

original

(Decision No. 38839)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF INCREASED RAILWAY)
FREIGHT RATES AND CHARGES WITHIN)
THE STATE OF COLORADO - 1951.)
-----)

APPLICATION NO. 11007
EX PARTE NO. 175

June 9, 1952

Appearances: Otis J. Gibson, Esq., Denver,
Colorado, for the Common
Carriers by rail in Colorado;
H. M. Boyle, Esq., Denver, Colorado,
and
T. K. Farley, Denver, Colorado,
for the petitioners;
F. J. Malin, Omaha, Nebraska,
for Railroad Respondents;
O. F. Bridwell, Denver, Colorado,
for the Colorado and New Mexico
Coal Operators' Association;
Albert L. Vogl, Esq., Denver,
Colorado, for the Northern Colorado
Coals, Incorporated;
William Anderson, Denver, Colorado,
for Dorr Company Engineers, Dalton
Fireworks, Geolite Sales and Electron
Corporation;
T. C. Taylor, Denver, Colorado, for
Ideal Cement Company;
Waldo A. Gillette, and
Joseph T. Enright, Los Angeles, Calif-
ornia, for Monolith Portland
Midwest Company;
S. W. Russell, Denver, Colorado, for
Monolith Portland Midwest Company;
Frank J. Rebhan, Denver, Colorado, for
American Crystal Sugar Company;
Lowe P. Siddons, Colorado Springs,
Colorado, for the Holly Sugar Corpora-
tion and the Colorado Beet Sugar
Manufacturers;
I. W. Stimits, Colorado Springs, Colo-
rado, for the Holly Sugar Corporation;
J. M. Brown, Denver, Colorado, for
Great Western Sugar Company;
P. H. McMaster, Denver, Colorado, for
the Great Western Sugar Company;
William DeBoer, Denver, Colorado, for
the Colorado Fuel and Iron Corporation;
D. I. McCarl, Denver, Colorado, for the
Colorado Potato Growers Exchange;
R. R. Detweiler, Denver, Colorado, for
Daniels and Fisher Stores Company;

Percy S. Morris, Esq., Denver, Colorado,
Counsel of the Colorado District of the
Office of Price Stabilization on behalf
of the Public;
F. R. Russell, Denver, Colorado, for the
Denver Dry Goods Company;
Mark Pulver, Denver, Colorado, for Eaton
Metal Products;
L. L. Prater, Denver, Colorado, for The Denver
and Rio Grande Western Railroad Company;
Ralph Sargent, Jr., Esq., Denver, Colorado,
and
T. S. Wood, Denver, Colorado, for the Commission.

S T A T E M E N T

By the Commission:

On January 16, 1951, the Class I railroads in the United States filed with the Interstate Commerce Commission a petition (which was Docketed as Ex Parte No. 175), asking for a six per cent increase in interstate rates. Thereafter, on January 19, 1951, the carriers filed a motion with the Interstate Commerce Commission (hereinafter referred to as I. C. C.), requesting that the six per cent increase be granted or that the Class I railroads (hereinafter referred to as applicants) be permitted to place the increase into effect during the interim period while the I. C. C. was considering whether an increase should be granted permanently.

On February 8, 1951, an application was filed with this Commission requesting the same increase on Colorado intrastate traffic as might be authorized by the I. C. C. This application was set for hearing on April 20, 1951, which hearing was later postponed until May 2, 1951, by mutual agreement.

The I. C. C. in its order, dated March 12, 1951, granted a two (2) per cent increase on an interim basis in the western district, which includes Colorado.

Under date of March 23, 1951, the applicants filed an amended application with the I. C. C., requesting the original petition be amended so that the increase to be considered be fifteen (15) per cent, instead of six (6) per cent. On May 8, 1951, a similar petition was filed with the Colorado Commission, wherein the applicants sought the same increases in

Colorado intrastate rates and charges as may be authorized by the I. C. C. in its final Decision in Docket Ex Parte No. 175.

Final hearing before this Commission was set for October 17, 1951.

Inasmuch as this Commission has not rendered its decision relative to the interim increase heard on May 2, 1951, we shall consolidate both the May 2nd and October 17th hearings in this decision. Testimony of the carriers and the protestants will be discussed for each hearing separately under their respective heading.

MAY 2, 1951, HEARING

CARRIERS' TESTIMONY

Mr. W. M. Carey, General Freight Traffic Manager of the Denver and Rio Grande Western Railroad Company, stated the reason for the increases sought was the increased cost of materials, supplies, wages and taxes. He further stated that the railroads were in no different position than any other large enterprise insofar as the impact of the inflationary spiral of increased costs is concerned, and that the situation must be met by industry by increasing prices, and in their case by increasing rates and charges.

Witness Carey also testified that the increase in expenses applies on both interstate and intrastate traffic, therefore the increases sought should apply to both classes of traffic alike, thereby placing a fair share of the burden of meeting these increased expenses on each class of traffic as they might be utilized.

Witness L. Eugene Wettling, Special Representative for the Statistical Bureau, Western Traffic Association of Chicago, Illinois, introduced in evidence two exhibits:

Exhibit No. 1 consisted of six pages:

Page No. 1 - A statement of system property investment used in transportation service (book value less recorded depreciation and amortization charges), and system operating income account for Class I roads serving the State of Colorado - Years 1948, 1949 and 1950.

Page 2 - Statement of system operating income account for January and February 1951 - Class I roads operating in the State of Colorado.

Page 3 - Statement showing employees and average straight-time hourly wage rate - Class I railways in the Western District - Years 1948, 1949 and 1950.

Page 4 - Statement showing index of Western District average unit prices of railway material and supplies, including fuel. The 1935-1939 period representing 100.

Page 5 - Statement showing estimated increased revenues sought by carriers on Colorado intrastate carload traffic (based on 1949 volume of traffic).

Page 6 - Statement showing revenue per ton-mile and revenue per passenger-mile expressed in current dollars and constant dollars (1939 = 100), with certain cost of living index numbers (1939 = 100) - State of Colorado - Years 1929 through 1949.

Exhibit No. 2 consisted of two pages:

Page 1 - Statement showing reported net income, after taxes, book net assets and per cent return on net assets of leading corporations by industrial groups in the United States for the Years 1945 through 1949.

Page 2 - Comparative statement showing per cent return on net assets of leading corporations by industrial groups in the United States, as of January 1, 1949, 1948, 1947, 1946 and 1945.

The net property investment shown on Exhibit No. 1, for the Class I roads operating in Colorado, namely, the Atchison, Topeka and Santa Fe; Chicago, Burlington and Quincy; Chicago, Rock Island and Pacific; Colorado and Southern; Colorado and Wyoming; Denver and Rio Grande Western; Missouri Pacific; and Union Pacific, is the carriers' investment in road and equipment, plus material and supplies, and cash, less the recorded depreciation, as shown by their books as of the end of the year, except 1950, which is the beginning of the year.

The net property investment and the rate of return on the net investment is shown as:

	<u>1948</u>	<u>1949</u>	<u>1950</u>
Net property investment -	\$3,946,024,334	\$4,031,257,790	\$4,031,257,790
Rate of return - per cent -	5.21	3.54	5.62

The total operating revenues and total operating expenses for the same period are:

	<u>1948</u>	<u>1949</u>	<u>1950</u>
Total Operating Revenues -	\$1,709,080,225	\$1,538,632,526	\$1,716,806,321
Total Operating Expenses -	1,247,759,119	1,188,478,925	1,190,414,517
Operating Ratio - Per cent	73.01	77.24	69.34

The above calculations reflect some improvement in the net rate of return, which is also reflected in the net railway operating income. The rate of return for 1950 being 5.62 per cent and the operating ratio, 69.34 per cent, compared with 73.01 per cent in 1948 and 77.24 per cent in 1949.

For the first two months of 1951, the total operating revenues and total operating expenses are shown as:

	<u>January 1951</u>	<u>February 1951</u>	<u>Total</u>
Total Operating revenues	\$153,562,514	\$130,382,429	\$283,944,943
Total Operating expenses	108,260,114	102,041,175	210,301,289
Operating Ratio - Per Cent	70.50	78.26	74.06

The operating ratio for the first two months of 1951 reflects an increase over the operating ratio for 1950. However, the earning power of the railroads is usually less in the first quarter than for subsequent quarters and since data for the balance of the Year 1951 is not available, it would appear unfair to base any conclusion for the Year 1951 by the showing made for the months of January and February.

Page 3, Exhibit No. 1, shows the average number of employees, the straight-time hours, straight-time compensation, and the average straight-time hourly wage, for the Years 1948, 1949 and 1950. For 1948, the average straight-time hourly rate is reported as \$1.292 and for 1950 had increased to \$1.558, an increase of 20.59 per cent. The record shows this increase does

not take into account an agreement reached with the non-operating employees whereby they received $18\frac{1}{2}$ cents, made up of a $12\frac{1}{2}$ -cent increase, plus a cost of living increase of 6 cents, effective April 1, 1951. The record further shows that these wage and hour statistics do not reflect other wage agreements in the process of being negotiated, such as the operating employees' increase effective October 1, 1950.

Page 4, Exhibit No. 1, indicates for the Class I carriers operating in the Western District the average unit prices of railway materials and supplies, including fuel. From July, 1949 through January 1951, it shows that costs have steadily increased. The month of January 1951 reflects an increase of 15.5 per cent over July 1949.

Page 5, Exhibit No. 1, shows the estimated increased revenue sought on intrastate traffic for Colorado. The record shows that this estimated increase is slightly understated, for the reason the figures are based on the 1949 volume of business and on the one per cent waybill study made by the I. C. C., and for the further reason that the figures do not include the Ex Parte 168 increases in the total, nor do the figures include the exceptions which were made by this Commission. Taken as a whole, the carriers approximated the increase to be \$250,000.

Page 6, Exhibit No. 1, is a statement of the average revenue per ton-mile and the average revenue per passenger-mile earned by Class I roads within the State of Colorado for the Years 1929 to 1949, inclusive. These figures include both interstate and intrastate traffic, as the witness testified there is no way to separate one from the other. The revenue per ton-mile, and passenger-mile, is stated in both constant dollars and current dollars. The witness explained the meaning of the current dollar as the dollar purchasing power as it fluctuates from day to day and year to year; constant dollar is a dollar which has a fixed purchasing power, based on some index. In converting the current dollars to constant dollars, the witness stated he had used the wholesale price index of the Department of Labor. In the case of revenue per ton-mile and in the case of the revenue per passenger-mile, he had elected to use the cost of living index of the United States Department of Labor, the Year 1939 being selected as 100. Comparing the

Year 1949 with 1939, the average revenue per ton-mile increased from 100 to 122 per cent. Stated in constant dollars, there was a decrease of 39 per cent (100 - 61 per cent). According to the witness, this means that the railroads are receiving 39 per cent less return in constant dollars, and further, that the goods handled are moving at a smaller portion of their cost today than in 1939.

In the case of the revenue per passenger-mile, the increase over 1939 in current dollars is shown as 37 per cent, while the decrease in constant dollars is 19 per cent.

Again, according to the witness, the net result of these compilations shows that while there has been some increase in net railroad operating income, speaking in terms of purchasing power of the dollar, the value has decreased slightly over fifty (50) per cent (100 - 49.8) since 1939, and it is those dollars which must buy new equipment, or partially so, except for that portion which is bought through the raising of equipment trusts for other capital improvements and expenditures.

Exhibit No. 2, page 1, is a statement as reported by the National City Bank of New York, showing the reported net income, the book net assets, and the per cent of return on net assets of major corporations in the United States, divided into industrial groups, for the Years 1945 through 1949. Taking each group separately, the per cent of return on their net assets is shown as follows:

<u>Industrial Groups</u>	<u>1949</u>	<u>1948</u>	<u>1947</u>	<u>1946</u>	<u>1945</u>
Manufacturing	13.8	18.2	17.1	12.1	9.3
Mining, quarrying	13.5	20.5	16.0	9.4	7.1
Trade	13.2	18.2	18.4	21.9	10.9
Transportation	3.3	5.2	3.9	2.5	3.9
Public Utilities	8.7	8.6	8.0	8.2	6.7
Amusements and Services	9.4	10.1	14.2	19.4	11.8
Finance	11.0	8.1	6.7	6.4	7.6

Individually, the Class I railroads, 132 companies reporting, show the following per cent of return on their net investment:

<u>1949</u>	<u>1948</u>	<u>1947</u>	<u>1946</u>	<u>1945</u>
3.2	5.3	3.8	2.3	3.6

Page 2 of Exhibit No. 2, shows the railroads as related to other industries; that their earning power in 1945 was second from the bottom, 69th in rank; in 1946 third from the bottom, and in both 1947 and 1948, fourth from the bottom. In 1949, they again dropped to second from the bottom.

That the cement group, which was last in 1945, climbed to 8th place in 1949. The sugar group, which was forty-ninth in 1945, dropped to fifty-fifth place in 1949. The coal mining group, which was third from the bottom in 1945, or 68th place, dropped to sixtieth in 1949.

SHIPPERS' TESTIMONY

The following shippers objected to the proposed increases, either in whole or in part, viz.:

Colorado and New Mexico Coal Operators' Association, relative to rates on coal; The Ideal Cement Company, relative to rates on cement and plaster. The Colorado Potato Growers' Exchange, opposed the proposed increases, or as they may be amended. The Holly Sugar Corporation, American Crystal Sugar Co., and the Great Western Sugar Co., opposed the granting of increases in freight rates or charges on sugar beets and beet sugar final molasses.

Witness O. F. Bridwell, Secretary-Treasurer of the Colorado and New Mexico Coal Operators' Association, stated that the petition of the applicants should be denied for the reason that the average rate of return on investment for western carriers is substantially higher than for the country as a whole. In support of this statement, Mr. Bridwell submitted the following, showing the rate of return based on I. C. C. valuation as of January 1, 1950, and the 1950 net railway operating income:

<u>District and Road</u>	<u>I.C.C. Depreciated and Amortization value as of Jan. 1, 1950 (000)</u>	<u>1950 Net Railway Operating Income (000)</u>	<u>Rate of Return</u>
AT&SF	\$1,014,608	\$81,213	8.0
CR&Q	626,212	37,807	6.0
CR&P	452,522	19,934	4.4
C&S	33,278	1,551	4.7
D&RGW	195,995	9,945	5.1
UP	776,108	44,129	5.7
Western District	\$8,945,520	\$480,317	5.4
Eastern District	8,889,342	303,488	3.4
Southern District	4,303,151	256,030	5.9
United States	22,138,013	1,039,835	4.7

The witness further testified that prospects were admittedly good for substantially increased volume of business for the railroads in 1951. He then proceeded to quote Dr. Parmalee, in his verified statement Ex Parte 175, February 23, 1951, Washington D. C., in Exhibit No. 3, page 5-A, wherein Dr. Parmalee estimated an increase of 4.6 per cent in the volume of traffic. Witness Bridwell stated that evidence was already accumulating which seemed to indicate that the increase estimated by Dr. Parmalee would be somewhat low. For example, revenue carloadings for the twelve-weeks ending March 24, 1951, for Class I carriers, exceeded a similar period in 1950 by 18 per cent.

Relative to the coal industry, the witness stated that:

- 1 - Increased coal costs have not contributed to increased railroad operating costs in Colorado;
- 2 - Increase in freight rates will result in less coal traffic for railroads than would be the case at the present rates; and
- 3 - Coal is contributing its fair share of railroad revenue in Colorado at the present rates.

In support of the first contention, the witness referred to the experience of the Denver and Rio Grande Western Railroad, stating their coal purchases declined from 736,155 tons for eleven months in 1949 to 537,746 tons for the same period of 1950. Coal prices during this same period had increased an average of three (3) cents per ton - from \$4.67 to \$4.70 per ton. According to the witness, every Colorado railroad has shown a decline in coal costs.

In support of his second point, the witness stated that increases in freight rates would result in less coal traffic than would be the case at the present rates -- Mr. Bridwell submitted figures indicating the downward trend of the production of coal in Colorado. From a peak of 12,514,693 tons in 1920, the production has gradually fallen to 8,238,094 tons in 1930, 6,673,359 tons in 1940, to 4,274,887 tons in 1950, a decrease of 34.15 per cent in production, 1920 vs. 1950.

The witness claims this steady loss in production is basically related to the delivered price of coal which is demonstrated by the fact that natural gas, between 1924 and 1948 displaced the equivalent of 1,390,000 tons of coal for industrial purposes. The displacement of coal for domestic purposes, for the same period, while somewhat less, totalled 873,000 tons. Price, the witness contends, is the significant factor, and he points out that in Illinois, Indiana, and other states, the selling price of natural gas for domestic consumption averages over \$20.00 per ton of equivalent coal. While in Colorado domestic natural gas selling price averages \$11.20 per ton of equivalent coal. The witness stated that this, it is felt, explains in part why 31.3 per cent of Colorado's total energy consumption is in the form of natural gas, and why the figures for Illinois and Indiana show a less overall use of gas.

The witness further stated that Colorado coal, while not subject to a ceiling price set by the Office of Price Stabilization, has a ceiling price due to competitive fuels, which have held the line or reduced their prices. That any increase to the consumer, whether it be the producers' cost or increased freight rates, will tend to force the price above this so-called ceiling, the result of which is further curtailment of production. Each reduction means that much less traffic for the carriers.

In support of the third point, the witness stated that coal is contributing its fair share of railroad revenue in Colorado at the present rates -- the witness computed rates on coal, lump and slack from the Walsenburg, Trinidad, Canon City, Pikeview, Oak Hills, Crested Butte, Craig, Bowie, Somerset, Cameo-Palisade, Newcastle, Northern Colorado Group to twelve (12)

destinations, namely, Wray, Fort Morgan, Longmont, Holyoke, Sterling, Julesburg, Cheyenne Wells, Limon, Fort Collins, Greeley, Burlington, and Denver. The average lump rate to these destinations is shown as 1.51 cents per ton-mile; and for slack, 1.29 cents. The average, Class I railroads, Western District, all carload traffic for 9 months in 1950 is 1.30 cents per ton-mile, as reported in J. H. Parmelee Exhibit No. 3, Sheet 10, Ex Parte No. 175, Washington, D. C., February 23, 1951.

The witness contends the carriers could, without raising freight rates, increase their freight revenue from coal by furnishing the cars when the traffic is offered. The following statement shows the coal car shortage on the Denver and Rio Grande Western Railroad during the recent coal season:

<u>Week</u> <u>1950</u>	<u>Average Daily</u> <u>Coal Car Shortage</u>	<u>Week</u> <u>1950</u>	<u>Average Daily</u> <u>Coal Car Shortage</u>
July 22	100	October 7	100
29	27	14	114
Aug. 5	42	21	134
12	87	28	151
19	92	November 4	59
26	103	11	28
Sept. 2	95	18	—
9	24	25	—
16	131	December	None Reported
23	70		
30	90		

Coal production being a seasonal matter creates quite a problem to the carrier in its handling, however, the witness believes shortages of cars as substantial as that shown above are costly both to the carrier and the producer.

T. C. Taylor, General Traffic Manager, for the Ideal Cement Company, stated his company owns and operates two plants in Colorado, one at Boettcher near Fort Collins, and the other one at Portland, 26.5 miles west of Pueblo, where they manufacture Portland and masonry cement; also, plaster is produced at Portland in addition to the various kinds of cement.

Opposition by this witness to the proposed interim increase is based on the witness' contention that rates on cement and plaster are already too high. He testified that rates on cement are generally based on a minimum weight of 50,000 pounds, and plaster on 40,000 pounds, though the average loads

from the above mills are more than 90,000 pounds per car.

Witness Taylor stated that cement rates via rail in the Colorado common point territory are now basically the Western Cement Rates Scale III figures (except where truck competition of lesser figures are met), as subsequently increased by Ex Parte 123, 162 and 168 general increases; that in the territory west of the common points the general basis is 125 per cent of the Scale IV rates. The basic Scale IV rates are approximately 20 per cent higher than the Scale III.

Witness Taylor testified that Scale III rates increased by the general increase of 10, 20, and 20 per cent, makes the rates in the common point territory 158 per cent of the original scale, and that using the original scale as 100 per cent, this makes the Mountain area scale 254 per cent, or 60.8 per cent above the common point scale.

Mr. Taylor said his company could not subscribe for all the reports made by the carriers to the I. C. C. He stated that the A. A. R. reports, shown in the Traffic World of April 14th, shows cumulative car loading up to April 7th, 1951, as 10,233,729 cars compared with 8,824,054 for the same period in 1950, and 9,714,095 cars for 1949. These increased 1951 loadings occurred even though an average daily car shortage supply totaled 21,442 for the week ending April 7th, which was quite an improvement in the average car shortage of 37,828 in the week ending March 3, 1951.

The witness also stated that an Associated Press dispatch appearing in the Denver Post of April 6, 1951, shows that the A. A. R. reported a deficit of \$16 million in February for Class I Eastern Railroads, while the Southern and Western lines showed a net income of \$13 million.

The witness contends that any increase granted under this application is premature, particularly for the Western lines, and would tend to increase to an unreasonable degree rates on practically all traffic and services and result in injury to both shippers and receivers of freight alike. For these reasons the Ideal Cement Company requested denial of the application, or if not denied, that same be dismissed without prejudice to a further and more comprehensive hearing to be conducted on the fifteen (15) per cent phase, after the I. C. C. issues its final decision on interstate increases.

D. L. McCarl, Traffic Manager for the Colorado Potato Growers' Exchange, stated they were opposed to the increases, or as they may be amended. He further stated that they had appeared before the Commission on various occasions for the purpose of bringing to the attention of the Commission and the carriers the trend in the movement of their potatoes and onions. According to the witness, not only in Colorado, but throughout the country, transportation of these commodities had been diverted to other forms of transportation as a result of increased freight rates.

In this connection, the witness submitted two Exhibits Nos. 3 and 4, Exhibit No. 3 being a statement of the annual carload unloads of fruits and vegetables at Denver, by States, for the Years 1946 to and including 1950. For the Year 1946, there were unloaded at Denver 1,203 cars; in 1947, 1,351 cars; 1948, 2,522 cars; 1949, 2,705 cars; and in 1950, 1,723 cars.

Exhibit No. 4 shows the annual carloads of fruits and vegetables unloaded at Denver, by commodities, for the Years 1946 to 1950, inclusive. This exhibit shows a total of 1,499 cars of potatoes unloaded in 1946; 1,639 cars in 1947; 1,764 cars in 1948; 1,970 cars in 1949; and 1,686 cars in 1950. The record shows that the Exchange itself, in 1949, had a movement of 596 cars of potatoes sold at Denver up to March 31, 1950. During the 1950-51 season, their carload shipments amounted to 365 cars, a decrease of 63 per cent. The witness contends that, considering the growth of Denver, it was felt the increased freight rates had some bearing on these decreased carloads unloaded at Denver, which in turn cast a reflection on the carriers' revenue.

The record also shows that Colorado potato production has not increased materially, but has maintained a fairly steady range, as shown in the following average figures:

<u>Season</u>	<u>Bushels</u>
1946	19,780,000
1947	18,500,000
1948	21,450,000
1949	18,810,000
1950 (estimated)	18,600,000

Mr. McCarl testified that the cost of material and supplies has increased for the farmer as well as for the railroads, and cited that burlap bags could be purchased in 1935 for 6 cents per bag; today it is impossible to go out in the open market and buy them for less than thirty-five (35) cents. Cost of inspection has also increased from \$2.50 per car in 1935 to \$8.00 today.

According to the witness, if the Exchange is unable to effect a sale and is obliged to hold a car, the charges for detention range from \$5.00 to \$20.00 per car, compared with \$2.00 paid a few years ago. All of these charges have a bearing on the return to the grower.

I. W. Stimits, testifying on behalf of the Holly Sugar Corporation, stated they own and operate eleven (11) beet sugar factories in the western part of the United States, two of which are located in Colorado -- one at Swink, Colorado, on the Atchison, Topeka and Santa Fe Railroad, and the other at Delta, Colorado, on the Denver and Rio Grande Western Railroad.

Exhibit No. 5 submitted by the witness, consisting of 5 pages, shows the railway operating revenues, railway operating expenses, operating ratios and net railway operating income for the eight Class I carriers serving Colorado for the Years 1940 to 1950, inclusive, separately, and collectively.

Collectively, the exhibit shows an operating ratio of 69.3 per cent for 1950, compared with an operating ratio of 75.0 per cent in 1940. It also shows that the Santa Fe Railway, with an operating ratio of 67.1 per cent for 1950, is the fourth best for the ten-year period (1940-1950); the net railway operating income is the second best. The operating revenues for 1950 was approximately \$40 million better than in 1949, their operating expenses at the same time decreased approximately \$12½ million. Generally speaking, the same situation will apply for the other carriers.

Exhibit No. 6 shows the rate of return based on the I. C. C. valuation of the eight Class I roads serving Colorado for the twelve months ending December 31, 1950 and February 28, 1951. It shows that the weighted average return of the eight carriers for the year ending December 31, 1950,

was 6.31 per cent. Individually, the Santa Fe had the best showing with a return of eight (8) per cent, while the Rock Island had a low of 4.41 per cent. For the year ending February 28, 1951, the weighted average return was 6.57 per cent, with the Colorado and Wyoming Railroad showing the highest return individually of 10.09 per cent; the Santa Fe 8.18 per cent, and the Rock Island a low of 4.73 per cent.

These rates of return and operating ratios the witness contends are quite favorable, with continued favorable earnings forecast for 1950, brought about principally by the increased traffic as a result of the Korean situation and a stepped-up defense program. Shippers Advisory Boards over the nation have predicted a 6.5 per cent increase in carloadings for the second half of 1951, and it is for these reasons the witness proposes the interim increases should be denied without prejudice to the carriers for reconsideration at the time the I. C. C. renders its final decision as to the 15 per cent permanent increase.

Frank J. Rehhan, Traffic Manager for the American Crystal Sugar Company, stated his company owns and operates nine factories in six western states, only one of which is located in Colorado, at Rocky Ford.

His Exhibit No. 7 shows the locations of these factories.

Exhibit No. 8 is a statement of the freight charges paid on sugar beets, carloads, shipped from stations in Colorado and Texas to the factory at Rocky Ford for the 1950 shipping season. This same exhibit shows the revenue per ton-mile, per car, and per car-mile on these movements.

The record shows that on shipments of sugar beets originating in Colorado destined to Rocky Ford, the freight charges paid by the American Crystal Sugar Co. amounted to \$27,883. The witness stated had the two per cent interim increase applied to these shipments, the Sugar Co. would have paid approximately \$950.00 in additional freight charges, which could not have been passed on in the price of the finished product.

The exhibit shows a weighted average earning per ton-mile on Colorado intrastate traffic of 15.41 mills, compared with an earning of 9.17 mills per ton-mile on the beets shipped from Texas origins to the Rocky Ford plant.

The weighted average length of haul for the beets originating in Colorado is shown as 71.25 miles, with a car-mile earning of 61.84 cents. Texas beets is shown as an average of 338 miles and the car-mile earnings as 37.35 cents.

Exhibit No. 9 is a single page exhibit, showing the tonnage of sugar beets harvested, the per cent of beets trucked by growers' trucks from points in Colorado to the Rocky Ford factory for the Year 1950; also, the tonnage harvested for the Years 1945 to 1950, inclusive, and percentage trucked. The exhibit shows all the beets harvested at Rocky Ford (14,587 tons) were trucked to the factory; that 10,195 tons harvested at Vroman, 6 miles from Rocky Ford, 3,369 tons trucked, or 33.04 per cent; from Hawley, 9 miles from Rocky Ford, 8,081 tons harvested, 688 tons trucked, or 8.51 per cent; Manzanola, also 9 miles, harvested 6,701 tons with 465 tons trucked, 6.93 per cent. The witness testified that generally the growers preferred to truck their beets direct to the factory, as it saves handling and results in less delay to their trucks, which is common at beet loading stations. The witness stated that the Sugar Company has in the past endeavored to hold their sugar beet movements to the rails, however, if the increases sought in this proceeding become effective, it could induce additional movements by truck, as the beets produced at Vroman, Hawley, Manzanola, Elden and Fowler is potential tonnage for growers' trucks. Based on the 1950 tonnage of approximately 90,000 tons, carriers could anticipate additional revenue of about \$950.00; however, if these beets were handled to the factory in growers trucks, the loss in revenue to the rail carriers would be in excess of \$11,000.00.

The witness further stated that limerock suitable in the manufacture of sugar is also used at Rocky Ford plant, the amount depending on the sugar beet tonnage processed, normal requirement being approximately 9,000 tons, together with 900 tons of coke. The increase contemplated in the rates on limerock is only 3 cents per net ton, or \$270.00. This increase, plus the increase on the sugar beets, can only discourage production of sugar beets and any reduction in beet production would result in reduction in the

shipments of limerock and coke required, together with other materials and supplies necessary in the processing of sugar beets, as well as the finished product and by-products, and for these reasons, the application should be denied so far as the increases might affect the rates and charges on sugar beets and limerock.

Mr. Vogl, for and on behalf of the Northern Colorado Coal Association, moved that the temporary increases be denied on the following grounds:

First - There was no showing made of an emergency so far as the Colorado carriers are concerned;

Second - There was no evidence that the proposed increases would result in reasonable rates as required by the laws of the State of Colorado;

Third - There was no evidence on which the Commission could determine, what, if any, increases should be allowed; and

Fourth - No showing that a two per cent increase, or any other increase, would result in increased revenue to the carriers because there is no showing here and no attempt made to show what business might be lost as a result of these increases.

The motion was then taken under advisement by the Commission.

HEARING OCTOBER 17, 1951

Mr. Boyle, representing the petitioners, made a short statement prior to calling the first witness to the effect that the need for additional revenue has been brought about by ever-increasing expenses, without a like increase in revenue. The increases in expenses, particularly the increases in material and supplies, and labor, since 1950, was due to conditions beyond the control of the carriers, notwithstanding 1950 was one of the peak production years in the peacetime history of the country.

These increases, the applicants claim, comes at a time when the industry is faced with heavy capital expenditures for rehabilitation and modernization of their plant, the result of demands created by the National Defense Program. The costs have so increased they cannot be financed out of depreciation.

Another problem facing the applicants is increased expense resulting from the man-power situation. There are developing man-power shortages due to the demands of the military, and the fact that unemployment is now at a low ebb. Operation of the forty-hour week means that overtime is payable after eight hours and after the fifty day of work, and will inevitably result in substantial additional operating costs. These losses are having the effect of impairing the ability of the industry to attract or earn capital essential to provide the kind of transportation needed for the best interests of all concerned, and to avoid discrimination, should be derived from traffic moving by rail, both interstate and intrastate.

CARRIERS' TESTIMONY

Mr. Herman C. Kroll, Assistant Manager of Statistical Bureau of the Western Traffic Association, was thereupon called as a witness and introduced two exhibits:

Exhibit No. 1, Mr. Kroll explained, is primarily an economic exhibit dealing generally with economic comparisons of the situations in the United States and, to the extent possible, to the economic conditions in the State of Colorado. The exhibit consists of 16 pages.

It is shown on page One of the exhibit, that in 1950 the wholesale price index stood at 200, representing an increase of 100 per cent over the base period of 1935-1939. The cost of living index at the same time was 179.9, 79.9 per cent greater than the base period. Comparing these two increases in prices with the revenue per ton-mile received by Class I railroads in the United States, the increase for the same period was 37 per cent; in the Western District 29 per cent, and in Colorado 22 per cent. Figures available for whole sale price index as of July, 1951, indicated 223, a further increase of 23 index points; cost of living index stood at 185.5, an increase of approximately 14 index points. These figures are supported by pages 2, 3 and 4 of the exhibit.

On page 5 is a comparison of the prices received by farmers and the prices paid by farmers in the United States for the Years 1940 through 1950. For comparison, the witness used the period 1910-1914 as the base period,

which is the same as the Department of Agriculture employs in publishing their base period. For 1950, the prices received by the farmer was 156 per cent higher than the base period; on the other hand, the production of such commodities, including living expense, interest, taxes, and wages paid, the increase amounted to 155 per cent, indicating a one cent spread between the price received and the cost of production. However, by July, 1951, the spread had increased to 12 percentage points.

Page 6 of the exhibit is a statement showing cash receipts from farm marketings for selected items and the average prices received per unit by farmers in the State of Colorado. This page reflects there are definite increases in price levels, August 15, 1951, as compared with earlier years. In some instances, such as hogs, butterfat and milk at wholesale, although the 1951 price is somewhat below the 1948 prices, there is a definite reversal or upward trend in the price situation. Hogs, for example, in 1948 were selling for \$23.50 per hundredweight, in 1949 the unit price dropped to \$18.90. In 1950 it dropped still further to \$18.50, but as of August 15, 1951, the trend was upward and hogs were selling for \$21.50 per hundredweight. The balance of the selected items indicate the same general trend.

On page 7 of the exhibit, the witness has shown graphically the extent to which the rail carriers net operating income has fluctuated in relationship to the units of service and the total operating revenues. The units of service represent the revenue per ton-mile plus twice the number of revenue passenger-miles. In 1950, the units of service were 79 per cent greater than they were during the base period, 1935-1939, the revenues were 146 per cent greater, and the net railway operating income which represents the carriers earnings were 91 per cent greater. In comparison, on the right hand side of the page, is shown a similar situation with reference to manufacturing and mining in the United States. In 1950, production was 100 per cent greater than the base period, sales were 290 per cent greater, and the net income after taxes was 437 per cent greater. It is from this chart or comparison the witness believes he best demonstrates the position the railroads find themselves in by seeking Federal and State authority to increase the prices they charge for service they have to offer, as compared with corporations generally. The data supporting this chart is shown on pages 8 and 9.

The total and per capita income payments to individuals (with the period 1935-1939 as 100) in the State of Colorado and the United States for the Years 1940 through 1950, is shown on page 10 of the exhibit. Income payments by persons in Colorado has increased 251 per cent over the base period, representing an increase from \$531,000,000 to \$1,864,000,000. During the same period income payments in the United States as a whole increased only 224 per cent. Considering the income payments per capita in Colorado up to 1950 the increase was 188 per cent above the base period or from \$483 per individual to \$1,392. During the same period, the per capita income payments in the United States increased 176 per cent, or from \$520 to \$1,436.

The witness has shown on page 11 the extent to which revenue per ton-mile of Class I railroads in the United States vary with the durable manufacture production. The relationship of revenue ton-mile is fairly constant in connection with durable manufactures with the exception of the war years, 1942-43-44, and the reason, as stated by the witness, for the exaggerated hump in the durable manufactures is the production of airplanes, which were flown away from the point of production and involve no transportation agency whatever. On the right hand side of this page the witness has made a comparison of the fluctuations in revenue ton-miles in the United States, the Western District and Colorado. The chart shows that Colorado follows generally the pattern of the Western District rather than the United States except on a lower plane. Pages 12 and 13 are supporting figures for the chart on page 11.

Page 14 is a chart showing the rate of return represented by the net income as related to the net assets of leading corporations in the United States by industrial groups. This information was published by the National City Bank of New York. In 1950, the carriers show a rate of return of 5.6 per cent and place 68th out of a group of 70 industrial groups. The details underlying this chart will be found in columns 3, 4 and 5, page 15, and this same page also shows similar information for the Years 1946 through 1950. Page 16 of the exhibit is similar to page 15 except that on page 16 the industrial groups have been listed in their order of rank. Only in 1947 and 1948 did the Class I carriers stand as high as 67th out of the 70 industrial groups selected, the other years they ranked 68th.

Exhibit No. 2 is a statistical exhibit related principally to the Class I carriers serving Colorado. Page 1 of this exhibit shows the operating income account for the Years 1948, 1949 and 1950. It shows the net property investment of the carriers for 1948 and 1949, and the figure for 1949 is used for the Year 1950, as the 1950 figure was not available.

In 1950, it is noted that the rail carriers serving Colorado show a rate of return of 5.62 per cent, however, the witness stated this was rather misleading for the reason that it included more than 26 million dollars of back mail pay, a portion of which is applicable to the Years 1947, 1948 and 1949. If the mail pay was removed and a corresponding adjustment made in the Federal Income Taxes for 1950, the adjusted rate of return, according to the witness, would be 5.26 per cent.

On page 2, the witness has made a comparison of the operating revenues and operating expenses for the first eight months of 1950 and 1951. The 1951 operating revenues are shown as being more than 16 per cent greater than for 1950, and the operating expenses are shown as having increased by more than twenty-one per cent, with the result that the net railway operating income is shown as being slightly less than 65 per cent as great. Witness Kroll stated these figures are misleading for the reason that the Santa Fe, Rock Island and Union Pacific suffered severely from floods in the Missouri River Valley, and for this reason he has shown in detail the eight months figures on page 3 of the Exhibit. In July, for example, because of the flood, the net railway operating income dropped below \$1,000,000 (\$767,380), while the operating expense for the same month exceeded \$143,000,000. The operating ratio for the eight months of 1950 is shown as 73.65 per cent, and 77.03 per cent for 1951.

The witness further stated that the wage situation is the problem which has caused the most concern since 1950; that on March 1, 1951, the carriers entered into an agreement with the non-operating employees, which represents approximately 70 per cent of all railroad labor; that the terms and conditions of that agreement were that the basic wage should be increased 12½ cents per hour retroactive to February 1, 1951; that the agreement also

called for quarterly adjustments depending upon the level of the cost of living index of the Bureau of Labor Statistics; that this agreement does not include three brotherhoods that have not as yet specifically agreed to the settlement. The record shows that as of May 31, 1951, the average straight-time hourly rate paid by the Colorado lines was \$1.815, and this was followed by an additional one cent an hour July 1st, with no adjustment either upward or downward on cost of living adjustment on October 1, 1951.

Page 5 of the exhibit is devoted to the cost of material and supplies which represents about 30 per cent of the total operating expense. The witness stated the month of July, 1949, was used as the base period for the reason that the I. C. C. had available in deciding Ex Parte 168, the level of prices in effect at that time. The exhibit shows for the two-year period from July, 1949 to July, 1951, the average prices of material and supplies, other than fuel, increased 20.4 per cent. The weighted average prices of coal and oil, used as fuel, is shown as being 18.9 per cent, which gives a weighted average cost of all materials and supplies used in transportation service as 19.8 per cent. The balance, or remaining 10 per cent of the operating expense is made up of such items as depreciation, insurance, injury to persons, and other items which involve neither labor or materials and supplies. Obviously, the witness testified, an increase of 6 per cent is not going to offset an increase in operating expense of more than 18 per cent.

On page 7 is shown an estimate of the amount of revenue which would accrue to the carriers if the Commission approves the six per cent increase sought in this application. These figures are predicated on the 1950 volume of business reported in Schedule No. 710 of the carrier's annual reports and a 1 per cent waybill study to get the disposition of groups of commodities. From the exhibit it would indicate the carriers would increase their revenue by slightly over \$597,000.

