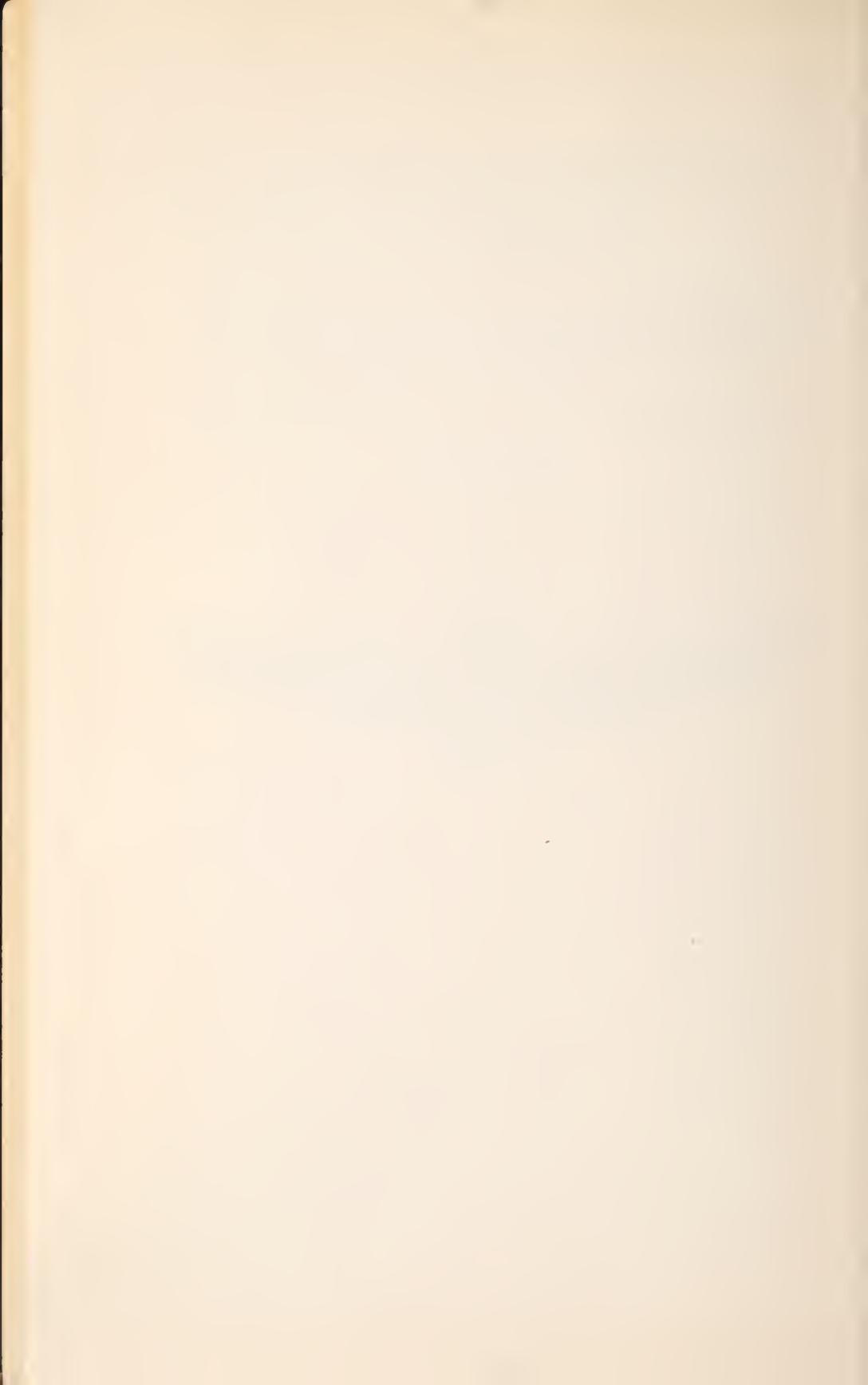
Company advises refund will be made to original purchasers of tickets.

## SECTION II

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### Statistics

STEAM RAILROADS, ELECTRIC RAILWAYS, CABLE  
ROADS, EXPRESS, SLEEPING CAR, ELECTRIC, GAS,  
WATER, TELEPHONE, TELEGRAPH COM-  
PANIES AND MOTOR VEHICLE  
CARRIERS



## PUBLIC UTILITIES

On January 1, 1926, there were 280 public utilities operating in the State of Colorado, excluding motor vehicle common carriers, which filed annual reports with the Commission.

Of motor vehicle carriers operating in the state there were 54 holding certificates of public convenience and necessity as of November 30, 1926.

The classification of the utilities is as follows:

<b>Steam Railroads—</b>		
Operating .....	21	
Not operating.....	1	
Switching and Terminal.....	3	
Non-operating, lessor.....	2	
	<hr/>	27
<b>Electric Railways.....</b>		10
<b>Cable Roads.....</b>		1
<b>Express Companies.....</b>		1
<b>Sleeping Car Companies.....</b>		1
<b>Electric Utilities—</b>		
Privately-owned or operated.....	50	
Municipally-owned or operated.....	23	
	<hr/>	73
<b>Gas Utilities—</b>		
Privately-owned or operated.....	9	
Municipally-owned or operated.....	1	
	<hr/>	10
<b>Water Utilities—</b>		
Privately-owned or operated.....	21	
Municipally-owned or operated.....	84	
	<hr/>	105
<b>Telephone Utilities.....</b>		48
<b>Telegraph Utilities.....</b>		4
Total.....	<hr/>	280
<b>Motor Vehicle Carriers.....</b>		55

## STEAM RAILROADS

STATEMENT OF MILEAGE OWNED AND OF MILEAGE OPERATED IN  
STATE OF COLORADO BY STEAM ROADS, JANUARY 1, 1926

ROADS	Miles of Road	
	Lines Owned	Total Line Operated
*The Atchison, Topeka & Santa Fe Ry. Co. ....	506.60	506.87
*Chicago, Burlington & Quincy R. R. Co. ....	395.57	434.16
*The Chicago, Rock Island and Pacific Ry. Co. ....	167.92	257.70
The Colorado R. R. Co. ....	108.49	Included in C. & S. Ry. mileage operated
The Colorado-Kansas Ry. Co. ....	22.20	22.69
*The Colorado & Southern Ry. Co. ....	676.72	829.75
The Colorado & Southeastern R. R. Co.	7.52	20.78
The Colorado & Wyoming Ry. Co. ....	36.66	36.26
The Crystal River R. R. Co. ....	20.66	Included in C. R. & S. J. R. R. mileage operated
The Crystal River & San Juan R. R. Co. ....	†7.32	27.98
*The Denver & Rio Grande Western R. R. Co. ....	1,556.96	1,660.49
The Denver & Salt Lake R. R. Co. ....	252.00	255.18
The Great Western Ry. Co. ....	86.74	86.74
*Laramie, North Park & Western R. R. Co. ....	43.88	43.88
The Manitou & Pikes 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	179.06
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. ....	610.85	615.60
Totals.....	5,072.07	5,311.04

## 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	By D & S. L. R. R. of which 3.18 is main line track
The Pueblo Union Depot and R. R. Co.	3.04	3.04
Totals.....	19.54	8.94

\* Interstate Road.

† Right of way and grade leased from C. R. R. Co.

## ELECTRIC STREET AND INTERURBAN RAILWAYS

MILES OF ROAD OPERATED (SINGLE TRACK) IN THE STATE OF  
COLORADO, JANUARY 1, 1926

Name of Company	Office Address	Miles
The Colorado Springs & Interurban Ry. Co.....	Colorado Springs	24.56
The Denver & Crown Hill Ry. Co.....	Denver	1.50
The Denver & Intermountain R. R. Co.....	Denver	42.18
The Denver & Interurban R. R. Co.....	Denver	45.62
The Denver & South Platte Ry. Co.....	Denver	4.25
The Denver Tramway Corporation.....	Denver	122.23
The Grand River Valley Ry. Co.....	Grand Junction	24.74
The Manitou Electric Ry. & Casino Co.....	Colorado Springs	.70
Public Service Co. of Colorado (Boulder Street Ry.)	Denver	6.26
Southern Colorado Power Co.....	Pueblo	20.14
<b>Total.....</b>		<b>292.18</b>

## CABLE ROAD

The Mt. Manitou Park & Incline Ry. Co.....	Colorado Springs	1.25
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ADDITIONAL PUBLIC UTILITIES REPORTING AND OPE-  
RATING IN THE STATE OF COLORADO,  
JANUARY 1, 1926

## TELEGRAPH COMPANIES

Colorado Postal Telegraph-Cable Co.....	Denver, Colo.
The Colorado & 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, 1924

	Atchison, T. & S. F. Ry.	Chicago, B. & Q. R. R.	Chicago, R. I. & P. Ry.	Colorado, Kansas Ry.	Colorado & Southern Ry. & S. E. R. R.	Colorado, Crystal River & Wyo. Ry. & S. J. R. R.
<b>Freight Service—</b>						
Tons—revenue freight.....	3,153,381	3,200,426	740,825	39,076	5,455,866	393,897
Ton-miles—revenue freight.....	382,860,560	367,632,647	97,719,882	804,184	787,423,567	5,471,423
<b>Passenger Service—</b>						
Passengers carried—revenue.....	744,676	369,992	146,550	19	546,548	42,135
Passenger-miles—revenue.....	108,689,747	45,522,382	20,663,370	391	54,931,319	126,465
<b>Revenues and Expenses—</b>						
Freight revenue.....	\$ 5,330,662.45	\$ 4,824,880.25	\$ 1,251,492.65	\$ 27,629.66	\$ 9,431,851.80	\$ 66,263.36
Passenger revenue.....	3,370,004.49	1,332,500.17	651,325.08	19.00	1,870,374.50	2,157.00
Other operating revenue.....	991,207.30	667,333.47	347,352.32	242.31	1,064,718.60	1,077.73
(Pass. service train revenue)...	4,165,337.96	1,808,606.21	897,164.82	19.00	2,390,190.86	2,157.00
Railway operating revenue.....	\$ 9,691,874.24	\$ 6,824,714.89	\$ 2,250,170.05	\$ 27,880.97	\$ 12,866,947.90	\$ 69,498.09
Railway operating expenses.....	7,395,037.33	4,426,059.37	2,209,292.86	30,621.57	10,139,487.44	55,739.23
Net railway operating revenue....	\$ 2,296,836.91	\$ 2,398,655.52	\$ 40,877.19	\$ *2,730.60	\$ 2,727,460.46	\$ 13,758.86
Operating ratio (per cent).....	76.30	64.85	98.18	109.79	78.70	89.20
						\$ 151,256.56
						\$ 82,885.90
						\$ 35,296.84
						\$ *2,410.94
						83.44
						107.34

\* Denotes deficit.

† Entire lines; average mileage of road operated (miles) 1,091.63.

‡ Depreciation, Traffic and General Expenses for entire line, 43.01, included in this amount.

## STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1924											
	Denver & K. G. W. R. R.	Denver & S. L. R. R.	Great Western Ry. N. P. & W. Ry.	†Laramie N. P. & W. Ry.	Manitou & P. P. Ry.	Midland Term. Ry.	Missouri Pac. R. R.	Rio Grande South. R. R.			
<b>Freight Service—</b>											
Tons—revenue freight.....	6,611,909	826,444	791,040	133,606	750	463,891	1,053,524	134,378			
Ton-miles—revenue freight.....	1,061,681,561	163,758,461	12,557,418	9,779,320	3,000	19,522,188	140,193,622	9,528,846			
<b>Passenger Service—</b>											
Passengers carried—revenue.....	721,556	74,533	5,363	3,239	35,809	123,940	58,166	28,232			
Passenger-miles—revenue.....	126,539,929	6,254,341	66,514	194,571	312,674	1,469,183	6,209,658	1,416,072			
<b>Revenues and Expenses—</b>											
Freight revenue.....	\$15,967,835.69	\$2,730,493.83	\$ 537,918.64	\$271,655.79	\$ 8,386.23	\$621,741.30	\$1,410,653.43	\$480,470.80			
Passenger revenue.....	3,617,239.69	324,789.40	2,616.19	11,685.07	76,694.71	411,149.63	198,743.96	83,900.36			
Other operating revenue.....	1,761,157.70	295,330.83	24,305.26	15,379.41	6,858.73	35,167.29	131,708.16	36,573.57			
(Pass. service train revenue)....	4,666,157.59	558,134.15	5,362.52	17,021.46	76,694.71	64,368.14	274,969.79	114,728.49			
Railway operating revenues.....	\$21,346,333.08	\$3,350,614.06	\$ 564,840.09	\$298,720.27	\$91,939.67	\$698,058.22	\$1,741,105.55	\$601,040.73			
Railway operating expenses.....	18,437,256.02	3,232,396.57	333,898.38	244,243.76	84,760.28	644,257.85	1,527,097.10	750,729.73			
Net railway operating revenues..\$	2,909,077.06	\$ 118,217.49	\$ 180,941.71	\$ 54,476.51	\$ 7,179.39	\$ 53,800.37	\$ 214,008.45	\$*149,689.00			
Operating ratio (per cent).....	86.37	96.47	67.97	81.76	92.19	92.29	87.71	124.90			

\* Denotes deficit.

† Includes operation of predecessor company. The Colorado, Wyoming &amp; Eastern Ry., from January 1 to May 16, 1924. Entire line; average mileage of road operated (miles) 111.35.

STEAM RAILROADS—Concluded

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1924

	San Luis Cen. R. R.	San Luis So. R. R.	St. Vinton Northern R. R.	†Uintah Railway	Union Pacific R. R.	Total All Steam Roads
<b>Freight Service—</b>						
Tons—revenue freight.....	39,565	10,448	52,986	45,032	10,087,058	33,788,645
Ton-miles—revenue freight.....	606,741	250,752	453,281	2,837,016	476,324,290	3,544,736,608
<b>Passenger Service—</b>						
Passengers carried.....	1,340	2,468	2,319	2,567	911,380	3,844,677
Passenger-miles—revenue.....	19,428	62,984	18,804	138,618	73,875,002	445,465,037
<b>Revenues and Expenses—</b>						
Freight revenue.....	\$49,633.10	\$15,280.55	\$ 84,489.41	\$386,957.06	\$ 7,918,374.75	\$52,067,952.50
Passenger revenue.....	777.12	3,527.16	1,396.50	6,864.69	2,087,983.85	13,694,661.44
Other operating revenue.....	1,818.93	3,238.69	213.14	42,236.17	991,944.38	7,202,207.05
(Pass. service train revenue).....	1,990.54	6,526.05	1,454.50	11,025.34	2,523,954.52	17,600,730.58
Railway operating revenues.....	\$52,229.15	\$22,036.40	\$ 86,099.05	\$436,047.92	\$10,998,302.98	\$72,964,820.99
Railway operating expenses.....	42,817.21	29,634.21	59,845.55	412,512.48	7,979,009.96	58,882,208.96
Net railway operating revenues.....	\$ 9,411.94	\$ 7,597.81	\$ 26,253.50	\$ 23,535.44	\$ 3,019,293.02	\$14,082,612.03
Operating ratio (per cent).....	82.00	134.47	69.51	94.60	72.55	80.70

\* Denotes deficit.

† 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, 1925		Chicago, Colorado		Colorado & Colorado		Colorado Crystal River	
		Atchison, Chicago, R. I. & P. Ry. Kansas Ry.		Southern Ry. & S. E. R. R.		Colorado Crystal River	
		T. & S. F. Ry. B. & Q. R. R.		Chicago, Colorado		Colorado Crystal River	
		T. & S. F. Ry. B. & Q. R. R.		Chicago, Colorado		Colorado Crystal River	
<b>Freight Service—</b>							
Tons—revenue freight.....	3,125,875	2,791,075	767,582	37,190	5,451,715	376,202	1,172,644
Ton-miles—revenue freight.....	384,389,232	403,075,325	111,335,564	825,618	812,415,718	5,238,154	8,141,548
<b>Passenger Service—</b>							
Passengers carried—revenue.....	669,585	351,445	141,811	2	438,052	25,760	21,956
Passenger-miles—revenue.....	99,819,786	45,887,233	20,502,139	44	47,512,895	77,280	134,233
<b>Revenues and Expenses—</b>							
Freight revenue.....	\$ 5,261,673.21	\$ 4,671,027.70	\$ 1,354,374.81	\$ 29,555.09	\$ 9,716,449.92	\$ 63,777.05	\$ 253,659.66
Passenger revenue.....	3,075,029.57	1,280,366.53	637,507.43	2.00	1,595,215.16	1,288.00	4,852.71
Other operating revenue.....	869,093.89	617,072.54	348,126.11	578.22	1,053,924.25	1,338.91	822,975.98
(Pass. service train revenue)....	3,761,471.63	1,690,485.05	879,658.95	2.00	2,047,116.56	1,288.00	8,961.14
Railway operating revenue.....	\$ 9,205,796.67	\$ 6,568,467.07	\$ 2,340,008.35	\$ 30,435.31	\$ 12,365,588.43	\$ 66,403.96	\$ 1,081,488.35
Railway operating expenses.....	6,813,380.41	4,465,343.61	2,020,267.60	28,523.30	9,715,875.32	53,133.65	483,070.83
Net railway operating revenue..	\$ 2,391,816.26	\$ 2,103,073.46	\$ 319,740.75	\$ 1,912.01	\$ 2,649,713.11	\$ 13,290.31	\$ 228,417.52
Operating ratio (per cent).....	74.02	67.98	86.34	93.72	78.57	79.99	78.88

\* Denotes deficit.

† Entire line, average mileage of road operated (miles) 1,056.88.

‡ Depreciation, Traffic and General Expenses for entire line 43.01 included in this amount.

\$ 14,097	\$ 301,814
\$ 1,172,644	\$ 8,141,548
\$ 21,956	\$ 134,233
\$ 30,006.22	\$ 3,884.70
\$ 4,852.71	\$ 2,428.02
\$ 822,975.98	\$ 6,166.08
\$ 1,081,488.35	\$ 45,736.15
\$ 228,417.52	\$ 9,417.21
\$ 78.88	\$ 125.9

## STEAM RAILROADS—Continued

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1925		MIDLAND TERM. RY.		MANITOU & P. P. RY.		MISSOURI PAC. R. R.		RIO GRANDE SOUTH. R. R.	
<b>Freight Service—</b>									
Tons—revenue freight.....	6,761,750	1,003,784	543,040	138,563	430	449,503	1,154,739	184,385	
Ton-miles—revenue freight.....	1,086,975,203	202,202,392	9,188,776	10,232,056	1,720	18,381,108	162,090,754	15,916,822	
<b>Passenger Service—</b>									
Passengers carried—revenue.....	666,799	71,835	1,931	2,248	32,392	65,938	55,641	25,462	
Passenger-miles—revenue,.....	125,166,697	5,987,198	22,829	141,573	285,921	967,111	6,559,987	1,326,717	
<b>Revenues and Expenses—</b>									
Freight revenue.....	\$16,204,690.32	\$3,269,834.26	\$ 382,329.11	\$254,150.96	\$ 6,108.69	\$561,223.72	\$1,565,069.27	\$663,679.51	
Passenger revenue.....	3,427,850.42	299,768.51	835.11	8,494.32	66,185.65	28,238.77	204,285.16	77,939.31	
Other operating revenue.....	1,741,403.39	319,717.94	17,383.37	17,873.39	8,075.87	33,777.95	123,330.07	35,708.12	
(Press. service train revenue)....	4,409,833.08	530,716.51	3,196.92	17,699.66	66,485.65	49,912.20	272,487.59	106,662.95	
Railway operating revenue.....	\$21,373,944.13	\$3,889,320.71	\$ 400,547.59	\$280,518.67	\$80,670.21	\$623,032.54	\$1,892,684.50	\$777,326.94	
Railway operating expenses.....	16,008,995.28	3,121,337.72	295,917.87	250,393.74	70,512.12	613,325.40	1,634,698.23	693,080.08	
Net railway operating revenue..\$	5,364,948.85	\$ 767,982.99	\$ 104,599.72	\$ 30,124.93	\$10,158.09	\$ 4,707.14	\$ 257,986.27	\$ 84,246.86	
Operating ratio (per cent).....	74.90	80.25	73.89	84.26	87.41	99.24	86.37	89.16	

† Entire line: average mileage of road operated (miles) 111.35.

STEAM RAILROADS—Concluded

STATISTICS OF STEAM ROADS OPERATING IN THE STATE OF COLORADO FOR THE YEAR ENDED DECEMBER 31, 1925

	San Luis Cen. R. R.	San Luis So. R. R.	Silverton Northern R. R.	†Utah Railway	Union Pacific R. R.	Total All Steam Roads
<b>Freight Service—</b>						
Tons—revenue freight.....	51,310	14,472	62,152	46,637	10,411,453	34,549,599
Ton-miles—revenue freight.....	724,900	307,456	529,215	2,891,494	528,870,200	3,764,035,069
<b>Passenger Service—</b>						
Passengers carried—revenue.....	777	1,991	2,511	2,687	807,098	3,388,101
Passenger-miles—revenue.....	11,578	46,280	20,502	131,027	71,201,955	425,839,449
<b>Revenues and Expenses—</b>						
Freight revenue.....	\$59,135.09	\$21,231.71	\$ 94,665.97	\$408,364.46	\$ 7,777,668.54	\$52,649,024.37
Passenger revenue.....	459.43	2,642.78	1,431.04	7,235.24	1,948,477.22	12,672,239.36
Other operating revenue.....	1,788.68	5,116.99	370.66	37,442.70	1,032,748.96	7,090,368.11
(Pass. service train revenue).....	1,768.06	7,440.72	1,431.04	10,806.36	2,389,922.38	16,263,571.63
Railway operating revenues.....	\$61,383.20	\$29,041.48	\$ 96,467.67	\$453,342.40	\$10,758,894.72	\$72,411,681.84
Railway operating expenses.....	42,835.69	29,544.97	61,531.39	397,571.01	7,518,389.55	54,739,723.92
Net railway operating revenues.....	\$18,547.51	\$ *503.49	\$ 34,936.28	\$ 55,771.39	\$ 3,239,905.17	\$17,671,957.92
Operating ratio (per cent).....	69.78	101.73	63.78	87.70	69.89	75.60

\* Denotes deficit.

† Entire line; average mileage of road operated (miles) 68.46.

## ELECTRIC RAILWAYS

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1924

	Total Passengers Carried	Revenue From Transportation	Railway Operating Revenues	Railway Operating Expenses	Net Revenue Railway Operations	Operating Ratio (Per Cent)
The Colorado Springs & Interurban Ry. Co.....	6,987,429	\$ 432,580.76	\$ 440,888.65	\$ 374,922.39	\$ 65,966.26	85.03
The Denver & Crown Hill Ry. Co.....	67,105	3,321.69	3,321.69	8,291.17	*4,969.48	249.61
The Denver & Intermountain R. Co.....	1,327,457	369,699.39	399,396.06	309,386.88	90,009.18	77.46
The Denver & Interurban R. Co.....	353,588	213,417.25	213,733.36	227,187.14	*13,453.78	106.29
The Denver & South Platte Ry. Co.....	262,022	20,610.34	20,790.34	16,335.51	4,454.83	78.57
The Denver Tramway Co.....	74,010,842	4,508,917.19	4,704,026.03	3,050,973.68	1,653,052.35	64.86
The Grand River Valley Ry. Co.....	310,656	47,487.50	48,304.63	87,383.71	*39,079.08	180.90
The Manitou Electric Ry. & Casino Co.....	74,303	3,523.50	4,023.50	2,870.68	1,152.82	71.33
Public Service Co. of Colorado (Boulder).....	443,100	27,107.78	27,107.78	44,221.74	*17,113.96	163.13
Southern Colorado Power Co. (Pueblo).....	8,064,005	404,051.83	406,074.10	305,232.06	100,842.04	75.17
Total 10.....	92,500,507	\$6,030,717.23	\$6,267,666.14	\$4,426,804.96	\$1,840,861.18	70.63
CABLE ROAD						
The Mt. Manitou Park & Incline Ry. Co.....	44,843	\$ 20,486.67	\$ 20,486.67	\$ 16,330.61	\$ 4,156.06	79.71

\* Denotes deficit.

## ELECTRIC RAILWAYS—Concluded

STATISTICS OF ELECTRIC STREET AND INTERURBAN RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1925

### PUBLIC UTILITIES COMMISSION

	Total Passengers Carried	Revenue From Transportation	Railway Operating Revenues	Railway Operating Expenses	Net Revenue Railway Operations	Operating Ratio (Per Cent)
The Colorado Springs & Interurban Ry. Co.....	5,852,972	\$ 414,246.04	\$ 423,236.50	\$ 285,198.43	\$ 138,038.07	67.38
The Denver & Crown Hill Ry. Co.....	48,914	3,631.64	3,631.64	7,649.42	*4,017.78	210.63
The Denver & Intermountain R. R. Co.....	1,933,077	333,081.35	357,466.08	266,826.83	30,639.25	174.64
The Denver & Interurban R. R. Co.....	230,803	181,955.15	181,697.33	209,459.26	*27,441.83	115.10
The Denver & South Platte Ry. Co.....	236,557	18,311.20	18,491.20	16,957.52	1,533.68	91.70
The Denver Tramway Corporation.....	72,221,917	4,378,774.54	4,556,375.07	3,059,065.92	1,497,309.15	67.14
The Grand River Valley Ry. Co.....	300,507	52,203.91	52,714.41	117,504.48	*64,790.97	222.90
The Manitou Electric Ry. & Casino Co.....	68,000	3,229.93	3,729.33	2,913.66	816.27	78.12
Public Service Co. of Colorado (Boulder).....	411,654	26,375.67	26,375.67	41,414.30	*15,038.63	157.02
Southern Colorado Power Co. (Pueblo).....	7,968,197	402,240.94	404,098.28	300,502.60	103,595.68	74.36
<b>Total 10.....</b>	<b>89,392,598</b>	<b>\$5,814,050.37</b>	<b>\$6,027,816.11</b>	<b>\$4,307,172.42</b>	<b>\$1,720,643.69</b>	<b>71.45</b>

#### CABLE ROAD

The Mt. Manitou Park & Incline Ry. Co.....	43,244	\$ 20,023.10	\$ 20,023.10	\$ 17,526.08	\$ 2,497.02	87.53
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\* Denotes deficit.