Revenue carloadings on the carriers serving Colorado is shown on pages 8 and 9. The first 22 weeks the carloadings in 1951 were substantially above the 1950 loadings, from this point until the 29th week the carloadings were more or less constant. Commencing with the 29th week, the 1950 loadings exceeded the 1951 loadings.

The witness devoted the balance of his testimony to a discussion of the impracticability of, and the major difficulties facing the carriers in attempting to make a separation of operating expenses, rents, and taxes, as between interstate and intrastate operations. He stated this was true when considering each system as a whole and even more true when considering the operations within only one of several states in which a carrier conducts its business activities.

According to the witness, the expense incurred by reason of depreciation and maintenance of tracks and other facilities is for the benefit of traffic as a whole. He stated the block signals, central train control and other safety appliances in connection with the movement of a train are for the benefit of all traffic. Even in the matter of switching, in the opinion of the witness, it is highly questionable that any switching movements of solely intrastate traffic is made except in isolated cases.

Witness Kroll further stated, under the Interstate Commerce Act, the I. C. C. has the responsibility for and the supervision of the form and content of various accounts relating to rail revenues, expenses, taxes, rents, fixed charges, as well as other accounts. That the said I. C. C. has been directed by the Congress to determine and place upon each of the carriers a fair and reasonable value of property for rate making purposes. By reason of such responsibility and direction the I. C. C. has prescribed mandatory uniform rules governing the keeping of accounts. Carriers, however, are permitted to keep such additional accounts as they may require for their own purposes, they are still bound to make reports to the I. C. C. showing consolidations in the manner prescribed by the uniform rules. These uniform rules do not require any separation of interstate operations as distinguished from intrastate operations. The I. C. C. separates only its computed value of fixed property by states. According to the witness, this was undoubtedly done because of rolling stock, including motive power, which generally is employed over the entire system of an individual carrier. Freight cars likewise not only move over the entire system of any one carrier, but all other carriers as well.

Alfred E. Perlman, General Manager of the Denver and Rio Grande Western Railroad Company, introduced in evidence Exhibits Nos. 4 to 11, inclusive.

Exhibit No. 4 is an index of revenue per ton-mile of the Denver & Rio Grande Western Railroad Company, compared with indices of fuel and material costs of the Western District railroads and total wage compensation paid to D&RGW employees per hour worked in the Years 1940 to 1950 and the first seven months of 1951. The witness explained that wages today are largely determined by National Boards and as shown in the exhibit the compensation paid employees per hour worked has increased from 107.9 in 1940 to 277.2 in August 1951. During the same time, fuel and material costs of Western District railroads has increased from 98.7 to 219.1. Revenue per ton-mile in 1940 was 90.8, and by August 1, 1951 increased to 120.3, or approximately 33½ per cent.

The average annual percentage rates of net income after taxes to the net worth of leading corporations for the Years 1936 to 1950, inclusive, is shown in Exhibit No. 5. This exhibit is comparable to Mr. Kroll's Exhibit No. 1, page 16, except that it includes a greater period of years, but less industrial groups.

Exhibit No. 6 is a statement of the earnings of the Denver & Rio Grande Western Railroad for the Years 1949, 1950 and estimates for the Years 1951 and 1952. The exhibit shows a return in 1949 on property investment of 3.88 per cent, and 4.52 per cent for 1950. The return for 1951 and 1952 is estimated at 4.81 and 4.52 per cent respectively. This witness testified these low rates of return, while they affect the owner, they are also adverse to the general public, as they do not permit the carrier to furnish the service the public requires. He stated that depreciation rates are entirely inadequate to permit replacement of equipment except through increased capital expenditures; that coal cars, for example, which in 1922 cost \$2,047, today are being replaced with cars costing \$7,045; that the same would hold true with passenger equipment; and that recently purchased coaches costing \$120,631 replaced coaches costing \$13,682. Vista dome coaches cost over \$200,000. Steam locomotives which the D&RGW are depreciating, cost one-third as much per horsepower as the Diesels with which they are being replaced.

The results of these replacements are shown in Exhibit No. 7. The exhibit shows for the Years 1948 to 1952 the capital expenditures exceeded the earnings by approximately \$10,000,000. Equipment purchases amount to slightly over \$46,000,000 for the four year period, and exceeded the earnings for the same period by over \$15,000,000. The Depreciation account for the same period totaled \$19,199,005.

Mr. Perlman stated that under the terms of their mortgage indenture their fixed debt is only permitted to reach forty-five (45) per cent of the total capitalization, and they have already reached this limit of fixed charges, therefore, future equipment can only be financed through earnings.

He also stated the increases by the I. C. C., plus the increases applied for in this application, based on the 1950 volume of traffic and payroll, would increase this carrier's revenue by \$2,581,275. Recent payroll increases amounted to \$3,922,787 (Exhibit No. 8), therefore, the total increase, if authorized, would not compensate for wage increases, not to mention increased cost of materials, taxes, etc. Wages and payroll taxes (including only that portion of wage compensation, railroad retirement taxes, unemployment insurance, chargeable to operating expenses) compared with the total operating expenses, indicates that labor's share of the total operating expense represented 58.4 per cent in 1935, whereas, they have increased to 68.8 per cent in 1951.

Exhibit No. 10 is a graph and shows the U. S. cost of living index has increased from 120 in 1930 to approximately 185 in 1951, for the same period the wages paid the Denver & Rio Grande Western employees per hour worked increase from 96 in 1930 to 278 in 1951. The revenue per ton-mile was approximately 117 in 1930 and in 1951 it was 120, an increase of but 3 points.

On page 2 of Exhibit No. 11, this witness has shown the total operating revenues, total operating expense, including taxes, rents, etc., and the net railway operating income for the period 1900 to 1950, inclusive. The total revenue in 1900 is shown as \$10,246,080; in 1930, \$29,747,537;

1940, \$26,219,195, and for 1950 as \$66,123,375. The operating expenses for the same years are shown as \$6,843,366; \$22,806,595; \$23,458,038; and \$56,178,683, resulting in a net railway operating income of \$3,402,714; \$6,940,942; \$2,761,157; and \$9,944,693.

The net railway operating income in 1900 represented 33.21 per cent of the operating revenue; for 1930 this percentage was reduced to 23.33 per cent, and in 1940 had further declined to 10.53 per cent. In 1950, this percentage was up by approximately 4.5 per cent to 15.03 per cent. Operating revenue for 1950 was up approximately \$500,000 over 1949, however, the operating expense had been reduced by about \$1,200,000 under 1949.

L. L. Prater, Assistant Comptroller for the Denver and Rio Grande Western presented testimony along the lines heretofore given by Mr. Kroll with respect to separating revenues and expenses between interstate and intrastate traffic.

The Colorado and Southern Railway Company, through its Auditor Mr. Harry Given, submitted three exhibits numbered 12, 13 and 14, in support of the proposed increase. Exhibit No. 12 shows the railway operating revenues, net railway operating income and the rate of return for the Years 1921 to and including 1951. The rate of return for 1950 is shown as 2.08. The net railway operating income for this same year of \$1,551,216 includes the railway mail back pay of some \$200,000. The estimated rate of return for 1951 is shown as 1.45 per cent.

Exhibit No. 13 is a comparison of revenue per ton with indices of fuel and material costs of Western District railroads and the total compensation paid Colorado and Southern employees per hour worked. The revenue per ton-mile in 1939 is shown as being \$.00983, which has increased to \$.01211 for the first eight months in 1951, an increase of 23.19 per cent. Fuel and material increased from 101.3 in 1939 to 219.1 for the 8 months in 1951, 116.29 per cent increase. Compensation paid per hour worked in 1939 was \$.7624, for the first eight months of 1951 it was \$1.8004, an increase of 136.15 per cent.

The revenue per ton in 1939 is shown as \$1.66, and has increased to \$2.44 in 1951 which represents an increase of 46.99 per cent over 1939. The average haul has increased from 168.6 miles in 1939 to 201.74 miles up to September 1, 1951.

At the request of Mr. T. C. Taylor of the Ideal Cement Company, Mr. L. W. Glover, General Freight Agent of the Colorado and Southern Railway testified relative to the estimates furnished by his Department to the Auditor. These estimates, Mr. Glover stated, were compiled on an estimate for the remaining three months of the year, plus the actual up to date, and computed on the basis of the six per cent increase applicable to interstate traffic without any increase on intrastate traffic. The witness also stated that most of the Colorado and Southern traffic was confined to the movement of sugar beets, coal and some cement.

Relative to the division of revenue between the Chicago, Burlington and Quincy Railroad and the Colorado and Southern, Mr. Glover stated his line was on a more favorable basis with the CB&Q than other lines. That on traffic to or from Denver, the Colorado and Southern receives only a switching charge from other lines, while the Burlington for the same service, where the movement is via Broomfield, Colorado, receives road haul revenue. Questioned as to the cost of handling traffic on the Colorado and Southern, the witness stated this cost would vary and he did not believe it possible to make a statement showing the actual cost.

Mr. T. K. Earley, Freight Traffic Manager, Denver and Rio Grande Western Railroad, testified relative to the filing of the application for an increase in rates with this Commission and the amendment to the original application for further increases in Ex Parte 175 proceeding. He stated that since the carriers last appeared before the Commission in Ex Parte 168 proceeding, the economic conditions of the country have greatly changed due to the scarcity of certain lines of consumers' goods, and that Government experts claim that next year will see still further reductions of these goods. He further stated the carriers feel that they will lose some business through these curtailments, but these losses will be offset by increased production of war materials, and the carriers are still faced with unsettled wage conditions, and new wage increases under the cost of living formula, as well as increased cost of materials and supplies.

On cross-examination, the witness' attention was called to Mr. Perlman's Exhibit No. 6, wherein the rate of return for the Years 1949 and 1950 was shown as 3.88 and 4.52 per cent respectively, with an estimated return for 1951 of 4.81 per cent and for 1952 of 4.52 per cent. By way of comparison, Mr. Earley called attention (on the same exhibit) to the Cement Companies' return of 18.2 per cent for 1950; Coal Mining Companies, 8.8 per cent; Sugar Companies, 10.8 per cent; this latter, however, does not include the Sugar Companies operating in Colorado. According to the witness, the American Crystal Sugar Company, the Great Western Sugar Company and the Holly Sugar Corporation have composite rate of return for 1950 of 8.6 per cent.

Witness Earley further stated the ton-mile earnings of the Colorado lines for the Year 1950 was 122 per cent of their ton-mile earnings for the base period, 1935-1939. At the same time, the wholesale prices of farm products for the Year 1950 was 224 per cent of the 1935-1939 prices, and building materials 248 per cent. The average wholesale price of all commodities for 1950 was 200 per cent of the base price figure.

Freight rate increases according to the witness have not kept pace with the increased costs. Prices of materials and supplies purchased by carriers in the Western District, through July 1951, have risen 119.1 per cent over the 1935-1939 base period, while freight rates on a nationwide basis have increased 67.6 per cent. Freight rates in the Western District have been even less, 62 per cent, and on the D&RGW, the increase is 47.7 per cent.

Mr. Earley stated his organization has given consideration to possible diversion of rail traffic to other forms of transportation if the increases, as sought, are granted, but it is their opinion that while they might lose some of the business by diversion, it would not deprive the carriers of a substantial increase in revenue as competing carriers are also faced with increased costs and would be forced to seek similar increases.

Mr. Waldo A. Gillette, Director of Public Relations for the Monolith Portland Midwest Company, Laramie, Wyoming, also the Monolith Portland Cement Co., Monolith, California, headquarters at 3326 San Fernando Road, Los Angeles,

California, stated he had been Traffic Manager for these two companies since 1929. That his company had appeared before the I. C. C. directly or through being associated with others, in each Ex Parte hearing, 162 through 175, both inclusive.

Mr. Gillette stated the subject before the Commission was whether or not the carriers were entitled to an increase along the lines found necessary by the I. C. C., and that if this Commission finds the increase justified, that it also find that no exception be made on cement. He stated his company ships thousands of barrels of cement annually into Colorado, however, that in Ex Parte 168 this Commission failed to increase the rates on cement on Colorado intrastate traffic, and has therefore distorted the relationship on cement rates to the Denver market from Laramie versus Boettcher or Portland. A slight difference per barrel may control the sale, and a one cent per hundred pound difference in the freight rate is equivalent to 3.8 cents per barrel. The rate from Laramie, Wyoming, on a 100,000 pound minimum was the same as from Boettcher on an 80,000 pound minimum, and this relationship existed from the opening of the two plants until the decision in Ex Parte 168.

He further stated that in 1940, the rates from Laramie, Wyoming, to Denver, Colorado, was 12 cents on 50,000 pound minimum; $9\frac{1}{2}$ cents on an 80,000 pound minimum, and 7 cents on 100,000 pounds. The rates from Portland and Boettcher were 9 cents on 50,000 pounds, and 7 cents on 80,000 pound minimum. The failure of this Commission to increase the rates on cement in Ex Parte 168 created a 1-cent per 100 pound differential against Laramie, Wyoming. The witness further stated that Monolith is now discriminated against by the interstate application of Ex Parte 175 increases for a total of 6.308 cents per barrel to their major market, the Denver area, and could not continue to absorb this differential without studying and seriously considering all modes of transportation to restore the former long-standing relationship. In conclusion, the witness said it was the request of the Monolith Cement Company that the Commission grant the petition of the carriers, and that no exception be made on cement.

PROTESTANTS' TESTIMONY

O. F. Bridwell, Secretary of the Colorado and New Mexico Coal Operators' Association, stated this organization is an Association of coal producers operating in Southern Colorado, Western Colorado, and Northwestern Colorado, and Northeastern New Mexico, which territory produces between eighty and eighty-five per cent of the bituminous coal in the State of Colorado.

He testified his Association entered no objection to the increases sought and authorized in Ex Parte 162 or 166, but by the time Ex Parte 168 was before the Commission it was becoming clear to the coal industry that they were faced with hard times. This was borne out by the fact that in 1920 Utah was producing about 5,000,000 tons of coal annually, currently Utah's production is between 5 and 6 million tons; Wyoming in the '20's produced about 7,000,000 tons, currently producing between 5 and 6 million tons; Colorado in the '20's produced approximately 10,000,000 tons, and at the present it's annual production is down to about 4 million tons. This, the witness testified is a desperate situation, and any further pressure will have the effect of further reducing Colorado's coal production.

Exhibit No. 15, introduced by the witness, shows the annual coal production in Colorado for the Years 1873 to 1950, inclusive. This exhibit shows the production today to be the lowest since 1897. There has been a steady decline in coal production since 1920 except for the war years of 1941 to 1943, when the production was slightly over eight million tons.

Page two of this exhibit is a statement of natural gas consumption, distribution, and average consumer cost per thousand cubic feet in Colorado, and the cost per ton of coal equivalent to natural gas, consumer cost, for the Years 1935, 1940, 1945 and 1948. For the Year 1948, which is the latest year for which statistics are available, the total gas consumption was 60,528,000 MCF, with an average cost per MCF of 29.4 cents, the coal equivalent per ton is \$8.50. In 1945, the total gas consumption was 34,877,000 MCF, and the average cost was 32.7 cents per MCF, the coal cost was \$9.45. These figures have been broken down to show the consumption separately between domestic, commercial and industrial. The domestic consumption has increased from nearly 4,000,000 cf in 1935 to nearly 20,000,000 cf in 1948, the price

has dropped from 84.7 cents in 1935 to 49 cents in 1948 per MCF. Coal equivalent per ton in dollars has decreased from \$24.47 to \$14.16 for the same period of time.

Page 3 is a graph showing the relationship between competitive costs of coal and gas on the one hand and coal's ability to compete on the other hand. This graph was prepared from data of the Public Service Company of Colorado electric plant at Valmont. It shows that in 1942 the cost of coal was 91.8 per cent as much as gas cost, on a heat basis; in 1948 coal costs were 205.2 per cent as much as gas costs. Coal consumption at Valmont in 1942 was 100 per cent coal. In 1944, 61 per cent of the total heat energy consumed at Valmont was coal, currently it is about 27 per cent. According to the witness, this demonstrates what happens when coal prices get out of line with competitive fuels.

Page 4 shows the quantity and cost per ton of coal purchased by principal Colorado carriers January to July, 1951, compared with the same period for 1950. The average price F. O. B. mine in 1950 is shown as \$4.27, and in 1951, \$4.34, an increase of 1.6 per cent. Coal purchases have increased from 3,313,977 tons in 1950 to 3,616,967 in 1951 for the six Colorado carriers shown.

Representative Routt-Moffat field coal prices from January 1949 to the present on lump, nut and slack coal is shown on page 5. Line 1 of this page shows the lump, nut and slack prices, F. O. B. mine to be \$6.65, \$5.10, and \$4.60 respectively, in January 1949, as of October 1951 the prices are shown as \$6.50 on lump, \$4.75 on nut and \$4.60 on slack, a reduction on lump and nut, and the same price on slack. The witness stated there had been an increase of 70 cents per day in wages, and an increase of 10 cents per ton in the Welfare Fund as of March 1950. That again in February 1951, wages were increased \$1.60 per day, which increase was absorbed by the coal industry. That the coal producers have found it impossible to hold their market and increase prices for the past several years.

Page 6 is a statement of car shortages at coal mines on the Denver and Rio Grande Western for the period July 22nd to November 11th, 1950, by weeks. The witness stated he was unable to compile the figures for the current season but indications are they were every bit as severe as in 1950. These shortages range from a low of 24 for the week ending September 9th to a high of 151 for the week ending the 28th, 1950. According to the witness, this is indicative that the carriers could have increased their revenue had they furnished cars for the traffic offered.

Page 7 shows the net operating income and rate of return for six of the Colorado rail carriers in 1950, based on the I. C. C. valuation less depreciation and amortization, as follows:

<u>Road</u>	<u>I.C.C. Depreciated and Amortized value as of Jan. 1, 1950</u>	<u>Net Railway Operating Income</u>	<u>Rate of Return</u>
A. T. & S. F.	\$1,014,608,000	\$81,213,000	8.0
C. B. & Q.	626,212,000	37,807,000	6.0
C. R. I. & P.	452,522,000	19,934,000	4.4
U. P.	776,108,000	44,129,000	5.7
D. & R. G. W.	195,995,000	9,945,000	5.1
C. & S.	33,278,000	1,551,000	4.7

Page 8 shows the average revenue in cents per ton-mile at the present Colorado intrastate rates on lump and slack coal from Colorado producing groups, namely, Walsenburg, Trinidad, Canon City, Pikeview, Oak Hills, Crested Butte, Craig, Bowie-Somerset, Cameo-Palisade, New Castle, and Northern Colorado, to the following destinations, Wray, Fort Morgan, Longmont, Holyoke, Sterling, Julesburg, Cheyenne Wells, Limon, Fort Collins, Greeley, Burlington, and Denver, with a range of 1.31 at Wray and Holyoke to 1.97 at Limon on lump coal, and 1.04 at Sterling to 1.95 at Limon on slack coal. The average revenue per ton-mile from all of the above origins to all of the destinations is shown as 1.51 on lump coal and 1.29 on slack coal. The average revenue per ton-mile on all traffic for the six Class I carriers serving Colorado is shown as follows: A. T. & S. F., 1.42 cents; C. B. & Q., 1.19 cents; C. R. I. & P., 1.19 cents, C. & S., 1.34 cents; D. & R. G. W., 1.22 cents, and U. P. 1.29 cents.

On the basis of the above figures, the witness contends that the coal revenue per ton-mile in Colorado compares very favorably with these carriers system earnings.

Page 9 shows the out-of-pocket costs and contribution to burden for bituminous coal originating in Colorado for the Year 1950, based on the one per cent waybill analysis by the I. C. C. The exhibit shows movements of Colorado intrastate coal of 348 cars, 18,497 tons, and an average weight of 53 tons per car, with a short line distance of 122 miles. By the use of a given formula, the total out-of-pocket costs in cents per 100 pounds is shown as 6.030 and the ratio contribution of coal to the out-of-pocket cost as 0.44. The largest interstate movement shown was from Colorado to Nebraska of 75 cars and the ratio is shown as being 0.30. The ratio for the total contribution to all states is shown as being 0.38. This page also shows that on products of agriculture the ratio was 0.39, animals and products, 0.27, products of mines, 0.36, Manufactures and Miscellaneous 0.89, and products of the forest, 0.38.

Witness I. W. Stimits, Assistant Traffic Manager, Holly Sugar Corporation, Colorado Springs, Colorado, offered in evidence one exhibit consisting of 12 pages designated as No. 3. Page 1 shows the recapitulation of Delta and Swink, Colorado, intrastate carload shipments of sugar beets for the Year 1950. It shows the weighted average earnings per car mile was 43 cents, distance 57.4 miles, rate per ton, 58.8 cents, revenue per ton-mile 10.2 mills, tons per car 40.9 cents, and earnings per car \$24.05. Page 4 is a statement of freight charges paid on limerock shipped intrastate in Colorado to Delta and Swink for the 1950 season. The following weighted averages are shown, viz: Rate per ton, 238.9 cents; Distance, 239.0 miles; Earnings per car mile, 59.3 cents; Earnings per ton-mile, 10.0 mills; Tons per car, 59.3; and Earnings per car, \$141.77. Page 5 is a statement of beet sugar final molasses shipped intrastate in Colorado during 1950 to or from Holly Sugar Corporation factories for further refining. The following weighted averages are shown, viz: Rate per ton, 281.2 cents; Distance, 215.9 miles; Earnings per car, \$153.71; Earnings per car-mile and per ton-mile, 71.4 cents, and 13.0 mills, respectively; and tons per car, 54.7. Page 6 is a statement of earnings of the eight Colorado Class I railroads, 1950-1951. The weighted average return

for these eight carriers is shown as 6.54 per cent, computed on the I. C. C. valuation of these roads as of January 1, 1950. During this period there was included retroactive mail pay applicable to the Years 1947, 1948, and 1949, and therefore, on page 8 of the exhibit the witness has deducted from the net railway operating income 62 per cent of the retroactive mail pay, and arrived at an average rate of return for these eight carriers of 6.08 per cent.

To arrive at the I. C. C. value of property used in transportation service as of January 1, 1951, Mr. Stimits stated he added to the I. C. C. valuation as of the end of the Year 1949, the capital appreciation, which accrued in the Western District during the Year 1950, which figures out 3.63 per cent. He then applied that percentage to the I. C. C. valuation of January 1, 1950, to arrive at a calculated I. C. C. value as of January 1, 1951. He then took the same net railway operating income less the retroactive mail pay and arrived at a weighted average rate of return under these conditions of 5.87 per cent.

The remaining pages of the exhibit consist of a graph showing the price of sugar compared with the cost of living, also changes in wholesale food prices since decontrol, and a statement showing comparison of wholesale refined sugar prices and the price required to keep sugar on a parity with the consumers price index.

The witness testified that the proceeds from the sale of refined sugar provides the sugar processor with his principal source of revenue with which to pay the grower for his sugar beets. That if the price of sugar is held down when the production costs are constantly increasing, the only result is less money available to pay a price sufficient to maintain beet acreage to say nothing of increasing this acreage. That in January 1947, sugar was selling for \$8.09 per 100 pounds, and from this point continued upward until September, when the price was \$8.40. During the period January 1st to November 1st, 1947, sugar was under the direct control of the O. P. A. After sugar was removed from price control, Congress enacted the Sugar Act of 1948, effective with January 1, 1948. Under the provisions of this Act, the Secretary of Agriculture each December determines and sets the sugar consumption estimate in the United States for the ensuing year. This determines

the sugar that can be imported from Cuba, Puerto Rico and other sugar producing points. Thus, by determining the supply of sugar that will be available, the price is controlled by operation of law.

He further testified that in December 1949, the consumption estimate for 1950 was set at 7,500,000 tons, the price at that time was \$8.05. From January 1950, the price of sugar fell from \$8.05 to \$7.70 in April, where it remained until June. Because of the Korean War and heavy demand for sugar, the price began to rise until in July the quotation was \$7.93. To halt this price increase, the Secretary increased the consumption quota to 7,850,000 tons. However, the price continued upward, reaching \$8.22 in August, and \$8.25 in September. In August the Secretary again raised the consumption estimate to 8,700,000 tons, an increase of 1,200,000 tons over the January estimate. This had the effect of leveling off the sugar price until May 1951, when, on account of the maritime strike on the Atlantic Seaboard, which threatened a shortage of raw sugar from Cuba, the price rose to \$8.75 in June 1951. During this latter month, the Secretary again raised the estimate and, as a result, prices dropped to \$8.60 in July and to \$8.50 in August; by October 1st the price had fallen to \$8.25, which is the present price. This latter figure is 15 cents lower than the price permitted by the O. P. A. at the termination of price control in November 1947.

The beet sugar processor, according to the witness, has experienced the same pattern of increased costs in labor, material and supplies as the rail carriers.

William DeBoer, Traffic Manager for the Colorado Fuel and Iron Corporation of Denver, stated his company did not object to the increases provided their competitors pay the same increases on the same traffic. He stated their most important raw materials are coal and iron ore, and on their 1950 tonnage, based on Ex Parte 162, 166 and 168 increases, paid approximately \$1,262,210. He further stated, had the C. F. & I. plant been located in Utah and had all the coal been obtained in Utah, and similarly iron ore, the increases would have been approximately \$752,000, a difference

of over \$500,000. According to the witness, the coal rates in Utah have had two increases, 15 cents under Ex Parte 162 and 15 cents under Ex Parte 166, with no increases under 168 or 175. Colorado authorized an increase of 15 cents under Ex Parte 162 and 23 cents in Ex Parte 166 on coal, with no increase under Ex Parte 168. The witness felt this Commission should not authorize increases on intrastate traffic, when neighboring states do not prescribe the same increases or permit exceptions, to the detriment of the Colorado industry.

Exhibits Nos. 16, 17, 18, and 19, by witness K. M. Brown of the Traffic Department of the Great Western Sugar Company were offered in evidence, Exhibit No. 16 being a graph showing the sugar beet processor's cost for labor and materials, with the 1940-41 cost used as the base or 100 per cent. Figure 1 on this graph represents the operating labor cost per hour and reflects an increase of 140 per cent over the base period. The 1951-52 season will be somewhat higher due to a 7 per cent wage increase granted in August 1950, and an additional increase effective with July 1, 1951.

Figure 2 represents the cost of coal delivered to the boiler houses and shows an increase of 92 per cent over the 1940-41 base period. Figure 3 is the coke cost unloaded at the factories and shows an increase of 118 per cent. Limestone represented by Figure 4 shows an increase of 104 per cent over the base period. Figure 5 indicates the increase of all other materials required in large quantities in the manufacture of beet sugar. The witness stated the costs for 1951 could not be accurately estimated, but that all are definitely higher than shown on the graph.

According to the witness, the sugar beet processor has had to absorb these increased costs, due to the sugar prices being less than the price in 1947, and in turn has reflected itself in the price the processor can pay the grower.

The total amount of the freight charges paid direct by the Great Western Sugar Company for the three fiscal years, 1948-49, 1949-50, and 1950-51, is shown on Exhibit No. 17. Lines 27 and 28 show the acreage harvested and the freight paid per acre harvested, as follows:

	<u>1948-49</u>	<u>1949-50</u>	<u>1950-51</u>
Acres harvested --	143,730	156,199	201,431
Freight per acre --	\$55.57	\$46.11	\$51.36

The witness stated that in addition to the freight charges shown above, the rail carriers also received in revenue on inbound and outbound shipments of other commodities used in processing sugar beets an estimated \$3.25 to \$3.50 per acre.

Exhibit No. 18 is a chart and shows a comparison of revenue per acre of cropped land if sugar beet production is discouraged and the acreage is planted in other crops. The revenue per acre of dry edible beans as shown on the chart was arrived at by using the average yield for Colorado, multiplied by freight rates of 41 cents and 71 cents per 100 pounds, from Greeley Colorado to Omaha, Nebraska, and Chicago, Illinois. According to the witness, the average yield of beans for Colorado was 618 pounds per acre, which is a ten-year average. The average yield on wheat was 18.9 bushels, or 1134 pounds per acre, and the rate to Omaha and Chicago is 40 and 65 cents per 100 pounds, respectively. The revenue per acre derived from transporting sugar to Omaha and Chicago was computed on the basis of 13 tons per acre yield of sugarbeets, from which 300 pounds of sugar per ton of beets was extracted. Freight from Greeley to Omaha and Chicago on sugar being 69 and 58 cents per hundredweight, respectively.

The last two columns on the chart shows -- for the 1st column that \$51.01 freight charges were paid by the Great Western Sugar Company for the past three years per acre of sugar beets harvested -- the second column, \$54.51 per acre represents freight paid on inbound and outbound shipments.

Revenue derived on shipments of dry beans to Omaha is shown as \$2.53, and to Chicago as \$4.39. Wheat revenue to Omaha as \$4.54, and to Chicago, \$7.37. Sugar is shown as returning revenue of \$26.91 to Omaha and \$22.62 to Chicago. This latter figure is approximately one-half the revenue received for the transportation of sugar beets, while the revenue for wheat and dry beans is far less than that shown for either sugar or sugar beets.

After testifying as to the methods of handling sugar beets, both from the field and at the factory, the witness discussed Exhibit No. 19,

which is a statement of freight charges paid on sugar beets, carloads, to the eleven Colorado factories of the Great Western Sugar Company for the 1950-51 campaign. The exhibit shows the following average earnings and distances:

Total number of carloads	34,035
Total number of tons (2000 lbs.)	1,533,424
Total freight charges paid	\$652,641.35
Total car miles	712,155.5
Total ton miles	32,056,810

The weighted averages are shown as follows:

Rate per ton	42.561 cents
Distance hauled	20.905 miles
Earning per car-mile	91.643 cents
Earnings per ton-mile	20.359 mills
Tons per car	45.054 tons
Earnings per car	\$19.176

Exhibit No. 20 is a similar statement to Exhibit No. 19, except that instead of sugar beets the data covers the movements of molasses, for the Year March 1, 1950 to March 1, 1951, as follows:

Number of cars	1,236
Number of tons	66,693.03
Freight charges paid	\$65,575.09
Car miles	59,120.1
Ton-miles	3,296,411.553

The weighted averages are shown as follows:

Rate per ton	98.323 cents
Distance hauled	49.427 miles
Earnings per car-mile	110.918 cents
Earnings per ton-mile	19.893 mills
Tons per car	53.959 tons
Earnings per car	\$53.054

A comparison of the earnings per ton-mile on molasses vs. sugar beets indicated the earnings on molasses are only slightly less than sugar beets, however, these earnings are in excess of the earnings per ton-mile for the United States, the Western District and for Colorado for the Year 1950, which is reported as 1.329 cents, 1.312 cents and 1.307 cents, respectively, and shown on Mr. Kroll's Exhibit No. 1, page 4, or the 1.340 cents reported by Mr. Given of the Colorado and Southern in his Exhibit No. 14.

Mr. Brown also introduced a map, Exhibit No. 21, showing the location of various beet receiving stations in Colorado and their location with respect to beet processing factories. On the first page of the print

has been described a 5-mile circle from each factory. The beet receiving stations have been shown by red dots. At the bottom of the prints shown, the figure 784,099 tons, 43.27 per cent, which represents the tonnage of beets harvested within 5-mile radius of these factories and also it is 43.27 per cent of the total amount of beets handled into the factory. The second page is a circle described in a 10-mile radius of the same factories. The accumulated tonnage is shown as 1,443,810 tons, which represents 79.67 per cent of the total. On page 3 the circle has been extended to 15-miles radius, and the tonnage reported as 1,618,821 tons or 89.33 per cent of total tonnage. The fourth page shows 20-mile circle and tonnage of 1,713,893 tons, 94.58 per cent. The fifth and last page shows the 25-mile circle from all factories and represents the total tonnage of 1,812,185 tons, which is 100 per cent.

The average earnings in cents per ton-mile shown in Exhibit No. 22 for the United States, The Western District and Colorado were reproduced by Witness Brown from Mr. Kroll's Exhibit No. 1, and from Exhibit No. 14 introduced by Mr. Given of the Colorado and Southern Railway. These averages are then compared with the revenue per ton-mile on sugar beets and molasses for the Year 1950. The average for the first eight months on the Colorado and Southern is shown as 1.211 cents, which is below the 1950 average; however, the witness stated that the movement of sugar beets and molasses falls largely within the last quarter of the year, which would strengthen the average earnings on the Colorado and Southern for the first eight months.

The Colorado Potato Growers' Association, Denver, through its Traffic Manager, Mr. Don McCarl, stated the position of the Exchange and its member associations had not changed since the original hearing. Stating that if Colorado was to remain a potato producing state, something would have to be done to lower the transportation costs.

The witness testified that the cost of growing and preparing potatoes for market was about \$2.09 per 100 pounds taken from the 1950 records. That growers in the San Luis Valley estimated the production cost to be \$1.59 per hundredweight, with the cost of processing for shipment as follows:

Cost of new shipping bags	\$.25
Average cost of grading	.14
Average cost of handling	.08
Inspection	.02½
Control Board fees	.01
Total -	\$.50½

He stated that potatoes which were selling for \$4.00 per hundred weight in a retail store have their cost in the following percentage. The grower or producer receives about \$1.70 or 42½ per cent. The dealer received about ten cents, or 2½ per cent. The broker receives about the same amount. The wholesaler receives about fifty cents, or 12½ per cent of the \$4.00. The average freight or hauling charge was about twenty per cent. There was very little profit to anyone in the potato business in the 1950 season, but the producer or grower was the only one that operated at a complete loss, and for this reason cannot assume any further increase in his transportation costs.

Mr. P. H. McMasters, of the Great Western Sugar Company, Denver, Colorado, stated the current season has witnessed a very sharp decline in the acreage planted in sugar beets. The July 1951 issue of "Crop Production" issued by the United States Department of Agriculture reports as of July 1 an estimated 716,000 acres of sugar beets will be harvested in 1951, as contrasted with 926,000 acres for 1950. This represents a 23 per cent decline for the country as a whole, which has grown out of conditions over which the beet industry has no control. According to the witness, the reduction in Colorado is substantial.

The witness stated that practically all indices of prices show the increase in the prices of sugar beets has been small compared with other major agricultural commodities, which is shown in the following table:

Index Number of Prices Received by Farmers (1)

	<u>5-year Average Jan.1935 to Dec.1939</u>	<u>July 15, 1950</u>	<u>July 15, 1951</u>
All farm products	100	246	275
All crops	100	238	255
Food grains	100	240	251
Feed grains	100	211	232
Cotton	100	320	378
Oil-bearing crops	100	236	281
Meat animals	100	317	353

(1) Computed from data page 6, Agricultural prices, July 27, 1951, U. S. D. A.

According to the witness, using the period 1935-39 as 100, sugar beet prices stood at 203 in 1950 and 211 in 1951, a figure less than the index for any major group. The wholesale price on sugar at New York, net cash, using 1935-39 as base or 100, was 166 July 15, 1950 and 179 on August 15, 1951. Today it stands at 173.

Exhibit No. 23 is a chart showing the division between growers and factories of the net proceeds from sale of refined beet sugar in the United States. It shows that for the period 1932 to 1940 the division was about equal, however, from 1940 until 1950, the growers' share of the sugar dollar has continued to expand.

Frank J. Rebhan, of the American Crystal Sugar Company, stated his company owns and operates nine factories in six western states which are set forth in Exhibit No. 25. The one factory in Colorado is located at Rocky Ford.

Exhibit No. 26, consisting of two pages, is a statement of freight charges paid on sugar beets shipped from stations in Colorado and Texas to the Rocky Ford plant during the 1950 season. Freight charges paid on sugar beets shipped to Rocky Ford from Colorado origins amounted to \$47,883 for the 1950 season. Had the six per cent increase sought by the petitioners in this application been applicable, the increased cost would have been approximately \$2,873.00, based on the 1950 tonnage.

The following weighted averages are shown for all sugar beet movements to Rocky Ford during the 1950 campaign:

	<u>From</u>		
	<u>Colorado</u>	<u>Texas</u>	<u>All Points</u>
Rate per ton	67.61 cents	308.0 cents	110.0 cents
Average distance	71.25 miles	338.0 miles	118.32 miles
Earnings per car-mile	61.84 cents	37.35 cents	57.52 cents
Earnings per ton-mile	15.41 mills	9.17 mills	14.31 mills
Average tons per car	40.90 tons	41.32 tons	41.04 tons

The revenue per ton-mile on beets moved within Colorado of 15.41 mills, or 1.541 cents, also the revenue for movements from both Colorado and Texas 1.431 cents is higher than the 1.329 cents for Class I railroads in the United States for 1950, as well as the 1.307 shown by Mr. Kroll in his Exhibit No. 1, page 4.

The sugar beet tonnage harvested and the percentage hauled by grower's trucks from points in Colorado to Rocky Ford is shown in Exhibit No. 27, also the tonnage harvested and trucked for the Years 1945 to 1950 inclusive. The average trucked for the six year period, 1945 to 1950, in Colorado, is 13.06 per cent of the total tons harvested. The witness stated that his company has endeavored to hold the tonnage to the rail carriers, but, if the increases are authorized, it could induce additional hauling of beets to the factory by truck, and the company could afford to make a trucking allowance to influence such truck hauling. The witness stated if the beets grown in the Vroman, Hawley, Manzanola, Elder and Fowler territories were diverted to trucks, the loss in revenue to the railroads would be in excess of \$11,000.00.

Limerock used at the Rocky Ford plant is obtained from Wellsville, Colorado. The tonnage of limerock moved to Rocky Ford from Wellsville for the 1950 season amounted to 10,855 tons. The present rate from Wellsville to Rocky Ford is \$1.49 per ton, and if the increase is authorized, the rate would become \$1.58, an increase of 9 cents per ton, which, based on the 1950 tonnage would increase the freight charges \$977.00. This increase the witness stated would have to be absorbed by the processor, which would revert back to the grower, because it would restrict the price the Sugar Company could pay for the beets from the farmer. He further stated if the processor wishes to continue the operations of the Rocky Ford plant and maintain or increase the beet tonnage, they will divert the hauling particularly in Colorado to trucks to recoup at least a portion of the increased costs if this application is approved.

The Ideal Cement Company operates plants at Portland and Boettcher, Colorado. The operations at Portland are for the manufacture, selling and shipping of cement and plaster, in straight or mixed shipments, carloads, to destinations in Colorado and surrounding states. Some shipments of plaster are made to their Boettcher plant for resale in small lots or reshipped in mixed carloads with cement. They also produce at Portland and ship in carloads some ground or pulverized limestone for agricultural purposes, or for combating mine damp in coal mines.

At Boettcher, they produce cement which is sold and shipped in straight carloads, or with a small amount of plaster in occasional mixed cars, to points in Colorado and other states.