ELECTRIC UTILITIES, PRIVATELY OWNED

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEAR ENDED  
DECEMBER 31, 1924

	Total Number of Con- sumers	Plant Investment (Book Value)	Operating Revenue from Sale of Current	Electric Mdse. and Misc. Revenue	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Plant Invest- ment %
Aguilar Light & Power Co.	300	\$ 25,373.08	\$ 15,761.18	\$ 1,916.21	\$ 115,202.13	---	\$ 2,475.26	86.00	9.7
Akron Gas, Electric Light & Power Co.	388	45,581.96	20,288.13	80.72	16,667.26	888.22	2,853.37	81.83	6.2
Apache Electric Light & Power Co.	3,324	290,495.10	166,317.17	8,257.70	126,331.84	10,800.00	37,443.03	72.36	12.8
Arkansas Valley Electric Co.	1,147	71,926.43	45,543.36	890.15	36,448.69	2,882.23	7,102.60	78.50	9.8
Arvada Electric Co.	824	91,397.30	37,333.11	114.53	26,833.38	1,800.00	8,514.26	71.66	9.3
Brighton Ice, Light & Power Co.	956	45,500.00	54,418.29	---	45,742.66	1,868.77	6,806.86	84.06	14.9
Broadmoor Electric Light System	204	24,245.67	12,486.21	498.51	6,765.62	---	6,219.10	52.10	---
Buena Vista Electric Light & Power Co.	210	32,348.07	10,302.66	404.63	7,781.78	445.61	2,479.90	72.68	7.6
Carbondale Light & Power Co.	100	25,218.06	4,221.82	---	3,029.56	300.68	891.58	71.76	3.5
Cedaredge Electric Light & Power Co.	88	6,080.53	3,142.90	---	1,508.72	159.00	1,475.18	48.00	24.2
Cortez Light, Power & Milling Co.	124	18,030.21	5,427.59	---	7,865.00	346.29	*2,980.57	144.91	*16.5
Craig Light & Power Co.	385	48,536.56	17,614.10	---	18,480.36	881.75	*1,867.11	104.92	*3.8
Crested Butte Light & Water Co.	275	20,000.00	8,011.30	370.42	5,137.91	896.70	2,289.19	61.54	11.4
Custer County Electric Co.	---	21,763.84	5,648.25	---	2,442.74	30.25	3,175.26	43.25	14.6
Eagle River Electric Co.	164	28,819.66	7,486.11	820.72	4,242.16	338.82	3,723.85	51.07	12.9
Evergreen Public Service Co.	---	12,307.53	8,687.25	4,871.53	12,189.56	91.62	1,277.60	89.90	10.3
Fort Lupton Light & Power Co.	1,019	117,358.97	57,070.13	4,201.29	53,490.84	3,000.00	4,180.58	87.30	3.5
Glipin County Light, Heat & Power Co.	245	37,100.80	7,843.45	429.44	5,338.62	812.43	2,121.84	64.53	5.7
Glenwood Light & Water Co.	770	142,063.18	42,063.87	1,937.55	31,686.50	4,959.78	7,097.78	72.01	4.9
Grand River Valley Ry. Co. (Fruita)	255	---	8,986.29	---	42,516.81	---	6,469.48	28.00	---
Grand River Valley Ry. Co. (Pallsade)	440	---	19,266.61	---	48,746.96	---	10,519.65	45.39	---
Grand Junction Electric, Gas & Mfg. Co.	2,886	618,486.51	174,106.85	2,220.14	98,768.99	11,475.09	65,929.71	56.01	10.6
Hayden Milling & Power Co.	125	5,126.73	5,585.92	---	5,083.60	171.20	281.12	91.83	5.4
Hinsdale Mining & Development Co.	90	19,920.21	2,214.40	---	300.00	16.00	1,898.40	13.55	9.5
Home Gas & Electric Co.	3,356	390,734.23	250,702.31	4,328.55	173,025.99	17,545.85	59,950.01	67.85	15.3

\* Indicates Deficit.

† Includes Taxes and Interest.

‡ General Administrative Expenses excluded.

ELECTRIC UTILITIES, PRIVATELY OWNED—Concluded  
 PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEAR ENDED  
 DECEMBER 31, 1924

	Total Number of Con- sumers	Plant Investment (Book Value)	Operating Revenue from Sale of Current	Electric Mdse. and Misc. Revenue	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio % Invest- ment %	Return Plant ment %
Hotchkiss Electric Co.	175	\$ 9,450.67	\$ 5,886.15	\$ 8.90	\$ 5,424.05	\$ 241.79	\$ 184.56	92.01	1.9
Jefferson County Power & Light Co.	1,045	142,438.67	71,789.67	8,243.29	61,632.32	4,661.11	13,589.53	77.00	9.5
La Veta Light, Heat & Power Co.	208	24,000.00	7,619.83	238.96	5,977.46	323.44	1,557.89	76.06	6.4
Meeker Light & Water Co.	248	7,967.51	11,912.35	---	6,733.33	19.25	5,093.82	56.92	---
Montezuma Electric Co.	160	5,000.00	4,694.44	---	3,492.35	357.36	544.73	74.39	16.8
New Light & Power Co.	185	24,745.58	13,055.35	83.43	9,894.06	273.06	3,421.86	71.50	13.8
Oak Creek Service Co.	296	19,083.10	12,701.15	---	12,672.53	534.12	*505.50	99.77	42.6
Ovid Light & Power Co.	41	3,843.88	1,482.84	---	940.78	---	542.06	63.44	14.0
Public Service Co. of Colorado	101,026	\$62,998,086.15	6,591,967.26	15,386.63	3,483,652.75	631,036.93	\$2,570,496.82	52.72	4.8
Rifle Light, Heat & Power Co.	374	54,744.99	17,215.59	815.45	11,077.11	1,923.37	4,408.21	61.43	8.0
Roaring Fork Electric Light & Power Co.	385	653,101.51	17,227.87	542.75	28,797.58	3,483.38	*15,182.89	162.05	*2.3
Rozgen Light Co.	18	1,789.05	663.55	---	500.31	19.90	130.34	75.39	7.2
Rust, A.	---	9,043.33	3,982.23	---	3,077.64	384.75	519.84	77.28	5.7
San Luis Power Co.	---	---	960.00	---	1,030.00	---	*70.00	107.29	---
Silverton Electric Light Co.	325	---	17,016.12	---	14,529.83	40.80	2,276.26	85.38	---
Southern Colorado Power Co.	20,605	\$14,201,282.65	1,757,251.82	36,445.55	763,640.42	174,918.89	855,138.06	42.57	---
Stanley Power Department	---	59,074.92	17,504.98	1,301.77	14,651.84	671.15	3,483.76	77.90	5.8
Steamboat Service Co.	325	56,165.07	16,215.91	1,138.70	14,403.60	1,201.73	1,739.96	82.99	3.0
Suburban Light & Power Co.	514	33,592.00	16,809.35	---	14,981.01	545.86	2,052.05	83.76	3.6
Summit County Power Co.	50	860,404.58	49,540.46	315.92	36,488.39	3,948.00	3,773.37	73.18	1.0
Syndicate Mining & Milling Co.	49	---	2,043.00	---	3,644.45	---	*1,601.45	178.38	---
Tonopah Placers Co.	190	---	8,143.21	1,234.14	6,938.83	332.28	1,465.07	73.99	---
Trinidad Electric Trans. Ry. & Gas Co.	4,654	\$6,106,605.84	911,319.51	325.81	468,523.74	73,200.00	368,841.58	51.39	---
Western Colorado Power Co.	5,084	7,856,873.88	565,838.96	3,130.80	224,040.65	66,353.50	275,097.24	39.41	3.5
Western Public Service Co.	553	23,843.06	32,023.00	277.44	23,375.86	800.63	8,716.05	72.37	---
Total 50	154,185	\$95,282,497.27	\$11,144,843.89	\$100,831.63	\$5,934,369.50	\$1,025,542.49	\$4,351,343.45	52.77	4.5

\* Indicates deficit.

† Plant leased.

‡ Includes Electric, Gas, Steam and Railway Departments.

§ Includes Street Railway.

¶ Includes Gas Department.

|| Includes Ice Department.

## TWELFTH AND THIRTEENTH ANNUAL REPORTS

**ELECTRIC UTILITIES, PRIVATELY OWNED**  
 PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEAR ENDED  
 DECEMBER 31, 1925

	Total Number of Con- sumers	Plant Investment (Book Value)	Operating Revenue from Sale of Current	Electric Misc. and Misc. Revenue	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Plant Invest- ment %
Acular Light & Power Co.-----	350	\$ 26,655.46	\$ 15,965.19	\$ 1,892.88	\$ 12,985.36	\$ 741.36	\$ 4,131.35	72.71	15.4
Akron Gas Electric Light & Power Co.-----	334	41,113.98	29,232.08	63.00	17,684.75	966.33	1,444.31	87.13	3.5
Appahoe Electric Light & Power Co.-----	3,506	323,163.72	200,241.70	8,943.77	138,779.53	12,000.00	58,405.94	66.34	18.0
Arkansas Valley Electric Co.-----	1,198	75,596.52	49,375.71	998.11	42,248.17	2,578.72	5,464.78	83.86	7.2
Arvada Electric Co.-----	113	97,609.21	38,726.90	1,919.94	26,837.40	2,700.00	10,929.44	66.02	11.1
Brighton Ice Light & Power Co.-----	972	100,000.00	59,985.55	-----	50,606.38	2,146.23	7,232.94	84.36	7.2
Broadway Electric Light & Power Co.-----	208	\$ 9,737.39	9,737.39	236.99	5,605.89	-----	4,368.49	56.20	---
Buena Vista Electric Light & Power Co.-----	210	31,991.75	9,465.86	384.35	10,937.15	445.24	*1,532.18	111.03	*4.7
Carbondale Light & Power Co.-----	98	25,346.09	3,651.85	-----	3,046.68	289.27	315.90	83.42	1.2
Cedarvale Electric Light & Power Co.-----	96	6,984.36	3,441.60	777.41	3,560.75	121.15	498.61	84.39	7.1
† Colo. Spgs. & Int. Ry. Co. (Elec. Lt. Dept.)-----	208	\$-----	6,106.72	103.57	3,120.76	-----	3,089.53	50.25	---
Cortez Light Power & Milling Co.-----	180	10,000.00	6,541.24	-----	6,213.78	346.29	*18.83	94.99	*0.1
Cortez Light & Power Co.-----	370	50,532.01	29,371.79	-----	18,642.10	1,177.46	88.77	91.50	0.1
Custer County Electric Co.-----	-----	21,728.84	5,684.70	-----	2,490.59	432.08	2,762.03	43.81	12.7
Eagle River Electric Co.-----	208	39,226.85	8,251.79	2,283.03	4,893.57	981.25	4,039.92	46.50	10.2
Evergreen Public Service Co.-----	300	31,694.11	12,215.66	14,838.94	24,403.37	486.10	940.03	90.20	2.9
Fort Lupton Light & Power Co.-----	1,134	125,422.08	62,093.47	5,601.38	55,663.20	3,000.00	9,031.65	82.22	7.2
Gilpin County Light Heat & Power Co.-----	252	37,074.47	7,756.30	646.31	7,651.13	797.00	*154.57	91.05	*0.4
Glenwood Light & Water Co.-----	791	144,980.97	43,467.38	2,126.46	31,316.05	6,198.06	7,727.26	68.68	5.3
Grand Junction Electric, Gas & Mfg. Co.-----	2,875	666,454.91	183,628.45	3,388.54	97,246.59	12,600.04	76,812.28	51.99	11.5
Grand River Valley Ry. Co. (Fruita)-----	-----	\$-----	10,220.43	229.91	2,608.79	-----	7,841.55	24.96	---
Grand River Valley Ry. Co. (Palisade)-----	425	-----	19,683.49	586.23	7,566.93	-----	12,701.79	37.33	---
Haysden Milling & Power Co.-----	140	5,176.73	6,016.43	-----	5,047.50	155.85	776.33	83.89	14.9
Hinsdale Mining & Development Co.-----	90	20,520.21	2,084.30	-----	1,700.00	16.00	*1,045.42	81.56	*5.0
Home Gas & Electric Co.-----	5,020	435,891.88	273,680.36	3,602.78	200,351.78	16,726.70	60,791.63	70.97	13.9

\* Indicates deficit.

† From January 1, 1925, to August 1, 1925.

‡ From August 1, 1925, to December 31, 1925.

§ Current purchased.

ELECTRIC UTILITIES, PRIVATELY OWNED—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1925

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Current	Electric Mds. and Misc. Revenue	Operating Expenses	Taxes	Operating Income	Operating Ratio %	Return on Plant Investment %
Hotchkiss Electric Co.	176	\$ 10,395.66	\$ 6,463.40	\$ 1.15	\$ 6,555.66	\$ 286.62	\$ *833.43	101.33	*3.6
Jefferson County Power & Light Co.	1,165	167,231.72	84,081.29	6,217.03	70,160.11	4,130.09	15,858.12	77.69	9.4
La Jara Electric Co.	24,325.39	6,109.77	7,714.32	93.86	3,086.00	224.74	3,310.74	49.74	13.6
La Veta Light, Heat & Power Co.	194	23,040.49	12,523.60	53.52	5,873.51	364.76	1,529.57	76.13	6.6
Meeker Light & Water Co.	257	†	12,523.60	---	9,755.41	19.26	2,688.13	77.89	---
Montezuma Electric Co.	166	5,000.00	5,169.87	---	4,000.95	340.54	828.38	77.38	16.5
New Light & Power Co.	197	26,751.97	13,558.35	226.24	10,871.44	300.20	2,267.60	78.86	8.4
Oak Creek Service Co.	296	20,815.96	14,817.91	---	14,084.34	946.00	*212.43	95.04	*1.0
Ovid Light & Power Co.	55	4,623.64	1,899.51	---	1,356.51	---	543.00	71.41	11.7
Public Service Company of Colorado	102,495	\$64,988,239.49	7,119,831.68	34,506.81	4,274,600.10	\$660,378.17	\$3,214,688.20	59.74	4.9
Rifle Light, Heat & Power Co.	412	50,554.05	19,441.12	1,420.17	14,460.47	1,916.07	4,356.04	69.31	8.6
Roaring Fork Electric Light & Power Co.	388	652,511.76	27,792.92	791.43	18,900.72	2,198.35	*2,991.12	66.12	*0.4
Roggen Light Co.	17	1,864.05	720.65	---	570.61	---	142.89	79.17	7.6
Rust, A. A.	330		4,472.01	---	3,149.43	384.41	938.17	70.42	6.5
Silverton Electric Light Co.	---	---	14,145.78	544.37	12,609.37	---	2,080.78	85.83	---
Southern Colorado Power Co.	21,157	\$14,983,137.09	1,912,812.66	21,730.10	813,338.21	179,764.38	\$990,989.57	42.04	6.6
Stanley Power Department	---	62,726.80	22,053.45	4,174.47	15,599.56	888.80	9,789.56	59.47	15.6
Steamboat Service Co.	340	56,913.07	17,308.16	1,084.52	13,204.94	1,179.89	3,952.99	71.79	6.9
Suburban Light & Power Co.	549	37,275.52	17,169.40	2,194.20	16,963.50	533.90	1,855.75	87.60	4.9
Summit County Power Co.	50	859,789.39	29,659.34	208.86	29,826.55	3,658.00	*3,616.35	99.86	*0.4
Syndicate Mining & Milling Co.	96	---	3,412.50	394.62	4,091.57	---	*284.45	107.47	---
Tonopah Placers Co.	214	---	5,620.45	510.57	4,675.47	670.07	785.48	76.25	---
Trinidad Electric Trans. Ry. & Gas Co.	4,353	6,138,135.83	891,609.93	597.51	468,834.72	67,680.00	853,292.72	52.54	5.7
Western Colorado Power Co.	5,164	7,897,828.37	586,527.65	2,247.79	263,004.21	66,775.65	255,995.90	44.66	3.2
Western Public Service Co.	578	---	36,254.10	1,404.88	24,776.23	---	11,530.86	65.79	---
Total 50	157,727	\$98,404,961.67	\$11,939,801.16	\$132,025.70	\$6,885,563.79	\$1,057,495.03	\$5,146,560.20	57.03	4.9

\* Indicates deficit.  
 † Plant leased.  
 ‡ Includes Electric, Gas, Steam and Railway Departments.  
 § Includes Street Railway.  
 ¶ From January 1 to October 1, 1925.  
 || Current purchased. Distribution system leased.