White cement, carloads, originating generally at Houston, Texas, or points in Pennsylvania, is shipped to both Portland and Boettcher for resale and reshipment in small quantities with carloads of cement, etc.

The Boettcher plant is a heavy user of coal in carloads, originating generally in Colorado and/or Wyoming. The Portland plant uses natural gas, also some fuel oil from Denver, Kansas or Oklahoma origins. Both plants are heavy users of paper bags, fire brick, grinding balls and other materials which are received in carloads, also hundreds of L. T. L. shipments of materials and supplies.

Mr. T. C. Taylor, Traffic Manager for the Ideal Cement Company, stated his company has objected to these various Ex Parte increases since Ex Parte 162 increase of twenty per cent, maximum of 6 cents, was established on cement. In Ex Parte 162, the carriers sought an increase of $2\frac{1}{2}$ cents on cement rates, so the twenty per cent allowed with a maximum of 6 cents was substantially greater than that sought, and this Commission followed the I. C. C. award by granting the same increases on intrastate traffic.

To prove the Colorado rates are too high, Mr. Taylor prepared and offered in evidence Exhibit No. 28, showing the present Colorado Scale III rates up to 290 miles, compared with the so-called "MKT" Scale for the same distance, established by the Missouri-Kansas-Texas Railroad in August, 1951, from their cement mill Scale III origins at Dewey, Oklahoma; Chanute, Humboldt and Iola, Kansas, which Kansas points are a part of the so-called Kansas Gas Belt Mills, to stations on their line in Oklahoma, north of Durant and Oklahoma City, Oklahoma, also their Kansas and Missouri stations. The witness stated this reduced scale is not subject to Ex Parte 175 increases or any reissues thereof. The witness further stated that these rates were calculated on the actual short line mileages, which upset the "Western Cement Scale" and formulae, used in I. C. C. Docket No. 22020, wherein Scale III and IV rates were established to and within Colorado, with some exceptions. He also

stated that effective October 24th, the "MKT" Scale will take the reductions in all of Kansas, except western one-fourth of the State, and over practically the entire State of Oklahoma, except the Panhandle and the southeastern corner east of the line of the Missouri-Kansas-Texas from Red River north to Muskogee, and as extended to Joplin, Missouri, which southeast segment was excluded.

According to the witness, the Missouri-Kansas-Texas Railroad stated these reductions were for the purpose of preventing the actual and impending threatened trucking; also, the Southwestern Freight Bureau and the Western Trunk Line carriers have had similar scales under consideration for general application since October, 1949.

The exhibit compares the Western Cement Scale III rates in Colorado common point territory (except from Portland and Boettcher to Denver and directly intermediate points) with the "MKT" scale applicable in Kansas, Missouri and Oklahoma, and the truck-compelled scales of 150 miles in Idaho and 75 miles in Texas. In Colorado the sum of the mileage rates for 75 miles is 222 cents, in Texas 153 cents, in Idaho $148\frac{1}{2}$ cents, and the "MKT" scale is $164\frac{1}{2}$ cents. For distances up to 150 miles the sum of the Colorado rates is 511 cents, in Idaho $374\frac{1}{2}$ cents, and the "MKT" scale $394\frac{1}{2}$ cents. For distances up to 290 miles the sum of the Colorado rates is 761 cents and the "MKT" scale $616\frac{1}{2}$ cents. Beyond 75 miles the Texas rates are on the scale III basis, and the Idaho scale runs out at 155 miles. The ton-mile earnings on the Colorado rates (based on 50 tons per car) range from 480 mills for 5 miles to 18.6 mills for 290 miles, and the car-mile earnings range from \$24.00 for 5 miles to 93 cents for 290 miles.

On the basis of this showing, it is the contention of the witness that the rates in Colorado are already too high and should not be subject to any additional increase.

Exhibit No. 29 is a statement showing the rates on cement, the ton-mile revenue, the car-mile revenue, and the Scale III rates from Portland, Colorado, to Grand Junction and Craig, Colorado, subject to minimum weights of

38,000, 50,000, 80,000, and 90,000 pounds. The exhibit shows a rate of 44 cents per 100 pounds on a 38,000 pound minimum weight, and 34 cents on a 90,000 pound minimum, from Portland to Grand Junction for a distance of 304 miles. Also a rate of 35 cents per 100 pounds on a 50,000 pound minimum and 33 cents per 100 pounds on an 80,000 pound minimum from Portland to Craig for a distance of 337 miles.

The witness contends that where different rates are published for different minimums, the general rule is that 80,000 pound minimum rate should be 85 per cent of the 50,000 pound rate. So, if 35 cents is proper for 50,000 pounds to Craig, the 80,000 pound rate should be 30 cents. The 38,000 pound minimum to Grand Junction, Colorado, probably should be 50,000 pounds and the rate one cent under Craig or 34 cents, and the 90,000 pound (probably should be 80,000 pound) rate should be 29 cents. At any rate, according to the witness, the Grand Junction rates are unduly high as are the revenue in mills per ton-mile and the revenue per car-mile, calculated at the prevailing minimum weights.

Due to the varying minimums and rate measures, mixtures, etc., applicable in Western Colorado, which are based on motor competition, the witness stated it is impracticable to make a suitable comparison with any recognized scale other than to say that if the D&RGW view is used, that is, that the basic rate should be 125 per cent of Scale IV, which basic scale is 120 per cent of Scale III, the result would be now 144 per cent of Scale III east, versus 216 per cent west, a difference of 72 per cent, which is 50 per cent higher than the 144 per cent on and east of the Colorado Common Points, which makes the westbound traffic more susceptible to motor competition.

Witness Taylor stated that the plaster scale of rates is approximately the same as the cement Scale IV up to 45 miles, beyond that and up to 350 miles it is from 1 to 3 cents higher than cement, beyond 350 miles the cement and plaster rates are the same. He further stated the principal outlet for plaster in carload lots was in Pueblo, Colorado Springs and Denver,

with an occasional car to Southern Colorado. According to the witness, the shipping characteristics are substantially the same for both plaster and cement, therefore it was the position of the witness that no increase be authorized on either plaster or cement.

The balance of Witness Taylor's testimony has been given consideration. However, we do not deem it essential to recite it herein.

COMMISSION'S OBSERVATIONS

Considerable evidence and much space has been devoted by the carriers in both the May and October hearings as to the earnings based on the net property investment, the operating revenue versus operating expenses for the Years 1948 and 1949, and for the first two months of 1950. Also, the straight time hours worked, compensation paid, for the Years 1948, 1949, and 1950. The amount of increases represented in these three years in the prices of materials and supplies, including fuel. An economic comparison of the situation in the United States compared with similar conditions in Colorado. This latter was particularly true in the October hearing where Mr. Kroll presented figures to show prices paid farmers, also a statement showing the farm marketings of selected items, and the average price received by the farmers in Colorado.

In discharging our responsibility in the premises, we must consider the future need of the petitioners for increased revenues to enable them to provide an adequate transportation service. But this need must be weighted in the light of the law that rates shall be just and reasonable to the public.

Increased costs sustained by the petitioners are not being encountered on a declining or even a stabilized volume of traffic. Our problem is to evaluate all of these elements as accurately as circumstances will permit to determine whether the petitioners are entitled to the increase sought herein.

Economically speaking, the Years 1948 and 1949 were exceptionally good years for Agriculture in Colorado, with continued high production in most areas of the State and continued high prices for crops and livestock.

Statistics provided by the United States Department of Agriculture show that cash receipts from farm marketings of crops and livestock in Colorado set an all time record high of \$577,710,000 in 1948, of this the total livestock receipts amounted to \$306,093,000 and crops \$262,161,000. Government subsidy payments added \$9,456,000. Due to lower prices in 1949, receipts were off about 10 per cent from the high of 1948 and totaled \$529,605,000, of this amount, livestock receipts were \$260,347,000 and crops \$245,286,000. Government subsidy payments amounted to \$3,472,000. The Government subsidies include rental and benefit, soil conservation, agricultural adjustment program, price parity and the Sugar Act payments.

Cattle, in 1949, in number was down in Colorado in contrast to an increase for the nation as a whole. Colorado had three per cent less cattle of all kinds January 1, 1950 than January 1, 1949, while in the same period the national inventory increased 3 per cent. There were 1,746,000 head of cattle and calves in Colorado on January 1, 1950, with a value of \$125.00 per head and a total value of \$218,250,000; the number as of January 1, 1949 was 1,800,000 with a value per head of \$134.00 or a total value of \$241,200,000; a seven per cent decrease in value per head and a three per cent decrease in numbers.

Colorado sheepmen continued to reduce their flocks. The number of stock sheep as of January 1, 1950 was the lowest since 1926. The record blizzard in January 1949 caused heavy losses in some areas of northern and northwestern Colorado, resulting in a greatly reduced lamb crop the following spring. The number of stock sheep January 1, 1950, were only 1,186,000 head, 2 per cent below the 1949 figure of 1,210,000. The value per head was \$21.30 January 1, 1950, with a total value of \$25,262,000. A year earlier the per head value was \$20.60, and a total value of \$24,926,000.

Hogs in Colorado show an increase of 5 per cent in 1949 over 1948, with a total of 351,000 head on farms as of January 1, 1950 compared with 334,000 head on January 1, 1949. Eastern Colorado and the San Luis Valley accounted for most of the increase in 1949. Hog values showed a big drop in 1950 from 1949 prices. The average value per head of all hogs January 1, 1950

was \$24.60 and the total value was \$8,635,000 compared with January 1949 value per head of \$34.80 and a total value of \$11,623,000. In 1948, the per head value reached a record high of \$43.60.

Horses and mules continued to decline in numbers and value through 1948 and 1949.

The overall picture of the Colorado mineral industry is good. The value of all products -- metals, industrial minerals, petroleum and coal for 1949 reached a new record of \$140,501,059. This figure was nearly double the 1946 production total of \$77,573,000.

The important gain was in production of petroleum. In 1946, the petroleum values was 20 per cent of the total Colorado mineral production. In 1949, petroleum values accounted for slightly over 43 per cent.

Metal mining continues at fairly high level throughout 1949 in the face of declining prices. Metal values for 1949 were under those of 1948, but were substantially higher than for 1946.

The value of coal produced in Colorado in 1949 amounted to slightly under \$23 million. This represents a decrease of about \$5 million from 1948. Labor trouble in 1949 continued to plague the coal industry and this fact has apparently resulted in substantial domestic conversion to other types of fuels.

The development of uranium minerals in Colorado has become a factor in the development of Colorado mineral industry.

Manufacturing gains during the past decade continue as an important factor in stabilizing and balancing a healthier condition in Colorado. Manufacturing in Colorado increased from \$90,330,000 in 1939 to \$286,774,000 in 1947, a gain of 217.5 per cent. Half of the manufacturing plants in Colorado were located in Denver County, both in 1947 and 1939. These plants in 1947 produced 56.6 per cent of the value added by manufacture or \$162,391,000. Pueblo County had eighty plants and in 1947 produced 13.4 per cent of the total value, or \$38,536,000. Larimer County with 57 plants produced 3.7 per cent with a value of \$10,653,000. Adams County with 25 plants produced 3.6 per cent, or \$10,385,000.

The average or typical Colorado manufacturing establishment is small, employing but a handful of people. Out of 1602 manufacturing plants reporting

in 1947, 1500 employed less than 100 persons; 1399 employed fewer than 50; and 1,177 employed fewer than 20.

Colorado manufacturers are restricted to a primary marketing area that does not extend far beyond the boundaries of the State, and the majority of its industries cannot look beyond the Rocky Mountain Empire States of Montana, Wyoming, Utah and New Mexico for its markets.

The above briefly outlines the economic situation prevailing in Colorado. It is this status -- whether good or bad -- that determines the traffic to move, and it is to traffic that the carrier must look for his revenue to maintain a system of transportation to meet the needs of the shipping public.

On April 11, 1952, the Interstate Commerce Commission issued its further order in Ex Parte 175 granting an increase generally of fifteen (15) per cent on interstate rates and charges in lieu of the six (6) per cent authorized in its order of August 2, 1951.

On April 22, 1952, Mr. H. M. Boyle, Chairman for Colorado Railroads, requested this Commission to render its decision on the fifteen (15) per cent increase permitted by the I. C. C. in its order of April 11, 1952, on the record made before this Commission in the October 17, 1951 hearing without further hearing.

Copies of Mr. Boyle's request were mailed by Mr. Boyle to all parties of record at the October 17, 1951 hearing.

The Commission does not feel that the additional nine (9) per cent increase should be authorized without a further hearing, whereby the public will have a full opportunity to be heard.

F I N D I N G S

THE COMMISSION FINDS:

That, on the record as made in the hearings of May 2, 1951 and October 17, 1951, and on the reports of the Interstate Commerce Commission dated March 12, 1951 and August 2, 1951 in Ex Parte 175 and Sub 1, this Commission finds that the applicants should be authorized to make the same relative increases in rates and charges on Colorado Intrastate traffic as was authorized by the Interstate Commerce Commission in its reports and orders

decided March 12, 1951 and August 2, 1951, in Docket No. 175 and Sub 1 (which in the first instance authorized an increase of 2 per cent in this territory, but which was cancelled by the order of August 2, 1951, when a 6 per cent increase was authorized in this area, subject to certain stated exceptions), except that no increase should be authorized in connection with line-haul carload rates on coal, sugar beets, beet sugar final molasses, limerock and/or limestone, dolomite, ganister and cement, and that a further hearing should be held relative to the additional nine (9) per cent increase as authorized by the Interstate Commerce Commission in its order dated April 11, 1952.

O R D E R


THE COMMISSION ORDERS:

That this order shall become effective forthwith; that the above Statement and Findings are made a part hereof; that all common carriers by railroad parties to this petition, operating as such within the State of Colorado, accordingly as they participate in the transportation, be, and they are hereby, authorized, except as otherwise provided herein, to apply 6 per cent increases in rates and charges (with certain lesser increases on various commodities) as approved by the Interstate Commerce Commission in its report in Ex Parte 175 and Sub 1, Increased Freight Rates, 1951, decided August 2, 1951, 281 I. C. C. 557, which report, to the extent same is applicable on Colorado Intrastate traffic is hereby adopted and made a part hereof; that said increase may be made effective on June 30, 1952, upon notice to this Commission and to the general public, by not less than 10 days' filing and posting in the manner prescribed in Section 16 of the Public Utilities Act; that no increase shall be made in connection with line-haul carload rates on coal, sugar beets, beet sugar final molasses, limerock and/or limestone, dolomite, ganister, and cement; that all outstanding unexpired orders of this Commission authorizing or prescribing rates, be, and they are hereby, modified to the extent necessary to permit the increased rates and

charges herein authorized to be applied; in all other respects said orders shall remain in full force and effect, unaffected by this order; that all tariffs or supplements changing rates or charges by authority of this order shall bear specific reference to this order; that jurisdiction be, and it hereby is, retained by this Commission to determine, if need be, the lawfulness or reasonableness of any particular rate or group of rates resulting from this order.

It is further ordered that the petition, insofar as it relates to an additional nine (9) per cent increase be, and the same is hereby, assigned for hearing on July 10, 1952, at ten o'clock A. M., in the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Jeff W. Sawley
Ralph C. Hobart
John H. L. Reel
Commissioners.

Dated at Denver, Colorado,
this 9th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
F. J. KULHANEK, 912 SIXTH AVENUE,)
LONGMONT, COLORADO.)

PERMIT NO. B-994

May 29, 1952

S T A T E M E N T

By the Commission:

By Decision No. 37845, of date December 7, 1952, F. J. Kulhanek, Longmont, Colorado, was authorized to suspend operations under Permit No. B-994 until May 30, 1952.

The Commission is now in receipt of a communication from said permit-holder, requesting that he be authorized to further suspend operations under said permit for another six-months period.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

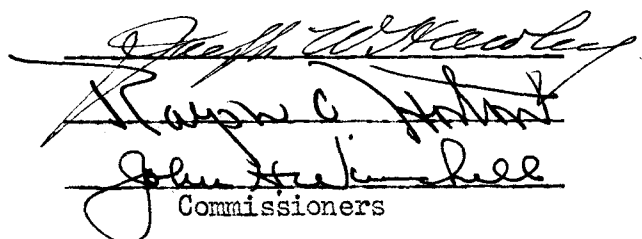
O R D E R

THE COMMISSION ORDERS:

That F. J. Kulhanek, Longmont, Colorado, should be, and he is hereby, authorized to further suspend operations under Permit No. B-994 until November 30, 1952.

That unless said permit-holder shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked, without right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 29th day of May, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
F. J. KULHANEK, 912 SIXTH AVENUE,) PERMIT NO. B-994
LONGMONT, COLORADO.)

May 29, 1952

S T A T E M E N T

By the Commission:

By Decision No. 37845, of date December 7, 1952, F. J. Kulhanek, Longmont, Colorado, was authorized to suspend operations under Permit No. B-994 until May 30, 1952.

The Commission is now in receipt of a communication from said permit-holder, requesting that he be authorized to further suspend operations under said permit for another six-months period.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

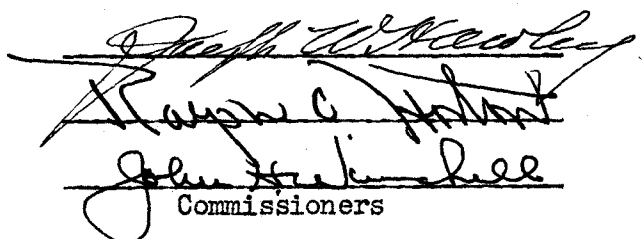
O R D E R

THE COMMISSION ORDERS:

That F. J. Kulhanek, Longmont, Colorado, should be, and he is hereby, authorized to further suspend operations under Permit No. B-994 until November 30, 1952.

That unless said permit-holder shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked, without right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 29th day of May, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
EUGENE GILLAND AND ROBERT A. GIL-)
LAND, CO-PARTNERS, DOING BUSINESS) PUC NO. 2206
AS "GILLAND BROTHERS," 2512 BIJOU)
STREET, COLORADO SPRINGS, COLORADO.)

June 9, 1952.

Appearances: Ben T. Delahay, Esq., Colorado Springs,
Colorado, for Gilland Brothers.

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from Ben T. Delahay, Esq., in behalf of the above-styled certificate-holders, requesting that they be authorized to suspend operations under PUC No. 2206.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

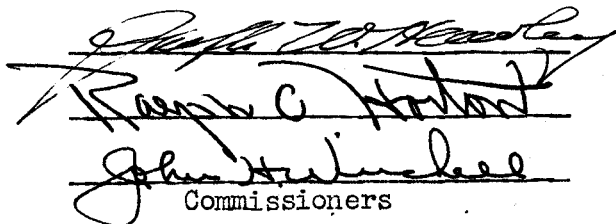
O R D E R

THE COMMISSION ORDERS:

That Eugene Gilland and Robert A. Gilland, co-partners, doing business as "Gilland Brothers," Colorado Springs, Colorado, should be, and they are hereby, authorized to suspend operations under PUC No. 2206, nunc pro tunc, for a period of six months from May 3, 1952, or until November 3, 1952.

That unless said certificate-holders shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said certificate, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to common carrier certificates, said certificate, without further action by the Commission, shall stand revoked, without right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 9th day of June, 1952.

mw

(Decision No. 38842)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
GORDON M. WALKER, DOING BUSINESS AS
"GORDON'S", FORT COLLINS, COLORADO,
RE PROPOSED CHANGES IN RATES ON MILK
TO FORT COLLINS, JOHNSTOWN, AND WELL-
INGTON, COLORADO.

INVESTIGATION AND SUSPENSION
DOCKET NO. 334.

June 8, 1952

Appearances: Gordon M. Walker, pro se,
Fort Collins, Colorado;
William M. Brayden, for the
Commission, Denver, Colo-
rado.

S T A T E M E N T

By the Commission:

On January 7, 1952, Gordon M. Walker, doing business as "Gordon's", Fort Collins, Colorado, issued Supplement No. 1 to his Motor Freight Tariff No. 1, Colo. P.U.C. No. 1, wherein he proposed to increase rates for the transportation of milk from farms in the territory served by his common carrier Certificate No. 2346, as more specifically set forth in Items Nos. 120-A and 130-A, to destination points of Fort Collins, Wellington and Johnstown, Colorado. The proposed rates were published to become effective February 8, 1952.

On February 4, 1952, by Decision No. 38134, the Commission, on its own motion, suspended the proposed rates for a period of one hundred and twenty days, or until June 6, 1952.

Under date of May 19, 1952, the Commission assigned the matter for hearing at 10:00 o'clock A. M., on June 4, 1952, at the Court House, Fort Collins, Colorado, with due notice to all parties who would be affected by the proposed changes in rates.

In support of the proposed rates, Mr. Walker offered four exhibits, designated as Exhibits "A", "B", "C," and "D".

In Exhibit "A", Mr. Walker indicated a distance of 135 miles is traversed each day in serving the customers on his two routes. The truck expense is shown on the exhibits as \$4878.22 for the year 1951 and the wages paid drivers during the same period amounted to \$4140.00, making a total of \$9018.22. The total revenue received amounted to \$7806.66, resulting in a loss of \$1,211.56 for the year 1951.

In Exhibit "B", Mr. Walker has compared 1948 labor costs, tire costs and new equipment costs with the same costs for 1951. The exhibit shows that labor costs have increased 33 per cent, tire costs, 50 per cent, and the cost of new equipment has increased 50 per cent. The witness also stated that insurance, taxes, gasoline, oil and auto repair parts have all shown marked increases since 1948.

Exhibit "C" is a description of the carrier's equipment.

Exhibit "D" shows the relationship of milk prices in 1948 and 1952. The exhibit shows the price per pound butterfat for grade "C" milk in December, 1948, as 95 cents, while in May, 1952, the price was \$1.07.

The witness stated that approximately 70 per cent of his customers would be affected by the proposed rate changes and he estimated that his revenue would be increased by approximately \$50.00 or \$60.00 per month; however, this would not cover the loss sustained in 1951, which approximated \$100.00 per month.

No one appeared in opposition to the proposed changes, although all of the shippers had been duly notified by the Commission.

The Commission has carefully reviewed the proposal of applicant for his increase in rates on milk, as more particularly set forth herein, and after careful consideration thereof is of the opinion that said rates are lawful, just, and reasonable, as hereinafter limited.

FINDINGS

THE COMMISSION FINDS:

That the proposed rates for the transportation of milk as published in Items Nos. 120-A and 130-A, in Supplement No. 1 to Motor Freight Tariff No. 1, Colo. P.U.C. No. 1, issued by Gordon M. Walker, doing business as "Gordon's", should be authorized.

ORDER

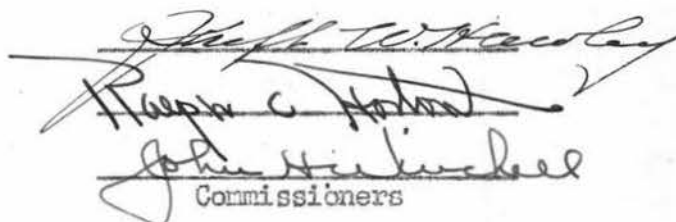
THE COMMISSION ORDERS:

That the Statement and Findings contained herein be, and they are hereby, made a part hereof.

That Gordon M. Walker, doing business as "Gordon's," be, and he hereby is, permitted to put into effect the rates on milk as published in Items 120-A and 130-A, in Supplement No. 1 to Motor Freight Tariff No. 1, Colo. P.U.C. No. 1, to become effective June 16, 1952, upon notice to the Commission and the general public by not less than one day's filing and posting in the manner prescribed in Section 16 of the Public Utilities Act; provided, however, that said tariff publication shall contain more specific time and weight specifications.

That the order heretofore entered in this proceeding suspending the rates and charges contained in Supplement No. 1 to Motor Freight Tariff No. 1, Colo. P.U.C. No. 1, be, and the same is hereby, vacated, and this proceeding discontinued as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 6th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
EUGENE E. WILLIS, DOING BUSINESS)
AS "PARKER TRANSFER," FRANKTOWN,)
COLORADO.)

PUC No. 37

June 18, 1952

S T A T E M E N T

By the Commission:

On March 21, 1952, the Commission authorized Eugene E. Willis, doing business as "Parker Transfer," Franktown, Colorado, to suspend operations under his Certificate of Public Convenience and Necessity No. 37 until October 1, 1952.

The Commission is now in receipt of a communication from the above-named certificate-holder requesting that his certificate be reinstated.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Certificate of Public Convenience and Necessity No. 37 should be, and the same hereby is, reinstated as of June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Raymond C. Anton
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
NESTOR MARTINEZ, 2344 STOUT)
STREET, DENVER, COLORADO.)

PERMIT B-4374

June 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee requesting that his Permit No. B-4374 be suspended for six months from May 17, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Nestor Martinez, Denver, Colorado, be, and he is hereby, authorized to suspend his operations under Permit No. B-4374 until November 17, 1952.

That unless said Nestor Martinez, Denver, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Nelson
John H. Winchell

Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
M. L. GORDON, CASTLE ROCK,)
COLORADO.)
-----)

PERMIT No. A-1366

June 20, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee requesting that his Permit No. A-1366 be suspended for six months from June 12, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That M. L. Gordon, Castle Rock, Colorado, be, and he is hereby, authorized to suspend his operations under Permit No. A-1366 until December 12, 1952.

That unless said M. L. Gordon, Castle Rock, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold W. C. Horton
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 20th day of June, 1952.
mls

original

(Decision No. 38846)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
SOUTHERN COLORADO POWER COMPANY,
115 WEST 2nd STREET, PUEBLO, COLO-
RADO, TO ISSUE 712,312 SHARES OF
COMMON CAPITAL STOCK HAVING A PAR
VALUE OF \$7.50 PER SHARE, UPON THE
RECLASSIFICATION OF, AND IN EX-
CHANGE FOR, AN EQUAL NUMBER OF
SHARES OF COMMON CAPITAL STOCK,
WITHOUT NOMINAL OR PAR VALUE, AND
FOR APPROVAL OF INCIDENTAL BOOK
ENTRIES.

APPLICATION NO. 11793--Securities

June 9, 1952

Appearances: J. W. Preston, Esq., Pueblo,
Colorado, for applicant;
Ralph Sargent, Jr., Esq.,
Denver, Colorado, for
the Commission.

S T A T E M E N T

By the Commission:

Southern Colorado Power Company, a Colorado corporation, herein-
after sometimes called "Company," filed its application before this Com-
mission on May 12, 1952, requesting authority of the Commission, under Sec-
tion 3, Chapter 137 of the 1935 Colorado Statutes Annotated, as amended,
to issue 712,312 shares of its common capital stock, having a par value
of \$7.50 per share, upon the reclassification of, and in exchange for,
712,312 shares of its outstanding common capital stock, without nominal
or par value, following the filing with the Secretary of State of the
State of Colorado of a certificate of amendment of the Certificate, or
Articles, of Incorporation of said Company, amending the Certificate, or
Articles, of Incorporation of said Company, as heretofore amended, by sub-
stituting for Article III thereof a new Article III, pursuant to an amend-
ment of said Certificate, or Articles, of Incorporation of said Company
as theretofore amended, duly and regularly adopted by its stockholders at

a special meeting of its stockholders, duly and regularly called and held in accordance with law and the by-laws of said Company on May 9, 1952, by a vote of more than two-thirds of the outstanding common capital stock of said Company, without nominal or par value, which common capital stock, without nominal or par value, constitutes the only authorized shares of capital stock of said Company now existing, changing and reclassifying the existing shares of common capital stock of said Company, without nominal or par value, into shares of common capital stock having a par value of \$7.50 per share, and increasing the authorized number of shares of common capital stock of said Company from 750,000 shares, without nominal or par value, to 1,000,000 shares, having a par value of \$7.50 per share, and providing for the exchange, on a share-for-share basis, of 712,312 shares of said new common capital stock, having a par value of \$7.50 per share, for an equal number of shares of the existing common capital stock of said Company, without nominal or par value, and said application also requests the approval of this Commission, incident to such reclassification and exchange, of the transfer on the books of said Company of \$467,797.64 from the Retained Income Account to the Common Capital Stock Account of said company.

Said application was set for hearing, with due notice to all interested parties, and a public hearing was had at the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, on May 26, 1952, and the matter was taken under advisement.

Applicant is a Colorado corporation, and is engaged in the business of generating, transmitting, distributing, and selling electrical energy in the Counties of Pueblo, Fremont, Teller, Custer, Otero, Crowley, and El Paso, in the State of Colorado, as a public utility, its principal office and headquarters being located in Pueblo, Colorado. Company's operations are confined wholly to the State of Colorado.

Company's authorized capital stock consists of 750,000 shares of common stock, without nominal or par value of which 712,312 shares are outstanding. Said 750,000 shares of common capital stock, without nominal or par value, constitutes the entire authorized capital stock of Company.

By Resolution of the stockholders of Company, adopted by a vote

of more than two-thirds of the outstanding capital stock of Company, at a special meeting duly and regularly called and held on May 9, 1952, a certified copy of which Resolution, marked "Exhibit 2," was introduced in evidence, the Certificate of Incorporation of Company, as theretofore amended, was further amended so as to change and reclassify the existing authorized shares of common capital stock of said Company, without nominal or par value, into shares of common capital stock having a par value of \$7.50 per share, and so as to increase the authorized number of shares of common capital stock of Company from 750,000 shares, without nominal or par value, to 1,000,000 shares, having a par value of \$7.50 per share, and so as to issue, upon the reclassification of, and in exchange for, said 712,312 shares of outstanding common capital stock, without nominal or par value, an equal number of shares of new common capital stock of Company, having a par value of \$7.50 per share, and by said Resolution the proper officers of said Company were authorized to make, verify, and file a certificate of such amendment of said Certificate of Incorporation in the Office of the Secretary of State of the State of Colorado, and to file certified copies thereof in the offices of the County Clerks and Recorders of the several counties of the State of Colorado in which said Company owns real estate.

At said special meeting of the stockholders of Company, another Resolution, a certified copy of which, marked "Exhibit 3," was introduced in evidence, was adopted by the stockholders of Company, approving, ratifying, and confirming the action of Company's Board of Directors in directing, (conditional upon the adoption by the stockholders of said amendment of the Company's Certificate of Incorporation), the transfer on the books of Company of \$467,797.64 from the Retained Income Account to the Common Capital Stock Account of Company, and authorizing and directing the proper officer, or officers, of Company to file with this Commission an application or petition for an order of this Commission authorizing and approving the issue of said 712,312 shares of the new common capital stock of Company, having a par value of \$7.50 per share, upon the reclassification of, and in exchange for, an equal number of outstanding shares of the

existing common capital stock of Company, without nominal or par value, and approving, as incidental thereto, the transfer of \$467,797.64 on the books of Company from the Retained Income Account to the Common Capital Stock Account, which Resolution also directed that the filing of said certificate of amendment to Company's Certificate of Incorporation be withheld until an authorizing and approving Order of this Commission shall have been obtained.

It was shown in evidence that the stated value of said 712,312 shares of Company's outstanding common capital stock, without nominal or par value, is \$4,874,542.36, which is carried on the books of Company, and the entries proposed to be made on the books of Company will be as follows:

	<u>Debit</u>	<u>Credit</u>
Retained Income (Surplus)	\$467,797.64	
Common Capital Stock		\$467,797.64

To transfer the above amount from Retained Income (Surplus) to Common Capital Stock to place a par value of \$7.50 per share on 712,312 shares of Common Capital Stock outstanding, per amendment to Certificate of Incorporation authorized by the stockholders at their special meeting held May 9, 1952.

There was introduced in evidence Exhibit 4, being the Balance Sheet of Company as of March 31, 1952, and a pro forma Balance Sheet reflecting the proposed reclassification and change of common capital stock of Company from stock without nominal or par value to stock having a par value of \$7.50 per share, and reflecting the proposed transfer of \$467,797.64 from Retained Income Account to Common Capital Stock Account.

It was shown in evidence that the proposed increase in the number of shares of the capital stock of Company from 750,000 shares to 1,000,000 shares would provide Company with additional stock for further equity financing of Company's capital requirements, and that the change from stock without nominal or par value to stock having a par value of \$7.50 per share would result in largely decreased transfer taxes on stock transfers, and that the effect of the proposed amendment to the Certificate of Incorporation of the Company and of the reclassification and change of its capital stock would not be to reduce the market value of its stock,

and that it was not contemplated that stockholders would be required to surrender their certificates of stock for exchange for new certificates of stock until they desired to transfer same, unless they should desire to have new certificates of stock presently issued to them in exchange for their present outstanding certificates of stock, in either of which events certificates of stock having overprinted thereon a notation showing that such certificates represent shares of common capital stock having a par value of \$7.50 per share, or entirely new certificates of stock so showing, will be issued.

F I N D I N G S

THE COMMISSION FINDS:

That the applicant, Southern Colorado Power Company, is a public utility and an electrical corporation, as defined by Section 3, Chapter 137, 1935 Colorado Statutes Annotated, as amended.

That the Commission has jurisdiction of said applicant and the subject matter of the application herein.

That the Commission is fully advised in the premises.

That the issuance by Company of 712,312 shares of its common capital stock, having a par value of \$7.50 per share, proposed to be issued, as herein set forth, is proper and reasonably required in connection with Company's amendment of its Certificate of Incorporation hereinbefore recited, and is not inconsistent with the public interest, and for the purpose or purposes thereof is permitted by, and is consistent with, the provisions of Chapter 137, 1935 Colorado Statutes Annotated, as amended.

O R D E R

THE COMMISSION ORDERS:

That Southern Colorado Power Company, a Colorado corporation, be, and it hereby is, authorized and empowered to issue 712,312 shares of its common capital stock, having a par value of \$7.50 per share, following the perfection of its amendment to its Certificate, or Articles, of Incorporation, as heretofore amended, upon the reclassification of, and in exchange 712,312 shares of its existing outstanding common capital stock, without

nominal or par value, and the proposed transfer on the books of said Company of \$467,797.64 from Retained Income account to Common Capital Stock account be, and it is hereby, authorized and approved.

That the stockholders are to retain their preemptive rights.

That Company make a certified report to the Commission, not later than ninety days after the date of this order, showing that said proposed amendment of its Certificate, or Articles, of Incorporation has been accomplished, and that said transfer on the books of the Company from Retained Income account to Common Capital Stock account has been made.

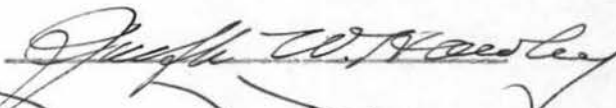
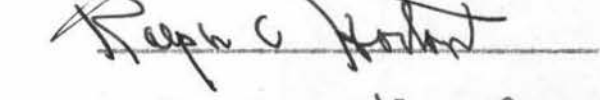
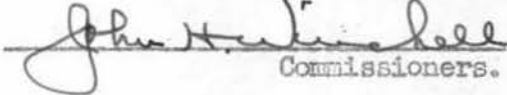
When new certificates of stock, representing said new shares of common capital stock having a par value of \$7.50 per share, are printed and issued they shall, for proper and easy identification, bear a serial number upon the face thereof.

That nothing herein shall be construed to imply any recommendation or guaranty of, or any obligation with respect to, said securities to be issued by applicant hereunder on the part of the State of Colorado.

That the Commission retains jurisdiction of this proceeding to the end that it may make further orders in the premises as to it may seem proper and desirable.

That the authority herein granted shall be authorized from and after this date, this order hereby being made effective forthwith.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO.




Commissioners.

Dated at Denver, Colorado,
this 9th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
R. E. TAGUE,)
KIT CARSON, COLORADO.)

PERMIT NO. B-1416

June 20, 1952

S T A T E M E N T

By the Commission:

On March 19, 1952, the Commission authorized R. E. Tague, Kit Carson, Colorado, to suspend operations under his Permit No. B-1416 until June 15, 1952.

The Commission is now in receipt of a communication from the above-named permittee requesting that his permit be reinstated.

F I N D I N G S

THE COMMISSION FINDS:

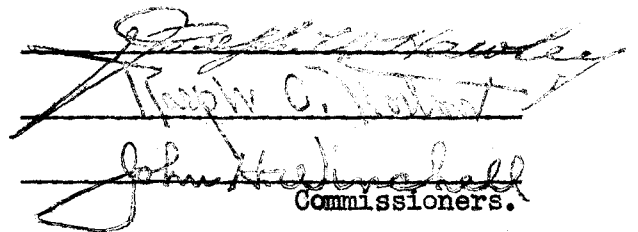
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-1416 should be, and the same hereby is, reinstated as of June 13, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 20th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE ISSUANCE OF)	
TEMPORARY CERTIFICATES OF PUBLIC)	
CONVENIENCE AND NECESSITY UNDER)	
CHAPTER 80, SESSION LAWS OF COLO-)	<u>APPLICATION NO. 11850</u>
RADO, 1951.)	
-----)	

June 18, 1952

S T A T E M E N T

By the Commission:

Report has been received by the Commission from Louis J. Carter, Law Enforcement Officer for this Commission, to the effect that an emergency will exist in the matter of trucks for the transportation of wheat in that part of the State of Colorado lying east of a line drawn north and south along Highway No. 87, and north of a line drawn east and west along Highway No. 50, commencing June 30, 1952, and that the emergency will probably continue for a period of approximately thirty days thereafter.

Request is made for an order of the Commission relative to the issuance of temporary certificates for the seasonal transportation of the wheat crop in the territory described.

F I N D I N G S

THE COMMISSION FINDS:

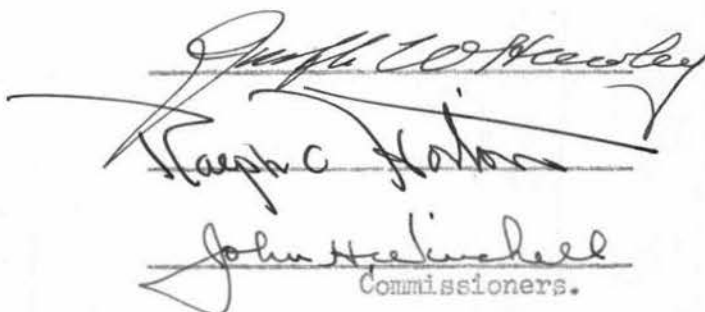
That an emergency exists because of the shortage in certificated trucks for the transportation of wheat in the territory above described, and that public convenience and necessity require that temporary certificates should issue for the operation of motor vehicles for transportation of wheat to market or place of storage, as provided by Chapter 80, Session Laws of 1951, said certificates to be effective for a period of thirty days, or from June 30, 1952 to July 30, 1952, both dates inclusive.

O R D E R

THE COMMISSION ORDERS:

That temporary certificates be, and they are hereby, authorized to be issued for the operation of motor vehicles, for the transportation of wheat to market or place of storage, in that part of the State of Colorado lying east of a line drawn north and south along Highway No. 87, and north of a line drawn east and west along Highway No. 50, said certificates to be effective June 30, 1952, and to continue in force up to and including July 30, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
GREELEY TRANSPORTATION COMPANY,)
1760 - 14TH STREET, BOULDER,)
COLORADO.)
-----)

CASE NO. 12-CL
(Permit No. B-277)

June 18, 1952

S T A T E M E N T

By the Commission:

On June 2, 1952, in the above-styled case, the Commission entered an order revoking the above-numbered permit for failure of respondent to file a Customer List.

Said delinquent Customer List has now been filed, and the permit should be reinstated.

F I N D I N G S

THE COMMISSION FINDS:

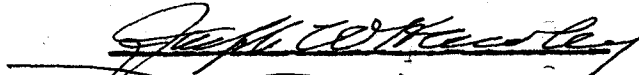
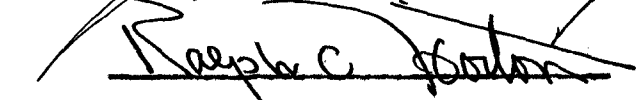
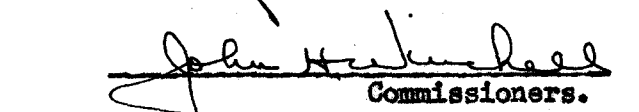
That said order of revocation should be set aside, vacated and held for naught.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-277 be, and the same hereby is, reinstated as of June 2, 1952, revocation order entered in the above-captioned case under date of June 2, 1952, being hereby set aside, cancelled and held for naught.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
H. E. PAINTER, DOING BUSINESS AS
"PAINTER TRANSFER AND STORAGE,"
CHICKASHA, OKLAHOMA, FOR AUTHORITY
TO TRANSFER INTERSTATE OPERATING
RIGHTS TO JOHN M. HUNTER, DOING
BUSINESS AS "BESTWAY FREIGHT LINES,"
BOX 1297, 500 WALLOCK STREET, LAWTON,
OKLAHOMA.

PUC NO. 1430-I-Transfer

June 18, 1952

S T A T E M E N T

By the Commission:

Heretofore, H. E. Painter, doing business as "Painter Transfer and Storage," Chickasha, Oklahoma, was authorized, subject to the provisions of the Federal Motor Carrier Act of 1935, to operate as a common carrier by motor vehicle for hire in interstate commerce, and PUC No. 1430-I issued to him.

Said certificate-holder now seeks authority to transfer said operating rights to John M. Hunter, doing business as "Bestway Freight Lines," Lawton, Oklahoma.

The files and records of the Commission fail to disclose any reason why said transfer should not be authorized.

F I N D I N G S

THE COMMISSION FINDS:

That said request to transfer operating rights should be granted.

O R D E R

THE COMMISSION ORDERS:

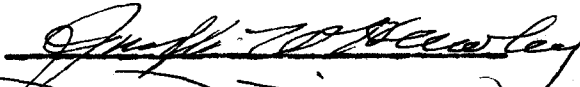
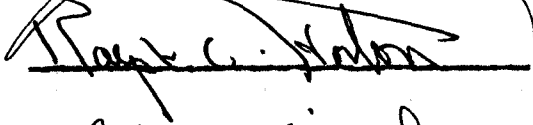

That H. E. Painter, doing business as "Painter Transfer and Storage," Chickasha, Oklahoma, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 1430-I to John M. Hunter, doing business as "Bestway Freight Lines," Lawton,

Oklahoma, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured, and subject to compliance with the provisions of the Federal Motor Carrier Act of 1935.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferee herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HENRY YAUK, WALTER H. YAUK, AND)
HELMUT YAUK, CO-PARTNERS, DOING)
BUSINESS AS "WINDSOR PACKING COM-)
PANY," WINDSOR, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)
-----)

APPLICATION NO. 11800-PP

June 18, 1952

Appearances: Walter H. Yauk, Windsor,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

By the above-styled application, applicants herein seek authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of fresh and cured meat products, processed or to be processed within a radius of seventy-five miles of Windsor, to Greeley, Fort Collins, Timmath, Loveland, Berthoud, Johnstown, and return to Windsor, Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Court House, Fort Collins, Colorado, June 4, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, Walter H. Yauk,--testifying for applicants, stated that he and his partners, Henry Yauk and Helmut Yauk, doing business as "Windsor Packing Company," operate a grocery, market, and packing company at Windsor. Their customers are mostly slaughtering plants. Farmers take their livestock to these slaughtering plants, and the plants in turn call applicants to transport the slaughtered livestock to their packing company in Windsor for curing and processing. The processed meat is then re-delivered to the slaughtering plants, or any customers designated. Applicants have been making the pick-ups and deliveries by their own trucks under temporary authority granted by the

Commission, but wish permanent authority, as requested in the application. Applicants' net worth is \$35,000.00.

No one appeared in opposition to the granting of the authority sought, and it did not appear that applicants' proposed service will impair the efficiency of any common carrier transportation service operating in the territory they seek to serve.

The operating experience and pecuniary responsibility of applicants were established to the satisfaction of the Commission.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Henry Yauk, Walter H. Yauk, and Helmut Yauk, co-partners, doing business as "Windsor Packing Company," Windsor, Colorado, should be, and they are hereby, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of fresh and cured meat products, processed or to be processed within a radius of seventy-five miles of Windsor, to Greeley, Fort Collins, Timmath, Loveland, Berthoud, Johnstown, and return to Windsor, Colorado.

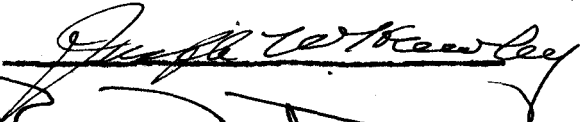
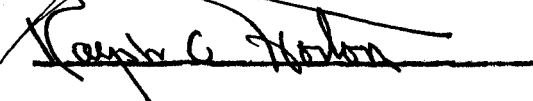

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicants have filed a statement of their customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and have secured identification cards.

That the right of applicants to operate hereunder shall depend upon their compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-One days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
BERNARD F. MOHLER, 4321 SOUTH GRANT)
STREET, ENGLEWOOD, COLORADO, FOR)
AUTHORITY TO TRANSFER PUC NO. 614)
TO JOHN DAVID, JR., 4878 WYANDOTT)
STREET, DENVER, COLORADO.)

APPLICATION NO. 11846-Transfer

June 18, 1952

S T A T E M E N T

By the Commission:

By Decision No. 3938, of date December 21, 1931, R. E. Knotts was granted a certificate of public convenience and necessity to operate as a common carrier by motor vehicle for hire, for the transportation of:

milk, cream, and dairy products to the City of Denver from the territory in the State of Colorado described as: beginning at a point on the Airline Highway one mile east of the Denver-Parker Highway; thence east on said Airline Highway to a point one-half mile east of the line dividing Range 63 from Range 62; thence back along said Airline Highway to the southwest corner of Section 2, Township 5-South, Range 64-West; thence south to the southwest corner of Section 14 in said last-described township and range; thence west four mile; thence back along said route to said Airline Highway and west thereon to the southwest corner of Section 4, Township 5-South, Range 65-West; thence south one mile; thence east one-half mile; thence south one and one-half miles; thence southwest to a point in the north half of Section 6, Township 6-South, Range 65-West; thence northeast to the Smoky Hill Road; thence northwest along said road to a point one mile east of the Denver-Parker Highway, provided, however, that territory shall include no territory west of points on the Airline and Smoky Hill Highways one mile east of the Denver-Parker Highway, and shall include no territory in Douglas County lying in Range 65. Said territory will include all that area lying between the Smoky Hill and Airline Highways,

said operating rights being designated "PUC No. 614."

Pursuant to authority contained in Decision No. 5559, of date January 26, 1934, said R. E. Knotts transferred to E. E. Wyatt that portion of operating rights granted by said Decision No. 3938:

covering all that territory lying within one and one-half miles of the following route or routes: beginning at a point on the Airline Highway; thence east on said Airline Highway to a point midway on the south line of Section 5, Township 5-South, Range 65-West; thence south four miles to a point midway in the south line of Section 29, Township 5-South, Range 65-West; thence in a southwest direction to a point in the north half of Section 6, Township 6-South, Range 65-West; thence northeast to the Smoky Hill Road; thence northwest along said road to the place of beginning, a point one mile east of the Denver-Parker Highway; provided, however, said territory shall include no territory west of points on the Airline and Smoky Hill Highways one mile east of the Denver-Parker Highway, and shall include no territory in Douglas County lying in Range 66-West.

Pursuant to authority contained in Decision No. 6392, of date March 26, 1935, E. E. Wyatt transferred to Florence L. Wyatt, doing business as "Smoky Hill Air Line," operating rights acquired by him pursuant to authority contained in Decision No. 5559, said Florence L. Wyatt subsequently (Decision No. 9415, of date February 10, 1937), having transferred said authority to Button V. Cameron.

By Decision No. 10454, of date August 4, 1937, said operating rights were amended to include the transportation:

to Denver of farm products from the territory now being served by applicant on milk route, and particularly described therein,

said authority, by Decision No. 11819, of date May 5, 1938, being further amended to include transportation of:

milk and dairy products between Denver and all points in the territory described as: Sections Nos. 13 to 36, inclusive, in Range 66-West, Township 4-South, Sections Nos. 17, 18, 19, 20, 29, 30, 31, 32, and 33, all in Range 65-West, Township 4-South; Sections Nos. 1, 2, 3, 4, 5, and 6, all in Range 66-West, Township 5-South; Sections 4, 5, 6, all in Range 65-West, Township 5-South; Sections 13, 14, 15, 23, 24, and 25, all in Range 67-West, Township 4-South, Arapahoe County, and transportation of all farm supplies, except grain and feed, from Denver back to milk producers residing in the above-described area; said commodities not being commodities covered by Harry Flanders' PUC No. 426.

Pursuant to authority contained in Decision No. 22173, of date April 14, 1944, Button V. Cameron transferred said operating rights (PUC No. 614) to Clyde Hess, who, pursuant to authority contained in Decision No. 24595, of date June 9, 1945, transferred said PUC No. 614 to Harry C. Manker.

Subsequently, Harry C. Manker was authorized to transfer, and did transfer, said operating rights to Robert J. Gunther (Decision No. 25268, of date December 20, 1945), who, pursuant to authority contained in Decision No. 26919, of date November 4, 1946, transferred said PUC No. 614 to Jerdie E. Cameron, Denver, Colorado.

Pursuant to authority contained in Decision No. 29502, of date December 12, 1947, said Jerdie E. Cameron transferred PUC No. 614 to Robert J. Gunther, who, pursuant to authority contained in Decision No. 30787, of date July 1, 1948, transferred said operating rights to Roy A. Cook, doing business as "Smoky Hill Truck Line," Denver, Colorado, who, pursuant to authority contained in Decision No. 31138, of date September 13, 1948, transferred PUC No. 614 to Paul J. Collier, Englewood, Colorado.

Pursuant to authority contained in Decision No. 33348, of date August 27, 1949, Bernard F. Mohler, Englewood, Colorado, acquired said PUC No. 614 from Paul J. Collier, and, by the instant application, seeks authority to transfer said operating rights to John David, Jr., Denver, Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferee; that there are no outstanding unpaid operating obligations against said certificate; that transferee, pecuniarily and otherwise, is qualified and able to carry on the operation, and it does not appear that any useful purpose would be served by setting said matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

FINDINGS

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

ORDER

THE COMMISSION ORDERS:

That Bernard F. Mohler, Englewood, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 614 — with authority as set forth in the preceding Statement, which by reference is made a part hereof — to John David, Jr., Denver, Colorado, subject to outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferee, in writing, have advised the Commission that said certificate has been formally assigned, and that said parties have accepted, and in the future will comply with, the conditions and requirements of this Order, to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this Order within thirty (30) days from the effective date of the Order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

The tariff of rates, rules, and regulations of transferor shall become and remain those of transferee, until changed according to law and the rules and regulations of this Commission.

The right of transferee to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering operations under said certificate up to the time of transfer of said certificate, and payment by him or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferee herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph A. Macole
Ralph C. Hobart ✓
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 18th day of June, 1952.

HW

original

(Decision No. 36853)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
BERNARD F. MOHLER, 4321 SOUTH GRANT)
STREET, ENGLEWOOD, COLORADO, FOR)
AUTHORITY TO TRANSFER PUC NO. 1811)
TO JOHN DAVID, JR., 4878 WYANDOTT)
STREET, DENVER, COLORADO.)

APPLICATION NO. 11847-Transfer

June 18, 1952

S T A T E M E N T

By the Commission:

By Decision No. 28911, of date August 28, 1947, Harry Russell, Denver, Colorado, was granted a certificate of public convenience and necessity to operate as a common carrier by motor vehicle for hire, for the transportation of:

milk from farms within the area described as:
beginning at the northwest corner of Section
36, Township 4-South, Range 68-West; thence
east three miles; thence south one mile; thence
east one mile; thence south two miles; thence
east one mile; thence south one mile; thence
east one mile; thence south five miles to the
southeast corner of Section 13, Township 6-
South, Range 67-West; thence west five miles;
thence north six miles; thence west two miles;
thence north four miles to the point of begin-
ning; to Denver and points within a radius of
two miles thereof, with back-haul of empty cans,

said operating rights being designated "PUC No. 1811."

Pursuant to authority contained in Decision No. 32092, of date February 3, 1949, said certificate-holder transferred said operating rights to Paul J. Collier, who, pursuant to authority contained in Decision No. 33347, of date August 27, 1949, transferred said PUC No. 1811 to Bernard F. Mohler, Englewood, Colorado, who, by the instant application, seeks authority to transfer PUC No. 1811 to John David, Jr., Denver, Colorado.

Inasmuch as the files of the Commission and the application

herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferee; that there are no outstanding unpaid operating obligations against said certificate; that transferee, pecuniarily and otherwise, is qualified and able to carry on the operation, and it does not appear that any useful purpose would be served by setting said matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That Bernard F. Mohler, Englewood, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 1811 — being the operating rights granted by Decision No. 28911 — to John David, Jr., Denver, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferee, in writing, have advised the Commission that said certificate has been formally assigned, and that said parties have accepted, and in the future will comply with, the conditions and requirements of this Order, to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this Order within thirty (30) days from the effective date of the Order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

The tariff of rates, rules, and regulations of transferor shall become and remain those of transferee until changed according to law and

the rules and regulations of the Commission.

The right of transferee to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering operations under said certificate up to the time of transfer of said certificate, and payment by him or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferee herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 18th day of June, 1952.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
M. B. BENNETT, DOING BUSINESS AS)
"BENNETT'S TRANSPORTATION COMPANY,")
RATON, NEW MEXICO, FOR AUTHORITY TO)
TRANSFER INTERSTATE OPERATING RIGHTS)
TO DENVER-AMARILLO EXPRESS, A COR-)
PORATION, 200 NORTH FILLMORE ST.,)
AMARILLO, TEXAS.)

PUC NO. 295-I-Transfer
SUPPLEMENTAL ORDER

June 18, 1952

Appearances: Gibson, Ochsner, Narlan, Kinney,
and Morris, Esqs., Amarillo, Texas,
for applicants.

S T A T E M E N T

By the Commission:

Pursuant to authority contained in Decision No. 37972, of date January 7, 1952, M. B. Bennett, doing business as "Bennett's Transportation Company," Raton, New Mexico, transferred a portion of PUC No. 295-I to Denver-Amarillo Express, Amarillo, Texas, it being provided in said Order that said M. B. Bennett would retain the number "PUC No. 295-I," a new number to issue to transferee covering operating rights thereby authorized to be transferred.

The Commission is now advised by Denver-Amarillo Express that said corporation desires to have said transferred operating rights consolidated with PUC No. 639-I, being operating rights presently owned and operated by said corporation.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

2


ORDER

THE COMMISSION ORDERS:

That Denver-Amarillo Express should be, and it hereby is, authorized to conduct operations under the portion of PUC No. 295-I transferred to it pursuant to authority contained in Decision No. 37972 with operations under PUC No. 639-I, said operating rights being hereby consolidated, and to be known in the future as "PUC No. 639-I."

That this order shall become effective nunc pro tunc, as of January 7, 1952, being the date of issuance of Decision No. 37972.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 18th day of June, 1952.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JACK J. REICHERT, DOING BUSINESS AS)
"REICHERT TRANSFER, " 612 PETERSON) APPLICATION NO. 11799-PP-Extension
STREET, FORT COLLINS, COLORADO, FOR)
AUTHORITY TO EXTEND OPERATIONS UNDER)
PERMIT NO. B-1290.)
-----)

June 18, 1952

Appearances: Ralph Hardin, Esq.,
Fort Collins, Colorado,
for applicant.

S T A T E M E N T

By the Commission:

Jack J. Reichert, doing business as "Reichert Transfer," Fort Collins, Colorado, owner and operator of Permit No. B-1290, by the above-styled application, seeks authority to extend operations under said permit to include the right to transport sand, gravel, dirt, and other road-surfacing materials, from pits and supply points in the State of Colorado, to road and building construction jobs within a radius of fifty miles of said pits and supply points.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Court House, Fort Collins, Colorado, June 4, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

Applicant testified that he is presently operating under Permit No. B-1290, transporting the commodities he is authorized to transport under said permit. His equipment consists of one two-ton 1951 Chevrolet Dump Truck, and one one-ton 1936 Ford Stake Body Truck, which he has been using under temporary authority from this Commission. He wishes to transport sand, gravel, dirt, and other road-surfacing materials for any contractors who may request his services. He gave his net worth as \$10,000.00.

No one appeared in opposition to the granting of the authority sought, and it did not appear that applicant's extended operations will impair the efficiency of any motor vehicle common carrier service operating in the territory sought to be served by applicant.

F I N D I N G S

THE COMMISSION FINDS:

That said application should be granted.


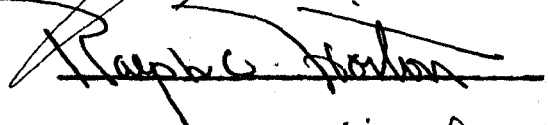

O R D E R

THE COMMISSION ORDERS:

That Jack J. Reichert, doing business as "Reichert Transfer," Fort Collins, Colorado, should be, and he is hereby, authorized to extend operations under Permit No.B-1290 to include the right to transport sand, gravel, and other materials used in making up the surface of the roads, from pits and supply points in the State of Colorado, to road and building construction jobs within a radius of fifty miles of said pits and supply points.

That this order is made part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
RAYMOND I. BEAN, 1601 SOUTH COLLEGE)	
STREET, FORT COLLINS, COLORADO, FOR)	
A CLASS "B" PERMIT TO OPERATE AS A)	<u>APPLICATION NO. 11711-PP</u>
PRIVATE CARRIER BY MOTOR VEHICLE)	
FOR HIRE.)	
-----)	

June 18, 1952

Appearances: Raymond I. Bean, Fort
Collins, Colorado, pro se.

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of lumber and sawmill products and sawmill equipment, and rough and planed lumber, from the area embraced within a radius of ten miles of Red Feather Lakes, Larimer County, Colorado, to Littleton, Colorado, and intermediate points, and to Sterling, Colorado, and intermediate points.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Court House, Fort Collins, Colorado, June 4, 1952, at ten o'clock A. M., and was then taken under advisement.

Applicant, testifying in his own behalf, stated that he has been hauling lumber for one Hubert Cromer from the Red Feather Lakes Area to the Monarch Lumber Company, at Littleton, under temporary authority issued by this Commission. He stated that a mill is planned for Fort Collins, and he expects to haul for Cromer and other sawmill men to Sterling, as well as to Littleton, and also expects to deliver at intermediate points, as requested in the application.

No one appeared in opposition to the granting of the authority sought.

The operating experience and financial dependability of applicant were established to the satisfaction of the Commission.

It did not appear that applicant's proposed operations will tend to impair the efficiency of any motor vehicle common carrier operating in the territory he seeks to serve.

F I N D I N G S

THE COMMISSION FINDS:

That authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Raymond I. Bean, Fort Collins, Colorado, should be, and he is hereby, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of lumber and sawmill products and sawmill equipment, and rough and planed lumber, from the area embraced within a radius of ten miles of Red Feather Lakes, Larimer County, Colorado, to Littleton, Colorado, and intermediate points, and to Sterling, Colorado, and intermediate points.

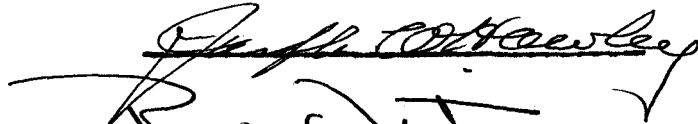
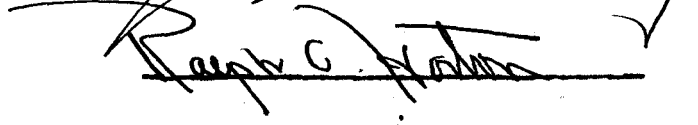
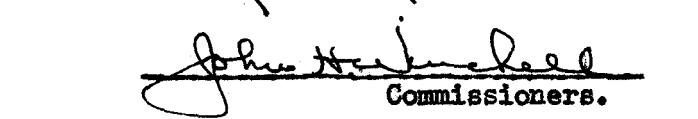
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ROBERT A. STOLZ, BOX 380, BOULDER,)
COLORADO, FOR A CLASS "A" PERMIT TO) APPLICATION NO. 11798-PP
OPERATE AS A PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)
-----)

June 18, 1952

S T A T E M E N T

By the Commission:

By the above-styled application, applicant herein seeks authority to operate as a Class "A" private carrier by motor vehicle for hire, for the transportation of sacked and bulk cement from cement factory at La Porte, Colorado, to Denver, Colorado, for George Strauss Cinder Block Company, only.

Said application was regularly set for hearing at the Court House, Fort Collins, Colorado, June 4, 1952, at ten o'clock A. M., due notice of the time and place of said hearing being forwarded to all parties in interest.

Notwithstanding said notice, applicant failed to appear, either in person or by counsel, at the time and place designated for hearing.

The files were made a part of the record, and the matter was taken under advisement.

No one appeared in opposition to the granting of the authority sought, and it did not appear that applicant's proposed operations will tend to impair the efficiency of any motor vehicle common carrier operating in the territory sought to be served by applicant.

F I N D I N G S

THE COMMISSION FINDS:

That authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Robert A. Stolz, Boulder, Colorado, should be, and he is hereby, authorized to operate as a Class "A" private carrier by motor vehicle for hire, for the transportation of sacked and bulk cement from cement factory at La Porte, Colorado, to Denver, Colorado, for George Strauss Cinder Block Company, only, without the right to add to the number of customers served without permission from this Commission first had and obtained.

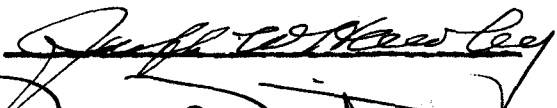
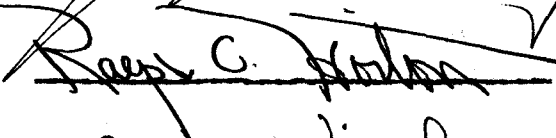

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
JAMES H. FARMER, ROUTE 1, BOX)
3, PLATTEVILLE, COLORADO.)

PERMIT NO. B-2965

June 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from James H. Farmer, owner and operator of Permit No. B-2965, requesting that he be authorized to suspend operations under said permit for a period of one year from May 18, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

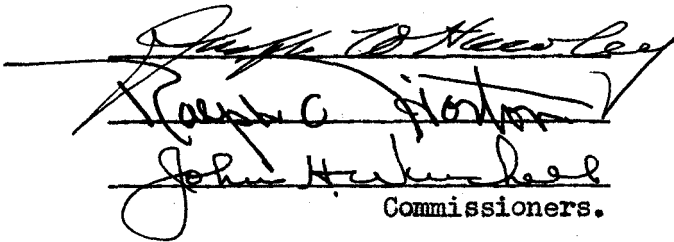
O R D E R

THE COMMISSION ORDERS:

That James H. Farmer, Platteville, Colorado, should be, and he is hereby, authorized to suspend operations under Permit No. B-2965 until May 18, 1953

That unless said permit-holder shall, prior to expiration of said suspension period, reinstate said permit by filing insurance and otherwise complying with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall stand revoked, without right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
DONALD J. HARRIS, DOING BUSINESS)
AS "HARRIS SALES COMPANY," 108)
NIOBRARA, ALLIANCE, NEBRASKA.)

CASE NO. 61013-INS.
(Permit No. C-25307)

June 18, 1952

S T A T E M E N T

By the Commission:

On May 7, 1952, in Case No. 61013-Ins., the Commission entered an order revoking Permit No. C-25307 for failure to keep on file effective insurance.

Insurance was in effect, however, but through neglect of the agent, was not filed in time to stop the revocation of the permit. Proper filing has now been made and the insurance is in order without lapse.

F I N D I N G S

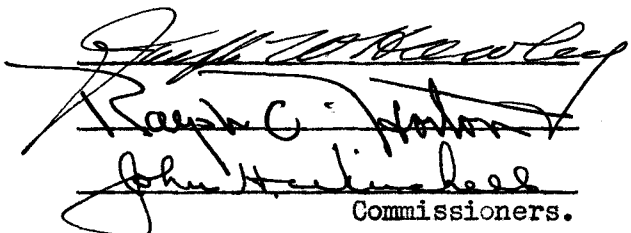
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 61013-Ins. should be cancelled and set aside, and said Permit No. C-25307 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on May 7, 1952 in Case No. C-61013-Ins. should be, and it hereby is, cancelled and set aside, and said Permit No. C-25307 restored to its former status as of May 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF
R. H. HIRSCH, AUDIA HIRSCH, B. F.
HUSTED, AND R. B. DAVIS, DOING
BUSINESS AS "FOURTH STREET ARAPA-
HOE BAKERY," 1525 WEST FOURTH
STREET, PUEBLO, COLORADO.

PERMIT NO. C-24305
CASE NO. 59588-INS.

June 18, 1952

S T A T E M E N T

By the Commission:

On March 10, 1952, in Case No. 59588-Ins., the Commission entered an order cancelling the above-numbered permit for failure of respondent to keep on file the required certificate of insurance.

It now appears that insurance has now been filed, without lapse; that at the time revocation order was entered, permittee had insurance in effect, but it had not been filed by the agent.

F I N D I N G S

THE COMMISSION FINDS:

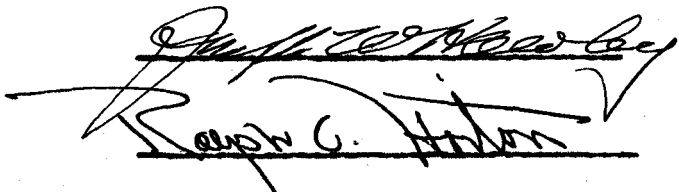
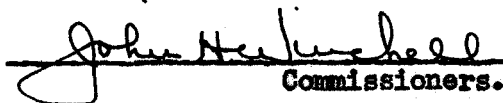
That revocation order entered in the above-styled case should be set aside.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-24305 should be, and the same hereby is, reinstated, as of March 10, 1952, revocation order entered in Case No. 59588-Ins., being hereby set aside, cancelled and held for naught, nunc pro tunc as of April 9, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Ralph C. Horton

John H. Hirsch
Commissioners.

Dated at Denver, Colorado,
this 18th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
N. L. CHRISTENSON, 1659 BOULDER)
STREET, DENVER, COLORADO.)

PERMIT NO. B-4275

June 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee requesting that his Permit No. B-4275 be suspended for six months from June 19, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That N. L. Christenson, 1659 Boulder Street, Denver, Colorado, be, and he is hereby, authorized to suspend his operations under Permit B-4275 until December 19, 1952.

That unless said N. L. Christenson, Denver, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
FRANK SABATINO, ROUTE I, BOX)
153, CANON CITY, COLORADO.)

PERMIT NO. B-3126

June 26, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee requesting that his Permit No. B-3126 be suspended for six months from June 20, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Frank Sabatino, Canon City, Colorado, be, and he hereby is, authorized to suspend his operations under Permit No. B-3126 until December 20, 1952.

That unless said Frank Sabatino, Canon City, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Holton
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.
mls

original

(Decision No. 38864)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE INVESTIGATION AND SUSPENSION OF
THE COLORADO PUC TARIFF NO. 4 OF
THE MOUNTAIN STATES TELEPHONE AND
TELEGRAPH COMPANY.

INVESTIGATION AND SUSPENSION
DOCKET NO. 337
SUPPLEMENTAL ORDER

June 20, 1952

Appearances: Akolt, Campbell, Turnquist, and
Shepherd, Esqs., by
John R. Turnquist, Esq., and
John H. Shepherd, Esq., Denver,
Colorado, for The Mountain
States Telephone and Telegraph
Company;
Leonard M. Campbell, Esq.,
Malcolm Crawford, Esq., and
Mitchell B. Johns, Esq., Denver,
Colorado, for the City and
County of Denver, Colorado;
William A. Grelle, Esq., Boulder,
Colorado, for Colorado Munici-
pal League;
George A. Wallbrink, Esq., Lamar,
Colorado, for the City of
Lamar, Colorado;
Ralph Sargent, Jr., Esq., Denver,
Colorado, for the Commission;
Mrs. Everett Thorpe, Golden, Colo-
rado, for Loch Lomond Grange;
Brian H. Higgins, Englewood, Colo-
rado, for Castlewood Grange No.
469, and Castlewood District;
H. E. Smith, Denver, Colorado,
pro se.

STATEMENT

By the Commission:

Following the proceedings in Application No. 11245 and our
Order of May 6, 1952, Decision No. 38593, The Mountain States Telephone
and Telegraph Company, on May 9, 1952, filed its Colorado PUC No. 4
Tariff, showing the detailed schedule of rates and charges by which it
proposed to collect the increased revenue authorized in Decision No.
38593. On the same date, the Commission suspended that tariff and

initiated the above-entitled Investigation and Suspension Docket.

In order to give all parties an opportunity to investigate the rates and charges contained in that tariff and to be heard thereon, the Commission set the matter of the reasonableness of said rates and charges down for hearing on May 27, 1952. Prior to that hearing date, the Commission's staff made a full and thorough investigation of the tariff rates and charges, called upon the Company for explanation in numerous instances, received the additional information requested, and thereafter advised the Commission as to the facts developed from such investigation.

When the matter came on for hearing on May 27, 1952, the parties listed above appeared and were fully heard. At that time, the interveners and protestants were heard, the Company put on evidence in support of the proposed tariffs, and interveners and protestants -- in particular the City and County of Denver -- cross-examined the Company witnesses at considerable length, the taking of evidence having terminated on May 29, 1952.

At the close of these hearings, the intervenor City and County of Denver requested time within which to prepare and file motions. The matter was set for further hearing on June 3, 1952, at which time the intervenor City and County of Denver filed "Motions to Reject PUC Telephone Tariff No. 4, to postpone the imposition of rates, or to establish interim rates for The Mountain States Telephone and Telegraph Company." These motions contained three independent motions which were in the alternative. Counsel for the intervenor City and County of Denver argued the motions, and counsel for the Company answered the arguments.

Thereafter, and on June 9, 1952, the Commission entered its Decision No. 38836, dated June 9, 1952, in which it approved the rates proposed by The Mountain States Telephone and Telegraph Company in Colorado PUC No. 4 Tariff as just, reasonable, non-discriminatory, and non-preferential. This tariff was authorized to become effective June 9, 1952.

On June 18, 1952, the intervenor City and County of Denver, through its attorneys, filed a petition for rehearing in the above-captioned

matter, alleging that the rates approved by said Order of June 9, 1952, were, and are, unjustly discriminatory, unreasonable, preferential, and unsupported by substantial evidence. As grounds for the motion for rehearing, the petitioner, the City and County of Denver, alleged in some detail numerous instances of claimed discriminatory and preferential application of the tariff rates so approved by our Order of June 9, 1952.

The petition for rehearing summarizes or recapitulates all of these items claimed to be unjustly discriminatory, unreasonable, and preferential under four headings, which are listed at the conclusion of the petition in the following manner:

- "a. Pay station rates.
- "b. Hotel and hospital service rates.
- "c. Deficiency of intrastate toll revenues.
- "d. Inexplicable and arbitrary increases as Company determined in Supplemental and Miscellaneous and Equipment Schedule."

It is deemed advisable to include as a part of this Order our views on such of these points as were not specifically covered in Decision No. 38836.

It is universally recognized that rate-making for telephone service, as for some or all other utility businesses, is not an exact science so that all discrimination can be eliminated. There is some technical discrimination in nearly all rates. For example, the subscriber living only one block from a telephone central office ordinarily pays the same rate for exchange service as the subscriber living several blocks distant. The former may technically claim that he is being discriminated against. However, as a practical matter, it is not possible to have individual rates for each telephone.

After finding in Decision No. 38593 that the Company was entitled to a stated amount of additional gross revenue, in the present docket it became necessary for us to consider and approve a schedule of rates which would spread this increase equitably over the services offered by the Company. In so doing, it appeared only fair that the casual telephone users at public pay stations should stand a part of the burden, there never having

been an increase in the five-cent rate for such local calls. The Company contends because of equipment limitations, the rate must be increased to ten cents, or one hundred per cent, if it is to be increased at all, as it would not be feasible to require a deposit of odd cents in a coin box by a customer who might be making an emergency call.

The evidence shows the experience of the telephone business has been that increasing the rate from five cents to ten cents causes a retardation in use, and that this retardation is more pronounced in the smaller exchanges, where the general value of telephone service is not equal to that in larger towns. The use of pay station service is much more limited in the smaller towns. A prospective user has available an exchange subscriber's telephone in practically every place of business where a coin box might be installed, and the experience of the Company is that the coin box is used for the most part for toll calls. The ten-cent pay station rate could not represent an important source of additional revenue in those exchanges, and if the retardation in use in these smaller towns should be more than fifty per cent, as the evidence indicates might be the case, a reduction in revenue would result.

It appears from the evidence that it may very well be that after the Company has obtained and reports to this Commission more experience with the ten-cent coin box rate, it should be extended further. If so, we will have ample opportunity to deal with the matter further after more experience has been obtained. In the meantime, it is questionable whether it would be in the public interest to put into effect a rate that the traffic might not bear, and that might not compensate for the additional facilities and costs required to establish the service in Groups 1 to 3.

The foregoing is an attempt to clarify our views on the first of the four points raised by the petition for rehearing.

The next point raised concerns hotel and hospital service rates relating to local calls, which are five cents per call in the larger cities, and four cents per call in other cities. The tariffs show this charge in the larger cities to be the same as charged for any other commercial usage where the service is on a measured basis. Charges for hotel and hospital

service are on the same basis, generally, with other commercial users. The treatment of hotels and hospitals is thus consistent with the treatment of other commercial establishments on the rate for business service messages.

The third point raised by the petition for rehearing concerns intrastate toll revenues. We covered this matter briefly in our Decision No. 38836. Perhaps more should be added.

Assuming that the percentages developed in the petition for rehearing are correct, the fact remains if a part of the increased revenues is to come from the intrastate toll service, the disparity between the intrastate rates and the interstate rates will be increased over the twenty-cent maximum differential now existing under this schedule of rates. We received evidence on a modification in the plan of separations of the revenues, expenses, and properties between the interstate and the intrastate part of the business. This modification, known as the "Charleston Plan," was approved at a recent Conference of the National Association of Railroad and Utilities Commissioners, and the principal purpose of the modification was to reduce the disparity between the intrastate and interstate toll rates. An examination of the intrastate toll rate schedules in effect before our recent Order, and a comparison with the interstate toll rate schedules shows that if a twenty per cent increase were added to the toll rate charge on a call from Denver to Colorado Springs, the rate would exceed the rate for a corresponding interstate call from Denver to Raton, New Mexico. We cannot lend our approval to a differential that would be so obviously irritating to the general public, and the rates approved result in a decrease in the disparity between intrastate and interstate calls, which is the aim of the "Charleston Plan."

The fourth principal point raised in the conclusion of the petition concerns the rates for supplemental and miscellaneous equipment. The miscellaneous and supplemental equipment items include offerings of special services and facilities to meet the needs of those customers having special requirements. It is, in many instances, a luxury service. There was testimony as to the method of fixing the rates for the various items of

miscellaneous and supplemental equipment, the Company's Rate Engineer stating the rates were designed to obtain the maximum development of the service; further, the Company testified it makes certain these services provide sufficient revenue so that the sale of these services would not place a burden on the over-all body of subscribers. The witness conceded that there were cases where changes had been made in the type of treatment or method of pricing on the basis of more up-to-date experience. This may account for some of the wide disparities in the percentage of increases on the miscellaneous equipment as referred to in the petition for rehearing, but it is significant the testimony also shows that the average over-all per cent increase in the revenue obtained from this class of service exceeds the average for all intrastate services.

In considering the motion for rehearing, it does not appear to the Commission that more need be said with respect to each of the individual allegations in the petition for rehearing, alleging discrimination, preferential treatment or unjust increases in the rates included in PUC No. 4 Tariff. The differences in the percentage of increase in the various rates were adequately covered by the evidence adduced in the aforesaid hearings, and by the arguments of counsel heard by the full Commission upon the matter of the merits of the alternative motions filed by the intervenor City and County of Denver, on June 3, 1952.

It does not appear the allegations in support of said motion for rehearing include any new matters or raise any question as to any rates or charges for service as included in said tariff other than the questions and objections raised at the time of the hearings and argument.

FINDINGS

The Commission has carefully reviewed the evidence adduced at the hearing on said application, and has carefully considered the application for rehearing filed herein, and each and every allegation thereof, and is of the opinion, and finds, that no error was committed in the entry of said Decision No. 38836, and that no useful purpose would be served by granting rehearing herein, and that said application for rehearing should be denied.


O R D E R

THE COMMISSION ORDERS:

That application for rehearing filed herein on June 18, 1952,
by the City and County of Denver, should be, and the same is hereby,
denied.

This Order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph C. Hawley
Ralph C. Horton
John H. Hunsdale
Commissioners

Dated at Denver, Colorado,
this 20th day of June, 1952.

HW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF) KELLY FIORENTINI, WESTON, COLORADO,) FOR AN EXTENSION OF PERMIT NO.) B-4225.)	<u>APPLICATION NO. 11826-PP-Extension</u>
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June 23, 1952

Appearances: Kelly Fiorentini, Weston,
Colorado, pro se.

S T A T E M E N T

By the Commission:

Kelly Fiorentini, of Weston, Colorado, the applicant herein, holds
Permit No. B-4225, which authorizes the transportation of:

telephone poles and logs from forests on the south
slope of Willow Creek Pass, to Granby, Colorado,
for Broderick Wood Products Company, of Denver,
Colorado, and Ed Howard of Granby, Colorado, only.