ELECTRIC UTILITIES, MUNICIPAL

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1924

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Current	Electric Mdse. and Misc. Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Arriba, Town of.....	84	†	\$ 2,578.67	.....	\$ 3,122.66	\$	121.09	....
Burlington, Town of.....	360	.....	27,117.57	.....	24,300.04	2,817.53	89.60	....
Crook, Town of.....	107	\$ 8,291.40	3,888.45	.....	3,702.93	281.52	92.92	3.4
Crook, Town of.....	.....	.....	1,821.13	.....	1,760.33	60.80	96.65	....
Dacono, Town of.....	.....	†1,500.00	475.00	.....	734.50	*239.50	154.63	....
Eads, Town of.....	128	†6,098.26	6,367.74	436.95	6,402.81	401.88	94.09	....
Eckley, Town of.....	86	.....	3,743.12	.....	4,645.23	*902.11	124.10	....
Erie, Town of.....	165	†4,090.00	3,541.55	168.93	3,599.82	110.66	97.01	....
Firestone, Town of.....	41	†1,344.00	557.79	.....	726.50	*168.71	130.24	....
Fort Morgan, City of.....	1,113	295,683.15	81,843.23	16,555.91	54,420.21	43,984.33	55.30	14.8
Fountain, Town of.....	.....	.....	5,563.23	.....	6,446.58	*883.35	115.87	....
Frederick, Town of.....	.....	†2,020.53	3,963.52	.....	3,934.64	34.88	99.12	....
Haxtum, Town of.....	277	92,632.09	23,356.50	.....	9,727.22	13,629.28	41.64	14.7
Hugo, Town of.....	265	61,803.50	15,698.98	2,598.65	14,610.49	3,687.14	79.84	5.9
Lamar, City of.....	945	368,960.64	92,614.32	2,198.04	58,003.70	36,777.66	61.21	9.9
Longmont, City of.....	.....	134,315.84	73,125.05	85.35	40,176.51	33,038.89	54.87	24.5
Paonia, Town of.....	.....	31,129.47	15,325.79	201.42	12,048.60	4,378.61	77.59	14.0
Stedwick, Town of.....	111	†32,982.40	8,065.45	61.95	6,127.06	1,996.34	75.48	....
Stebert, Town of.....	80	†17,926.62	2,692.22	37.00	2,677.42	51.80	98.10	....
Walden, Town of.....	75	7,000.00	4,394.66	.....	3,280.00	1,114.66	74.63	15.9
Wray, Town of.....	482	101,707.57	27,553.62	861.75	20,671.38	7,743.99	72.74	7.6
Yuma, Town of.....	348	108,640.08	27,450.60	.....	20,949.30	6,501.30	76.31	5.9
Total 22 .....	4,607	\$ 1,276,125.55	\$ 431,750.19	\$ 23,292.35	\$ 302,098.93	\$ 153,843.61	66.38	†12.4

\* Indicates deficit.  
 † Distribution system only, current purchased.  
 ‡ Average of plants showing plant investment, excluding plants purchasing current.

## ELECTRIC UTILITIES, MUNICIPAL

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, ELECTRIC UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1925

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Current	Electric Misc. and Misc. Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Arriba, Town of.....	100	†	\$ 3,208.08	.....	\$ 3,561.12	\$ *353.04	111.00	...
Burlington, Town of.....	325	.....	29,203.35	.....	29,573.20	6,380.15	77.29	...
Castle Rock, Town of.....	153	\$ 95,000.00	7,903.35	\$ 190.00	6,413.45	1,680.10	79.24	6.7
Cheyenne Wells, Town of.....	266	64,125.00	10,463.69	.....	9,472.31	988.48	90.55	1.5
†Colorado Springs, City of.....	11,664	2,031,032.80	302,590.02	326.76	111,869.12	160,447.66	36.93	7.8
Crested Butte, Town of.....	...	20,000.00	3,353.36	379.54	3,166.94	566.26	84.83	2.8
Fads, Town of.....	126	46,469.04	7,303.88	656.20	7,853.59	106.29	98.66	...
Eckley, Town of.....	189	21,884.70	4,182.81	.....	3,084.24	1,104.37	73.61	5.0
Eric, Town of.....	168	44,333.00	3,847.33	116.00	3,164.33	793.10	79.83	...
Firestone, Town of.....	33	11,344.90	760.80	.....	763.30	*50.70	104.69	...
Fort Morgan, City of.....	1,164	300,271.11	79,117.15	9,151.05	41,715.92	46,552.28	47.26	15.5
Fountain, Town of.....	.....	†	6,083.27	.....	4,692.76	1,390.48	77.44	...
Frederick, Town of.....	.....	42,020.33	3,483.49	.....	4,224.26	740.77	122.66	...
Gunnison, Town of.....	564	62,008.71	34,673.33	11,380.77	33,656.26	10,397.34	77.42	16.7
Haxtun, Town of.....	279	93,295.95	21,736.12	.....	3,323.90	12,413.12	42.89	13.3
Hugo, Town of.....	212	61,943.65	15,859.17	501.31	16,592.73	*232.25	101.41	*0.3
Lamar, City of.....	977	363,960.84	100,775.10	2,536.37	93,850.53	37,460.59	63.12	10.2
Longmont, City of.....	2,000	147,686.21	71,121.51	317.01	37,620.37	33,818.13	52.66	22.8
Palmer, Town of.....	310	31,123.47	15,054.20	538.33	10,892.35	4,700.18	69.55	15.0
Sedgwick, Town of.....	128	†33,509.91	7,865.41	75.60	6,633.37	1,307.64	83.53	...
Selbert, Town of.....	90	†17,574.96	3,330.77	38.08	2,682.94	685.91	79.63	...
Wray, Town of.....	483	98,437.73	27,764.30	.....	24,071.59	3,586.43	86.70	3.6
Yuma, Town of.....	425	109,852.11	29,154.36	.....	19,715.51	9,438.43	67.62	8.5
<b>Total 23 .....</b>	<b>19,566</b>	<b>\$ 3,495,681.61</b>	<b>\$ 788,838.25</b>	<b>\$ 26,207.72</b>	<b>\$ 451,710.96</b>	<b>\$ 332,364.33</b>	<b>57.26</b>	<b>\$9.4</b>

\* Indicates deficit.

† Distribution system only, current purchased.

‡ From July 1 to December 31, 1925.

§ Average of plants showing plant investment, excluding plants purchasing current

## GAS UTILITIES

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, GAS UTILITIES, YEAR ENDED DECEMBER 31, 1924

Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Gas	Miscel. Revenue	Operating Expenses	Taxes	Operating Income	Operating Ratio %	Return on Plant Investment %
654	\$ 73,973.28	\$ 16,848.82	\$ 885.31	\$ 13,410.29	\$ 1,079.16	\$ 3,244.68	74.72	4.3
2,424	226,480.72	91,409.62	59.27	72,054.84	7,039.69	12,374.36	78.77	5.4
1,283	131,778.49	38,650.40	4,558.96	34,559.21	2,274.23	6,375.32	79.98	4.8
2,015	363,044.59	82,981.21	19,618.52	78,835.89	5,623.29	18,140.55	76.83	4.9
991	149,857.89	42,327.04	3,472.12	38,463.60	900.00	6,435.56	83.98	4.2
2,036	155,856.74	74,006.85	3,591.69	46,141.51	7,871.84	23,585.19	59.46	15.1
64,962	†62,998,086.15	2,168,967.91	*91,990.13	1,796,349.08	133,687.57	146,941.16	86.48	---
745	†6,106,695.84	41,622.33	6,691.58	38,630.06	3,120.00	6,563.85	79.95	---
Total 8	\$70,205,683.70	\$ 2,556,814.21	\$*53,112.68	\$2,118,444.48	\$ 161,595.78	\$ 223,661.27	84.60	6.3

## GAS UTILITIES

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, GAS UTILITIES, YEAR ENDED DECEMBER 31, 1925

Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Gas	Miscel. Revenue	Operating Expenses	Taxes	Operating Income	Operating Ratio %	Return on Plant Investment %
687	\$ 74,400.50	\$ 15,812.31	\$ 1,422.78	\$ 11,766.83	\$ 1,232.08	\$ 3,936.18	68.85	5.2
4,954	605,238.89	32,752.76	1,041.39	30,415.87	3,000.00	378.28	90.00	0.06
2,515	232,435.58	87,659.57	1,616.98	69,261.52	7,841.24	12,173.79	77.58	5.2
1,354	134,307.28	42,517.50	4,243.84	37,418.47	2,641.41	6,701.46	80.02	4.9
2,122	377,859.86	85,609.71	22,304.82	81,267.92	6,595.08	20,051.53	75.30	5.3
821	153,665.72	42,200.91	4,464.26	44,013.56	1,175.00	1,476.61	94.31	0.9
2,246	172,972.84	77,265.97	994.81	51,793.22	8,618.29	37,848.57	66.18	10.3
70,659	†64,988,289.49	2,310,422.73	*126,978.64	1,728,489.76	141,927.84	310,026.49	79.16	---
3,611	1,086,094.76	183,809.08	40,933.55	195,717.95	15,929.84	13,094.84	87.08	1.2
689	†6,138,135.83	39,654.71	5,357.92	33,194.40	2,820.00	8,977.33	73.77	---
Total 10	\$73,963,290.75	\$ 2,917,684.55	\$*44,899.19	\$2,283,339.50	\$ 194,780.78	\$ 394,665.08	79.47	2.6

\* Indicates deficit.

† Includes all departments.

‡ Includes Electric Department.

§ From October 1 to December 31, 1925.

PUBLIC UTILITIES COMMISSION

WATER UTILITIES, PRIVATELY OWNED

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, PRIVATELY OWNED, YEAR ENDED DECEMBER 31, 1924

	Total Number of Con- sumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscel. Revenue	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Plant Invest- ment %
Altman Water Co.	91	\$ 119,263.76	\$ 24,228.04	\$ 50.00	\$ 32,670.96	-----	\$ 8,992.92	119.77	*7.0
Broadmoor Water System	338	†	7,286.18	-----	2,880.85	-----	4,955.33	39.81	-----
Brookside Water Co.	817	105,896.71	9,282.56	550.69	6,378.65	\$ 493.81	2,177.70	70.80	2.0
Cardiff Light & Water Co.	18	13,739.15	367.65	-----	1,717.70	277.54	*1,627.59	467.97	*1.8
Castle Creek Water Co.	290	141,911.51	8,788.48	106.25	11,372.23	2,586.01	*5,013.31	127.85	*3.5
Coal Creek Water & Light Co.	180	10,000.00	3,137.85	46.75	1,576.74	263.00	1,845.16	49.50	13.4
Commonwealth Land Co.	93	16,150.25	2,323.75	62.50	2,608.33	80.85	2,99.07	84.09	1.3
Crested Butte Light & Water Co.	---	30,000.00	6,843.27	1,200.00	3,395.83	896.70	3,496.74	43.64	10.5
Cripple Creek Water Co.	630	206,009.98	18,776.06	-----	14,475.46	5,481.01	*1,180.41	77.09	*0.5
Custer Water & Power Co.	96	†	2,450.55	-----	2,450.55	-----	-----	-----	-----
Estes Park Water Co.	---	66,213.33	8,025.00	300.68	4,626.07	578.82	3,120.79	55.56	4.7
Evans Addition Pipe Owners	39	756.76	84.35	-----	7.17	-----	*47.18	8.50	10.1
Evergreen Public Service Co.	---	---	3,997.32	1,093.57	5,045.38	91.63	*46.12	99.10	---
Grizzly Water Co.	27	25,000.00	895.25	-----	281.32	15.00	598.93	31.42	2.3
Home Water Supply Co.	28	2,350.00	584.75	-----	543.90	11.00	29.85	93.01	1.2
Leadville Water Co.	1,305	602,412.19	46,374.14	-----	25,301.45	10,424.48	10,648.21	54.55	1.7
Meeker Light & Water Co.	---	4,514.88	8,051.55	-----	7,526.53	19.67	505.35	93.47	11.1
Mesa Water Works Co.	32	2,680.00	686.70	500.00	1,340.03	54.03	*297.36	112.92	*7.7
Northfield Land & Water Co.	332	454,687.75	18,645.42	471.73	6,255.87	3,190.13	9,671.15	32.72	2.1
Pure Spring Water Supply Co.	---	222,212.52	19,082.86	-----	4,437.30	1,920.21	12,725.35	23.25	5.7
Starbuck, John C.	30	17,286.00	784.00	-----	1,564.30	-----	*780.30	199.52	*4.5
Total 21	4,346	\$ 2,041,084.79	\$ 190,663.73	\$ 4,382.17	\$ 137,056.62	\$ 26,533.89	\$ 31,455.39	70.26	1.6

\* Indicates deficit.

† Plant leased.