By the instant application, applicant seeks authority to extend
his present authority to include:

The transportation of forest products from Cherokee
Park to Owl Canyon (12 miles north of Fort Collins)
or Denver, Colorado, for Broderick Wood Products
Company.

The matter was regularly set for hearing and heard, at 330 State
Office Building, Denver, Colorado, on June 19, 1952, at ten o'clock A. M.,
and at the conclusion of the hearing, the matter was taken under advisement.

Applicant testified that he is the owner of ample equipment to
perform the services requested by Broderick Wood Products Company, and that
he is financially able to carry on the operations for which he seeks author-
ity from this Commission.

R. H. Whelen, of Broderick Wood Products Company, stated that
his company is interested in wood products, especially as it pertains to
telephone poles and saw logs; that his company has used applicant's services
in other operations, but has recently moved into Cherokee Park and would like
to have applicant take care of their needs from that area also.

No one appeared in opposition to the granting of the authority sought, and it did not appear that the proposed service would impair the services of any common carrier now operating in the territory.

F I N D I N G S

THE COMMISSION FINDS:

That authority for extension of service sought herein should be granted, as set forth in the Order following.

O R D E R

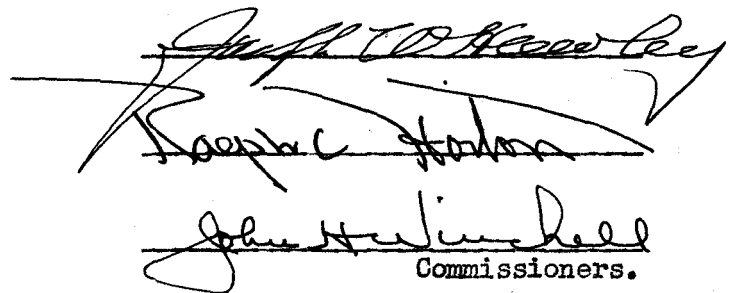
THE COMMISSION ORDERS:

That Permit No. B-4225, of Kelly Fiorentini, Weston, Colorado, be, and the same is hereby, extended to include:

The transportation of forest products from Cherokee Park to Owl Canyon (12 miles north of Fort Collins) or Denver, Colorado, for Broderick Wood Products Company.

This order is made a part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
GEORGE L. NORQUIST, 3311 SOUTH LAF-)	
AYETTE STREET, ENGLEWOOD, COLORADO,)	<u>APPLICATION NO. 11829-PP-Extension</u>
FOR AN EXTENSION OF PERMIT NO. B-4152.)	
-----)	

June 23, 1952

Appearances: George L. Norquist, Englewood,
Colorado, pro se;
A. J. Fregeau, Denver, Colorado,
for Weicker Transfer and
Storage Company.

S T A T E M E N T

By the Commission:

Applicant herein is the holder of Private Carrier Permit No.
B-4152, which authorizes:

Transportation of glass bottles for the Denver Glass
Bottle Company, only, from Denver, Colorado, to the
Kumer-Empson Canning Company at Brighton, Colorado,
said trips to be occasional trips only of an emergency
nature; that he shall be limited to the use of one 1½
ton truck in performing this service; that he shall
have no back haul, and that this permit shall not be
transferable.

Applicant now seeks an extension of his permit to include:

Transportation of glass bottles for the Denver Glass
Bottle Company only from 63rd and Brighton Boulevard,
to Denver, Colorado.

The matter was regularly set for hearing, and heard, on June 19,
1952, at ten o'clock A. M., at 330 State Office Building, Denver, Colorado,
and at the conclusion of the hearing, the matter was taken under advisement.

It appears that since the granting of the original permit, the
Denver Glass Bottle Company has moved from within the corporate limits of
Denver to 63rd and Brighton Boulevard, which is outside the corporate limits,
and, so as to make his operation lawful, applicant seeks authority to haul
from the plant of the bottling company to points in Denver.

No testimony was offered in opposition to the granting of the authority sought. Weicker Transfer and Storage Company withdrew opposition to authority as limited. It did not appear that the proposed service would impair the efficiency of any common carriers serving in the territory.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application for extension of Permit No. B-4152 should be granted as applied for.

O R D E R

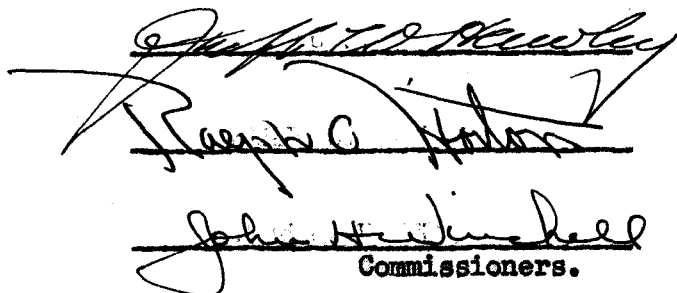
THE COMMISSION ORDERS:

That Permit No. B-4152, of George L. Norquist, 3311 South Lafayette Street, Englewood, Colorado, be, and the same is hereby, extended to include:

The transportation of glass bottles for the Denver Glass Bottle Company, only, from its plant located at 63rd and Brighton Boulevard, to Denver, Colorado, and to Kumer-Rempson Canning Company at Brighton, Colorado, said trips to Brighton, Colorado, to be occasional trips only of an emergency nature; that applicant shall be limited to the use of one 1½-ton truck in performing this service; that he shall have no back haul; and that this permit shall be non-transferable.

That this order is made part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
GEORGE W. FREEMAN AND GERTRUDE V.
FREEMAN, 3975 SOUTH SANTA FE, ENGLE-
WOOD, COLORADO, FOR A CLASS "B"
PERMIT TO OPERATE AS A PRIVATE CAR-
RIER BY MOTOR VEHICLE FOR HIRE.

APPLICATION NO. 11830-PP

June 23, 1952

Appearances: George W. Freeman and
Gertrude V. Freeman,
Englewood, Colorado,
pro se.

S T A T E M E N T

By the Commission:

Applicants herein seek a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of sand, gravel, and other road-surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a radius of fifty miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties, Colorado.

The matter was regularly set for hearing, and heard, at 330 State Office Building, Denver, Colorado, on June 19, 1952, at ten o'clock A. M., and at the conclusion of the hearing, the matter was taken under advisement.

It appears that applicants are husband and wife and are operating as a co-partnership; that they own ample equipment to carry on said operations, and their financial stability and operating experience were established to the satisfaction of the Commission.

No one appeared in opposition to the granting of the instant application.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted, as set forth in the Order following.

O R D E R

THE COMMISSION ORDERS:

That George W. Freeman and Gertrude V. Freeman, of 3975 South Santa Fe, Englewood, Colorado, be, and they hereby are, granted authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of sand, gravel, and other road-surfacing materials, from pits and supply points in the State of Colorado to road and building construction jobs within a radius of fifty miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties, Colorado.

That said operation shall be conducted as a co-partnership and not as individuals.

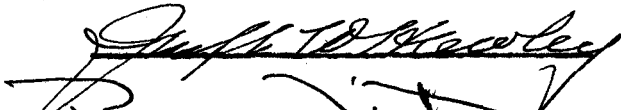
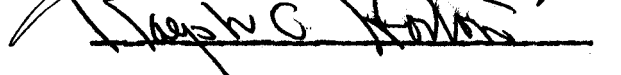

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicants have filed a statement of their customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and have secured identification cards.

That the right of applicants to operate hereunder shall depend upon their compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
ELLENE W. WHITE, 735 SOUTH SHERIDAN,)	
DENVER, COLORADO, FOR AN EXTENSION)	<u>APPLICATION NO. 11827-PP-Extension</u>
OF PERMIT NO. B-4417.)	
-----)	

June 23, 1952

Appearances: Ellene W. White, Denver,
Colorado, pro se.

S T A T E M E N T

By the Commission:

Applicant herein is the holder of Permit No. B-4417, which
authorizes the transportation of:

sand, gravel, and other road surfacing materials
from pits and supply points located in the State
of Colorado to road and building construction jobs
located within a 50-mile radius of said pits and
supply points; excluding service in Clear Creek,
Gilpin and Boulder Counties, except hauling may be
done in Boulder County for the Boulder Toll Road
only; and coal from the northern Colorado coal
fields to Denver, Colorado.

By the instant application, applicant seeks to extend her
authority under Permit No. B-4417, to include the transportation of:

sand, gravel and road surfacing materials from pits
and supply points in Boulder County to the Rocky
Flats Atomic Energy Plant.

The matter was regularly set for hearing, and heard, at 330
State Office Building, Denver, Colorado, on June 19, 1952, at ten o'clock
A. M., and at the conclusion of the hearing, the matter was taken under
advisement.

It appears that applicant owns ample equipment to carry on the
proposed extended service, and her operating experience and financial
responsibility have been established to the satisfaction of the Commission.

No one appeared in opposition to the granting of the extension
sought herein.

FINDINGS

THE COMMISSION FINDS:

That authority under Permit No. B-4417 should be extended as asked for.

ORDER


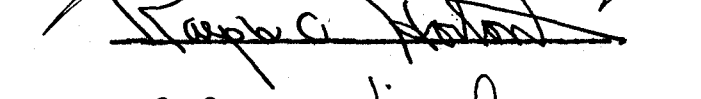
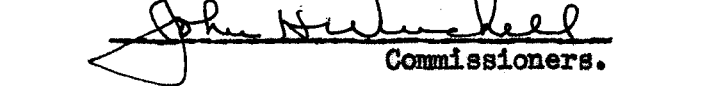
THE COMMISSION ORDERS:

That Permit No. B-4417, of Ellene W. White, 735 South Sheridan, Denver, Colorado, be, and the same is hereby, extended to include the transportation of:

sand, gravel and road surfacing materials from pits and supply points in Boulder County to the Rocky Flats Atomic Energy Plant.

That this order is made part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
FRANK A. BANYAI, LAFAYETTE, COLORADO,) APPLICATION NO. 11828-PP-Extension
FOR AN EXTENSION OF PERMIT NO. B-3727.)

June 23, 1952

Appearances: George C. Pomainville, Esq.,
Longmont, Colorado, for
applicant;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company;
Harold Swena, Golden, Colorado,
pro se.

S T A T E M E N T

By the Commission:

Frank A. Banyai, of Lafayette, Colorado, the applicant herein,
is presently the holder of Permit No. B-3727, which authorizes:

The transportation of grain, only, from farms
within a 15-mile radius of Lafayette, Colorado
to elevators and rail loading points within said
area; and coal between points within a radius of
fifty miles of Lafayette, Colorado, excluding all
service in Clear Creek County.

Applicant now seeks authority to extend his permit to include:

The transportation of beer (with return of empty
bottles) from Coors Brewery in Golden, Colorado,
to Lafayette, Colorado, for Schofield Brothers, only.

The matter was regularly set for hearing, and heard, at 330 State
Office Building, Denver, Colorado, on June 19, 1952, at ten o'clock A. M.,
and at the conclusion of the hearing, the matter was taken under advisement.

Applicant states he is willing to abide by the prescribed rates
of the Commission.

Ralph Schofield, of Schofield Brothers, stated his company is a
beer distributor covering two and one-half counties in northern Colorado,
and is presently hauling beer from Golden to its warehouses in Lafayette;

that they have determined to employ applicant herein to haul beer from the Coors Brewery at Golden to Lafayette, and his services would be used exclusively for that service. The witness testified that he is willing to pay the prescribed rates on file with the Commission, and if said rates call for a 20% overcharge, he is willing to pay that.

No testimony was presented on behalf of protestants.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application for extension of Permit No. B-3727 should be granted, as set forth in the Order following.

O R D E R


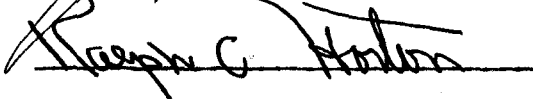

THE COMMISSION ORDERS:

That Permit No. B-3727, of Frank A. Banyai, Lafayette, Colorado, be, and the same is hereby, extended to include:

The transportation of beer (with return of empty bottles) from Coors Brewery in Golden, Colorado, to Lafayette, Colorado, for Schofield Brothers of Lafayette, Colorado, only.

This order is made a part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
LOUIS SCOTT, 858 GALAPAGO STREET,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)
-----)

APPLICATION NO. 11688-PP

June 23, 1952

Appearances: Louis Scott, Denver,
Colorado, pro se.

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of sand, gravel, building materials and coal between points within a 30-mile radius of Denver, Colorado.

The matter was set for hearing at the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, on June 19, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, the evidence disclosed that applicant is the owner of a 2-ton 1950 Chevrolet Dump Truck, and has a net worth of approximately \$10,000.00.

Victor Perella, Dispatcher for the Rio Grande Fuel Company, testified his company would use the services of applicant if a permit is granted, and that his services are needed; that applicant has worked for Rio Grande Fuel Company for six years and that he is well qualified to perform the required transportation services which his company could not obtain from common carriers in that area.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application, as hereinafter limited, should be granted.

O R D E R

THE COMMISSION ORDERS:

That Louis Scott, of 858 Galapago Street, Denver, Colorado, be, and hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, and coal within a radius of 30 miles of Denver, Colorado, and the transportation of building materials within a radius of 10 miles of Denver, Colorado, for the Rio Grande Fuel Company, only.

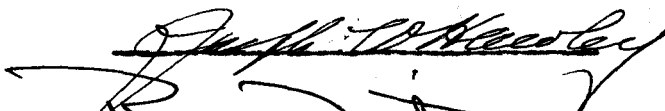
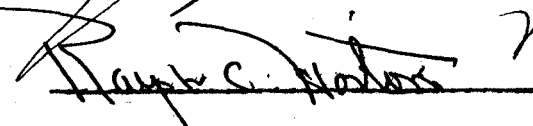
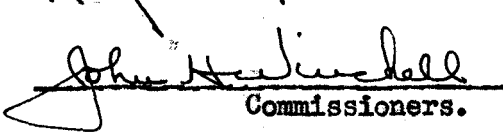
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right to operate hereunder shall depend upon applicant's compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
DAN J. MOCKEN, 868 FOX STREET,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)
-----)

APPLICATION NO. 11831-PP

June 23, 1952

Appearances: Dan J. Mocken, Denver,
Colorado, pro se.

S T A T E M E N T

By the Commission:

On May 7, 1952, applicant herein filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of sand, gravel and other road-surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties, and from pits in Boulder County to the Rocky Flats Atomic Energy Plant; and coal from mines in the northern Colorado coal fields to Denver, to the Valmont Plant of Public Service Company near Boulder, to the plants of the Great Western Sugar Company and Kumer-Empson Company located within a radius of 50 miles of Denver, and to The Rocky Mountain Arsenal, located near, Denver, Colorado.

The matter was set for hearing, and heard, on June 19, 1952, at ten o'clock A. M., at 330 State Office Building, Denver, Colorado, and at the conclusion of the hearing, the matter was taken under advisement.

It appeared that applicant has ample equipment, and his financial responsibility was established to the satisfaction of the Commission. It also appeared that the operating experience of applicant was satisfactory and that his proposed service would not impair the efficiency of any common carrier motor vehicle service operating in the territory sought to be served by applicant.

No one appeared in opposition to granting the authority sought.

F I N D I N G S

THE COMMISSION FINDS:

That permit should issue as requested.

O R D E R

THE COMMISSION ORDERS:

That Dan J. Mocken, of 868 Fox Street, Denver, Colorado, be, and he is hereby, authorized to operate as a Class "B" private carrier bymotor vehicle for hire for the transportation of:

sand, gravel, and other road-surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties, with the right, however, to haul from pits in Boulder County to the Rocky Flats Atomic Energy Plant; and coal from mines in the northern Colorado coal fields to Denver, to the Valmont Plant of Public Service Company near Boulder, to the plants of Great Western Sugar Company and Kumer-Empson Company located within a radius of 50 miles of Denver, and to the Rocky Mountain Arsenal located near Denver, Colorado.

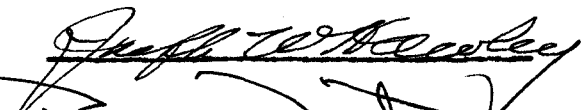
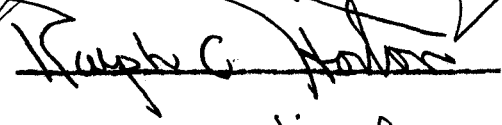
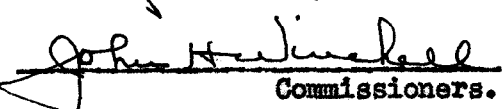
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
FERGUSON HARDWARE COMPANY,)
LOVELAND, COLORADO.)
-----)

CASE NO. 61349-INS.
(Permit No. C-7493)

June 23, 1952

S T A T E M E N T

By the Commission:

On June 4, 1952, in Case No. 61349-Ins., the Commission entered an order revoking Permit No. C-7493 for failure to keep on file the required certificate of insurance.

Proper filing has now been made without lapse, and order of revocation should be set aside.

F I N D I N G S

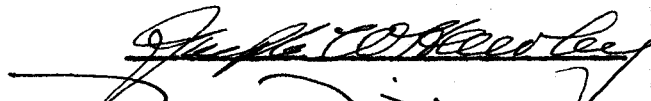
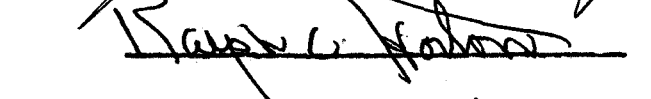
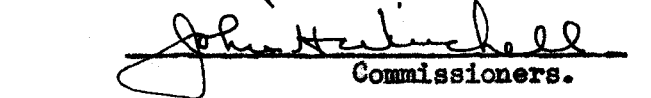
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 61349-Ins., should be cancelled and set aside, and said Permit No. C-7493 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on June 4, 1952, in Case No. 61349-Ins., should be, and it hereby is, cancelled and set aside, and said Permit No. C-7493 restored to its former status as of June 4, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
I. G. WERTH, DOING BUSINESS AS)
"WERTH IMPLEMENT COMPANY," 1145)
NORTH SEVENTH, GRAND JUNCTION,)
COLORADO.)
-----)

CASE NO. 61280-INS.
(Permit No. C-25576)

June 23, 1952

S T A T E M E N T

By the Commission:

On June 4, 1952, in Case No. 61280-Ins., the Commission entered an order revoking Permit No. C-25576 for failure to keep on file the required certificate of insurance.

Proper insurance filing was made within the five-day period of grace allowed in the order, and revocation should be set aside.

F I N D I N G S

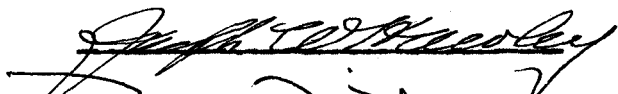
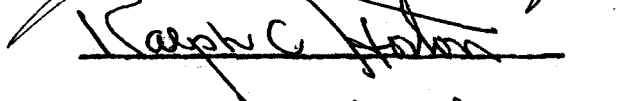
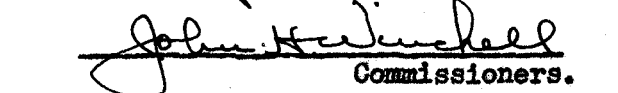
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 61280-Ins., should be cancelled and set aside, and said Permit No. C-25576 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on June 4, 1952, in Case No. 61280-Ins., should be, and it hereby is, cancelled and set aside, and said Permit No. C-25576 restored to its former status as of June 4, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BRICE OIL COMPANY, 1704 ARAPAHOE)
BOULDER, COLORADO.)
)
)
)

PERMIT NO. C-21305

June 27, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Brice Oil Company,.....

requesting that Permit No. C-21305 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-21305, heretofore issued to.....

Brice Oil Company,.....be,

and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley

Joseph W. C. Horton

John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 27th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
LERROY JONES, FLAGLER, COLORADO)
)
)
)
)

PERMIT NO. C-24042

June 27, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Leroy Jones,.....

requesting that Permit No. C-24042.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-24042....., heretofore issued to.....

Leroy Jones,.....be,

and the same is hereby, declared cancelled effective June 11, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Norton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 27th day of June, 195 2.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
R. L. MITCHELL, BOX 267,)
SHARON, KANSAS.)
-----)

PUC NO. 2188-I

June 27, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from R. L. Mitchell, Box 267, Sharon, Kansas, requesting that Certificate of Public Convenience and Necessity No. 2188-I be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

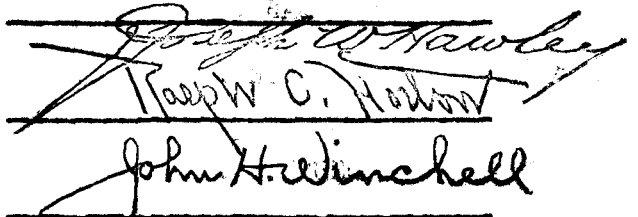
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Certificate No. 2188-I, heretofore issued to R. L. Mitchell, be, and the same is hereby, declared cancelled, effective June 12, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 27th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN G. CANATSEY, ROUTE 1,)
BOX 168, DERBY, COLORADO.)
-----)

PERMIT NO. B-4389

June 27, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-4389 be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

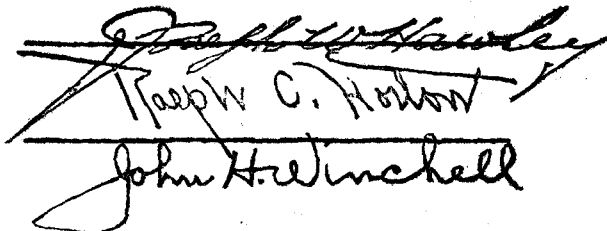
O R D E R

THE COMMISSION ORDERS:

That John G. Canatsey be, and he is hereby, authorized to suspend his operations under Permit No. B-4389 until December 20, 1952.

That unless said John G. Canatsey shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 27th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
C. E. COURTRIGHT, DOING BUSINESS AS
"COURTRIGHT TRANSFER," JULESBURG,
COLORADO, FOR A CLARIFICATION OF
CERTIFICATE NO. PUC-1147.

APPLICATION NO. 11668-Clarification
SUPPLEMENTAL ORDER

June 24, 1952

Appearances: Marion F. Jones, Esq.,
Denver, Colorado,
for applicant;
Raymond B. Danks, Esq.,
Denver, Colorado, and
J. R. Arnold, Denver,
Colorado, for North-
eastern Motor Freight, Inc.;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company.

S T A T E M E N T

By the Commission:

By Decision No. 38546, of date April 28, 1952, the Commission issued its order clarifying the authority under PUC No. 1147, held by C. E. Courtright, doing business as "Courtright Transfer," of Julesburg, Colorado.

On May 7, 1952, Petition for Rehearing was filed in said matter by Marion F. Jones, Esq., attorney for C. E. Courtright.

The Commission has reviewed the files and the evidence adduced at the hearing on said matter, and has carefully considered the Petition for Rehearing filed herein and each and every allegation thereof, and is of the opinion that said Petition should be denied,

F I N D I N G S

THE COMMISSION FINDS:

That Petition for Rehearing filed herein by C. E. Courtright, doing business as "Courtright Transfer," by Marion F. Jones, Esq., his attorney, should be denied.


O R D E R

THE COMMISSION ORDERS:

That Petition for Rehearing in the above-styled matter,
filed by Marion F. Jones, Esq., should be, and the same hereby is, denied.

This order shall become effective as of the day and date
hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Ralph C. Hearley
Ralph C. Holton
John H. Hinchell
Commissioners.

Dated at Denver, Colorado,
this 24th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
WARREN JOHNSON, BOX 134, ROUTE)
2, ALAMOSA, COLORADO.)

PERMIT NO. B-3656

June 30, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee requesting that his Permit No. B-3656 be suspended for six months from June 24, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Warren Johnson, Alamosa, Colorado, be, and he is hereby, authorized to suspend his operations under Permit No. B-3656 until December 24, 1952.

That unless said Warren Johnson, Alamosa, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold W. C. Horton
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 30th day of June, 1952.
mls

(Decision No. 38880)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ROBERT L. LYNCH, 1336 LAPORTE AVENUE,)
FORT COLLINS, COLORADO, FOR A CLASS)
"B" PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 11838-PP

June 25, 1952

Appearances: Robert L. Lynch, Fort Collins,
Colorado, pro se.

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, and other road surfacing materials from pits and supply points located in the State of Colorado to road and building construction jobs located within a 75 mile radius of said pits and supply points, excluding service in Clear Creek, Gilpin and Boulder Counties, except hauling may be done for the Atomic Energy Commission located northwest of Denver, Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 20, 1952, at ten o'clock A. M., and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, applicant testified that, since filing the application, he had moved from Fort Collins and that his present address was 830 East 4th Street, Loveland, Colorado; that he was presently operating under temporary authority granted by the Commission; that he was the owner of a 1951 Ford 6 Dump Truck; that his net worth was approximately \$5,000.00; that he had an oral contract with Winston Brothers Construction

Company for his services and was presently hauling for them under his temporary authority; that he had had considerable experience in trucking operations.

No one appeared in opposition to the granting of the authority sought.

It did not appear that the proposed service of applicant will impair the efficiency of any common carrier service operating in the territory which applicant seeks to serve.

The operating experience and financial responsibility of applicant were established to the satisfaction of the Commission.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Robert L. Lynch, 830 East 4th Street, Loveland, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, and other road surfacing materials from pits and supply points located in the State of Colorado to road and building construction jobs located within a 75 mile radius of said pits and supply points, excluding service in Clear Creek, Gilpin and Boulder Counties, except hauling may be done for the Atomic Energy Commission located northwest of Denver, Colorado.

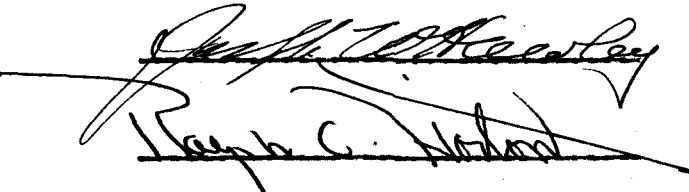

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of this Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.

bf

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
WALTER H. DERR, 820 SOUTH PECOS ST.,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE CAR-)
RIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 11837-PP

June 25, 1952

Appearances: Walter H. Derr, Denver, Colo-
rado, pro se.

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, dirt, and other road surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a 50 mile radius of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties; and coal from mines in the northern Colorado coal fields to Denver, Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 20, 1952, at ten O'clock A. M., and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, the applicant testified that he is the owner of a 1950 Chevrolet Dump Truck and now operates under temporary authority granted by the Commission; that his net worth is approximately \$1,500.00; and that he has had ten years of varied experience in trucking operations.

No one appeared in opposition to the granting of the authority sought.

It did not appear that the proposed service of applicant will

impair the efficiency of any common carrier service operating in the territory which applicant seeks to serve.

The operating experience and financial responsibility of applicant were established to the satisfaction of the Commission.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Walter H. Derr, Denver, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, dirt, and other road surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a 50 mile radius of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties; and coal from mines in the northern Colorado coal fields to Denver, Colorado.

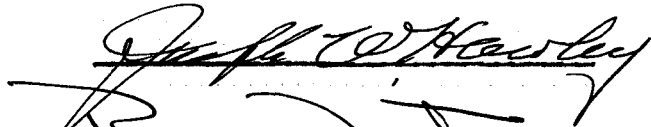
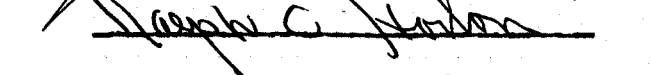

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of this Commission.

That this order shall become effective twenty-one days from
date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado
this 25th day of June, 1952

bf

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE ISSUANCE OF TEMPORARY CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY UNDER CHAPTER 80, SESSION LAWS OF COLO- RADO, 1951. -----	} } } } }	<u>APPLICATION NO. 11856</u>
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June 23, 1952

S T A T E M E N T

By the Commission:

Report has been received by the Commission from Louis J. Carter, Law Enforcement Office for this Commission, to the effect than an emergency will exist in the matter of trucks for the transportation of peas in that part of Colorado lying east of the foothills and west of a line drawn north and south through the eastern boundary of Adams County and being north of U. S. Highway No. 36, and that the emergency will probably commence on June 23 and continue to about July 23.

Request is made for an Order of the Commission relative to the issuance of temporary certificates for the seasonal transportation of the pea crop in the territory described.

F I N D I N G S

THE COMMISSION FINDS:

That an emergency exists because of the shortage in certificated trucks for the transportation of peas in the territory above described, and that public convenience and necessity require that temporary certificates should issue for the operation of motor vehicles for transportation of peas to market or place of storage, as provided by Chapter 80, Session Laws of 1951, said certificates to be effective for the period June 23 to July 23, 1952, inclusive.

ORDER

THE COMMISSION ORDERS:

That temporary certificates of public convenience and necessity be, and are hereby, authorized to be issued for the operation of motor vehicles, for the transportation of peas to market or place of storage in that part of the State of Colorado lying east of the foothills and west of a line drawn north and south through the eastern boundary of Adams County and being north of U. S. Highway No. 36, said certificates to be effective June 23, 1952, and continue in force up to and including July 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 23rd day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
JOHN K. CONNER AND GEORGE G. COLSON,)	
CO-PARTNERS, DOING BUSINESS AS)	
"AURORA MOVING AND STORAGE COMPANY,")	<u>APPLICATION NO. 11834-Extension</u>
1527 DAYTON STREET, AURORA, COLORADO,)	
FOR AN EXTENSION OF CERTIFICATE OF)	
PUBLIC CONVENIENCE AND NECESSITY)	
NO. PUC-2241.)	
-----)	

June 25, 1952

Appearances: E. B. Evans, Esq.,
Denver, Colorado,
for applicant.

S T A T E M E N T

By the Commission:

By Decision No. 36505, of date April 18, 1951, John K. Conner, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado, was granted a certificate of public convenience and necessity to operate as a common carrier call and demand motor vehicle transportation service, for the transportation, in pickup and delivery service, of:

general commodities:

- (1) Between points in Aurora, Colorado;
- (2) From, to, and between points in Aurora, Colorado, and points in a six-mile radius of Aurora, Colorado, not including Denver, Colorado;
- (3) Between points in Aurora, Colorado, and a six-mile radius thereof, and Denver, Colorado, all shipments to originate in Aurora, Colorado, or said six-mile area, exclusive of Denver, Colorado,

said operating rights being designated "PUC No. 2241."

By Decision No. 37834, of date December 3, 1951, said certificate-holder was authorized to transfer all his right, title, and interest

in and to PUC No. 2241 to John K. Conner and George G. Colson, co-partners, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado.

By the instant application, the owners of the above-entitled authority seek an extension of their authority to authorize the transportation of household goods from homes and warehouses in Denver, Colorado, to points in Aurora and the six-mile area.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 20, 1952, at ten o'clock A. M., and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, John K. Conner, co-partner and applicant, testified that his operations were hampered by his inability to render service to residents living in the eastern portion of the City and County of Denver adjacent to Aurora, Colorado, by transporting their household goods from their present residences in Denver to Aurora and Hoffman Heights; that he receives as many as four calls per day for such service; that he was the only common carrier equipped to render this service located in his immediate neighborhood.

Upon cross-examination, applicant moved to amend his application to limit pickups of household goods for transportation from Denver, Colorado, to that portion of Denver lying east of York Street. The motion was granted and the Weicker Transfer and Storage Company withdrew its objection to the granting of the application as amended.

Jack Ross of Denver, Colorado, a driver and part-time officer working for the Aurora Moving and Storage Company, testified that during the hours he served in the office, he received an average of three to four calls per day for service from east Denver to Hoffman Heights, or Aurora, for the transportation of household goods.

and to PUC No. 2241 to John K. Conner and George G. Colson, co-partners, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado.

By Decision No. 38883, of date June 25, 1952, John K. Conner and George G. Colson, co-partners, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado, were authorized to extend their authority to include the transportation of:

household goods from that portion of Denver, Colorado, lying east of York Street to Aurora, Colorado, and points within a six-mile radius thereof, exclusive of Denver.

By the instant application, John K. Conner and George G. Colson, co-partners, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado, seek to transfer certificate of public convenience and necessity No. 2241 to John K. Conner, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 20, 1952, at ten o'clock A. M., and, at the conclusion of the hearing, the matter was taken under advisement.

No one appeared in opposition to the authority sought.

At the hearing, John K. Conner identified Exhibit No. 1 as a Dissolution of Partnership, acknowledged by John K. Conner and George G. Colson, and Exhibit No. 3 as a true and correct copy of a purchase price mortgage granted by John K. Conner, doing business as "Aurora Moving and Storage Co.," to George G. Colson, on May 20, 1952, on Certificate of Public Convenience and Necessity No. 2241, and one 1939 International 1½-ton truck and one 1939 Dodge ½-ton pickup truck, said mortgage to secure a note in the sum of \$2,243.73, payable in twenty-one monthly installments of \$100.00 each.

Applicant also identified Exhibit No. 2 as a profit and loss statement of the Aurora Moving and Storage Co.," for the period January 1, 1952 to March 31, 1952; and Exhibit No. 4 as a balance sheet for the "Aurora

Moving and Storage Co." as of May 20, 1952, the date of the dissolution of the partnership. The applicant requested the transfer applied for and approval by the Commission of the Chattel Mortgage given as part of the purchase price. Applicant also testified that there were no outstanding unsecured obligations except small current bills.

F I N D I N G S

THE COMMISSION FINDS:

That the transfer should be authorized, subject to outstanding indebtedness, and the purchase price mortgage given by John K. Conner to George G. Colson should be approved.

O R D E R

THE COMMISSION ORDERS:

That John K. Conner and George G. Colson, co-partners, doing business as "Aurora Moving and Storage Co.," 1527 Dayton Street, Aurora, Colorado, should be, and they hereby are, authorized to transfer all their right, title, and interest in and to PUC No. 2241 — being the operating rights granted by Decision No. 37834, and as extended by Decision No. 38883 — to John K. Conner, doing business as "Aurora Moving and Storage Co.," 1527 Dayton Street, Aurora, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured, and approval is hereby given to a purchase price mortgage upon the authority from John K. Conner, Mortgagor, to George G. Colson, Mortgagee, of date May 20, 1952, securing a note in the sum of \$2,243.73, payable in twenty-one monthly installments of \$100.00 each on the 10th of each month, commencing June 10, 1952, and one payment of \$143.73; provided, however, that transferee shall assume and pay ton-mile tax due and owing from transferors to the Commission on account of operations under said certificate.

That said transfer shall become effective only if and when, but not before, said transferors and transferee, in writing, have advised the Commission that said certificate has been formally assigned and that said parties have accepted and in the future will comply with the conditions and

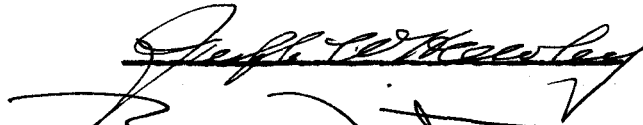
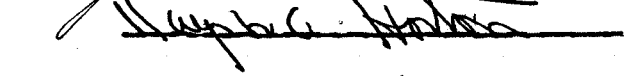
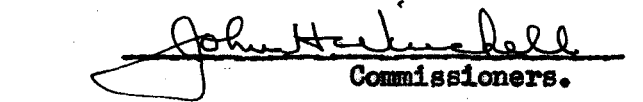
requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

The tariff of rates, rules and regulations of transferors shall become and remain those of transferee until changed according to law and the rules and regulations of this Commission.

The right of transferee to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering his operations under said certificate up to the time of the transfer of said certificate, and the payment by ~~them~~ or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferors shall be transferred and credited to account of transferee herein.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.

ea

There were no protests to the granting of the extension of the authority as amended.

It appears to the Commission that public convenience and necessity require the extension of this authority.

F I N D I N G S

THE COMMISSION FINDS:

That the extension as restricted herein should be granted.

O R D E R

THE COMMISSION ORDERS:

That John K. Conner and George G. Colson, co-partners, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado, owners of PUC No. 2241, should be, and they hereby are, granted an extension of authority under PUC No. 2241 to include the transportation of household goods from that portion of Denver, Colorado, lying east of York Street to Aurora, Colorado, and points within a six-mile radius thereof, exclusive of Denver.

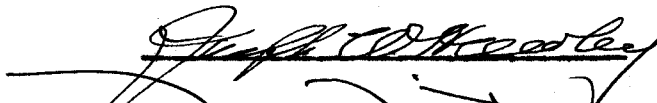
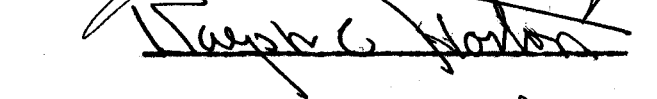
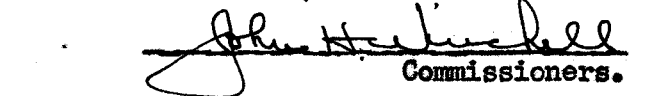
That applicants shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty days from date.

That applicants shall operate their carrier system in accordance with the order of the Commission except when prevented by Act of God, the public enemy or extreme conditions.

That this order is subject to compliance by applicants with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JOHN K. CONNER AND GEORGE G. COLSON,)
CO-PARTNERS, DOING BUSINESS AS)
"AURORA MOVING & STORAGE COMPANY,")
1527 DAYTON STREET, AURORA, COLORADO,)
TO TRANSFER CERTIFICATE OF PUBLIC)
CONVENIENCE AND NECESSITY NO. PUC-)
2241 TO JOHN K. CONNER, DOING BUSI-)
NESS AS "AURORA MOVING AND STORAGE)
COMPANY," 1527 DAYTON STREET,)
AURORA, COLORADO.)
-----)

APPLICATION NO. 11835-Transfer

June 25, 1952

Appearances: E. B. Evans, Esq.,
Denver, Colorado,
for applicants.

S T A T E M E N T

By the Commission:

By Decision No. 36505, of date April 18, 1951, John K. Conner, doing business as "Aurora Moving and Storage Co.," Aurora, Colorado, was granted a certificate of public convenience and necessity to operate as a common carrier call and demand motor vehicle transportation service, for the transportation, in pickup and delivery service, of:

general commodities:

- (1) Between points in Aurora, Colorado;
- (2) From to, and between points in Aurora, Colorado, and points in a six-mile radius of Aurora, Colorado, not including Denver, Colorado;
- (3) Between points in Aurora, Colorado, and a six-mile radius thereof, and Denver, Colorado, all shipments to originate in Aurora, Colorado, or said six-mile area, exclusive of Denver, Colorado,

said operating rights being designated "PUC No. 2241."