WATER UTILITIES, PRIVATELY OWNED

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, PRIVATELY OWNED, YEAR ENDED  
DECEMBER 31, 1925

	Total Number of Con- sumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscel. Revenue	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Plant Invest- ment %
Altman Water Co.	89	\$ 123,563.47	\$ 25,588.58	---	\$ 23,040.93	\$ 1,212.00	\$ 1,335.65	90.04	1.0
Batchelor, Geo. A.	90	†	2,540.85	---	2,540.85	---	---	23.64	---
Broadmoor Water System	350	†	9,929.87	---	2,347.45	---	7,582.42	72.26	2.3
Brookside Water Co.	817	107,646.24	9,010.73	163.23	6,629.97	---	2,943.99	---	---
Buffalo Park Association	70	5,000.00	---	---	---	---	---	---	---
Cardiff Light & Water Co.	21	13,739.15	408.22	---	1,777.31	165.00	*1,534.09	435.39	*11.1
Castle Creek Water Co.	298	141,911.51	9,424.85	705.81	10,943.17	1,382.91	*2,795.45	108.92	*1.9
Coal Creek Water & Light Co.	177	15,300.00	3,400.50	53.30	2,223.68	280.50	649.62	77.50	4.2
Commonwealth Land Co.	103	17,654.16	2,502.71	125.00	2,040.18	80.85	506.68	77.64	2.8
Cripple Creek Water Co.	630	206,145.55	18,822.13	---	14,830.10	5,188.26	*1,196.23	63.96	*0.5
Estes Park Water Co.	---	67,922.40	8,532.65	379.82	5,876.75	808.01	2,227.71	65.93	3.2
Evans Addition Pipe Owners	30	756.76	45.50	---	24.94	---	20.56	54.31	9.7
Evergreen Public Service Co.	---	19,097.18	4,716.25	118.00	5,390.96	109.12	*665.83	111.51	*3.4
Grizzly Water Co.	28	25,000.00	858.05	---	303.45	85.40	469.20	35.36	1.8
Home Water Supply Co.	28	2,350.00	543.93	---	630.56	11.00	*97.63	115.32	*4.1
Leadville Water Co.	1,363	602,562.19	46,718.33	---	24,492.31	8,693.56	13,182.46	53.36	2.1
Meeker Light & Water Co.	---	†4,547.28	7,978.05	---	6,076.38	19.68	1,881.99	76.16	---
Mesa Water Works Co.	35	2,680.00	560.05	---	339.15	48.30	172.60	60.55	6.4
Northfield Land & Water Co.	340	455,044.59	18,333.26	1,140.80	6,509.06	3,172.77	9,792.23	33.42	2.1
Pure Spring Water Supply Co.	---	222,502.52	23,824.35	---	6,165.96	3,115.58	14,542.81	25.88	6.5
Starbuck, John C.	41	18,236.00	354.50	---	825.00	---	*470.50	232.72	*2.5
Total 21	4,510	\$ 2,051,659.00	\$ 193,793.36	\$ 2,685.96	\$ 123,448.16	\$ 24,882.97	\$ 48,148.19	62.83	2.3

\* Indicates deficit.

† Plant leased.

## WATER UTILITIES, MUNICIPAL

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1924

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio -%	Return Plant Invest- ment %
Aguilar, Town of.....	290	\$ 89,231.99	\$ 8,529.28	\$	6,524.12	\$	76.49	2.2
Akron, Town of.....	341	51,790.00	10,783.05	.....	5,534.47	5,248.58	51.32	10.1
Alamogosa, City of.....	357	152,000.00	11,188.00	.....	9,000.00	2,188.00	80.44	1.4
Antonia, Town of.....	.....	65,000.00	7,252.20	.....	2,264.21	5,460.99	29.30	8.4
Arvada, Town of.....	405	45,000.00	7,612.20	.....	4,208.05	3,404.15	55.28	7.5
Ault, Town of.....	225	36,622.15	6,294.48	.....	2,303.15	3,991.33	36.58	10.8
Basalt, Town of.....	43	11,000.00	633.00	.....	421.56	211.44	66.59	1.9
Barthoud, Town of.....	326	62,875.31	7,035.73	\$ 605.51	5,290.26	2,350.98	69.23	3.7
Blackhawk, Town of.....	.....	75,000.00	663.55	.....	96.16	2,567.39	14.49	0.7
Breckenridge, Town of.....	200	52,581.92	2,784.99	.....	2,550.25	234.74	91.57	0.4
Brighton, City of.....	733	192,053.89	17,733.38	.....	8,993.21	8,740.17	50.71	4.5
Buena Vista, Town of.....	195	30,000.00	2,980.25	.....	1,223.76	1,756.49	41.06	5.8
Burlington, Town of.....	267	20,000.00	5,650.53	140.75	2,992.99	2,798.29	51.68	13.9
Canon City, City of.....	.....	540,134.50	43,278.11	.....	26,220.00	17,058.11	60.58	3.1
Castle Rock, Town of.....	156	63,637.05	3,573.81	.....	665.79	2,908.02	18.62	4.6
Cedarvale, Town of.....	128	39,915.12	2,898.37	.....	3,080.56	*182.19	106.28	*0.4
Collbran, Town of.....	.....	11,000.00	1,234.16	.....	2,107.45	*373.22	121.15	*3.3
Colorado Springs, City of.....	10,679	3,486,224.99	188,546.94	.....	63,450.12	125,096.82	33.65	3.5
Cortez, Town of.....	133	.....	2,027.00	.....	3,310.62	*883.62	113.10	.....
Craig, Town of.....	318	57,649.51	7,800.65	.....	5,111.41	2,689.24	66.52	4.6
Crook, Town of.....	96	28,000.00	365.00	.....	202.17	162.83	55.38	0.5
De Beque, Town of.....	22	48,000.00	3,597.00	.....	3,151.15	445.85	87.60	0.9
Del Norte, Town of.....	189	41,205.80	3,334.32	.....	3,029.22	1,405.10	33.80	3.4
Delta, City of.....	836	300,000.00	27,169.04	420.00	6,172.31	21,416.73	22.37	2.1
Denver, City of.....	58,742	22,039,134.70	2,022,962.15	94,724.07	832,591.78	1,286,094.44	39.31	5.8

\* Indicates deficit.

WATER UTILITIES, MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1924

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Dolores, Town of.....	130	\$ 45,000.00	\$ 2,823.93	\$ 338.50	\$ 1,352.03	\$ 1,812.40	42.72	6.2
Eads, Town of.....	120	73,702.09	5,875.35	38.90	6,146.33	*172.08	102.88	*0.2
Eagle, Town of.....	132	29,310.00	4,252.89	.....	4,246.76	106.13	97.56	0.3
Eaton, Town of.....	370	45,320.00	9,886.53	.....	7,136.06	2,750.47	72.17	6.0
Eckley, Town of.....	9	22,366.41	280.63	.....	377.04	*96.41	134.35	*0.4
Empire, Town of.....	29	11,800.00	375.62	.....	306.66	68.96	81.64	0.5
Erie, Town of.....	120	61,718.00	2,849.11	3,291.05	2,643.76	3,496.40	43.05	5.6
Evans, Town of.....	126	30,650.00	1,557.47	.....	1,067.09	490.38	68.51	1.5
Fairplay, Town of.....	73	10,000.00	1,202.00	.....	1,693.15	*493.15	141.04	*4.9
Firestone, Town of.....	101	18,000.00	1,363.23	169.48	1,112.08	423.63	72.32	2.3
Florence, City of.....	820	180,951.06	14,410.64	.....	6,479.44	7,931.20	44.96	4.3
Fort Lupton, Town of.....	356	69,697.00	8,738.60	286.00	4,607.14	4,411.46	51.08	6.3
Fort Morgan, City of.....	1,152	193,362.71	28,747.72	611.00	17,436.24	11,922.48	59.39	6.1
Fountain, Town of.....	75	60,036.99	3,914.86	.....	7,163.69	*3,248.83	182.89	*5.4
Frederick, Town of.....	130	23,200.00	2,873.71	.....	1,515.65	1,364.06	52.63	5.8
Fruita, Town of.....	150,000.00	.....	17,660.73	.....	6,371.71	11,289.02	36.07	7.5
Georgetown, Town of.....	120	50,637.23	1,474.95	.....	1,626.00	*151.05	110.24	*0.2
Granada, Town of.....	80	27,636.69	1,680.00	150.00	1,300.00	530.00	71.03	1.9
Grand Valley, Town of.....	75	44,000.00	2,829.88	.....	1,115.70	1,714.18	39.42	3.8
Greeley, City of.....	2,661	666,386.20	102,318.68	1,086.71	65,272.44	38,132.95	63.12	5.7
Grover, Town of.....	21	41,733.20	2,114.79	68.00	2,693.59	*510.80	123.40	*1.2
Gunnison, Town of.....	480	81,892.71	10,346.51	.....	7,913.78	2,432.73	76.48	2.9
Gypsum, Town of.....	68	19,000.04	1,168.01	.....	1,168.01	1,029.02	53.16	5.4
Haxtum, Town of.....	280	39,633.15	4,520.61	233.00	3,504.04	1,255.57	73.62	3.4
Hayden, Town of.....	135	43,183.96	1,807.50	.....	2,440.80	*633.30	135.03	*1.4

\* Indicates deficit.

## WATER UTILITIES, MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1924

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Hotchkiss, Town of.....	205	\$ 72,000.00	\$ 5,075.95	.....	\$ 1,871.78	\$ 3,204.17	36.87	4.4
Hot Sulphur Springs, Town of.....	54	10,500.00	607.87	.....	3,585.12	*2,977.25	58.78	*28.3
Holly, Town of.....	249	84,473.36	6,195.32	.....	5,426.25	689.07	87.58	0.9
Hugo, Town of.....	199	43,861.04	6,571.80	.....	5,902.69	669.11	89.81	1.5
Idaho Springs, City of.....	404	183,780.10	5,984.09	\$ 150.00	1,870.74	4,283.35	30.49	2.3
Iliff, Town of.....	55	26,721.29	1,076.75	.....	886.04	190.71	82.28	0.7
Johnstown, Town of.....	96	40,000.00	6,342.80	.....	2,270.40	4,072.40	35.79	10.1
Lafayette, Town of.....	30	109,432.42	6,783.52	223.00	7,906.72	*900.20	12.84	*0.8
La Junta, City of.....	1,593	277,409.51	31,507.50	223.29	18,698.07	13,082.72	58.92	4.6
Lamar, City of.....	715	243,112.40	25,377.25	.....	5,811.83	19,565.42	22.90	8.0
Las Animas, City of.....	352	110,542.52	9,100.00	.....	7,663.11	1,436.89	84.21	1.2
La Veta, Town of.....	.....	29,000.00	2,400.00	.....	1,200.00	1,200.00	50.00	4.1
Limon, Town of.....	260	99,437.00	19,800.00	.....	18,321.00	1,479.00	92.88	1.4
Littleton, Town of.....	491	37,976.20	8,025.00	648.35	6,645.33	2,027.62	76.62	5.3
Longmont, City of.....	1,946	409,810.96	60,383.66	1,507.90	19,925.24	41,966.32	32.19	10.2
Manitou, Town of.....	164	25,982.50	2,216.15	30.75	1,985.38	261.52	88.26	1.0
Manitoula, Town of.....	1,248	240,256.35	13,591.52	791.22	3,368.58	10,324.36	23.56	4.5
Mantua, Town of.....	162	44,131.02	4,948.82	.....	4,044.01	904.81	81.76	2.0
Monument, Town of.....	70	20,931.25	2,284.31	.....	746.65	1,507.66	33.12	7.2
Monument, Town of.....	28	9,481.63	404.87	.....	403.58	1.29	99.68	0.01
New Castle, Town of.....	150	15,440.12	1,848.69	.....	1,310.20	538.49	70.87	3.4
Olathe, Town of.....	170	83,044.97	1,657.69	66.20	6,357.44	4,328.75	52.55	5.2
Orinay Springs, Town of.....	.....	9,075.00	2,568.50	.....	1,734.62	3,833.88	53.72	9.7
Orchard City, Town of.....	115	53,306.50	6,308.50	.....	1,734.62	5,573.88	11.74	10.4
Ordway, Town of.....	292	71,038.76	14,602.69	419.55	12,897.35	2,7124.89	83.85	2.9

\* Indicates deficit.

## WATER UTILITIES, MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1924		Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Otis, Town of.....	199	\$ 78,685.84	\$ 7,928.92	\$ 50.00	\$ 6,267.46	\$ 1,711.46	78.55	2.1	
Oray, City of.....	377	79,857.40	6,511.00	1,233.54	7,989.12	*244.58	103.35	*0.3	
Pagosa Springs, Town of.....	377	25,000.00	4,247.03	77.00	4,826.37	*502.34	111.51	*2.0	
Palisade, Town of.....	316	77,000.00	34,378.20	.....	42,389.38	*8,011.18	123.30	*10.4	
Paonta, Town of.....	507	65,661.71	8,678.52	80.00	1,708.12	7,050.40	19.50	10.7	
Platteville, Town of.....	87	37,731.75	1,946.00	.....	1,490.00	456.00	76.56	1.2	
Red Cliff, Town of.....	98	20,000.00	1,629.15	.....	1,863.93	*234.78	114.41	*1.1	
Rico, Town of.....	46	27,000.00	618.90	.....	158.94	459.96	25.68	1.7	
Ridgway, Town of.....	131	56,100.00	3,066.70	.....	1,695.98	1,370.72	55.30	5.2	
Rifle, Town of.....	264	60,000.00	8,489.55	.....	3,800.66	4,688.89	44.76	7.8	
Rockvale, Town of.....	338	72,500.00	4,773.80	.....	4,711.24	62.56	98.68	0.08	
Rocky Ford, City of.....	874	418,550.00	21,465.78	.....	18,112.14	3,951.21	82.09	0.9	
Saldia, City of.....	1,404	201,558.15	24,203.97	597.57	15,344.93	8,859.04	63.39	4.3	
Sedgwick, Town of.....	56	43,966.12	1,607.68	393.31	2,256.75	*255.76	112.78	*0.3	
Selbert, Town of.....	49	42,773.97	897.23	28.02	872.15	53.10	94.26	0.1	
Silt, Town of.....	46	24,740.31	527.50	.....	524.51	12.99	97.58	0.05	
Silver Cliff, Town of.....	68	26,000.00	1,676.10	.....	1,476.12	199.98	88.06	..	
Silver Plume, Town of.....	269	60,119.40	7,265.43	.....	596.75	265.10	69.24	1.3	
Silverton, Town of.....	342	93,116.38	6,382.52	2.75	2,417.51	4,850.64	33.26	8.0	
Steamboat Springs, Town of.....	1,420	575,499.48	45,945.71	.....	3,871.27	2,714.25	58.78	2.7	
Sterling, City of.....	170	23,875.00	4,443.82	835.99	21,508.47	2,473.23	46.57	4.2	
Sugar City, Town of.....	100	22,981.34	4,667.80	30.00	1,946.01	2,728.81	41.62	13.6	
Swink, Town of.....	100	86,709.21	8,613.31	.....	1,879.76	*111.89	106.33	*0.3	
Telluride, City of.....	438	86,709.21	8,613.31	.....	5,198.62	3,414.89	60.35	3.9	
Trinidad, City of.....	4,106	1,512,627.98	111,623.34	1,526.75	37,052.48	76,104.21	32.74	5.0	

\* Indicates deficit.