By Decision No. 37834, of date December 3, 1951, said certificate holder was authorized to transfer all his right, title, and interest in

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE OPERATIONS OF FRONTIER AIR LINES,)
STAPLETON AIRPORT, DENVER, COLORADO,)
UNDER CERTIFICATE OF PUBLIC CONVENI-)
ENCE AND NECESSITY GRANTED BY DECL-)
SION NO. 27660, and NO. 35344.)

CASE NO. 5043
ORDER TO SHOW CAUSE AND
NOTICE OF HEARING

June 25, 1952

S T A T E M E N T

By the Commission:

IT APPEARING TO THE COMMISSION, by Decision No. 27660, of date February 26, 1947, Monarch Air Lines, Inc., Denver, Colorado, was authorized to operate as a scheduled common carrier by airplane, in intrastate and interstate commerce, for the transportation of:

passengers, mail and express, on schedule, in intrastate and interstate commerce within Colorado, singly or in combination with its operations over "Route No. 73," as follows:

(a) Between the terminal point Salt Lake City, Utah, the intermediate points Provo and Price, Utah, and the terminal point Grand Junction, Colorado;

(b) Between the terminal point Grand Junction, Colorado, the intermediate points Cortez, Colorado, Farmington and Gallup, New Mexico, and the terminal point Albuquerque, New Mexico;

(c) Between the terminal point Denver, Colorado, the intermediate points Boulder, Grand Lake, Craig, and Glenwood Springs-Rifle, Colorado, and the terminal point Grand Junction, Colorado;

(d) Between the terminal point Denver, Colorado, the intermediate points Leadville, Salida, Gunnison, and Montrose-Delta, Colorado, and the terminal point Grand Junction, Colorado; and

(e) Between the terminal point Denver, Colorado, the intermediate points Colorado Springs, Pueblo, Canon City, Alamosa-Monte Vista, and Durango, and the terminal point Cortez, Colorado,

certificate of public convenience and necessity issuing therefor.

IT FURTHER APPEARING TO THE COMMISSION, That on January 2, 1951, the certificate of public convenience and necessity was transferred to Frontier Air Lines, Stapleton Airport, Denver, Colorado, by Decision No. 35844.

IT FURTHER APPEARING TO THE COMMISSION, That said Frontier Air Lines, Denver, Colorado, has failed to activate the segment described in Paragraph (c), serving between the terminal point Denver, Colorado, the intermediate points Boulder, Grand Lake, Craig, and Glenwood Springs-Rifle, Colorado, and the terminal point Grand Junction, Colorado, due to unfavorable terrain conditions and/or inadequate airport facilities.

IT FURTHER APPEARING TO THE COMMISSION, That said Frontier Air Lines, Denver, Colorado, has failed to activate service to the points of Leadville and Salida in the segment described in Paragraph (d), due to unfavorable terrain conditions and/or inadequate airport facilities. Therefore,

F I N D I N G S

THE COMMISSION FINDS:

That a hearing be had to determine whether that portion of said certificate of public convenience and necessity described above should, or should not be, cancelled for failure to furnish service aforesaid, and on account of the abandonment thereof, and that said Frontier Air Lines should be required to show cause why that portion of said certificate of public convenience and necessity issued by Decision Nos. 27660 and 35844 should not be cancelled.

O R D E R

THE COMMISSION ORDERS:

That, upon the Commission's own motion, an investigation be had of the operations of Frontier Air Lines under certificate of public convenience and necessity granted by Decision Nos. 27660 and 35844.

That said Frontier Air Lines be, and it hereby is, required to

show cause on or before the 15th day of July A. D. 1952, why an Order should not be entered, cancelling, setting aside, and revoking that portion of said certificate of public convenience and necessity described above on account of failure of said Frontier Air Lines to furnish service in the manner as authorized and required under said certificate of public convenience and necessity and said matter should be, and hereby is, set for hearing before the Commission, at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, July 15, 1952, at ten o'clock A. M.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph W. Hawley
Ralph C. Horton
John H. Churchill
Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.

mls

original

(Decision No. 38886)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE OPERATIONS OF FRONTIER AIR LINES,)
STAPLETON AIRPORT, DENVER, COLORADO,)
UNDER CERTIFICATE OF PUBLIC CONVENI-)
ENCE AND NECESSITY GRANTED BY DECI-)
SION NOS. 28927 and 35842.)

CASE NO. 5044
ORDER TO SHOW CAUSE AND
NOTICE OF HEARING

June 25, 1952

S T A T E M E N T

By the Commission:

IT APPEARING TO THE COMMISSION, That on September 6, 1947,
Challenger Airlines Company, Stapleton Airport, Denver, Colorado, was
authorized to operate as a scheduled common carrier by airplane, in
intrastate and interstate commerce, for the transportation of:

passengers, property and mail between the
northern border of Colorado and Denver,
Colorado, via the route or routes in its
temporary certificate of public convenience
and necessity as re-issued by the Civil
Aeronautics Board, via Fort Collins and
Greeley, Colorado, with the right to serve
said intermediate points of Fort Collins
and Greeley,

certificate of public convenience and necessity (Decision No. 28927)
issuing therefor.

IT FURTHER APPEARING TO THE COMMISSION, That on January 2, 1951,
the certificate of public convenience and necessity was transferred to
Frontier Air Lines, Stapleton Airport, Denver, Colorado, by Decision No.
35842.

IT FURTHER APPEARING TO THE COMMISSION, That said Frontier Air
Lines, Denver, Colorado, has failed to activate operations at Fort Collins,
Colorado, under said certificate.

AND IT FURTHER APPEARING TO THE COMMISSION, That said certificate-
holder has abandoned said operation at Fort Collins, Colorado. Therefore,

F I N D I N G S

THE COMMISSION FINDS:

That a hearing be had to determine whether the intermediate point of Fort Collins, Colorado, under said certificate of public convenience and necessity should, or should not be, stricken from the authority for failure to furnish service aforesaid, and on account of the abandonment thereof, and that said Frontier Air Lines should be required to show cause why the intermediate point of Fort Collins, under said certificate of public convenience and necessity issued by Decision Nos. 28927 and 35842, should not be stricken.

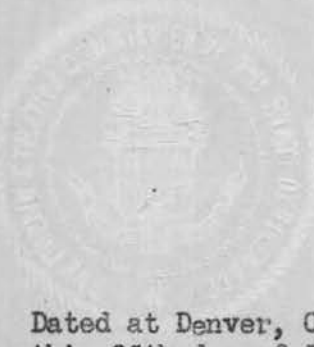
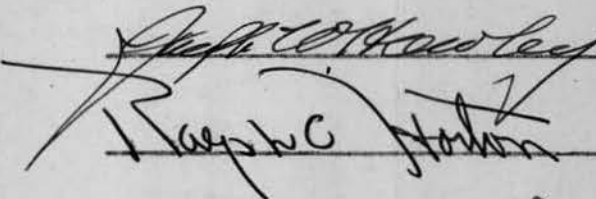
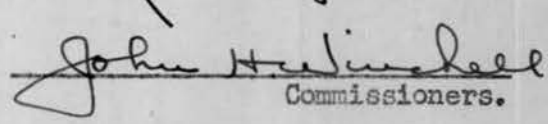
O R D E R

THE COMMISSION ORDERS:

That, upon the Commission's own motion, an investigation be had of the operations of Frontier Air Lines, under certificate of public convenience and necessity granted by Decision Nos. 28926 and 35842.

That said Frontier Air Lines be, and it hereby is, required to show cause on or before the 15th day of July, A. D. 1952, why an Order should not be entered, to strike the intermediate point of Fort Collins, Colorado, from the said certificate of public convenience and necessity on account of failure of said Frontier Air Lines to furnish service in the manner as authorized and required under said certificate of public convenience and necessity and said matter should be, and hereby is, set for hearing before the Commission, at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, July 15, 1952, at ten o'clock A. M.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
LESTER SHADE, LEYDEN ROUTE 1,)
BOX 358, GOLDEN, COLORADO.)
-----)

CASE NO. 699-R
(Permit No. C-23466)

June 25, 1952

S T A T E M E N T

By the Commission:

On May 23, 1952, in Case No. 699-R, the Commission entered an order revoking Permit No. C-23466 for failure of respondent to file certain monthly road tax reports.

It appears that said delinquent reports have now been filed within the five-day period of grace allowed in the revocation order, and the permit should now be reinstated.

F I N D I N G S

THE COMMISSION FINDS:


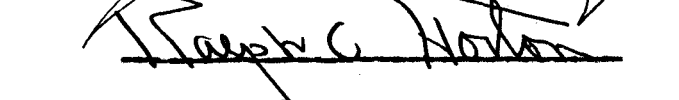
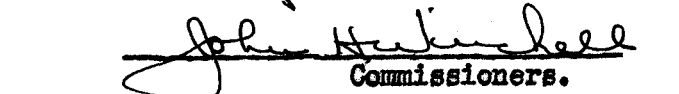
That said order of revocation should be set aside, vacated, and held for naught.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-23466 be, and the same hereby is, reinstated, as of May 23, 1952, revocation order entered in the above-captioned case under date of May 23, 1952, being hereby set aside, cancelled and held for naught.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 25th day of June, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF }
THE COLORADO & SOUTHERN RAILWAY }
COMPANY TO DISMANTLE AND ABANDON }
SPUR TRackage NEAR LUDLOW IN LAS }
ANIMAS COUNTY, COLORADO, FORMERLY }
SERVING THE SHERMAN MINE. }
----- }

APPLICATION NO. 11817

June 26, 1952

S T A T E M E N T

By the Commission:

On May 29, 1952, The Colorado & Southern Railway Company, by J. D. Walker, its Assistant Vice-President and General Manager, filed an application under the rules of this Commission, for authority to dismantle and abandon certain spur trackage of said railroad company near Ludlow in Las Animas County, Colorado, said authority to be effective within 30 days, or upon June 28, 1952.

The trackage now proposed for abandonment consists of the side track, storage and switching tracks which have been used solely to serve the Huerfano Coal Company in connection with its coal mining operations at the Sherman Mine. Said trackage is located in Section 29, Township 31 South, Range 64 West and connects with applicant's main line at about Mile Post 199.1, all in Las Animas County, Colorado. The above is more particularly shown in yellow on the blueprint map as attached to the instant application which, by reference, is made a part hereof.

It appears that the railway company desires to salvage the non-perishable materials in said trackage so that the now critical items of steel rail, fastenings, switches and other equipment may be more advantageously used elsewhere in its system.

By the Commission's investigation it was determined that the Sherman mine discontinued operation on March 20, 1952, and no further use is contemplated for the railroad track since the mine production will not be resumed.

Mr. Thomas Allen, Chief Coal Inspector of the State of Colorado, notified the Commission in writing that there would be no further reason for the continuance of rail service used solely by this mine since his information indicates that the coal supply is relatively exhausted and the mine worked out.

All interested parties having been notified of the instant matter, and no protests being received in opposition to the granting of the authority sought, the Commission has heard the matter without further notice upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought in the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

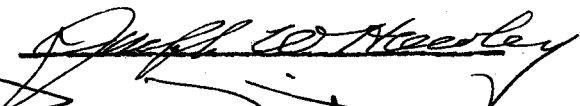
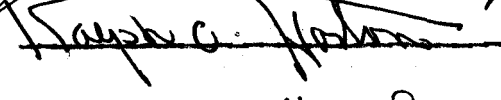

That the above Statement and Findings be made a part hereof.

That The Colorado & Southern Railway Company be, and it hereby is, permitted to dismantle and abandon the trackage as shown in yellow on the map attached to the instant application, said trackage being the facilities which serve the Sherman Mine of the Huerfano Coal Company in Las Animas County, Colorado.

That this order shall be taken, deemed and held to be a certificate of public convenience and necessity for the above authority.

This order shall become effective on June 28, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
HULSEY FERRILL AND WILLIAM STOREY,)
DOING BUSINESS AS "F & S SANITARY)
CARRIERS," A PARTNERSHIP, 850 QUARI) APPLICATION NO. 11825
STREET, DENVER, COLORADO, FOR A)
CERTIFICATE OF PUBLIC CONVENIENCE)
AND NECESSITY TO OPERATE A FREIGHT)
SERVICE.)
-----)

June 26, 1952

Appearances: Edward L. Michael, Jr., Esq.,
and
Robert W. Baker, Esq., Denver,
Colorado, for applicants;
E. B. Evans, Esq., Denver,
Colorado, for Aurora Moving
and Storage Company;
Harold Swena, Golden, Colorado,
for Swena Transfer and Express;
Floyd J. Fahey, Denver, Colorado,
doing business as "Aurora
Removal Service;"
Jake Schlagel, Jr., Denver,
Colorado, doing business as
"Schlagels' Hauling and Moving;"
Robert H. Meyers, Aurora, Colo-
rado, doing business as
"AAA Trash Service;"
George Reichert, Derby, Colorado,
PRO SE;
A. R. Pompey, Derby, Colorado,
for F & P Trash Hauling.

S T A T E M E N T

By the Commission:

On May 15, 1952, Hulsey Ferrill and William Storey, co-
partners, Denver, Colorado, filed their application for a Certificate of
Public Convenience and Necessity for the transportation of ashes, waste
paper, paper, trash, refuse, tree limbs, fertilizer, rocks, stone, dirt,
building materials, garbage, tin cans, used containers, seed, feed, house-
hold goods, food, and other items commonly carrier by others operating under
similar certificate of public convenience and necessity. The area to be
served was described as follows:

Between points in the City of Aurora and also from and to all points within a radius of 12 miles thereof, but in a westerly direction only to the northern and southern extensions of Colorado Boulevard.

On June 11, 1952, the City of Aurora submitted a letter to the Commission, signed by C. E. Tupps, Mayor of Aurora, protesting the granting of additional authorities for the removal of trash and ash in Aurora.

The application, after due notice to all parties in interest, was regularly set for hearing, and heard, June 18, 1952, at ten o'clock A. M., in the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, and there taken under advisement.

At the hearing, the applicants moved to amend their application to read as follows:

for the transportation of ashes, waste paper, paper, trash, refuse, tree limbs, fertilizer, rocks, stone, dirt, tin cans, and used containers.

There being no objection to the proposed amendment, permission was granted to amend the application.

Hulsey Ferrill, 850 Quari Street, Hoffman Heights, Arapahoe County, Colorado, one of the applicants, testified identifying the financial statement of the applicants, attached to the application; that the partnership was financially able to acquire all of the equipment necessary to render the service applied for and could add additional equipment as the need for the service expanded; that he had solicited for three hours in Hoffman Heights and, during that time, found sixty residents who desired his services for the removal of their trash; that upon being informed that authority from the Public Utilities Commission was required before he could engage in such an operation, he discontinued his soliciting; that he had had experience during summer vacations while attending High School and College in the collection and disposal of trash.

Kenneth J. Wiley, Attorney and Instructor at Lowry Field, testified in support of the application that he was now using the AAA Trash Service, but found it very unsatisfactory; that there had been refuse, consisting of rocks and sticks, around on his property since March 28, and urgently supported the granting of the authority.

Jonas Kicken, a High School Teacher, testified that he was using the AAA Trash Service; that they were collecting trash once per month; that there was a need for twice a month service; that the present service was inadequate; and that there was a public need for the service of the applicants.

H. Browning, a resident of Hoffman Heights, testified that the present service rendered by AAA Trash Service was very unsatisfactory; that there was an urgent need for applicants' services.

Bill Holt testified that he had lived in the area which the applicants seek to serve since December, 1951; that he had been hauling his own trash since no one had solicited the business; that there was a need for the applicants' service.

Chester May, 927 Quarl Street, Hoffman Heights, testified that the present service for the collection and removal of trash was unsatisfactory and inadequate; that there was an urgent need for the applicants' service.

William E. Storey, one of the applicants, testified that he would devote full time to the operation, if necessary; that they had not as yet obtained authority from the City of Aurora, but that they would make application for such authority.

Anna K. Howe, Audrey H. Rohenkohl, Ruth Roland, and Eleanor Haskens, all residents of the area in which the applicants seek authority, testified that the present service was adequate and satisfactory.

Floyd J. Fahey, doing business as "Aurora Removal Service," testified that he now serves a large number of customers in both Aurora and Hoffman Heights; that he distributes hand bills and uses other forms of advertising to call attention of the residents of Aurora and Hoffman Heights to the service which he offers; that he has sufficient equipment and that, with the others now authorized to haul ashes and trash from that area, there is no need for additional authority.

Robert H. Meyers, doing business as "AAA Trash Service," testified that he solicits personally in Aurora and Hoffman Heights for customers for his disposal service, and that there is no need for additional authority.

Jake Schlagel, Jr., doing business as "Schlagels' Hauling and Moving," testified in opposition to the granting of the application; that in his opinion there was no need for additional authority,

The testimony further disclosed that the Aurora dumping ground in Adams County would no longer be available to citizens of Hoffman Heights after July 1, and that there is presently no dumping ground in Arapahoe County within a reasonable distance of Hoffman Heights.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity require the granting of the instant application as amended and restricted for reasons heretofore set forth in the Statement, which is incorporated, by reference, as a part of these Findings.

O R D E R

THE COMMISSION ORDERS:

That public convenience and necessity require the motor vehicle trash hauling services of Hulsey Ferrill and William Storey, co-partners, doing business as "F & S Sanitary Carriers," not on schedule, for the transportation of ashes, waste paper, paper, trash, refuse, tree limbs, fertilizer, rocks, stone, dirt, tin cans, and used containers, between points in Hoffman Heights, Arapahoe County, Colorado, and from such points to any dump which is now available, or may hereafter become available, for the use of residents of Hoffman Heights, excluding service in the City of Aurora, Colorado.

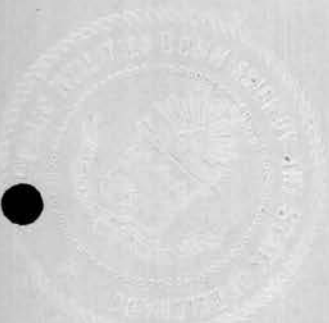
That applicants shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty days from date.

That applicants shall operate their carrier system in accordance with the order of the Commission except when prevented by Act of God, the public enemy or extreme conditions.

That this order is subject to compliance by applicants with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Hubert W. Keeney
Ralph C. Hahn
John H. Hinchell
Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.

ea

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
J. E. BAILEY AND A. E. SNIDER, DO-)
ING BUSINESS AS "BAILEY TRUCK LINE,")
1151 GALAPAGO STREET, DENVER, COLO-)
RADO, TO TRANSFER PERMIT NUMBER A-)
4116 TO W. J. GRUNINGER AND A. E.)
SNIDER, DOING BUSINESS AS "NEWS &)
FILM SERVICE," 1151 GALAPAGO STREET,)
DENVER, COLORADO.)

APPLICATION NO. 11836-PP-Transfer

IN THE MATTER OF THE APPLICATION OF)
J. E. BAILEY AND A. E. SNIDER, DO-)
ING BUSINESS AS "BAILEY TRUCK LINE,")
1151 GALAPAGO STREET, DENVER, COLO-)
RADO, TO TRANSFER PERMIT NUMBER A-)
4500 AND A-4500-I TO W. J. GRUNINGER)
AND A. E. SNIDER, DOING BUSINESS AS)
"NEWS & FILM SERVICE," 1151 GALAPAGO)
STREET, DENVER, COLORADO.)

APPLICATION NO. 11845-PP-Transfer

June 26, 1952

Appearances: Bruce Ownbey, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

On June 8, 1946, by Decision No. 27073, Harry Russell, Pueblo,
Colorado, was authorized to operate as a Class "A" private carrier by
motor vehicle for hire, for the transportation of:

newspapers, generally, between Pueblo, Lamar,
Eads, Ordway, and return to Pueblo, via U. S.
Highway No. 50 to Lamar, U. S. Highway No. 287
to Eads, U. S. Highway No. 96 to Pueblo, with
the right to serve all intermediate points,
and the off-route point of Kit Carson, via
U. S. Highway No. 287, and points intermediate,
Eads to Kit Carson; and the Rocky Mountain News,
only, between Denver and Pueblo, and inter-
mediate points, via U. S. Highway No. 85, it
being contemplated that he can haul the Rocky
Mountain News thereby from Denver to points
heretofore named that he is authorized to serve
east and south of Pueblo, Colorado,

said operating rights being designated "Permit No. A-4116."

Harry Russell, Pueblo, Colorado, pursuant to authority contained

in Decision No. 35089, of date July 17, 1950, was authorized to transfer said operating rights to Harold E. Taylor, Englewood, Colorado, who was, by the same Decision, authorized to extend operations thereunder to include the right to transport:

motion picture films from Denver, Colorado, and points beyond, to Lamar, Colorado, on U. S. Highway No. 50; thence to Eads and Kit Carson, Colorado, and the off-route point of Cheyenne Wells, Colorado; thence to Denver, on U. S. Highway No. 40, serving all points between Pueblo and east, back to Denver, no service being authorized between Denver and Pueblo, Colorado, on U. S. Highways Nos. 85 and 87.

Pursuant to authority contained in Decision No. 36093, of date February 7, 1951, Harold E. Taylor transferred said Permit No. A-4116 to J. E. Bailey, doing business as "Bailey Truck Line," Denver, Colorado.

Pursuant to authority contained in Decision No. 36668, of date May 4, 1951, J. E. Bailey transferred said Permit No. A-4116 to J. E. Bailey and Harold E. Taylor, co-partners, doing business as "Bailey Truck Line," Denver, Colorado.

By Decision No. 38316, of date March 27, 1952, J. E. Bailey and Harold E. Taylor, co-partners, doing business as "Bailey Truck Line," Denver, Colorado, were authorized to transfer said Permit No. A-4116 to J. E. Bailey and A. E. Snider, co-partners, doing business as "Bailey Truck Line," Denver, Colorado, transferors in the present application.

By Decision No. 38199, of date February 21, 1952, J. E. Bailey and A. E. Snider, co-partners, doing business as "Bailey Truck Line," Denver, Colorado, were authorized to operate as a Class "A" private carrier by motor vehicle for hire for the transportation of:

newspapers from Denver to the Kansas State Line via U. S. Highway No. 40 to Limon, and Highway No. 24 to the State Line, and return via U. S. Highway No. 36 from the State Line to Denver, Colorado, in both interstate and intrastate service, serving all points on said highways for the transportation of newspapers, only; also, that the interstate operating rights authorized herein are subject to the Federal Motor Carrier Act of 1935.

The above entitled authority was assigned Permit Nos. A-4500 and A-4500-I.

By the instant application, J. E. Bailey and A. E. Snider, co-partners, doing business as "Bailey Truck Line," Denver, Colorado, seek authority to transfer Permits Nos. A-4116, A-4500 and A-4500-I to W. J. Gruninger and A. E. Snider, doing business as "News and Film Service," 1151 Galapago Street, Denver, Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 20, 1952, at ten o'clock A. M., and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, testimony disclosed that an agreement for sale of the interest of J. E. Bailey in the above permits had been entered into between the parties and the initial payments of \$50.00 and \$78.00 had been made; that the transferees requested the consolidation of the authorities under the two permits to avoid the necessity of making separate reports; that their equipment and list of customers were on file with the Commission; that no creditors would be injured by the above transfer.

No one appeared in opposition to the granting of the transfer sought.

F I N D I N G S

THE COMMISSION FINDS:

That the transfers should be approved and consolidated as requested.

O R D E R

THE COMMISSION ORDERS:

That J. E. Bailey and A. E. Snider, co-partners, doing business as "Bailey Truck Line," Denver, Colorado, should be, and hereby are, authorized to transfer all right, title and interest in and to Permits Nos. A-4116 and A-4500 and A-4500-I to W. J. Gruninger and A. E. Snider, doing business as "News and Film Service," Denver, Colorado, subject to payment

of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That the authority granted under Permits Nos. A-4116 and A-4500 and A-4500-I be, and the same hereby are, consolidated and hereafter shall be designated as A-4500 and A-4500-I.

That said transfer shall become effective only if and when, but not before, said transferors and transferees, in writing, have advised the Commission that said permits have been formally assigned and that said parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.


The right of transferees to operate under this order shall depend upon their compliance with all present and future laws and rules and regulations of the Commission, and the prior filing by transferors of delinquent reports, if any, covering their operations under said permit up to the time of transfer of said permit, and the payment by them or transferees of all unpaid ton-mile tax.

This order is made a part of the permit authorized to be transferred.

That ton-mile tax deposit of transferors shall be transferred and credited to account of transferees herein.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



[Signature]
[Signature]
[Signature]
Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
W. J. GRUNINGER AND A. E. SNIDER,)
DOING BUSINESS AS "NEWS & FILM SER-) APPLICATION NO. 11849-PP-Extension
VICE," 1151 GALAPAGO STREET, DENVER,)
COLORADO, FOR AN EXTENSION OF PERMIT)
NO. A-4116. (By Decision No. 38890)
consolidated with Nos. A-4500 and)
A-4500-I.))

June 26, 1952

Appearances: Bruce Ownbey, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

By Decision No. 38890, of date June 26, 1952, authority granted under Permits Nos. A-4500 and A-4500-I was transferred from J. E. Bailey and A. E. Snider, doing business as "Bailey Truck Line," Denver, Colorado, to W. J. Gruninger and A. E. Snider, doing business as "News & Film Service," Denver, Colorado, for the transportation of:

newspapers, generally, between Pueblo, Lamar, Eads, Ordway, and return to Pueblo, via U. S. Highway No. 50 to Lamar, U. S. Highway No. 287 to Eads, U. S. Highway No. 96 to Pueblo, with the right to serve all intermediate points, and the off-route point of Kit Carson, via U. S. Highway No. 287, and points intermediate Eads to Kit Carson; and the Rocky Mountain News, only, between Denver and Pueblo, and intermediate points, via U. S. Highway No. 85, it being contemplated that he can haul the Rocky Mountain News thereby from Denver to points heretofore named that he is authorized to serve east and south of Pueblo, Colorado;

Motion picture films from Denver, Colorado, and points beyond, to Lamar, Colorado, on U. S. Highway No. 50; thence to Eads and Kit Carson, Colorado, and the off-route point of Cheyenne Wells, Colorado; thence to Denver, on U. S. Highway No. 40, serving all points between Pueblo and east, back to Denver, no service being authorized between Denver and Pueblo, Colorado, on U. S. Highways Nos. 85 and 87;

Newspapers from Denver to the Kansas State Line via U. S. Highway No. 40 to Limon, and Highway No. 24 to the State Line, and return via U. S. Highway No. 36 from the State Line to Denver, Colorado, in both interstate and intrastate service, serving all points on said highways for the transportation of newspapers, only; also that the interstate operating rights authorized herein are subject to the Federal Motor Carrier Act of 1935.

By the instant application, W. J. Gruninger and A. E. Snider, doing business as "News & Film Service," Denver, Colorado, seek an extension of the authority granted under Permit No. A-4500 and A-4500-I to include the transportation of film and newspapers from Lamar, Colorado, to the Colorado State line on U. S. Highway No. 50 and intermediate points, and the transportation of film from Limon, Colorado, to the Colorado State line on U. S. Highway No. 24 and all intermediate points.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 20, 1952, at ten o'clock A. M. and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, A. E. Snider, a co-partner and applicant, testified that they had been requested by the Denver Shipping and Inspection Bureau, distributors of moving picture films in the State of Colorado, to seek an extension of their authority as herein applied for in order to render service for the film distributing company, and introduced into evidence an affidavit subscribed to by Francis Lynn Fetz, Manager of the Denver Shipping and Inspection Bureau, 2118 Stout Street, Denver, Colorado, in interest of the applicant and urging the granting of the application.

No one appeared in opposition to the granting of the authority sought.

It did not appear that the proposed service of applicant will impair the efficiency of any common carrier service operating in the territory which applicants seek to serve.

F I N D I N G S

THE COMMISSION FINDS:

That the extension herein sought should be granted.

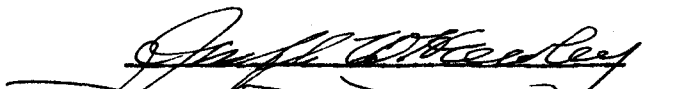
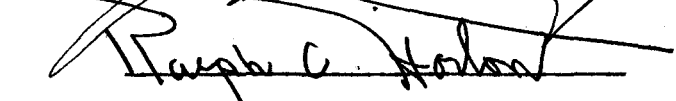
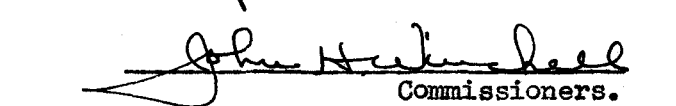
O R D E R

THE COMMISSION ORDERS:

That W. J. Gruninger and A. E. Snider, doing business as "News & Film Service," Denver, Colorado, should be, and they hereby are, authorized to extend operations under Permit Nos. A-4500 and A-4500-I to include the transportation of film and newspapers from Lamar, Colorado, to the Colorado State line on U. S. Highway No. 50 and intermediate points, and the transportation of film from Limon, Colorado, to the Colorado State line on U. S. Highway No. 24 and all intermediate points.

This order is made a part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
PETE PERRICONE, DOING BUSINESS AS)
"CITY CAB COMPANY," 111 WEST 13TH)
STREET, PUEBLO, COLORADO, FOR AN)
EXTENSION OF CERTIFICATE OF PUBLIC)
CONVENIENCE AND NECESSITY NO. 2282.)
-----)

APPLICATION NO. 11759-Extension

June 26, 1952

Appearances: Barry and Hupp, Esqs.,
Denver, Colorado,
for applicant;
Charles F. Keen, Esq.,
Pueblo, Colorado, for
Veterans Taxicab and
Transfer Company, Royal
Cab Company, and A-Zone
Cab Company.

S T A T E M E N T

By the Commission:

On May 5, 1952, Pete Perricone, doing business as "City Cab Company, 111 West 13th Street, Pueblo, Colorado, filed his application for an extension of Certificate of Public Convenience and necessity No. 2282.

It appears that applicant is now and has been since July 23, 1951, operating a taxicab service in the City of Pueblo, Colorado, and adjacent territory, under authority of this Commission, more specifically set forth as follows:

"All of the area lying within the exterior boundary lines of the corporate limits of the City of Pueblo, Colorado, as presently defined, including the Colorado State Hospital; all of Santa Fe Avenue and South Santa Fe Avenue, as presently located, between Northern Avenue and Mineral Palace Park, in the City of Pueblo, Colorado; and from and to said area, and Colorado State Hospital, to and from the railroad yards, Woodcroft Hospital, and Corwin Hospital or Clinic, adjoining the City Limits of said Pueblo, Colorado."

The above-styled application, pursuant to prior setting, and after appropriate notice to all parties in interest, was heard at the Court House in Pueblo, Colorado, on Friday, May 16, 1952, and taken under advisement.

Applicant seeks authority to extend the authority above quoted as contained in Dertificate of Public Convenience and Necessity No. 2282 to include a twenty-five-mile radius of Pueblo, so that applicant might serve Pueblo and a twenty-five-mile radius of Pueblo as a base point, and be able to render service to and from, and from and to this base area and all other points and places within the State of Colorado.

The application was opposed generally by all protestants.

Applicant Perricone testified he is presently operating under PUC No. 2282 and operates 9 taxicabs and presently employs 20 persons in his operation. He states he has numerous requests to serve the territory immediately adjacent to Pueblo, but beyond the scope of his present authority. He estimated he receives three or four calls a day for this service. Applicant, in detail, described the territory adjacent to Pueblo and pointed out the needs of the residents of the community surrounding Pueblo for increased taxicab service. He pointed out that north of Pueblo he is called upon to serve motels, gas stations and grocery stores; north and east of Pueblo there has recently been built a new subdivision covering eight or ten square blocks; and east of Pueblo is the Ordnance Depot, employing approximately 9,000 people, and he has numerous requests for service to and from the Ordnance Depot. The witness cited other areas such as the Dog Patch, and testified he has received many requests for service to and from night clubs surrounding Pueblo, which continually request his service.

The evidence further disclosed that applicant has the concession at the Union Station at Pueblo, which results in numerous travelers by rail arriving at the Union Station who request service to points within the City of Pueblo and areas beyond the Pueblo City Limits.

John Hammock, of the City of Pueblo Police Department, who works part-time as a Clerk at the Grand Hotel, stated he was familiar with the taxicab business as conducted in Pueblo. He states applicant's proposed service is needed, especially to the plant of the Colorado Fuel and Iron Corporation,

night clubs, and communities adjacent to Pueblo; that considerable delay is common during the rush hours of the day for taxicab service, and the witness states that in his judgment the proposed extension is needed by the residents of Metropolitan Pueblo.

Joe A. Martise, Councilman for the City of Pueblo, and the operator of a grocery store, who resides at 322 East First Street, Pueblo, Colorado, stated he was familiar with existing taxicab conditions in Pueblo; that he had known applicant all his life and felt that applicant should be authorized to serve, in addition to his present authority, the Pueblo Air Base, packing houses, and new housing projects.

Colvin Moss, the operator and General Manager of the Vail Hotel, since January 1, 1949, stated he generally called the City Cab Company for the reason that he received better service from that cab company. The witness stated that the restricted service offered by applicant has proved inconvenient to him and to his guests who desire service beyond the City Limits of Pueblo. He feels that an extended service is needed by his hotel and would be beneficial to the residents of the Pueblo area.

Lawrence C. Clyde, who operates a restaurant a mile out of Pueblo, seating 110 patrons, stated he needed further taxicab service to properly take care of his customers.

Julia Brown Buckley, who has resided at Blende, Colorado, since 1946 and operates a Motor Court, complained of delays of the presently certificated carriers, stating it takes thirty or forty minutes to get a taxicab to her home. She feels that Perricone should have additional authority as he always has taxicabs available to use at the Union Station.

Mark O'Lara, who operates a tourist court three miles out of Pueblo, and Frank Espinosa, living at a Spanish-American colony near Pueblo, both testified that taxicab service would be improved by granting extended service to applicant.

A. R. Thomas, Superintendent of the Union Station, stated he had known applicant for years, and that applicant had been awarded exclusive

passenger taxicab-right service at the Union Station and had held same since 1951; that the people he represents, viz.: the Union Station, would like a complete service to all people arriving at the Union Station and desiring transportation to Pueblo and the area immediately surrounding Pueblo; that they have examined applicant's operation and have found same satisfactory.

Charles Musso, of 512 Joplin Avenue, operator of a night club one mile east of the Pueblo City Limits; Charles DeLuca, 2101 Santa Fe, operator of the Silver Moon three miles out of Pueblo; Than Jidown, operator of a night club south of Pueblo, and Tony Jaguar, who operates the Broken Dollar night club south of Pueblo, all testified that around closing time they have had considerable trouble in securing taxicab service for their customers. They all felt, and so testified, that if the taxi service of the City Cab Company was available, it would be of material benefit to them in their business and to their patrons. All of the witnesses knew applicant, found him reliable, and a good taxicab operator.

On behalf of protestants, we will attempt to summarize their testimony: John Fitzwater, a driver for the Veterans Yellow Cab since November 15, 1951, stated he was presently earning from \$45 to \$55 a week; that he was on a commission basis and if the revenue was any lower, he would be forced to leave and seek other employment; that there were presently adequate taxicabs to take care of all business, and that all that was necessary would be for people to call the Veterans Taxicab.

H. Carr, manager of Veterans Taxicab and Transfer Company since the beginning of its operation, stated that today they have ten taxicabs on the street, and during the winter months they increased them to 14. Their cabs are equipped with two-way radios and the average wait for taxis was from eight to ten minutes, and twelve minutes to points outside the City of Pueblo. He agreed that their peak load was at 2:00 o'clock A. M., the time of the closing of the night clubs. He summarized the situation of his company, stating that there were too many authorized taxicabs now operating in the

City of Pueblo, and as a result, it is next to impossible for any operation to pay, and he contends that the present method of operation, that is, the granting of too many permits within the City of Pueblo, tends to discourage good taxicab service.

Marshall Davis, President and General Manager of the Royal Cab Company, stated that the A-Zone Taxicab Company operates two cars and the Royal Cab Company six, in serving the fringe area; that the Royal Cab Company has permits for 15 cars in the City of Pueblo and the A-Zone has permits for 25 cars. He states his company answers calls in eight to ten minutes in Pueblo, and fifteen minutes for the fringe area. The witness also felt there were sufficient authorized carriers to take care of the fringe area, and the presently authorized carriers are able to take care of all business offered.

The Commission has carefully reviewed the evidence adduced at the hearing, and the evidence discloses that applicant holds authority to operate a taxicab service within the City of Pueblo, and on July 23, 1951, the Commission, by Decision No. 37123, awarded to applicant all territory embraced in the area lying within the exterior boundaries of the City of Pueblo, with some minor additions.

Applicant now desires to extend his area and serve an area surrounding Pueblo, and from that area to all parts of the state. The evidence clearly indicates that the public would be better served if applicant's authority were extended to take care of the fringe area surrounding Pueblo. The question we are called upon to answer is how much of an area he should be authorized to serve. The bulk of the testimony was for an area within a five-mile radius, however, there is some evidence as to service to the Pueblo Air Base and the Pueblo Arsenal.

The Commission has stated in the past — and we are still of the same mind — that the transportation by taxicab in the Pueblo area is not satisfactory due to the peculiar regulations of the City of Pueblo. Nevertheless, the Commission, in our judgment, should view the situation as it now exists, as we are powerless to change the present setup. We realize that

the present carriers are working under a hardship that does not promote the ideal arrangement, either from the viewpoint of the presently certificated carriers or the general public. In other words, the City of Pueblo now controls the taxicab operations in the City of Pueblo, and that necessarily controls the operation in the fringe territory.

Applicant is presently one of the Pueblo operators authorized by the City of Pueblo to operate a taxicab operation within its boundaries. By virtue of said authority, he is called upon many times per day, to render service to points in the fringe area, and as we view the record, it clearly indicates to us that applicant's petition for extension should be granted, at least in part.

F I N D I N G S

THE COMMISSION FINDS:

That all motions made by protestants herein should be denied; that public convenience and necessity require an extended motor vehicle taxicab common carrier service of applicant, as hereinafter set forth and limited, and that certificate of public convenience and necessity should issue therefor.

O R D E R

THE COMMISSION ORDERS:

That all motions made by protestants herein be, and the same are hereby, denied.

That public convenience and necessity require the extended motor vehicle common carrier taxicab service of applicant for the transportation, on call and demand by means of five-passenger-and-driver sedan taxicabs, of passengers and their baggage in the same vehicle, between points within an area described as follows: between points and places within a sixteen-mile radius of the City of Pueblo, Colorado, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

That the above application in all other respects be, and the same is hereby, denied.