## WATER UTILITIES, MUNICIPAL—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1924

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Victor, City of.....	600	\$ 400,000.00	\$ 7,500.00	.....	6,012.37	\$ 1,487.63	80.16	0.4
Walden, Town of.....	42	15,000.00	871.52	.....	1,305.00	*433.48	149.73	*2.8
Wausauburg, City of.....	1,025	470,850.49	21,671.85	2,134.10	5,742.12	18,093.83	33.99	3.7
Ward, Town of.....	12	4,800.60	110.00	.....	280.00	*170.00	24.54	*4.2
Wellington, Town of.....	....	14,269.29	3,772.67	.....	2,222.35	1,520.32	53.70	10.6
Westminster, Town of.....	102	29,754.49	2,214.60	.....	2,406.22	*91.62	103.95	*0.3
Windsor, Town of.....	386	41,840.39	10,225.52	.....	13,907.47	*2,177.92	129.67	*7.6
Wray, Town of.....	369	49,024.73	6,771.85	.....	4,122.55	2,649.30	70.87	5.4
Yampa, Town of.....	64	17,265.60	748.00	25.00	1,613.82	161.38	73.08	0.9
Yuma, Town of.....	374	65,441.22	9,724.30	1,702.87	2,997.80	8,423.37	26.23	12.8
Total 110 .....	105,896	\$36,733,107.19	\$3,270,753.29	\$115,000.13	\$1,525,804.59	\$1,859,948.83	45.06	5.0

\* Indicates deficit.

## WATER UTILITIES, MUNICIPAL

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1925		Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return on Plant Investment %
Akron, Town of.....	346	\$ 51,665.00	\$ 9,733.05	.....	\$ 3,777.11	\$ 6,055.94	38.60	11.62	
Alamosa, City of.....	424	152,000.00	12,559.22	.....	9,000.00	3,553.22	71.66	2.3	
Antonito, Town of.....	.....	66,936.00	7,686.18	.....	.....	7,350.59	4.36	10.9	
Animas City, Town of.....	79	25,000.00	1,082.18	.....	462.68	619.60	42.75	2.4	
Berthoud, Town of.....	328	62,875.31	6,805.14	\$ 560.24	5,700.11	1,665.27	77.39	2.6	
Blackhawk, Town of.....	.....	75,000.00	698.25	.....	.....	542.60	22.29	0.7	
Breckenridge, Town of.....	220	52,701.92	2,632.35	.....	1,531.50	1,100.85	58.16	2.0	
Burlington, Town of.....	277	35,640.15	6,552.43	197.35	3,634.12	3,115.66	53.84	8.7	
Canon City, City of.....	.....	540,134.50	43,785.42	672.60	27,943.98	16,514.04	62.85	3.0	
Castle Rock, Town of.....	156	63,037.05	3,556.83	.....	1,206.10	2,350.73	33.90	3.7	
Cedarage, Town of.....	138	39,915.12	3,965.93	.....	3,518.25	447.68	88.71	1.1	
Central City, Town of.....	200	93,000.00	2,900.00	.....	500.00	2,400.00	17.24	2.5	
Cheyenne Wells, Town of.....	205	41,750.00	3,823.45	.....	2,072.48	1,750.97	54.20	4.1	
Collbran, Town of.....	.....	11,000.00	1,508.94	.....	672.67	836.27	44.57	7.6	
Colorado Springs, City of.....	10,995	3,570,827.50	204,921.72	.....	56,896.42	148,023.30	27.76	4.1	
Cortez, Town of.....	159	.....	3,002.88	.....	2,437.71	759.17	74.71	.....	
Craig, Town of.....	350	100,375.24	9,190.69	.....	7,731.71	1,458.98	84.12	1.4	
Del Norte, Town of.....	191	41,205.80	2,350.25	.....	1,006.92	1,343.33	42.84	3.2	
Delta, City of.....	850	300,000.00	27,474.29	260.00	3,761.96	23,972.33	13.56	7.9	
Denver, City of.....	61,931	24,280,831.48	2,189,567.84	72,236.35	968,749.80	1,343,034.39	43.79	5.1	
Dolores, Town of.....	136	45,000.00	2,964.47	44.51	1,368.35	1,640.63	45.47	3.6	
Edsall, Town of.....	130	75,032.56	7,543.50	43.70	5,923.25	1,663.95	78.06	2.2	
Eagle, Town of.....	132	29,310.00	4,130.75	.....	2,415.80	1,705.45	58.61	5.8	
Eckley, Town of.....	.....	23,305.76	3,322.22	259.20	1,730.85	*1,109.43	278.53	*4.7	
Eric, Town of.....	206	61,955.00	3,297.42	.....	905.01	2,332.41	27.44	3.8	

\* Indicates deficit.

WATER UTILITIES, MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1925

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Fairplay, Town of.....	57	\$ 10,000.00	\$ 1,002.50	.....	\$ 1,809.98	\$ *807.48	*180.54	*8.0
Firestone, Town of.....	52	18,000.00	1,218.64	\$ 143.92	7,932.10	869.46	58.83	3.1
Florence, City of.....	837	210,860.06	4,526.16	.....	7,837.55	6,888.61	52.81	3.1
Fort Lupton, Town of.....	376	60,697.00	8,758.73	380.00	5,011.31	4,127.42	54.88	8.8
Fort Morgan, City of.....	1,209	197,246.54	30,093.05	273.70	13,339.31	17,077.44	43.32	8.6
Fountain, Town of.....	.....	60,036.99	4,830.38	.....	1,838.11	2,692.27	40.57	4.4
Frederick, Town of.....	135	23,200.00	2,677.03	.....	1,893.95	171.08	71.19	3.3
Fruita, Town of.....	.....	151,395.00	11,442.48	.....	8,567.17	2,573.31	76.88	1.7
Georgetown, Town of.....	125	50,637.23	1,899.26	.....	1,187.95	211.31	84.39	0.4
Glenwood Springs, City of.....	394	318,698.11	19,024.13	.....	12,468.56	6,555.57	65.54	4.0
Gand Valley, Town of.....	71	44,000.00	2,864.94	.....	1,989.88	1,775.06	38.04	4.0
Greeley, City of.....	2,741	710,599.75	116,447.53	1,451.05	35,456.58	82,442.00	30.07	11.5
Grover, Town of.....	18	41,739.20	1,948.09	884.83	3,071.60	*238.68	108.42	*0.5
Gunnison, Town of.....	438	80,191.72	10,895.01	.....	1,709.85	3,185.16	70.76	3.9
Gypsum, Town of.....	69	19,000.04	2,187.20	332.54	279.60	2,240.14	11.09	11.79
Haxtun, Town of.....	282	40,242.88	4,729.15	90.00	4,176.41	642.74	86.66	1.6
Hugo, Town of.....	201	43,219.43	6,659.74	86.23	6,439.52	306.45	95.43	0.6
Lafayette, Town of.....	.....	118,190.42	6,356.25	240.35	8,227.00	*1,730.40	124.02	*1.4
La Junta, City of.....	1,600	291,098.99	40,430.74	279.30	15,265.60	25,444.44	37.49	8.7
Laake City, Town of.....	.....	24,000.00	900.00	136.00	439.39	596.61	42.41	2.4
Lamar, City of.....	713	248,112.40	22,678.18	.....	8,545.02	14,433.16	37.67	5.8
Las Animas, City of.....	338	114,442.17	10,516.03	.....	7,148.02	3,367.92	67.97	2.9
La Veta, Town of.....	.....	29,000.00	2,200.00	.....	1,400.00	2,060.00	6.36	7.1
Mancos, Town of.....	173	25,392.50	2,387.45	27.05	1,488.11	326.39	61.63	3.5
Manitou, Town of.....	1,259	252,513.34	13,601.63	644.63	4,153.84	10,092.42	29.15	3.9

\* Indicates deficit.

## WATER UTILITIES, MUNICIPAL—Continued

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1925									
	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Invest- ment %	
Manzanola, Town of.....	162	\$ 51,144.43	\$ 5,297.53	.....	\$ 5,503.39	\$ *205.86	103.88	*0.4	
Minturn, Town of.....	83	20,931.25	2,293.45	.....	1,763.24	530.21	76.88	2.5	
New Castle, Town of.....	130	15,471.83	2,332.00	.....	3,072.71	*740.71	131.76	*4.7	
Olathe, Town of.....	200	83,044.97	11,720.23	\$ 856.21	8,645.38	3,931.06	68.74	4.7	
Olney Springs, Town of.....	.....	10,000.00	2,047.33	.....	1,235.27	812.56	60.32	8.1	
Orchard City, Town of.....	183	53,307.50	6,909.80	.....	1,237.39	5,672.41	17.91	10.6	
Ordway, Town of.....	216	71,058.76	10,827.49	454.80	6,136.10	5,156.19	54.33	7.2	
Ouray, City of.....	378	9,857.40	6,287.25	1,375.51	7,237.56	425.50	94.44	0.5	
Pagosu Springs, Town of.....	.....	25,000.00	4,033.20	.....	4,117.49	*73.79	101.82	*0.2	
Palsade, Town of.....	321	77,100.00	34,478.20	.....	38,437.99	*3,959.79	111.48	*5.1	
Paonka, Town of.....	509	65,661.71	6,659.11	20.00	1,827.10	4,852.01	27.35	7.3	
Platteville, Town of.....	91	38,265.00	2,215.00	.....	1,926.00	995.00	55.07	2.6	
Red Cliff, Town of.....	98	20,000.00	1,810.83	.....	1,566.83	244.00	86.52	1.2	
Rico, Town of.....	69	27,000.00	805.41	.....	523.81	275.60	65.78	1.0	
Ridgway, Town of.....	130	26,100.00	2,988.45	.....	1,663.50	1,318.95	55.86	5.0	
Rifle, Town of.....	268	60,000.00	8,677.54	.....	8,677.54	.....	.....	.....	
Rocky Ford, City of.....	883	493,139.07	24,320.53	473.44	19,607.26	5,786.71	76.66	1.1	
Rockvale, Town of.....	337	72,500.00	5,135.88	.....	4,595.49	600.39	88.39	0.8	
Salida, City of.....	1,413	338,690.71	24,509.09	.....	7,344.07	17,165.02	23.96	5.0	
Sedgwick, Town of.....	59	43,104.45	1,760.69	244.11	1,942.05	62.75	96.87	6.1	
Seibert, Town of.....	58	43,013.66	950.43	.....	1,771.84	*821.41	186.42	*1.9	
Silver Cliff, Town of.....	.....	1,712.00	.....	.....	1,450.00	262.00	84.69	.....	
Sugar City, Town of.....	165	20,699.68	3,280.48	23.00	2,718.02	585.16	87.28	2.8	
Swink, Town of.....	100	23,814.32	3,493.12	.....	1,810.18	1,682.94	51.82	7.0	
Telluride, City of.....	438	86,709.21	8,780.74	.....	8,745.14	35.60	93.59	0.04	

\* Indicates deficit.

WATER UTILITIES, MUNICIPAL—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, WATER UTILITIES, MUNICIPAL, YEAR ENDED DECEMBER 31, 1925

	Total Number of Consumers	Plant Investment (Book Value)	Operating Revenue from Sale of Water	Miscellaneous Revenue	Operating Expenses	Operating Income	Operating Ratio %	Return Plant Invest- ment %
Trinidad, City of.....	3,390	\$ 1,530,720.71	\$ 100,388.03	\$ 150.06	\$ 48,619.97	\$ 51,898.12	48.36	3.3
Victor, City of.....	500	400,000.00	8,553.57	.....	5,164.67	3,388.90	60.38	0.8
Walsenburg, City of.....	1,055	470,936.36	27,250.87	.....	3,716.52	23,534.35	13.63	4.9
Ward, Town of.....	13	4,000.00	115.00	.....	300.00	*185.00	260.86	*4.6
Wellington, Town of.....	....	48,786.74	4,117.95	.....	3,242.63	875.32	78.74	1.7
Westminster, Town of.....	107	30,673.45	2,459.83	.....	2,428.77	31.06	98.73	0.1
Windsor, Town of.....	392	42,928.75	10,558.95	.....	13,174.63	*2,615.68	124.77	*6.0
Wray, Town of.....	396	49,249.96	7,089.15	.....	5,116.84	1,972.31	72.17	4.0
Yuma, Town of.....	396	69,243.45	9,618.78	1,569.93	6,877.71	4,311.00	61.47	6.2
Total 84 .....	101,101	\$37,509,815.63	\$3,204,948.71	\$ 84,410.61	\$1,502,736.11	\$1,786,623.21	45.68	4.7

\* Indicates deficit.

## TELEPHONE UTILITIES

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1924

	Total Number of Subscribers	Plant Investment (Book Value)	Operating Revenues	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Plant Invest- ment %
Arkansas Valley Telephone Line.....	33	\$	\$ 840.00	\$ 710.00	\$ 29.82	\$ 100.18	84.52	
Arriba Telephone Co.....	227	4,115.15	2,300.05	2,553.75	43.33	*207.33	106.84	*5.0
Atwood Telephone Co.....	47	226.00	1,119.75	1,156.99	.....	*12.76	98.86	5.8
Bennett Mutual Telephone Co.....	73	.....	1,378.63	1,952.36	11.03	*84.46	103.90	.....
Bowen Telephone Co.....	20	2,000.00	2,072.20	172.93	.....	33.17	83.92	1.7
Box Elder Telephone Association.....	8	360.00	75.50	55.25	11.15	9.10	73.17	3.0
Branson Telephone Co.....	41	3,500.00	415.00	560.00	35.00	*180.00	134.33	*5.1
Byers Co-operative Telephone Co.....	145	.....	1,637.13	1,503.90	.....	133.23	83.90	.....
CACHE & Beaver Creek Telephone Co.....	36	2,881.41	338.12	544.10	39.32	14.50	90.96	0.5
Cherry Creek Telephone Co.....	80	2,840.25	1,493.32	1,173.13	23.56	202.11	83.92	7.1
Crook Telephone Exchange.....	150	.....	2,533.20	1,435.00	79.08	1,019.12	56.64	.....
Delta County Co-operative Telephone Co.....	1,816	78,326.66	40,766.00	34,891.46	1,831.32	4,042.62	85.38	5.1
Eagle Valley Telephone Co.....	150	7,100.00	6,662.57	6,498.02	251.70	*87.15	97.53	*1.2
Eastonville Telephone Association.....	36	40.00	252.99	252.99	.....	.....	.....	.....
Eckley-Happyville Telephone Co.....	150	10,744.30	2,602.51	3,640.18	17.00	*1,054.67	139.87	*9.8
Edwards & Avon Telephone Co.....	8	130.00	100.50	100.50	.....	.....	.....	.....
Elbert Telephone Association.....	152	200.00	850.13	850.13	.....	.....	.....	.....
El Paso County Mutual Telephone Co.....	95	2,539.21	737.73	1,015.39	.....	*288.26	139.61	*11.0
Farmers Co-operative Telephone Co.....	70	1,607.86	1,402.78	1,285.89	40.82	76.67	91.66	4.7
Fleming Telephone Exchange.....	220	9,415.98	4,176.00	3,781.02	213.79	761.19	79.50	8.0
Gardner Rural Telephone Co.....	48	4,081.00	2,096.68	2,018.14	133.88	*55.34	96.25	*1.3
Garfield County Telephone Co.....	72	3,500.00	1,422.00	1,604.60	.....	*182.60	112.84	*5.2
Grover Telephone Co.....	.....	952.77	1,709.73	1,721.90	53.44	*65.61	100.71	*6.8
Gunnison County Co-operative Telephone Co.....	16	1,105.00	82.00	112.80	.....	*50.40	137.56	*4.4
Haxtun Telephone Co.....	567	.....	14,574.36	11,494.73	277.36	2,801.67	73.86	.....

\* Indicates deficit.

TELEPHONE UTILITIES—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1924

	Total Number of Subscribers	Plant Investment (Book value) \$	Operating Revenues \$	Operating Expenses \$	Taxes \$	Operating Income \$	Oper- ating Ratio %	Return on Plant Invest- ment %
Hollandville Telephone Co.....	12	3,000.00	1,728.56	882.24	69.10	777.22	51.03	25.9
Illinois Telephone Association.....	10	7,000.00	4,600.00	60.00	90.05	633.90	74.47	8.1
Independent Telephone Co.....	101	7,800.00	2,826.73	2,112.78	250.06	109.80	109.80	7.9
Intrurban Telephone Co.....	79	3,150.50	1,867.91	1,501.98	115.99	80.00	94.66	6.4
Kiowa Telephone Exchange.....	150	1,250.00	1,500.00	1,420.00	.....	.....	.....	.....
La Garita Telephone Co.....	286	13,980.98	8,041.55	7,309.00	316.50	416.05	90.89	2.9
La Jara Telephone Co.....	28	1,894.37	721.84	888.21	46.18	212.55	123.04	*11.2
McCone, Geo. E., Telephone Co.....	9	220.00	216.00	208.24	6.76	30.00	90.87	.....
Model Telephone Co.....	20	2,000.00	510.00	480.00	.....	30.00	94.11	1.5
Moffat Telephone Co.....	94	.....	350.00	670.00	76.00	*396.00	191.32	.....
Montezuma County Telephone Co.....	340	31,517.99	13,115.05	10,543.51	609.14	2,257.40	78.63	7.1
Mountain States Telephone & Telegraph Co.....	147,301	25,648,052.55	6,409,886.10	4,467,981.88	706,080.34	1,235,820.88	69.10	4.8
†Naturita Valley Rural Telephone Co.....	61	20,373.51	.....	521.88	.....	79.80	86.73	5.7
New Maybelle Telephone Co.....	13	1,400.00	601.68	.....	.....	.....	.....	.....
Nunn Telephone Exchange.....	108	2,949.74	2,038.99	1,950.24	88.75	.....	95.94	.....
Omer Telephone Co.....	22	366.00	125.00	125.00	30.00	*30.00	100.00	*8.1
Pagosa Springs Telephone Co.....	195	.....	5,160.65	3,841.98	139.15	1,179.52	74.44	.....
Paoli Telephone Co.....	92	10,843.15	1,876.78	1,868.02	.....	8.76	99.53	0.08
Petzl Co-operative Telephone Co.....	162	6,000.00	4,559.00	3,961.20	167.90	429.90	86.88	7.1
Redvale-Cedar Telephone Co.....	7	6,947.00	607.03	652.58	.....	*45.35	107.50	*0.6
Rifle Creek Telephone Co.....	152	4,537.14	2,539.07	2,497.75	258.38	*217.06	98.37	*4.7
Rockland Telephone Company.....	.....	850.00	1,319.44	1,353.79	.....	*34.35	102.60	*4.0
Rosa-Ignacio Telephone Co.....	36	3,000.00	851.96	772.47	.....	79.49	90.66	2.6
Shahan Farmers Telephone Co.....	221	500.00	360.00	400.00	57.73	*97.73	111.11	*19.5
Springfield-Lamar Telephone Co.....	224	15,314.98	7,409.88	6,176.09	489.94	793.85	83.34	5.1
Strasburg Telephone Exchange.....	71	.....	951.75	985.00	.....	*33.25	103.49	.....
Vona & Joes Telephone Co.....	95	5,825.00	2,394.53	1,882.59	106.90	1,005.04	62.86	17.2
Total 52 .....	154,009	\$25,928,492.50	\$6,563,194.18	\$4,602,100.31	\$711,811.61	\$1,249,282.26	70.11	4.8

\* Indicates deficit.  
† Leased to Mountain States Telephone & Telegraph Co.

## TELEPHONE UTILITIES

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1925

	Total Number of Subscribers	Plant Investment (Book Value)	Operating Revenues	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Plant Invest- ment %
Arkansas Valley Telephone Co.....	31	\$	960.00	\$	30.14	\$ 329.86	62.50	...
Arriba Telephone Exchange.....	240	\$	2,400.02	2,669.62	43.72	*313.32	111.23	*7.3
Boyev Telephone Co.....	20		425.53	376.28		49.25	88.42	2.4
Box Elder Telephone Association.....	8		50.40	58.85	7.25	*15.70	116.76	*4.3
Bovero Telephone Co.....	...	295.00	377.44	387.98	7.52	*18.06	102.79	*6.1
Branson Telephone Co.....	28	3,535.00	350.00	665.00	35.00	*350.00	190.00	*9.9
Byers Co-operative Telephone Co.....	148		1,721.55	1,557.55		164.00	90.47	...
Cherry Creek Telephone Co.....	188	2,936.25	1,389.71	1,132.51	23.56	233.64	81.49	7.9
Crook Telephone Exchange.....	163		3,425.75	1,500.00		1,925.75	43.78	...
Deer Trail Telephone Co.....	...		2,470.02	1,210.58	89.08	1,170.36	49.01	...
Delta County Co-operative Telephone Co.....	1,925	78,445.84	41,384.72	34,884.60	1,957.56	4,542.56	84.29	5.7
Bagle Valley Telephone Co.....	155	8,000.00	6,674.56	5,742.01		932.55	86.02	11.6
Bastonsville Telephone Association.....	25	40.00	205.94	905.94			100.00	...
Bekley-Happyville Telephone Co.....	150	11,394.40	3,620.65	4,584.72	70.18	*1,034.25	126.62	*9.0
Elbert Telephone Association.....	163	200.00	801.46	801.46			100.00	...
El Paso County Mutual Telephone Co.....	104	2,450.16	704.60	809.97		*105.37	114.95	*4.3
Enterprise Telephone Co.....	32		351.21	297.21	15.00	29.00	84.62	...
Farmers Co-operative Telephone Co.....	68	1,527.47	1,202.34	1,211.61	53.91	*63.18	100.77	*4.2
Flaming Telephone Exchange.....	230	9,415.00	4,800.00	4,013.00	198.00	583.00	83.72	6.1
Gardner Rural Telephone Co.....	43	1,944.00	1,913.60	1,886.04	117.92	*90.36	98.55	*4.6
Garfield County Telephone Co.....	49	2,915.00	1,197.00	929.14		267.86	77.62	9.1
Grover Telephone Co.....	...	857.49	1,501.35	1,522.73	41.68	*63.06	101.42	*7.3
Gunnison County Co-operative Telephone Co.....	16	1,105.00	85.00	42.80	14.24	27.96	50.35	2.5
Haxtun Telephone Co.....	567	9,770.70	16,346.61	14,546.61	254.23	1,545.77	88.98	15.8
Hollandville Telephone Co.....	72	3,000.00	1,789.41	320.92	66.91	801.58	51.46	26.7

\* Indicates deficit.

TELEPHONE UTILITIES—Concluded

PLANT INVESTMENT, OPERATING REVENUES AND EXPENSES, TELEPHONE UTILITIES, YEAR ENDED DECEMBER 31, 1925

	Total Number of Subscribers	Plant Investment (Book Value)	Operating Revenues	Operating Expenses	Taxes	Operating Income	Oper- ating Ratio %	Return Invest- ment %
Illinois Telephone Co.....	11	\$ 800.00	\$ 60.00	\$ 60.00	.....	.....	100.00	..
Independent Telephone Co.....	17	7,800.00	2,822.64	2,109.78	17.00	695.86	74.74	8.9
Kiowa Telephone Exchange.....	130	1,250.00	1,250.00	1,200.00	.....	50.00	90.00	4.0
La Garita Telephone Co.....	311	14,020.00	8,660.52	7,053.20	300.70	1,306.62	81.34	9.3
La Jara Telephone Co.....	35	2,429.06	1,088.84	1,217.60	44.90	*173.66	111.82	*8.1
McCone, Geo. E., Telephone Co.....	10	220.00	216.00	209.24	6.76	.....	96.87	...
Model Telephone Co.....	18	2,000.00	372.00	415.62	.....	*43.62	111.72	*2.1
Montezuma County Telephone Co.....	375	33,824.42	14,251.85	10,054.35	791.92	3,405.58	70.54	10.0
Mountain States Telephone & Telegraph Co., 154,594		27,314,008.96	6,772,590.75	4,855,636.25	693,385.09	1,223,569.41	71.69	4.4
†Naturita Valley Rural Telephone Co.....	61	20,373.51	.....	.....	.....	.....	.....	...
North Bennett Mutual Telephone Co.....	63	1,825.25	699.29	585.00	15.64	98.65	83.05	5.4
Nunn Telephone Exchange.....	104	2,754.91	2,422.00	1,898.00	78.00	146.00	89.44	5.2
Omer Telephone Co.....	21	310.00	105.00	95.00	80.00	*70.00	90.47	*22.5
Pagosa Springs Telephone Co.....	186	.....	4,876.74	3,772.07	148.56	956.11	77.34	.....
Paoli Telephone Co.....	78	8,100.00	2,018.45	2,649.57	122.01	*753.13	131.26	*9.2
Peetz Co-operative Telephone Co.....	160	6,020.00	4,707.49	4,075.59	210.02	421.88	86.57	7.0
Redvale-Cedar Telephone Co.....	4	6,947.00	347.35	409.95	.....	*62.60	118.02	*0.9
Rosa-Ignacio Telephone Co.....	34	3,000.00	988.37	729.36	69.98	*189.03	73.79	6.3
Shaban Farmers Telephone Co.....	23	700.00	386.00	360.00	60.40	*34.40	93.26	4.9
Springfield-Lamar Telephone Co.....	231	15,309.45	7,071.83	5,706.42	264.44	1,100.97	80.69	7.1
Strasburg Telephone Exchange.....	73	.....	900.00	975.00	.....	*75.00	108.33	...
Vona & Jones Telephone Co.....	97	4,600.00	2,601.18	1,910.27	42.80	648.11	73.43	14.0
Ward Telephone Co.....	15	1,000.00	360.00	450.00	.....	*90.00	125.00	*9.0
Total 48 .....	161,054	\$27,592,669.02	\$6,924,645.17	\$4,984,135.40	\$698,666.12	\$1,241,843.65	71.97	4.5

\* Indicates deficit.  
† Leased to Mountain States Telephone & Telegraph Co.