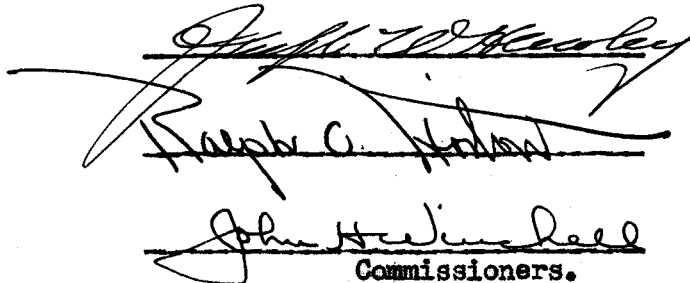
That applicant shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty days from date.

That applicant shall operate his carrier system in accordance with the order of the Commission except when prevented by Act of God, the public enemy or extreme conditions.

That this order is subject to compliance by applicant with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.

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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
J. E. BAILEY, DOING BUSINESS AS)
"SERVICE TRUCK LINE," 509 EAST OAK)
STREET, LAMAR, COLORADO, FOR A)
CLASS "A" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE FOR)
HIRE.)

APPLICATION NO. 11832-PP

June 26, 1952

Appearances: J. E. Bailey, Lamar,
Colorado, pro se;
A. J. Fregeau, Denver,
Colorado, for Weicker
Transfer and Storage
Company;
Bruce Ownbey, Esq., Denver
Colorado, for A. E.
Snider.

S T A T E M E N T

By the Commission:

On May 6, 1952, J. E. Bailey, doing business as "Service Truck Line," Lamar, Colorado, filed his application for a Class "A" permit to operate as a private carrier by motor vehicle for hire for the transportation of newspapers only, from Denver, Colorado, to Lamar, Colorado, via Pueblo, Colorado.

The matter was regularly set for hearing, after appropriate notice to all parties in interest, at 330 State Office Building, Denver, Colorado, on June 19, 1952, at ten o'clock A. M., and at the conclusion of the hearing, the matter was taken under advisement.

At the hearing, applicant asked to amend his application, to transport the Denver Post, a newspaper, only, from Pueblo, Colorado, to Lamar, Colorado, with the right to serve intermediate points. It further appears that applicant is the owner of a 1951 Ford Panel which he will use in his proposed operation. He states he is willing to restrict his

operation to the carriage of the Denver Post only, and it appears that he is well qualified by experience and financially, to carry on his proposed operation. Applicant states that, if said permit is granted, he will obey all rules and regulations of the Commission and will conform to the law pertaining to private carrier permits. Due to the amendment of the above application, no testimony was given on the part of protestants.

It, therefore, appears that the granting of the instant application, as amended, would not impair the services of common carriers now authorized to serve.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application, as hereinafter limited, should be granted.

O R D E R

THE COMMISSION ORDERS:

That J. E. Bailey, doing business as "Service Truck Line," 508 East Oak Street, Lamar, Colorado, be, and he hereby is, authorized to operate as a Class "A" private carrier by motor vehicle for hire for the transportation of the Denver Post, a newspaper, between Pueblo, Colorado, and Lamar, Colorado, with the right to serve all intermediate points.


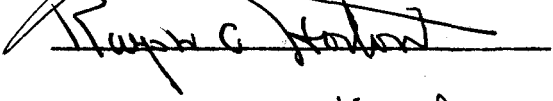
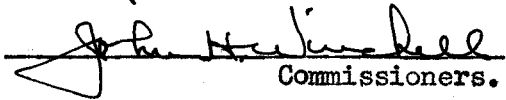
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 26th day of June, 1952.

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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ACME DELIVERY SERVICE, INC., 2030)
MARKET STREET, DENVER, COLORADO,) APPLICATION NO. 11139
FOR A CERTIFICATE OF PUBLIC CON-) AS AMENDED
VENIENCE AND NECESSITY.)
-----)

June 30, 1952

Appearances: McNichols, Dunn & Nevans, Esqs.,
Denver, Colorado, and
Robert L. Knous, Esq., Denver,
Colorado, for applicant;
E. B. Evans, Esq., Denver,
Colorado, for Rein Milk
Transport, Foster Truck
Line, Harold Swena, Stewart
Truck Line, Arvada Transfer,
Aurora Moving and Storage
Company, and Ed Tuxhorn;
Clarence Button, Esq., Denver,
Colorado, for Package
Delivery Service;
A. C. Martella, Denver, Colo-
rado, for Deliveries, Inc.;
Mrs. Orville Jenkins, Arvada,
Colorado, pro se;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company;
Gross & Creamer, Esqs., Denver,
Colorado, for Reliable
Parcel Service, Inc.

S T A T E M E N T

By the Commission:

On January 15, 1951, Acme Delivery Service, Inc., a Colorado corporation, the applicant herein, filed application for a certificate of public convenience and necessity to operate a package delivery service between Denver and the Metropolitan area of Denver, as more clearly defined in a map attached to the application.

The application was originally set for hearing May 17, 1951, but was continued to June 6, 1951. This application was continued several times later -- not due to dilatory methods of applicants, protestants or the Commission -- but hearing was finally had on November 7, 1951, when

hearing was further continued, for the purpose of taking further evidence, to November 30th. Due to circumstances unavoidable, further hearing was not had until March 10, 1952, when further evidence was taken and the matter was then taken under advisement.

Applicant is now the holder of Permit No. B-4006, which authorizes:

"Transportation of packages, no one of which shall exceed 100 pounds in weight, from the City and County of Denver ten miles into the Metropolitan area of Denver, said mileage for such service to be computed with the starting point at Colfax and Broadway, said service to be confined to the following customers, only, unless applicant seeks and obtains from this Commission authority, after hearing, to add other customers to its list: Montaldo's, Inc.; Devoe & Reynolds Co., Inc.; Dumont Sales Co.; DuPont Paint Service Store; E. I. DuPont de Nemours & Co.; George Berbert & Sons; Gale Supply Co. Inc.; Further, that applicant shall be limited to the use of three motor vehicles of the type it is now using -- that is, two so-called pick-up trucks and one station wagon -- and shall not increase the number thereof, or use different type of equipment without the consent of the Commission first had and obtained, after due notice and hearing."

At the hearing held on November 7, 1951, several witnesses appeared in support of the application, and the Commission will endeavor to concisely summarize their testimony:

Marie Maroni, of Englewood, Colorado, a housewife, stated she had used the service of Package Delivery Service; that she found their delivery slow, and on occasion it was two or three weeks before she finally received delivery by United States Mail.

James H. Bastain, manager of a paint store in Lakewood, located on Wadsworth Avenue, stated he needed a package delivery service for deliveries of packages from his store to customers in Lakewood, Wheatridge, and Arvada; and that he had been unable to secure satisfactory service from authorized common carriers.

Everett V. Murchy, 9448 East Colfax Avenue, Aurora, Colorado, a merchant who operates a Gamble's Store handling furniture, hardware, paint, auto accessories, etc., also stated his business needed a package delivery service for deliveries beyond the city limits of Denver, and had not been successful in obtaining satisfactory common carrier service.

Clark N. Sunderlin, who operates the Tri-State Supply Company, stated he also had not found available common carrier service adequate to serve his needs. Many other witnesses appeared in support of the application, and a general summary of their testimony discloses that it corroborates the testimony of the witnesses before discussed.

Jack K. Grunwald, President, Director and Stockholder of applicant company, testified that his company is a Colorado corporation, with its principal place of business located at 2030 Market Street, Denver, Colorado; that applicant company intends to engage in the pickup and delivery of packages not to exceed 100 pounds each, and that applicant does not intend to engage in passenger or freight business. The evidence further discloses that applicant company is presently operating approximately 15 pieces of equipment and is financially able to handle at all times, place and keep in service, sufficient equipment to take care of all business offered if this certificate is granted. The financial statement of his company discloses that applicant has a net worth of \$18,556.60, and presently operates a package delivery service within the City and County of Denver and is handling delivery service for approximately 150 small businesses located in Denver. Witness Grunwald states that these businesses have asked his company to deliver packages to the Metropolitan Denver area -- that is, the area beyond the city limits; that on numerous occasions he has made deliveries outside of Denver, and frankly admitted that he had no authority so to do. He justified his actions on the ground that his present customers in Denver could not get satisfactory deliveries otherwise. He further stated he was familiar with the rules and regulations of the Commission and knew he was violating the rules.

At this point, motion was made by protestants that the application be dismissed because of illegal operations on the part of applicant. This motion was taken under advisement after hearing arguments of counsel.

Evidence was again taken on March 10, 1952, and several additional witnesses appeared, testifying as to the need for applicant's common carrier service. This testimony generally followed the pattern of the testimony given on November 7, 1951.

J. J. Mahoney, Secretary of the Commission, was called and testified as to the status of Certificate of Public Convenience and Necessity No. 1772, and at the request of applicant, this certificate, and the authority therein, was made a part of this record.

On behalf of protestants, Lynn Johnson, Vice-President of Package Delivery Service, operating under PUC-572, stated his company operates 85 small trucks, none of which are over $1\frac{1}{2}$ -ton, and they also keep on hand 20 pieces of equipment which were used only during the rush season; that they serve many of the principal department stores in Denver for delivery of packages to Denver and to a radius within 10 miles of Denver. Mr. Johnson contended that -- with the exception of the month of December -- his company has ample equipment to take care of the delivery needs in the City of Denver in a common carrier service, and is presently offering an adequate service to the public. Witness states that the major portion of his business is done for a few of the large department stores in Denver, and the evidence of the witness clearly indicates that he is not especially catering to the delivery problems of the small businesses located outside of the downtown area.

R. W. Huitt, of the Foster Truck Line, operating under PUC-72, stated his company operates 30 units in a line-haul service covering a portion of the territory asked for in the instant application. The witness contends, and so states, that any permit or certificate granted would tend to take business away from their operation, thereby impairing their ability to serve. He also contends that the common carriers are now offering an adequate service in the area his company is authorized to serve.

Harold Swena, who operates a line-haul service to Golden, also vigorously protested the granting of the instant application, stating that this additional service is not needed in the territory he is authorized to serve.

In considering the instant application, we are faced with problems to which we have given very serious consideration, and perchance might be criticised for not turning out this order sooner. Delivery of

packages in Denver is permissible without the approval of, or the certification by, the Public Utilities Commission. Applicant company is presently lawfully operating in Denver, making deliveries in Denver for some 150 merchants. Evidence was introduced and was not questioned that the area beyond the Denver city limits is growing, and that merchants residing in Denver make sales to customers in said area and desire to make deliveries to these customers. True, applicant has authority to deliver for some customers under his private carrier permit. In Decision No. 38217, we discussed this problem, and under the facts there disclosed, felt, and so ordered, that a certificate of public convenience and necessity was not warranted, and in that instance granted a private carrier permit.

In the instant matter, the service offered is to a large number of customers, and while we still feel that the service offered is not to the general public, it is offered generally to a class, that is, to the merchants desiring delivery of their packages. The Commission has now outstanding only one certificate of public convenience and necessity offering this specialized service, as Deliveries, Inc., (Certificate No. 1772) has recently been revoked. In addition, we have line-haul common carrier service handling packages, and there possibly might be a duplication of service, but the nature of their operation is not that proposed by applicant.

Package Delivery Service protested very vigorously the granting of this certificate, but in our judgment, a review of the testimony indicates that they are not in actuality conducting common carrier service, but rather a private carrier service. In other words, they have relatively few customers, and the major portion of their business is done for a few of the larger department stores in Denver. We cannot say from the evidence in the record that the service they offer is adequate, nor do we believe that said service could be made adequate under order of this Commission.

The Commission has been disturbed by the actions of applicant. This company has rendered service for which it was not authorized, and it is generally not proper to grant certificates of public convenience and necessity on illegal operations. The problem herein presented is serious.

However, in our judgment, the proposed service offered by applicant is needed by the general public in that fringe area lying outside of the Denver city limits. Applicant is lawfully giving this service within the City of Denver, and has been called upon repeatedly by his customers to extend this service.

After weighing all the evidence and considering all the facts as disclosed by the record, it appears to us that the best interests of the public would be better served by granting applicant a certificate of public convenience and necessity, limiting its operation so that, in our judgment, it will not conflict with scheduled, line-haul motor vehicle common carrier service.

We are of the opinion that the service of Acme Delivery Service, as authorized in the Order following, cannot be readily and satisfactorily furnished by line-haul carriers. We apprehend that they will not lose business which is ordinarily handled by them. Applicant, primarily, will handle business that requires immediate, expedited, and specialized handling. We do not think that the granting of such authority will tend to impair the adequacy and efficiency of the service that line-haul protestants furnish the public. Probably applicant will develop business which cannot be handled by line-haul protestants, much of which will come from firms now using private commercial service.

FINDINGS

THE COMMISSION FINDS:

That all motions of protestants should be denied.

That applicant is fit, willing and able to perform the aforementioned transportation service properly and to conform with the provisions of the carrier acts, rules and regulations thereunder.

That public convenience and necessity require the proposed common carrier motor vehicle carrier service of applicant for the transportation of packages, subject, however, to the conditions and restrictions set forth in the Order following, which, in the opinion of the Commission, the public interest require, and that certificate of public convenience and necessity should issue therefor.

O R D E R

THE COMMISSION ORDERS:

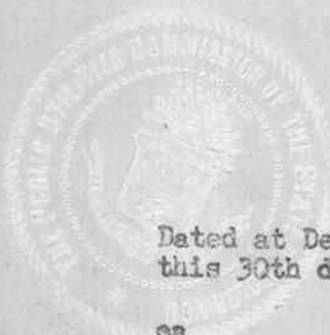
That all motions of protestants should be, and the same are hereby, denied.

That public convenience and necessity require the proposed motor vehicle common carrier operation of applicant Acme Delivery Service, Inc., 2030 Market Street, Denver, Colorado, a corporation, for the transportation for hire, on call and demand, of packages and parcels weighing not in excess of 100 pounds each between Denver on the one hand, and on the other, points and places within a three-mile radius thereof, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor, subject, however, to the following conditions:

- (a) That the service of said applicant shall not be on schedule.
- (b) That no shipment shall exceed 100 pounds in weight.
- (c) That applicant shall file tariffs on rates, rules and regulations, as required by the rules and regulations of this Commission governing motor vehicle carriers within a period not to exceed twenty days from the date hereof.
- (d) That applicant shall render reasonably continuous and adequate service to the public in pursuance of the authority granted, and failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate, except when such failure is due to Act of God, the public enemy, or extreme conditions beyond its control.
- (e) This order is subject to compliance by applicant with all present and future laws and rules and regulations of the Commission.
- (f) That in conducting operations under the certificate here granted, applicant shall be limited to the use of motor vehicles of the type commonly used in this type of operation, that is, panel trucks or station wagons, with a rated capacity not to exceed 1½-tons each.
- (g) The exercise of the privileges granted by this certificate shall be subject to such reasonable terms, conditions and limitations required by the public interest as may from time to time be prescribed by the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Joseph C. Hahort
Joseph C. Hahort
John H. Lincoln
Commissioners.

Dated at Denver, Colorado,
this 30th day of June, 1952.

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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
PUBLIC SERVICE COMPANY OF COLORADO
FOR A CERTIFICATE OF CONVENIENCE
AND NECESSITY TO EXERCISE FRANCHISE
RIGHTS IN THE TOWN OF BLANCA, COUNTY
OF COSTILLA, STATE OF COLORADO, FOR
THE PURCHASE, GENERATION, TRANSMISSION,
DISTRIBUTION AND SALE OF ELECTRICITY
IN SAID TOWN, AND IN THE AREA CON-
TIGUOUS THERETO.

APPLICATION NO. 11815

June 30, 1952

Appearances: Lee, Bryans, Kelly and
Stansfield, by Charles
Kelly, Esq., Denver,
Colorado, for applicant;
J. M. McNulty, Denver, Colo-
rado, for the Commission.

S T A T E M E N T

By the Commission:

This is an application by the Public Service Company of Colorado for a certificate of public convenience and necessity seeking authority from this Commission to exercise franchise rights granted by the Board of Trustees of the Town of Blanca, Costilla County, Colorado, in and by Ordinance No. 200, dated May 5, 1952, to distribute and sell electricity in the Town of Blanca, as well as the right to supply electric service in the area contiguous to said town.

After due notice to all interested parties, the matter was set for hearing, and heard, on June 26, 1952, in the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, and was there taken under advisement.

Applicant is a corporation, duly organized and existing under the laws of the State of Colorado, with authority to do business in said state, and its Articles of Incorporation, together with all the amendments thereto, have heretofore been filed with this Commission.

Applicant is a public utility as defined in Section 3, Chapter 137, 1935 Colorado Statutes Annotated, and is engaged in the business of manufacturing, transmitting and distributing electricity and gas to the various cities, towns and communities in diverse counties of the state. The postoffice address and principal office of applicant is the Gas and Electric Building, Denver, Colorado.

The evidence at the hearing disclosed that applicant has been supplying electric service to the Town of Blanca and its inhabitants under a certificate of public convenience and necessity from this Commission, granted by Decision No. 2235 of May 24, 1929, Application No. 1262, which authorized operations under the terms and conditions of the franchise granted by the town in Ordinance No. 41, of March 18, 1929. The franchise was for a period of twenty-five (25) years.

The franchise granted by Ordinance No. 41 had not yet expired when the company applied and obtained a new franchise to serve the town with electricity. The new franchise was duly passed and adopted by the Board of Trustees of the Town of Blanca on May 5, 1952, by Ordinance No. 200 entitled:

An Ordinance granting a franchise by the Town of Blanca, Costilla County, Colorado, to Public Service Company of Colorado, its successors and assigns, to locate, build, construct, acquire, purchase, maintain and operate into, within and through the Town of Blanca, a plant or plants, substations, and works, for the purchase, generation, transmission and distribution of electrical energy, and to furnish, sell and distribute said electrical energy to the Town of Blanca, and the inhabitants thereof, for light, heat, and power or other purposes by means of conduits, cables, poles, and wires strung thereon, or otherwise, on, over, under, along, across and through all streets, alleys, viaducts, bridges, roads, lanes, and other public ways and places in said Town of Blanca, and fixing the terms and conditions thereof.

The above-entitled ordinance is for a period of twenty-five (25) years from and after its effective date and a copy of said franchise, marked Exhibit "A", together with a copy of the formal acceptance by the company

of said franchise, certificate as to introduction, passage and signature by the Mayor, and the certificate as to the recording of said ordinance, are all attached to the instant application and, by reference, made a part hereof.

Applicant proposes to continue to render electric service in the Town of Blanca and to also supply electric service in the area contiguous to said town by means of its existing facilities. No additional large scale construction is either needed or planned at this time. An estimate was made by the company witness that the company would invest approximately \$10,000 in new equipment in this area in the next 25 years. The population of Blanca as given by the 1950 census is 376, a slight decrease since the census of 1940.

There is no other utility engaged in the business of distributing or selling electricity in the Town of Blanca or in the area contiguous thereto, and no one appeared at the hearing in opposition to the granting of the authority sought.

F I N D I N G S

THE COMMISSION FINDS:

That the above Statement, by reference, should be made a part hereof.

That public convenience and necessity require the granting of the authority sought.

O R D E R

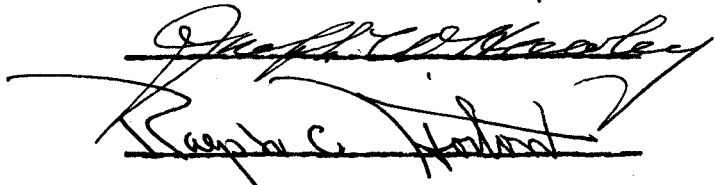
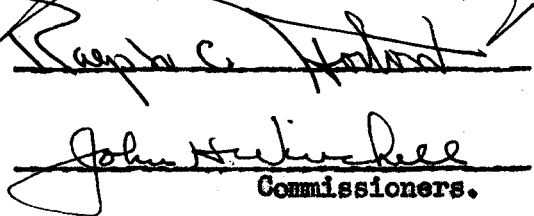
THE COMMISSION ORDERS:

That the public convenience and necessity require, and will require, the exercise of franchise rights granted to Public Service Company of Colorado in and by Ordinance No. 200 of May 5, 1952, attached to the application herein as Exhibit "A" which, by reference, is made a part hereof, for the supplying of electric service in the Town of Blanca and the area contiguous to said town and, this order shall be taken, deemed and held to be a certificate of public convenience and necessity therefor.

That applicant shall continue to operate and maintain its electric system and render service in the area hereinabove described, in accordance with the rate schedules, rules and regulations, service connection and main extension policy, as are now or hereafter in effect and on file with the Commission, and shall continue to maintain its books and accounts in agreement with the Uniform Classification of Accounts, and its practices as to testing of meters, consumers' deposits and operations, records of meters and complaints shall be in compliance with the Commission's requirements.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 30th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
P. J. HOLZMEISTER, 39 WEST MAIN)
STREET, MONTROSE, COLORADO.)

APPLICATION NO. 11731-PP

July 3, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named applicant requesting that his Application No. 11731-PP be suspended for six months from June 27, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

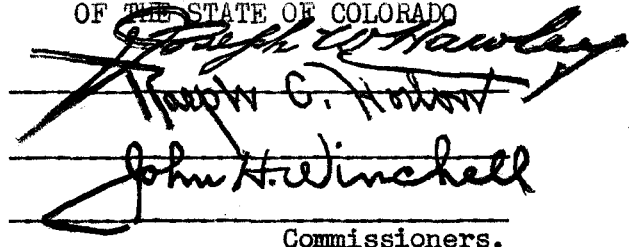
O R D E R

THE COMMISSION ORDERS:

That P. J. Holzmeister, Montrose, Colorado, be, and he is hereby, authorized to suspend his operations under Application No. 11731-PP until December 27, 1952.

That unless said P. J. Holzmeister, Montrose, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said application, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said application, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 3rd day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
GREELEY GAS COMPANY, A CORPORATION,)
FOR AN ORDER CLARIFYING AND MAKING)
DEFINITE AND CERTAIN THE TERRITORY)
WHICH THE APPLICANT IS NOW AUTHOR-)
IZED TO SERVE IN THE CITY OF GREELEY)
AND IN CONTIGUOUS AND ADJOINING)
TERRITORY IN THE COUNTY OF WELD AND)
STATE OF COLORADO.)

APPLICATION NO. 11015

June 30, 1952

S T A T E M E N T

By the Commission:

On February 23, 1951, the Greeley Gas Company, by its Vice President, Mr. B. E. Jack, filed an application with this Commission asking for an order clarifying certain rights now held by Greeley Gas Company under certificates of public convenience and necessity issued by this Commission. This matter was never heard before the Commission and has been pending on the Commission's docket since the above filing date.

The Commission is now in receipt of a letter from Mr. B. E. Jack, Vice President of the Greeley Gas Company, asking that this application be withdrawn as the company does not wish to carry this matter through to completion.

F I N D I N G S

THE COMMISSION FINDS:

That the request of the Greeley Gas Company should be granted.

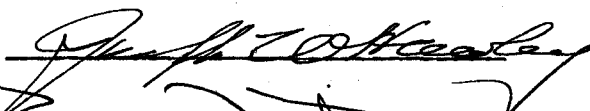
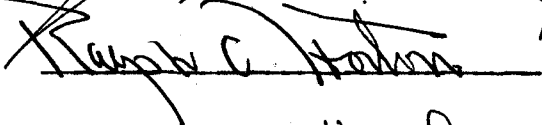
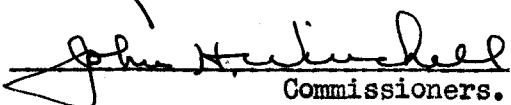
O R D E R

THE COMMISSION ORDERS:

That, in compliance with the request of applicant, the Greeley Gas Company, by its Vice President, B. E. Jack, Application No. 11015 be, and it hereby is, dismissed without prejudice.

That this order shall become effective twenty-one (21) days
from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 30th day of June, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
TOM GARRISON, BAILEY, COLORADO, FOR)	
AUTHORITY TO TRANSFER PERMIT NO.)	<u>APPLICATION NO. 11857-PP-Transfer</u>
B-4442 TO MRS. AGNES GARRISON,)	
BAILEY, COLORADO.)	
-----)	

June 30, 1952

S T A T E M E N T

By the Commission:

By Decision No. 37820, of date December 3, 1951, Tom Garrison, Bailey, Colorado, was authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of:

logs and forest and sawmill products from point to point within a radius of twenty miles of Bailey, Colorado, said operating rights being designated "Permit No. B-4442."

By the instant application, said permit-holder seeks authority to transfer said Permit No. B-4442 to Mrs. Agnes Garrison, Bailey, Colorado.

Inasmuch as the files of the Commission and the application herein show that said permit is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferee; that there are no outstanding unpaid operating obligations against said permit; that transferee, pecuniarily and otherwise, is qualified to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said operating rights, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

FINDINGS

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

ORDER

THE COMMISSION ORDERS:

That Tom Garrison, Bailey, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to Permit No. B-4442 — being the operating rights granted by Decision No. 37820 — to Mrs. Agnes Garrison, Bailey, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

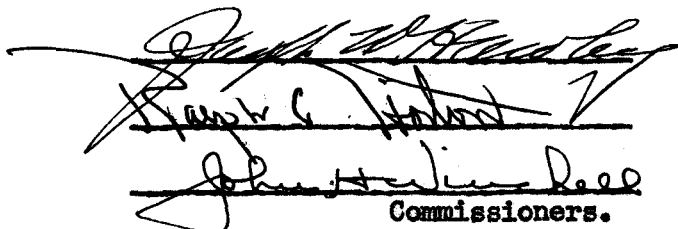
That said transfer shall become effective only if and when, but not before, said transferor and transferee, in writing, have advised the Commission that said permit has been formally assigned and that said parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

The right of transferee to operate under this order shall depend upon her compliance with all present and future laws and rules and regulations of the Commission, and the prior filing by transferor of delinquent reports, if any, covering his operations under said permit up to the time of transfer of said permit, and the payment by him or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferee herein.

This order is made a part of the permit authorized to be transferred, and shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 30th day of June, 1952.

OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1932

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

A B C Drivesways
A C Auto Auction
J C Adams
Yewell Adams
Charles Algerolama
Wilmer Alkireon
R M Allen
Allied Milling & Lumber Mfg Co
Alpha Construction Co
Walter Anderson
D Arceneaux
Archer Company

Sandusky Ohio
Wichita Kansas
523 Wellesley Ft Worth Texas
Lakeland Florida
New Orleans Louisiana
Atlanta Georgia
1018 Caldwell Dallas Texas
5330 Cook Denver 16 Colo
Tulsa Oklahoma
Portland Maine
Opelous Louisiana
Hatch New Mexico

Arhuna Hatchery	Siloam Springs Arkansas
Travis Arnett	Brady Texas
Arnold & Clarke Chemical Co	Hutlin St Houston Texas
Atlas Cinder Block	El Paso Texas
Elmer T Baker	1315 W 18th Little Rock Ark
Baker Motors	551 Addison Twin Falls Idaho
A W Barker	2406 Park St Little Rock Ark
Barker Bros Prod Co	3024 State St Little Rock Ark
Joe Barnett	San Antonio Texas
A Baumt	Vernon Texas
William R Baxter	1990 Eaton St Denver 14 Colo
Ben Beckworth	Winter Haven Colorado
Bedford Produce Co	Hastings Nebraska
W B Bivins	Oklahoma City Okla
Floyd Blair	2001 - 13th St Celoodward Ohio
John B Bloem	c/o Carroll Motor Co Brush Colo
Blue Grass Motor Co	Harrisburg Texas
Gene W Vincent Bock	Hebron Nebraska
Arnold B Boswell	Cisco Texas
A M Bounds	Houston Texas
Thos Bounds Jr	Beaumont Texas
Ralph Boyle	Detroit Michigan
Ceo Bradford	Birmingham Alabama
Ray F Brant	Chicago Illinois
Lynn Bratcher	Best Hotel Rocky Ford Colo
Mary Alice Brice	San Antonio Texas
H R Brooks	Oklahoma City Okla
J E Brown	1543 W Main Oklahoma City Okla
Delbert A Bryant	McAllister Texas
Buess Sheet Metal & Furnace Co	Great Bend Kansas
Guy Burnett	Chicago Illinois
Willard Burnside	411 N Clinton Athens Ala
Frank P Button	207 No Spruce Ogallala Nebr
California Truck Exchange	Fresno California
Cardwell Produce	Little Rock Arkansas
Willie O Carnes	708 Beech Vernon Texas
Tooribal Castro	205 Broadway Birmingham Ala
Chapman Grafton & Johnson Co	Memphis Tenn
Charley's Feed & Produce	106 Colo Brush Colo
Ted Childress	Austin Texas
Erling Christensen	Askin Minnesota
S M Clemons	Oxford California
Frank Gross Close	Ft Worth Texas
Franklin P Glow	Box 69 Aurora Illinois
George Coats	4135 So Emerald Chicago Ill
A L Coffman	1017 S W 4th Oklahoma City Okla
Guy Coleman	San Antonio Texas
Roy Collins	Mobile Alabama
Commercial Construction Co Inc	Box 1304 Houston Texas
A L Covey	Cotulla Texas
F A Cowart	2403 N W 26th Ft Worth Texas
Iva Cox Jr	1505-A Houston Leveland Texas
M C Craddock	Eugene Oregon
Chas V Craig	Houston Texas
Darrell Crammian	Los Angeles Calif
I H Crawford	Houston Texas
Crawford & Maxey	Camp Wood Texas
P R Crossfield	1205 50 W 25th St Oklahoma City Okla
Noble Crowder	Sunset Texas
O S Crumley	Austin Texas
A L Curchman	Kansas City Mo
Melvin Dague	Eureka Montana
R H Dahal	Montgomery Ala
Edward W Danbom	100 Grant St Denver 9 Colo

Thomas E Daniels
 R V Dannheim
 W R Davis
 Ralph Day
 L C DeBow
 Deck Produce
 Dedlers Driveaway
 Louis Delise
 Denney Motor Co
 Derr Pro Co
 W R Diers
 Alvie Dix
 Donna Motors
 L M Douglas
 Kendall A Dutton
 Eagle Iron Works
 R L Elder
 El Rancho Sales
 Lloyd Lee Eschliman
 James E Felton
 Harry Ferguson
 Robert Finley
 Art Fisher
 Flint Steel Corp
 Fox Select Lumber Co
 John Freeman
 L D Fulbright
 B J Gaines
 Gallini Produce
 Albino Garcia
 Simon Garcia
 Garden County Lbr Co
 Gaylord Container
 General Pipe & Salvage Co
 Georgia-Tennessee Produce Co
 T E Gibson
 B J & G S Gleason
 John E Goodnight
 A R Griffith
 J H Griggs

Sanford Florida
 Rocksprings Texas
 Red Feather Lakes Colo
 Denver Colorado
 Dallas Texas
 Springfield Missouri
 21121 Grand River Detroit Mich
 New Orleans Louisiana
 Liberal Kansas
 Des Moines Iowa
 Texas City Texas
 Cleburne Texas
 2141 W D Torrington Wyo
 Ft Worth Texas
 Spanish Fork Utah
 Des Moines Iowa
 Ft Worth Texas
 Albuquerque N Mex
 4511 "I" Salida Colo
 Detroit Michigan
 3639 E Milwaukee Detroit Mich
 Phoenix Arizona
 Garden City Kansas
 2020 So Union Tulsa Okla
 Salt Lake City Utah
 Mobile Alabama
 Lywood California
 Box 322 Socorro N Mex
 2025 Cadiz St Dallas Texas
 Cokedale Colorado
 House 9 New Addition La Junta Colo
 Oshkosh Nebr
 St Louis Missouri
 1315 Case Bakersfield Calif
 1050 Murphy Atlanta Ga
 Amarillo Texas
 Gunnerville Alabama
 Troy Alabama
 Oklahoma City Okla
 Odessa Texas

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952.

[Signature]
[Signature]
[Signature]
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Decision # 38900
DEC # 38900

IN THE MATTER OF THE FAILURE OF VARIOUS }
CORPORATIONS AND PERSONS TO COMPLETE }
APPLICATIONS FOR PERMITS TO OPERATE AS }
COMMERCIAL CARRIERS OVER THE HIGHWAYS }
OF THE STATE OF COLORADO }

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of hiways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similiar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

C. F. Grimes	201 Maple Little Rock Ark
L. H. Grimes	2nd Poplar Little Rock Arkansas
Guterre, Blos.	Tulsa Okla
Wesley T Guy	Myrtle point Okla
John Hagan	Rampa Idaho
M V Haggard	Lubbock Texas
J J Hall	Rt 2 Grapevine Texas
M E Hall	407 N Hancock Odessa Texas
Hamilton County Burns Company	Aurora Colorado
Abbott Hanson	900 Lane Avenue Colo Springs Colorado
Ann C Harneyer	Jamaica N Y
Ralph Harper	Aaron Ohio

J V Harris	El Paso Texas
Connie Hart	Robertsdale Oklahoma
Robbie A Haskins	Livingston Ala
W H Hayes	Mule Shoe Texas
E J Heath Jr	413-11th N W Aramora Oklahoma
Hendrickson Motor Truck Co	8001 W 47 Lyons Illinois
Henry & Phillips	1132- 15th Ave No Birmingham Ala
Darrell Henthorn	Gainesville Texas
H M Highsmith	Stratford Texas
Henry Hinkle	Columbia S C
George Hiscox	Tacoma Washington
Hoyt Holland	Lenison Texas
L R Hollingsworth	Okla City Oklahoma
C R Holloway	Atlanta Georgia
Mitchell Hope	La. Cruces N Mex
H Hornaday	Indianapolis
Melvin Hubbard	Springer New Mexico
Hybels Produce Co	257 So Ritches Alamazoo Michigan
Interstate Refrig Trans Inc Co	204 Franklin Ave New York N Y
Irvine Lumber Company Inc	Balden Colorado
Otis Jackson	Dallas Texas
Roy Jackson	St Louis Mo
James Construction Company	417 Pioneer Bldg St Paul Minn
Jack L James	Chicago Illinois
Larry Jamison	Troy Alabama
Jaye's	Rangely Colorado
C C Johnson	Stockton Cal
Hazel F Johnson	2804 Champa Denver 5 Colorado
J C Jonas	1203 Morris Birmingham Ala
Jones Poultry Co	Branford Texas
W M Kasl	Oklahoma City Oklahoma
Keller Equip Co	Pomroy Wash
A B Kelly	Houston Texas
Wm E Kennedy	Cottonwood Alabama
Lee Kern	Plainview Texas
Frank H Kleiber	800 E Dallas Lanesa Texas
Clifford J Kline	Gen Delivery Billings Montana
Knecht Lumber Co	8th & Omaha Rapid City South Dakota
J A Lawrence	Houston Texas
E E Leatherwood	Houston Texas
Severine Leconne	Jacksonville Florida
G E Lee	Palisade Colorado
Lee Prod	Rt 7 Box 29 Jackson Miss
Clem D C Legg	Pampa Texas
Paul Leach	St Paul Minn
Wm Levey	Los Angeles Calif
Selwyn A Light	Trenton Mo
Lock Joint Pipe Co	Mo Kansas City Mo
H B Lugging	Los Angeles Calif
Lester Lynch Lumber Co	Wichita Kansas
Lyons-Gillum Contractors	Red Feather Lakes Colorado
M & R Trucking Company	Indianapolis Indiana
Mace Motor Co	Springfield Mo
Mackey John W	Kerrville Texas
Homer Macomas	Odessa Texas
V C Macomb	San Antonio Texas
Walter E Mann	Craig Colorado
J F Manning	Rt 9 Tyler Texas
Kenneth Marberry	Monte Alabama
W Marberry	Montgomery Ala
C W Marker	Clayton N Mex
Pablo Martinez	San Antonio Texas
Carl Muck	St Louis Mo
Jas Mathes	Mobile Alabama
Don L Matheson	Houston Texas

Pierce J Matthews
 E D McCall
 B A McCartney
 Max McCoy
 J C McDonell
 William Harrison McGarity
 Irving E Mears
 G L Melder
 H C Melton
 John Mesker
 Harold J Meyers
 R F Meyers
 J J Mick Co
 Sam Millie
 O C Miller
 Peter Mlot
 Clifford Moody
 Moore & DeBow
 Gordon Moore
 J L Moore
 J A Morgan
 O L Morgan
 D L Morris
 C W Mullins
 Wyman Mungle
 Frank Napoli
 Nation Wide Produce Co
 National Auto Sales
 Perry Nelson
 New Mexico Milk Co
 Frank Nixon
 Elton Nollkenper
 Nordstrom Sales
 North Star Dairy Cooperative
 O'Brien & Tustin
 Diego Ortega
 Paaps Farm Sales
 D Papagno

Lacrescenta California
 San Antonio Texas
 Skokie Illinois
 Marion Ind
 Fayetteville Arkansas
 211 Odie San Antonio Texas
 Orlando Florida
 Rt 1 Mobile Alabama
 Tyler Texas
 Gen Delivery Lincoln Nebraska
 Rt 3 Box 21 Shreveport La
 Mobile Alabama
 Topeka Kansas
 3701 Main Mobile Alabama
 204 Earl Houston Texas
 Chicago Illinois
 Sanford Florida
 Dallas Texas
 Kennelick Washington
 Rio Grande City Texas
 Atlanta Georgia
 Thackerville Okla
 Rt 1 Heflin Alabama
 Tuscaloosa Alabama
 El Paso Texas
 Jacksonville Florida
 York Alabama
 Los Angeles Calif
 5628 North Ridge Chicago Illinois
 Albuquerque N Mex
 1345 Gladstone San Antonio Texas
 San Antonio Texas
 Watertown S D
 625 New York Bldg St Paul Minn
 1956 N W Northrup Portland Ore
 El Rito New Mexico
 Rt 8 Lincoln Nebr
 Mobile Ala

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Ralph C. Norton
Ralph C. Norton
John H. Hinchell
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION

OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
 CORPORATIONS AND PERSONS TO COMPLETE)
 APPLICATIONS FOR PERMITS TO OPERATE AS)
 COMMERCIAL CARRIERS OVER THE HIGHWAYS)
 OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similiar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Andrew L Parks	c/o F O Pierce Colo
Jas T Parsons	Paris Texas
Rudy Patrick Seed Co	Kansas City Missouri
Lawrence Pearson	Hamilton Ala
Jose Peralta	Rt 3 Box 62 Pueblo Colo
Shepard Peprin	Rosenberg Texas
Perry Lumber Co Inc	Box 156 Antonito Colo
Frank Peterson	Gen Del Grand Junction Colorado
O A Petite	Hotel Utah Salt Lake Utah
Pipe Line Maintenance Corp	Kansas City Missouri
Plains Motor Co	Falls Texas
Press-Montgomery Attr. Sales	921 Boonville Springfield Colorado