## SUMMARY OF OPERATING REVENUES AND EXPENSES OF ELECTRIC, GAS, WATER AND TELEPHONE UTILITIES

Year	Number of Reporting	Number of Consumers Served	Plant Investment (Book Value)	Operating Revenues	Misc. and Miscel. Revenue	Operating Expenses	Taxes	Operating Income	Operating Ratio %	Return on Plant Investment %
<b>Electric Utilities</b>										
Privately owned or operated—										
1924	50	154,185	\$ 95,282,497.27	\$11,144,843.89	\$100,831.63	\$ 5,934,369.50	\$1,025,542.49	\$4,251,343.45	52.77	4.5
1925	50	157,727	98,404,961.67	11,939,801.16	132,025.70	6,885,563.79	1,057,495.03	5,146,560.20	57.03	4.9
Municipal—										
1924	22	4,697	1,276,125.55	431,750.19	23,292.35	302,098.93	.....	153,843.61	66.38	12.4
1925	23	19,566	3,435,681.61	788,838.25	26,207.72	451,710.96	.....	332,364.33	57.26	9.4
Total all electrical utilities—										
1924	72	158,792	96,558,622.82	11,576,594.08	124,123.98	6,236,468.43	1,025,542.49	4,505,187.06	53.29	4.6
1925	73	177,293	101,900,643.28	12,728,639.41	158,233.42	7,337,274.75	1,057,495.03	5,489,924.53	56.93	5.3
<b>Gas Utilities</b>										
Privately owned and municipal—										
1924	8	75,110	70,205,683.70	2,556,814.21	*53,112.68	2,118,444.48	161,595.78	223,661.27	84.61	0.3
1925	10	89,658	73,963,290.75	2,917,684.55	*44,899.19	2,283,333.50	194,780.78	394,665.08	79.48	0.5
<b>Water Utilities</b>										
Privately owned or operated—										
1924	21	4,246	2,041,084.79	190,663.73	4,382.17	137,056.62	26,533.89	31,455.39	70.26	1.6
1925	21	4,310	2,051,659.00	193,793.36	2,685.96	123,448.16	24,882.97	48,148.19	62.83	2.3
Municipal—										
1924	110	105,896	36,733,107.19	3,970,753.29	115,000.13	1,525,804.59	.....	1,859,948.83	45.06	5.0
1925	84	101,101	37,593,815.63	3,204,948.71	84,410.61	1,502,736.11	.....	1,786,623.21	45.68	4.7
Total all water utilities—										
1924	131	110,242	38,774,191.98	3,461,417.02	119,382.20	1,662,861.21	26,533.89	1,891,404.22	46.43	4.8
1925	105	105,611	39,561,474.63	3,398,742.07	87,096.57	1,626,184.27	24,882.97	1,834,771.40	46.65	4.6
<b>Telephone Utilities</b>										
Privately owned or operated—										
1924	52	154,009	25,928,492.50	6,563,194.18	.....	4,602,100.31	711,811.61	1,249,282.26	70.11	4.8
1925	48	161,054	27,592,669.02	6,924,645.17	.....	4,984,135.40	698,666.12	1,241,843.65	71.97	4.5
Total electric, gas, water and telephone utilities reporting—										
1924	263	538,153	231,468,991.00	24,158,019.49	190,392.60	14,619,874.43	1,925,483.77	7,869,534.81	60.04	3.3
1925	236	533,616	243,018,077.68	23,969,711.20	200,430.80	16,230,933.92	1,975,824.90	8,950,204.66	62.02	3.6

\* Indicates deficit.

MOTOR VEHICLE CARRIERS HAVING CERTIFICATES  
OF PUBLIC CONVENIENCE AND NECESSITY

November 30, 1926

Certifi- cate No.	Name and Address	Service	Route	Date Issued
*1	Green Transfer Co., 1238 Walnut St., Boulder, Colo.	F.	Boulder to Denver	Aug. 28, 1919
2	Overland Motor Ex- press Co., 2032 Market St., Denver, Colo.	F.	Denver to Boulder	Jan. 17, 1920
3	M. F. Thomas Transfer Line, 1528 Wazee St., Denver, Colo.	F. & P.	Morrison, Evergreen, Starbuck	June 21, 1920
*4	Hair & Ballie Trans- portation Co., Walden, Colo.	F. & P.	Walden and North Gate to a point on road to Wycoco, Wyo.	April 21, 1921
5	Colorado Motor Way, Inc., Colorado Nation- al Bank Bldg., Denver, Colo.	P.	Denver, Longmont, Loveland, Fort Collins	April 23, 1921
6	M. Fromm, Fruita, Colo.	P. & E.	Fruita to Mack	May 6, 1921
7	Montrose Auto Stage & Taxi Line, Mont- rose, Colo.	P. & E.	Montrose, Colona, Ridg- way, Telluride and in- tervening points	Oct. 3, 1921
8	Northern Transporta- tion Co., 1338 11th St., Denver, Colo.	F.	Denver, Greeley and in- termediate points	May 1, 1922
9	Western Slope Motor Way, Inc., operating the White Bus Line, Grand Junction, Colo.	P. & E.	Grand Junction, Mont- rose and intervening points	May 2, 1922
10	Ridgway Garage, Ridgway, Colo.	P. & E.	Ridgway to Ouray and intervening points	May 9, 1922
11	Denver & Steamboat Springs Stage Co., 2000 So. Logan St., Denver, Colo.	P.	Denver to Steamboat Springs	Dec. 18, 1922
12	L. W. Parcell, Silver- ton, Colo.	P.	Silverton to Ouray, via Red Mountain	April 23, 1923
†	Western Slope Motor Way, Inc., operating the White Bus Line, Grand Junction, Colo.	P., F. & E.	Grand Junction, Delta, Hotchkiss, Paonia, etc.	June 15, 1923
14	Lewis J. Funk, Palis- ade, Colo.	P. & F.	Grand Junction to Palis- ade	July 2, 1923
†	Colorado Motor Way, Inc., Colorado Nation- al Bank Bldg., Denver, Colo.	P.	Denver to Greeley and intermediate points, Denver to Fort Collins, via Greeley	Sept. 15, 1923
16	James Pearson, Silver- ton, Colo.	P.	Silverton to Eureka	Jan. 17, 1924
17	Charlie Collins, Palis- ade, Colo.	F. & E.	Palisade to Grand Junc- tion	Jan. 29, 1924
18	Raymond L. Webber, Palisade, Colo.	F.	Palisade to Grand Junc- tion	Feb. 8, 1924
††	Colorado Motor Way, Inc., Colorado Nation- al Bank Bldg., Denver, Colo.	P.	Fort Collins to Wellin- ton	July 11, 1924

F. Denotes freight; P. denotes passenger; E. denotes express; B. denotes baggage.

\* Out of business.

† Route abandoned.

†† Certificate numbered to correspond with number previously assigned to same carrier.

## MOTOR VEHICLE CARRIERS HAVING CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY—Continued

November 30, 1926

Certificate No.	Name and Address	Service	Route	Date Issued
20	Charles Maxday, Sr., Inc., 140 N. Commercial St., Trinidad, Colo.	P. & E.	Trinidad to Walsenburg	Aug. 26, 1924
21	Robert A. Arnett, Steamboat Springs, Colo.	P. & E.	Steamboat Springs to Craig	Aug. 26, 1924
†	Denver & Steamboat Springs Stage Co., 2000 So. Logan St., Denver, Colo.	P.	Steamboat Springs to Craig	Sept. 4, 1924
23	Fuller Truck Line, Brighton, Colo.	F.	Brighton, Denver and Fort Lupton	Sept. 26, 1924
24	Camel Truck Lines, 233 Lamkin St., Pueblo, Colo.	F.	Pueblo to Rocky Ford	Sept. 26, 1924
25	Aurora Truck Line, Aurora, Colo.	F.	Denver to Aurora, Denver to Deer Trail	Oct. 23, 1924
26	Colorado Rapid Transit Co., 1331 Lawrence St., Denver, Colo.	F.	Denver to Louisville, Denver to Firestone	Dec. 8, 1924
27	Dick Wilson, Cortez, Colo.	P., B. & E.	Dolores to Mancos	Dec. 11, 1924
28	White Motor Express Co., 2140 Arapahoe St., Denver, Colo.	F.	Denver to Colorado Springs and other points, on certain commodities	Dec. 18, 1924
29	Fouret Brothers, 132 W. Main St., Trinidad, Colo.	P.	Trinidad to New Mexico-Colorado State line	Dec. 22, 1924
†	Fouret Brothers, 132 W. Main St., Trinidad, Colo.	P.	Trinidad to Starkville, Gallinas, Morley, Wooten and Lynn	Dec. 22, 1924
31	Harry Satero, Pueblo, Colo.	P. & E.	Pueblo to Walsenburg	Jan. 30, 1925
32	C. H. Williams & Son, Cripple Creek, Colo.	P.	Cripple Creek to Colorado Springs	Feb. 5, 1925
33	Black & Brooks Garage, Sterling, Colo.	P. & E.	Sterling to Holyoke	Feb. 5, 1925
34	Frank Hart, Green Mtn. Falls, Colo.	F.	Woodland Pk. to Colorado Springs	Feb. 6, 1925
†	Frank Hart, Green Mtn. Falls, Colo.	P.	Green Mountain Falls, Cascade, Manitou and Colorado Springs	Feb. 6, 1925
36	Platte Valley Transportation Co., Sterling, Colo.	P., F. & E.	Greeley to Sterling	April 29, 1925
37	Parker-Denver Truck Line, Parker, Colo.	F.	Denver to Parker	May 6, 1925
38	The San Luis Central R. R. Co., 553 Equitable Bldg., Denver, Colo.	P. & F.	Monte Vista to Center	May 25, 1925
†	Harry Satero, Pueblo, Colo.	P. & E.	Pueblo to Canon City	May 27, 1925

F. Denotes freight; P. denotes passenger; E. Denotes express; B. denotes baggage.

† Certificate numbered to correspond with number previously assigned to same carrier

## MOTOR VEHICLE CARRIERS HAVING CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY—Continued

November 30, 1926

Certificate No.	Name and Address	Service	Route	Date Issued
40	McKie Transfer Co., 223 Main St., Longmont, Colo.	F.	Denver to Longmont	June 8, 1925
†	Western Slope Motor Way, Inc., operating the White Bus Line, Grand Junction, Colo.	F.	Grand Junction to Delta, Montrose and Bowie and intervening points	July 6, 1925
†	Colorado Motor Way, Inc., Colorado National Bank Bldg., Denver, Colo.	E.	Same routes over which it holds certificates to operate passenger service	July 8, 1925
43	Denver & Interurban R. R. Co., operating under the name of Denver & Interurban Motor Co., Ry. Exchange Bldg., Denver, Colo.	P.	Denver to Boulder and intermediate points	Aug. 4, 1925
44	The San Luis Valley Bus Co., Alamosa, Colo.	P. & E.	Center to Salida and intermediate points. via Saguache	Aug. 5, 1925
45	Denver-Limon Bus Lines, Inc., 1707 California St., Denver, Colo.	P. & E.	Denver to Limon and intermediate points	Sept. 1, 1925
46	John Mountain, Ouray, Colo.	P.	Ouray to Silverton	Sept. 22, 1925
†	Colorado Motor Way, Inc., Colorado National Bank Bldg., Denver, Colo.	P.	Longmont to Greeley and intermediate points	Dec. 19, 1925
48	Denver-Colorado Springs-Pueblo Motor Way, Inc., 321 Equitable Bldg., Denver, Colo.	P. & E.	Denver to Pueblo and intervening points	April 21, 1926
49	Curnow Livery & Transfer Co., Idaho Springs, Colo.	F.	Denver to Idaho Springs, Alice, Dumont, Lawson, Empire, Georgetown and Silver Plume	May 6, 1926
50	Denver & So. Platte Transportation Co., 408 Tramway Bldg., Denver, Colo.	P. & E.	Englewood to Littleton and intermediate territory	May 7, 1926
51	Consolidated Truck Co., 1745 Blake St., Denver, Colo.	F.	Denver to Fort Collins and no intermediate points	May 10, 1926
52	Greeley - Briggsdale Motor Bus Line, Greeley, Colo.	P.	Greeley to Briggsdale and intermediate points	May 13, 1926
53	Jesse T. Tripp, 3629 Federal Blvd., Denver, Colo.	P. & E.	Pueblo to Holly	May 13, 1926
54	Olinger Corporation, E. & C. Bldg., Denver, Colo.	P.	Denver to Indian Hills, via Morrison	June 18, 1926

F. Denotes freight; P. denotes passenger; E. Denotes express; B. denotes baggage.

† Certificate numbered to correspond with number previously assigned to same carrier.

## MOTOR VEHICLE CARRIERS HAVING CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY—Concluded

November 30, 1926

Certificate No.	Name and Address	Service	Route	Date Issued
55	Rocky Mountain Parks Transportation Co., E. 18th Ave. and Washington St., Denver, Colo.	P.	Denver to Estes Park and other territory	June 18, 1926
56	Denver Cab Co., E. 18th Ave. and Washington St., Denver, Colo.	P.	Denver to Lookout Mountain, Bergen Park, etc., Denver to Echo Lake, Mt. Evans, Georgetown and Silver Plume	June 18, 1926
57	Colorado Springs & Interurban Ry. Co., Colorado Springs, Colo.	P.	Colorado Springs to Manitou and scenic points in surrounding territory	June 18, 1926
†	Western Slope Motor Way, Inc., Grand Junction, Colo.	P. & E.	Montrose to Durango, via Ridgway, Ouray and Silverton	Aug. 7, 1926
59	M. B. Stone, Durango, Colo.	P. & E.	Durango, Colo., to Gallup, New Mexico, Certificate to state line only	Oct. 27, 1926
60	Telluride Transfer Co., Telluride, Colo.	P.	Telluride to Smuggler and Tomboy Mines, San Miguel County, Colo.	Nov. 16, 1926
61	A. E. Bivens, Placerville, Colo.	P., F. & E.	Placerville to Paradox and intermediate points	Nov. 16, 1926
62	J. D. MacKenzie, Nederland, Colo.	F.	Nederland to Boulder, Ward, Tungsten, Black Hawk, Central City, Rollinsville, Caribou and other nearby communities	Nov. 16, 1926
63	Sitton Brothers, Dove Creek, Colo.	P. & F.	Dolores and Dove Creek	Nov. 16, 1926
64	Greeley-Estes Park Transportation Co., Greeley, Colo.	P. & E.	Greeley and Estes Park, Greeley and La Salle	Nov. 22, 1926
65	Chas. Bruce Caprón, 1424 Blake St., Denver, Colo.	F. & E.	Denver and Johnstown, but not any intermediate points	Nov. 23, 1926
66	Glacier Route, Inc., Boulder, Colo.	P. & B.	Boulder, Lyons, Allens Park, Nederland, etc., but no point farther north than Allens Park and Lyons	Nov. 24, 1926
†	Glacier Route, Inc., Boulder, Colo.	P. & B.	Same as application No. 255	Nov. 24, 1926
†	Harry Satero, Pueblo, Colo.	P.	Pueblo and Vineland, and intermediate points	Nov. 30, 1926

F. Denotes freight; P. denotes passenger; E. Denotes express; B. denotes baggage.

† Route abandoned.

† Certificate numbered to correspond with number previously assigned to same carrier.











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