H M Puckett
 Joe H Queen
 Ray Raines
 Joel Kalbe
 Ranchers Supply Co
 Ratliff & Bell
 Earl J Rawal
 Alven Ray
 C D Ray
 Leon Ray
 Ready Hung Door Mfg. Corp.
 Red Ford Truck Line
 Reefer Trsf
 C E Richmond
 Richard S Rigby
 D W Roberts
 George W Roberts
 Billie Rogers
 Roll Away Sale Co
 A C Romero
 Rosetity Motor Company
 Bill Ryan
 S & K Produce
 S K & R Motor Company
 Ernest Samuelson
 Chester Schaffer
 Schetky Equipment Co
 Otis L Schoolcraft
 Tommie Scott
 Selman Fruit & Produce Company
 Selmer Prod Company
 Vernon Selvidge
 Ed & R J Shannon
 O L Shannon
 John E Shepherd
 Ed Simmons
 George A Simmons
 C J Simms
 Paul Simon Produce
 Rose Simotes
 Singer Brunnett Company
 Ray Skuggs
 David W Slagle
 J M Slaughter
 Charles Smith
 Dale Smith
 Fred J Smith
 J L Smith
 Odie Smith
 Sealy Snedegar
 Robert Snowden
 Robert Snowden & F H Masterson
 E E Springer
 Olaff Stancomb
 Erin H Stanford Jr
 Louis B Stanley
 George Stapp
 H L Stevens
 W C Stracener
 A E Struud
 Swan & Bramblette
 T & L Milk Trans
 T N T Auto Sales
 Walter Melbourne Tapper
 Dennis Taylor

Rt 1 Clanton Ala
 Box 571 Seibert Colorado
 Dallas Texas
 Williston Mo
 L A California
 Campwood Texas
 2627 Wyoming Pueblo Colorado
 Evon Texas
 Houston Texas
 2303 Azella Mobile Alabama
 1113 Dragon Street Dallas Texas
 Hastings Nebraska
 1208 No Broadway K C Mo
 Rt 6 Box 2127 Sacramento Calif
 Pasadena Calif
 Los Angeles California
 Yakima Washington
 Lubbock Texas
 Los Angeles Calif
 Las Vegas New Mexico
 200 1/2 W Irving Tyler TEXAS
 1650 Trenton Tulsa Oklahoma
 1969 Merrit St Louis Missouri
 Monroe La.
 Inglewood California
 Oklahoma City Oklahoma
 1810 S E 10th Ave Portland Ore
 Gen Del Alamosa Colorado
 Corpus Christi Texas
 Heflin Alabama
 Heplin Alabama
 Mobile Alabama
 San Antonio Texas
 Laskey Texas
 Roseberg Texas
 Austin Texas
 Roswell New Mexico
 Texarkana Arkansas
 Los Angeles Calif
 Chicago Ill
 Amarillo Texas
 Ozark Alabama
 4743 Lembiga St., Los Angls. Calif
 Fremont Texas
 Shawnee Oklahoma
 Del City Oklahoma
 Oklahoma City Oklahoma
 Sanzon New Mexico
 Sedgewick Kansas
 Roswell N Mex
 Huntington Park Calif
 Huntington Park Calif
 Box 1047 Alb. New Mex
 Rockfort Mo
 Garland Texas
 1033 S W 28th Okla City Okla
 500 So Fowler Sioux City Iowa
 Salina Kans
 Rt 1 Box 1202 Rio Linda California
 Texarkana Texas
 Atlanta Ga
 Stoughton Wisconsin
 3975 S Santa Fe Denver Colo
 1210 First St. Webster City Iowa
 General Delivery Elida New Mexico

Austin Tevepaugh
 Jerry Thomas
 John Q Thomas
 J A Thomason
 J C Thompson
 Thompson Trucking Company
 Milton Tigerman
 Wesley Todd
 N B Trammel
 Triple AAA Plumbing & Heating
 J G Turner
 Casper Ulrich
 Universal Miss Co
 V & R Sales
 Valley Auto Sales
 Don Vensen
 Victor Seal Co
 Ernesto Villafranka
 Vouk Produce
 W C Wade
 John Wakley
 Roy Wallace
 Cliff Walls
 Walnut Grove Grocery
 E R Wamoley
 Milton Watkins
 Watson Realty Company
 Haskell Weathers
 Earl Wells
 Clyde West
 West Sacramento Transport
 Leo Whitenack
 Wyman Wilkerson
 William Veston
 T W Williams
 Roland Wolfe
 Rolland Wolff
 E L Wood
 J H Wright
 Wilbur E Wright
 James H Wuergler
 Buckeye Incubators
 E B Carr
 Oscar Haus
 Worrell L C & Gumbert Willie
 Earl Callahan

Wichita Falls Texas
 Joplin Missouri
 Dallas Texas
 Box 263 Apoka Florida
 4025 Harriet Ave St Paul Minn
 Monterey Park Calif
 K C Missouri
 1404 -- 40th Kalamazoo Mich
 Oklahoma City Oklahoma
 Albuquerque N Mex
 Idmatt Texas
 Billings Montana
 Vicksburg Miss
 Phoenix Arizona
 209 Caldwell Blvd Nampa Idaho
 Los Angeles Calif
 1472 Houston Ave Port Arthur Tex
 801 Washington Houston Texas
 710 E 2nd St Macon Ga
 Eldorado Oklahoma
 Rt 5 Box 632 Tulsa Okla
 Atlanta Ga
 Albuquerque N Mex
 Walnut Grove Minnesota
 Salt Lake City Utah
 San Antonio Texas
 14th Leavenworth Omaha Nebraska
 Marble Falls Texas
 Joplin Missouri
 Cameron S Carolina
 West Sacramento Calif
 1721 No Norfolk Tulsa Okla
 Abilene Texas
 Gainesville Texas
 Ft Worth Texas
 San Jose California
 Los Angeles Calif
 Birmingham Ala
 Dallas Texas
 4801 Adams Denver 16 Colorado
 Telluride Colorado
 Springfield Ohio
 Bay Minette Alabama
 Carlsbad New Mexico
 Junction Texas
 Bastrow Texas

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

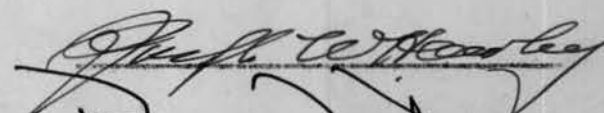
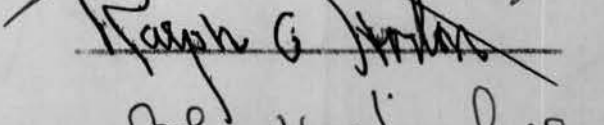
That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

SECRETARY

Dated at Denver, Colorado
this 2nd day of July, 1952



 COMMISSIONERS.

123

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of Said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Ace Hi Service
Ace Smelting Company
George Adair
Adams Brothers Garage
Jack Adams General Contractor
Adkins Brokerage Company
Paul F Ahrens
Aircraft & Automotive Products Co
Delmar Algier
Sag F Alire
All-Bright Electric Prod Co
C L Allen

1801 Washington Ogden Utah
Dallas Texas
Sulphur Springs Texas
Walsh Colorado
Box 13 Chama New Mexico
Dallas Texas
Rt 2 Columbus Nebraska
123 Laura Wichita Kansas
3533 W 13th Place Chicago Ill
Box 895 Monte Vista Colo
2917 No Kedzie Ave Chicago Ill
1162 - 22nd Ogden Utah

E O Allen
 Glen F Allen
 Lavoie Allen
 M B Allen
 Milton Allen
 O F Allen
 S E Allen
 J W Allison
 Bennett C Alston
 M S Anderson Feed Service
 Anderson Food Service
 Toby Anderson
 Anthony Motors
 Appli Mining Co
 Hugh Applegate
 Moses Araijo
 Lacy Armstrong
 Art's Car Lot
 Ashford Bros
 J W Ashley
 L C Ashley
 Jones R Atkinson Jr
 Ray Atkission
 Atlas Auto Rental Co Inc
 L R Atwood
 Austin Produce
 Available Truck Co
 Avant Produce Co
 Ruben Baca
 Perry James & Melvin L Backes
 Buddy Bacon
 W L Bagley & Son
 Basil Bagwell
 Bailly Implement Co
 Baldwin Iron Works Inc
 L A Ballard
 Robert E Ballenger
 Raymond Ballentine

Branson Mo
 Box 6225 Dallas Texas
 1168 - 22nd St Ogden Utah
 Decatur Ill
 Rt 4 Frederick Okla
 Jones Oklahoma
 Sikeston Missouri
 Ridgeway Colo
 No 16 Martin Drive Little Rock Ark
 809 Smith Worthington Minn
 Worthington Minnesota
 Trenton Texas
 Gallup New Mexico
 209 E Fountain Colorado Springs Colo
 Sand Springs Oklahoma
 11th & Cottonwood Las Animas Colo
 Portales New Mexico
 Las Vegas New Mexico
 10325 Bowman Rd Houston Texas
 Willis Point Texas
 Wells Point Texas
 1921 Wildmore Dr Charlotte No Carolina
 Vernon Texas
 805 So Main Tulsa Oklahoma
 385 Toronto St St Paul Minn
 2203 Holliday St Wichita Falls Texas
 2501 Elston Chicago Ill
 314 Bent Hot Springs Ark
 Box 583 Taos New Mexico
 Steamboat Springs Colo
 Louisville Texas
 848 Brookline St Atlanta Ga
 1632 E 1st Tulsa Okla
 Bertrand Nebraska
 1000 McComas St Wichita Kans
 311 Ave L Dallas Texas
 Lometa Texas
 Alma Arkansas

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

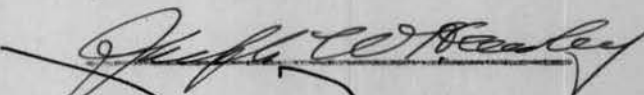
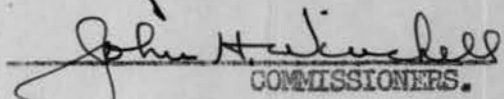
That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

SECRETARY

Dated at Denver, Colorado
this 2nd day of July, 1952


 Ralph C Hodon

 John H. Hinchell
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

W E Barbee	116½ So Nickle Deming New Mexico
H S Barker	123 Poplar No Little Rock Ark
R W Barker	17th & Main Little Rock Ark
J B Barnore	1920 McGee Kansas City Mo
B W Barnett	2312 S E 12th Oklahoma City Okla
W C Barnett Jr	Lubbock Texas
A G Barrientos	448 Jefferson Eagle Pass Texas
Barsh Produce Co	14 No Trenton Tulsa Okla
Lee Barton	Box 241 McLean Texas
XXXXXXXX Lewis & Hoskie Barton	Shiprock New Mexico
Shedd Bartush	1611 Market Denver Colo
Ralph Basila Produce Co	303 S Stanford Albuquerque N Mex

Bateman & Company Inc
 Bates Overhead Garage Door Co
 R S Bates
 Ralph Bawda
 Wm Bayley Co
 H Beard
 Paul J Beauford
 Paul Beeler New & Used Cars
 Befort Motor Sales
 Joseph Behr & Sons
 Belford Trucking Co
 Herbert L Bell
 Cecil Belt
 Edward Benally
 H H Benewell
 Carl Bennett
 Bennett Motor Co
 Alfred Bergholdt & Sons
 Bernard Oil Co
 Berry Bros
 W F Berry
 C E Bertling
 Bertrum Motor Co
 Betz Publishing Co Inc
 Bill Bevell
 Randolph Bevell
 Bevers Motor Company
 Big Jo Lumber Co
 Big Three Welding Co
 Billings White Truck Co
 Clyde A Bird
 Bird & White
 R L Birdwell
 Bisceglia Brothers Wine Co
 Bishop Brothers
 Elmer Bishop
 Black's Farm Supply
 Kenneth L Blackman

Box 91 Macon Ga
 117 So Limit Colorado Springs Colo
 1501 French Ave Sanford Fla
 Asherton Texas
 1200 Warder Springfield Ohio
 Gen Del Bristow Okla
 509 S Broadway St Louis Mo
 Lancaster Missouri
 Eays Kansas
 1100 Seminary Rockford Ill
 1299 N W 23rd St Miami Fla
 7530 S E Powell Portland Ore
 1202 So Tenn St McKinney Texas
 Red Rock Arizona
 P O Box 217 Prichett Colo
 Kimball Nebraska
 Burn Oregon
 Columbus Nebraska
 401 E 5th Plainview Texas
 Tulia Texas
 2089 Calindo Concord Calif
 Marble Falls Texas
 Neosho Missouri
 310 S 5th Lamar Colo
 Littlefield Texas
 520 E First E Clovis New Mexico
 2406 - 3rd Place Lubbock Texas
 Guyman Oklahoma
 Borger Texas
 124 N 25th St Billings Montana
 Rt 2 Appleby Texas
 1231 East 7th Los Angeles California
 825 W 8th Big Springs Texas
 Cedar & California Sts Fresno Calif
 c/o City Market 1606 N Hampshire Joplin Mo
 Rt 3 Box 75 Ft Collins Colo
 Las Cruces New Mexico
 420 So Main Montgomery Ill

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Ralph C. Norton

 Ralph C Norton

 John H. Winkler

 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO .

JULY 2, 1952

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It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similiar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Blake's Garage
Frank Blanch
Ivan Bland Automobiles
J Y Blount
Blue Bell Company Inc
Kenneth J Bluemer
Virgil Blunt
Robert Boehm
O C Bollinger
K J Bonner
Boro Wood Products Inc
Bostich Distr Company

Orchard Colorado
Rt 2 Box 179 Arvada Colo
825 So State St Salt Lake City Utah
Big Springs Texas
Box 1077 Idaho Falls Idaho
2345 Crenshaw Los Angeles Calif
26 S Jordan Miles City Mont
5401 Troost St Kansas City Mo
Hooker Oklahoma
Leakey Texas
Bennettsville So Carolina
Lake Alford Florida

John H Bothwell
 Boulder Concrete Products Co
 Kenneth E Bounds
 Bowen & Welch
 S R Bradley
 Coyte P Brady
 Brahma
 A E Bramble & Son Inc
 Byron Bransford
 E C Braswell
 H H Braynard
 Jake Brewer
 Charles M Bridge
 Lawrence Britenbach
 Alvin Caldwell Brown
 Eddie Brown's Used Cars
 Elwayne Brown
 Harvey Brown
 Otis Brown
 Raymond Brown
 Melvin Brugger
 Brunswick Quick Freezer
 Ray H Bryan
 J H Bryant
 H C Buckney
 Bukove Mtr & Supply Co
 Lester Burden
 Chet Burke
 Burns Company
 J A Burnside
 Shanon Burroughs
 Ray Burrows
 C W Butler
 C & H Motor Sales
 C & J Tire Shop
 Cache Valley Dairy Ass'n
 Caddo Motor Co
 Cal's Used Cars

Burwell Nebraska
 5533 No Broadway Boulder Colo
 1345 Tulane Houston Texas
 729 N Main Borger Texas
 Rt 1 Denton Texas
 617 Cherry Statesville No Carolina
 Falcon Colo
 Pahokee Florida
 Box 735 Herford Texas
 729 Denley Dallas Texas
 Emporia Kansas
 Dalhart Texas
 Fraser Colorado
 Bepre Kansas
 Howard Colorado
 Cardell Oklahoma
 Alma Arkansas
 Box 2502 Oklahoma City Okla
 Crosbyton Texas
 123 E Adamson College Park Ga
 Beaumont Hotel Ouray Colo
 Box 519 Brunswick Georgia
 Campo Colorado
 222 Northwest Nevada Portales N Mex
 Roscoe Texas
 Box 1398 Taos N Mex
 4550 Federal Blvd Denver Colo
 Hughes Colorado
 Carlsbad New Mexico
 5209 No MacDill Tampa Fla
 311 - 11th Ave Cedar Rapids Iowa
 Box 158 Alamosa Colo
 Weslaco Texas
 1144 So 2nd Raton N Mex
 Dexter New Mexico
 Smithfield Utah
 Anardeko Oklahoma
 North Main St Springfield Utah

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

[Signature]
[Signature]
[Signature]
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * * *

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Calhoun Transfer & Coal
Charles J Callahan
Callen Motor Co
S B Calloway
Campbell Paint & Glass
Canal Steel Co
H P Cannon
Canon Bedding Company
Luther Cape
Harvey B Carlisle
Charles Carlow
G M Carmichael

721 West 23rd St Cheyenne Wyo
Henry Rt Akron Colo
Creighton Nebraska
Lometa Texas
220 W 1st McCook Nebraska
2400 So Canal St Chicago Ill
1216 No Industrial Blvd Dallas Texas
405 Main St Canon City Colo
Eola Texas
996 So State Salt Lake City Utah
Taylor Texas
Clifton Colorado

S J Carmichael
 William A Carmichael
 Carl Carr
 Pet Carr
 Roman Carrases
 Ernest Carter
 Joe H Carter
 Carter Radio Electric
 Richard R Carter
 Carter's Store
 Carthage Creamery Co
 Lonnie Case Trucking
 Case & Son Equipment Co
 L B Cason
 Glenn Castor
 Clarence J Cates
 Century White Motor Co
 Pascal C Chambless
 E C Chapman
 Dwight Cheek
 R E Cheek
 H T Chesser
 Kermit Chick
 Chief Mfg Co
 Alfonso Chocón
 Christenberry Motors
 Christenson Produce Co
 A L Churchman
 Churchman Mfg Co
 Sim Cingoranelli
 Ciruli Bros Produce
 City Motor Sales
 City Packing Co
 R C Claeys
 J T Clark & C M Myers
 J W Clark
 R J Clark
 Clear Creek Bar Inc

Brady Texas
 Plattsmouth Nebraska
 Mincalo Texas
 Billings Montana
 1730 West Assby San Antonio Texas
 Wood Lake Nebraska
 5017 South Side Drive Louisville Ky
 East Simpson Lafayette Colo
 412 No Bradford Dover Del
 Sidney Iowa
 545 N Main St Carthage Mo
 Sanger California
 Granby Colo
 Bolinggreen Florida
 Stockville Nebraska
 1224 N Nevada Colorado Springs Colo
 Casper Wyoming
 Silbee Texas
 704 So 10th St Kansas City Kansas
 117 Milan Amarillo Texas
 3814 N E 22nd St Amarillo Texas
 Herford Texas
 2313 Valwood El Monte Calif
 Box 1625 Salt Lake City Utah
 Vallecitos New Mexico
 Gen Del Burlington Colo
 Topoka Kansas
 1708 Broadway Kansas City Mo
 No Broadway Wichita Kansas
 15th & Harding Canon City Colo
 Box 592 Alamosa Colo
 10115 E Colfax Aurora Colo
 Box 1672 Ft Worth Texas
 Winnebago Minnesota
 Box 2 Lometa Texas
 Palo Pinto Texas
 Fountain Colorado
 Lawson Colorado

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

[Signature]
[Signature]
[Signature]
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

C E Clemons
W L Clifford
J B Cloud Produce Co
Clovis Motor
Clybourne Mtr Co
J J Coan Pipe & Mach Co
Wade Cockrell
John H Cody
Cecil Cofer Mtr Co
R W Coggin
A S Collins.
V Collum

2805 E Main Gatesville Texas
Vernon Texas
410 Tohoka Road Brownfield Texas
Clovis N Mex
Colorado Springs Colo
Salt Lake City Utah
Box 503 Santa Rosa N Mex
Hammond Wisc
Woodward Okla
Chickasha Okla
Box 138 Chillicothe Tex
Pampa Texas

Colonial Fixture Co
 Colorado Typewriter Co Inc
 Columbine Inc
 John Colunga & Lucas Gallegos
 Anthony L Cominotto
 Commercial Truck Terminal
 Connies Auto Sales
 John L Conover
 Cook Drilling Co
 John C Cook
 Coon Engineering Corporation
 Clarence L Cooper & Nora McKissick
 Houston S Cooper
 Norman Copper & D V Horn
 Corley & Son Produce
 Courand Sawmill
 Sloan Coverdell
 Covey Gas & Oil
 Garland Cox
 Walter Cox
 L N Cox
 Harold Crane
 J R Crane
 Charles Crist
 Cecil E Cropp
 Crosby Motors
 C M Crouser
 Crow Construction Co
 Wayne Cruise
 Kenneth Cruzier
 Crystal River Lodge Inc
 R J Culver & George E Stephens
 A F Cundiff
 Dakota Motor & Machine
 Larry E Dangler
 LeRoy Daniels
 A B Daugherty
 D F Davee

210 W 19th Terrace K C Mo
 110 W 5th Pueblo Colo
 1920 Federal Blvd Denver 4 Colo
 Rt 4 Gd Jct Colo
 Roberts Dala Ala
 Box 1257 Haines City Fla
 2617 W Colorado Ave Colo Spgs Colo
 Le Mars Iowa
 Continental Life Bldg Ft Worth Tex
 Groesbeck Texas
 1480 Brentwood St Lakewood Colo
 Wetmore Colo
 321 E Works Sheridan Wyo
 Wetmore Colo
 Grand Saline Texas
 Box 531 Delta Colo
 Ninaview Colo
 460 So Main Salt Lake City Utah
 Hereford Texas
 1102 So Harwood Dallas Texas
 Walker La
 1228 Harrison Ave Salt Lake City Utah
 Haskell Texas
 Box 208 Guthrie Okla
 Spencer & Cave Ave Manitou Spgs Colo
 5360 Morrison Road Denver 14 Colo
 Savannah Mo
 1681 Walnut Abilene Texas
 1357 - 31st Columbus Nebr
 Portales N Mex
 Redstone via Carbondale Colo
 4641 E Dartmouth Denver 10 Colo
 329 N Rotta Ft Worth Texas
 321 E Blvd Rapid City So Dak
 657 Colorado Gd Jct Colo
 Lometa Texas
 Cotulla Texas
 Box 402 Junction Texas

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952.

John C. Hawley
Ralph C. Johnson
John H. Hinchel
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Elmer Laves
Davidson Motor Company
Jack Davis
T J Davis
William J Davis
Day & Peterson Motor Company
Deal Service Garage
Delta Products Company
Delta Prod Co
De-Nagel Inc.
C M Dentis
Devon Oil Co

Clayton New Mexico
Osakosh Nebraska
Laporte Colorado
Oak Grove Arkansas
Vernal Utah
Box 224 Dragerton Utah
Ulysses Kansas
Wilson Arkansas
Greenville Miss
Newark New York
2100 S W 10th Oklahoma City Oklahoma
5015 So Shields Okla City Okla

Kenneth Dewitt
 A G Dick
 Everett Dick
 Harold Dick
 L E Dick
 Robert Loherty
 Juan A Dominguez
 Don's Auto Sales & Auction Inc
 Bill Dotson
 Harold O Doty
 Douglas Bros Transport
 Chas Douglas
 Earl Drake
 C W Drilling Jr
 C A Dui-Bin
 William Duncan
 Dura Bilt Products Co Inc
 J Durham
 Eads Sales Company
 Louis Earleywine
 Oland Easley
 Larkin J Edwards
 Egg House
 George Eggers
 Eisenbock Brothers
 Ed Eisenhower Mfg Co
 Elkhardt Co-op Equity Exch
 Ellis Auto Sales
 Melvin Elliston
 Elsa Produce Company
 Emkay Car Leasing Company Inc
 Empire States Roofing Co
 George F Emerick
 C R England & Son
 Eugene K England
 Danice E Enta
 Epp-Lander Chev Company
 Chester Erickson

Rt 11 Springfield Mo
 Sunset Texas
 Chickasha Okla
 409 Fairview Montpelier Ohio
 Hammond Oklahoma
 Stilwell Oklahoma
 Rt 1 Alamosa Colo
 2121 So 6th Ave Tucson Arizona
 Tyler Texas
 Overton Nevada
 2323 Bunker El Monte California
 327 Bigfoot San Antonio Texas
 Laporte Colorado
 Morrilton Ark
 Rt 1 Box 125 Roswell N Mex
 Gen Dal Kremmling Colo
 Clovis New Mexico
 1002 W 13th Plainview Texas
 Eads Colorado
 Box 3 Indianola Nebr
 Osweta Oklahoma
 Rt 2 Frederick Okla
 721 N Norfolk Tulsa Okla
 506 E 6th St Lexington Nebraska
 415 N Adams San Angelo Texas
 749 Main Grand Junction Colorado
 Elkhardt Kansas
 109 Chestnut Roseburg Ore
 Cottenburg Nebraska
 Elsa Texas
 6513 Cottage Grove Chicago Illinois
 1020 Hazel Ct Denver 4 Colo
 2550 Stout Denver Colo
 Rte 2 Ogden Utah
 Ogden Utah Rt 2
 Newton Kansas
 Stafford Kansas
 Princeton Minnesota

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

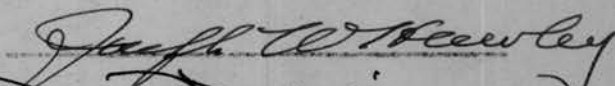
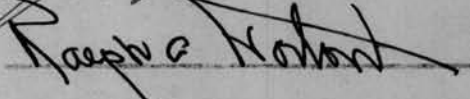
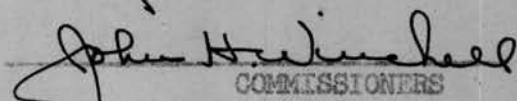
That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

SECRETARY

Dated at Denver, Colorado
this 2nd day of July, 1952




 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS }
CORPORATIONS AND PERSONS TO COMPLETE }
APPLICATIONS FOR PERMITS TO OPERATE AS }
COMMERCIAL CARRIERS OVER THE HIGHWAYS }
OF THE STATE OF COLORADO }

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

L K Ervin	1016 No Austin Ave Portales N Mex
Walter Ervin	109 N W Nevada Portales N Mex
Walter Ervin	Portales N Mex
Albert Esquibel	3rd St & McKinley Ave Roy N Mex
J L Estes	206 W 6th Dalhart Texas
Rudolph Estrada	1415 Monterey St San Antonio Tex
Ethington Motor Co	Casa Grande Ariz
F R O Equipment Co	Fremont Nebr
Mary Jane Fairchild	Delta Colo
Farmers Feed Mill	115 Broadway Center Colo
Farmers Produce	Genl Dely Springdale Ark
Farmers Union Grain & Supply	400 E Central Ave Minot No Dak

F M Farr
 Roy Farrell
 Charles Faubion
 Dorrance W Fenderson
 Harry C Ferguson
 Myron J & Eloise J Ferree
 Roy Ferrell
 Arnold J Fiegel
 Ben Fiehel Auto Co
 John C Fike
 Ben Filson
 Cox F Finkle
 Firestones Lumber Co
 First Prize Company
 Jack Fisher
 Flaming Farms
 Marvin Flaming
 Clarence Fletcher
 Floyd Fletcher - 70
 Warren H Flipper
 H L Fogg
 Otto Fonsman
 Food Express
 Errol Foote
 Lloyd B Forbes
 L H Ford
 Russell Fordney Trucking Service
 Fore Motor Co
 L D Foster & Son
 Jimmie Fox
 The Francis Company
 Ralph Harvey Francis
 Scott Francis
 W A Frazier
 Dale Frederick
 C W Fredrick
 A W Frost
 R H Fulton

2643 Kingston Dallas Texas
 508 W 9th K C Mo
 Event Texas
 70 Clarence Lake Ft Crook Nebr
 Dodge City Kans
 Box 727 Cortez Colo
 2521 Dawson Dallas Texas
 Rt 1 Pallisade Colo
 Cairo Ill
 2469 Lincoln San Bernardino Calif
 Protection Kans
 4120 Samuel Shreveport La
 1824 No Broadway Albuquerque N Mex
 Houston Texas
 2319 - 2nd St Lubbock Texas
 Box 127 Fremont Texas
 201 W 8th Stillwater Okla
 6715 W 33rd St Berwyn Ill
 5002 So Victor Tulsa Okla
 Eden Texas
 Box 8 Idalia Colo
 Fredrick Burg Iowa
 1208 Alguno Road Austin Texas
 1518 - 28th St Lubbock Texas
 Box 1128 Torrington Wyo
 Rt 4 Gd Jct Colo
 1120 - 12th St Fennimore Wisc
 Tullia Texas
 Stover Mo
 1305 N Richmond Tulsa Okla
 Ogallala Nebr
 1507 No May Guyton Okla
 LeRoy Kans
 2409 Ala Dallas Tex
 Grant City Mo
 Sheridan Mo
 3807 E 13th Amarillo Tex
 Dodge City Kans

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

John H. Hines
Ralph C. Hinton

 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

R H Fulton & Co
Kenneth M Funk
Gaare Supply Co
Archie Gaines
Thor M Gaines
Don Gallagher
John B Gallegos
Lucas Gallegos
G R Gamble
Gambles
Gambles Store
Gateway Distributors

Box 1526 Lubbock Tex
Merino Colo
Box 277 Weatherford Tex
Garvin Okla
Garvin Okla
Hereford Tex
514 Wood Ft Collins Colo
1126 So 9th Gd Jet Colo
Box 40 Lometa Tex
Breckenridge Colo
Julesburg Colo
Pharr Tex

J F Gayhart
 Acie Gaylord
 Geary Street Auction House
 General Farm Sales
 General Mud & Chemical Co
 Geo's Auto Wils House
 S H George Co
 Don William Getz
 Getz Motor Co
 Robert Adam Gies
 Cecil Gilbert
 Joe R Gilbert
 W J Gilbert
 A O Gist
 Floyd Githens Motor Co
 W A Givens
 Richard R Gleason
 Glendenning & Moore
 Glen A Goble
 Ed Godfrey
 Goff Bros
 G G Goff
 Harold S Goldman
 Gooch Lumber Co
 J F Goodnight
 Dolphus L Gordon
 Gorman Bros
 George T Graham
 Grand Junction Nurseries
 Lyle Grantam
 P G Gray
 Deward Grayson
 Donald Green
 Donald Green & Ray Stafford
 E E Green
 Groc Products Co Inc
 Growers Marketing Ass'n
 C J Gubser

Bell Flower Calif
 2340 E Houston San Antonio Texas
 1774 Geary St San Francisco Calif
 115 Bradish La Junta Colo
 Box 33 Abernathy Tex
 2100 Webster Oakland Calif
 750 No Austin San Benito Tex
 2304 W Front St North Platte Nebr
 2123 - 4th St Sioux City Iowa
 436 E St Lincoln Nebr
 218 N Washington Blair Neb
 DeBeque Colo
 5000 E Kearney Springfield Mo
 Abilene Tex
 Cottage Grove Ore
 250 W Thornton Akron Ohio
 Rt 1 Box 327 LaGrange Ill
 Collins Tex
 50 N 5th Brighton Colo
 Rt 3 Box 300 Ft Collins Colo
 Fayetteville Ark
 Box 441 Aspen Colo
 1205 Cochoetan Pontiac Mich
 Fremont Mo
 Lake Alfred Fla
 11 North St Ontario N Y
 2021 Cadiz Dallas Tex
 4504 Delta St Rosemead Calif
 2862 North Ave Gd Jct Colo
 Box 28 Venango Neb
 Estherville Iowa
 615 Oak Sulphur Springs Tex
 402 No West 2nd Idabel Okla
 Garvin Okla
 Box 145 Spearman Tex
 108 - 2nd Ave North Nashville Tenn
 Leesburg Fla
 Box 67 Ulysses Neb

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Joseph C. Hahn
Joseph C. Hahn
John H. Hinchel
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Melton Guiderian
William Guidry
Guion Sales Co
Guy Gunter Jr
H A Hagg
Haigler Co-op Equity Exchange
E D Halcomb
Frank Haley
Ben Hall
Gabby Hall
George C Hall
W D Hall

Marlin Tex
Arnaudville La
3115 Commerce Dallas Tex
San Saba Tex
Dell Rapid So Dak
Haigler Neb
2247 - 19th St Lubbock Tex
Box 233 Coolidge Tex
Box 505 Mobile Ala
Dallas Tex
DeLeon Tex
1408 Gowf Road Albuquerque N Mex

William Boyd Hall
 Eugene Halone
 Gerald Halverson
 Owen Hamilton
 Lester E Hammond
 Everett Hampton
 Vernon Henson
 T A Harden
 Ether Harmon
 W G Harmon
 Ralph H Harper
 Clyde Harris
 Dave M Harris
 J D Harris
 Roy S Harris
 Elvin W Harrison
 Harrison Fence Co
 Wilburn Harrison
 Earl Hart
 B W Haskins
 Joseph Hastings
 W H Hayes
 Hays & Gunn
 Oscar Hays
 H R Hayworth
 James Hazell
 O H Heard
 Hermann Bros Auto Sales
 Earl Dean Hemphill
 Noel L Hemphill
 Earl Hendricks
 Bobby Henslee
 C L Henson
 Henson-James-Hazell
 J E Herjehson
 Woody Herrin
 Frank Herron
 Jack Hess

Box 1176 Cortez Colo
 Thermopolis Wyo
 Dell Rapids So Dak
 Olden Tex
 Crawford Colo
 Ogallala Neb
 Rt 4 Box 17 Montrose Colo
 2121 1/2 Cadiz Dallas Texas
 1033 S W 27th Okla City Okla
 Aurora Ill
 120 W Elmore Dallas Texas
 817 Harfesty Ft Worth Tex
 Gordon Neb
 Tremonton Utah
 3555 Hynds Blvd Cheyenne Wyo
 Box 428 Lometa Tex
 Dallas Tex
 Box 55 Lometa Tex
 Dolores Colo
 5415 Bent Shreveport La
 Box 90 South Fork Colo
 3208 So H St Lubbock Tex
 Lamar Colo
 1009 N Edwards St Carlsbad N Mex
 Aurora Colo
 1012 Monroe K C Mo
 Box 114 Petersburg Tex
 243 N Main Heber City Utah
 201 No Jefferson Commerce Okla
 Rt 2 Enid Okla
 Eden Tex
 Rt 4 Mansfield Mo
 504 E 18th San Angelo Tex
 1012 Monroe St K C Mo
 Dilley Tex
 341 Washington Memphis Tenn
 Rt 1 Box 34 Joplin Mo
 Marshall Tex

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

John C. Hawley
Ralph C. Hobson
John H. Hinchell
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Sy Hess Motor Sales & Auto Loans	700 Fillmore St Amarillo Tex
Hettinger Implement Co	Hettinger No Dak
Hi Way Motor Co	Milan Mo
C W Hicks & L C Debow	308 So Blasgow Dallas Tex
Highway 50 Garage	1025 So 5th Cd Jct Colo
Highway Lumber Co	Iowa Falls Iowa
Grant Hill	905 So 9th Lamar Colo
Fred J Hilow	Brownsville Tex
Hinson & Sons	San Angelo Tex
Norbert D Hintz	Box 122 Primghar Iowa
Jim Hitchcock	Brady Tex
Hi-way Food Locker	Box 82 Rifle Colo

Holdcroft Lease It Co
 Henry A Holmes Jr
 John Holt
 D P Hopkins
 D C Hopper
 Horn Motor Co
 Bob Horner
 Horner & Wood
 W C Horton
 Hossak Motor Co
 House Bros
 L M Hudson
 Royal C Huff
 Orie Hughes
 M F Hunter
 Lyle Harlburt
 Hurley Tractor Co
 John Hurst
 Hurst & Jones
 M K Hurst
 E W Hutchins
 Hutt Motor Co
 Irby & Hill Produce Co
 Elbert V Isbell
 J & L Water Service
 Jackson County Impl Co
 J W Jackson
 Jackson Jitney Jungle Stores Inc
 Ervin Jahnke
 Jack James
 Ernest Jaques & V Alires
 Frank Jay
 Albert H Jenson
 W R Jett Jr
 J D Jewell Inc
 Johnnies Motor Co
 A E Johnson
 Carl Johnson

715 Douglas Sioux City Iowa
 1417 G St Lincoln Neb
 3518 Avenue G Lubbock Tex
 Van Buren Ark
 300 W Railroad Ave Ft Morgan Colo
 Mt Ayr Iowa
 1517 N W 4th Okla City Okla
 2739 So Wells Chicago Ill
 Loneview Tex
 Emmetsburg Iowa
 Ham Harbor Mich
 729 No 3rd Gd Jet Colo
 527 Meeker St Delta Colo
 Box 441 Nacodoches Tex
 Crowell Tex
 11798 Ind Ave K C Mo
 396 N Main Memphis Tenn
 Winters Tex
 Center Tex
 230 W McCarty Indianapolis Ind
 Loxley Ala
 Elk Creek Neb
 911 So Pearl Dallas Tex
 Rt 1 Blair Okla
 1604 S McKinley Casper Wyo
 Walden Colo
 209 So Carlisle Albuquerque N Mex
 452 N Mill St Jackson Miss
 Crete Neb
 Rt 3 Butler Ind
 Center Colo
 Marble Falls Tex
 Box 390 Coolidge Tex
 Seagoville Tex
 Gainesville Ga
 600 - 4th Council Bluffs Iowa
 Sanford Fla
 103 Edwards Mt Pleasant Tex

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Joseph C. Hawley
Joseph C. Hawley
John H. Hinchel
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS }
CORPORATIONS AND PERSONS TO COMPLETE }
APPLICATIONS FOR PERMITS TO OPERATE AS }
COMMERCIAL CARRIERS OVER THE HIGHWAYS }
OF THE STATE OF COLORADO }

JULY 2, 1952

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The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Johnson Feed Co
William E. Johnson
Johnston Motor Co
Art Jones Used Cars
Evelyn O Jones
Herbert B Jones
J E Jones Produce
John B Jones
W B Jones
J H Jordan
Joy-Youts Motor Co Inc
D B Junell

Oxford Wisc
Evergreen Colo
606 So 2nd Laramie Wyo
1203 Locust Des Moines Ia
608 Piedmont Burlington No Carolina
402 So Main Rocky Ford Colo
1705 Morris Birmingham Ala
166 No 6th Independence Ore
105 Fillmore Amarillo Tex
1012 Lawton Ave Atlanta Ga
515 So Main Borger Tex
Sulphur Springs Tex

Roy T Jurma
 K B Kaar
 Mike Kakar
 Ralph Kapke & Leo Heyen
 Steve & Mike Kawchack
 Keck Produce Co
 F W Kendrick
 Buck Kennedy
 Dean Kidd
 B M King
 J L King
 A G Kirschmer Inc
 Charles P Kizer
 Klaas Machine Co
 C G Klentz & Jack Wood
 Jack Klock
 Koler Equipment Co
 Allen Kroblin Inc
 Norman Kultgen
 Lee Kuykendall
 La Casa Cafe
 Orville Lafaya
 Forrest Laidler
 La Junta Auto Auction
 Lakewood Motor Sales
 Howard Lakey
 Lamb's Grocery & Feed Market
 H L Landrum
 W L Langston
 S E Lanier
 Johnnie Lara Jr
 E W Larkey
 L M Lasater
 Ralph Lassiter
 Lee Laswell
 LaVoir-Allen
 Arthur Lay & Co
 J R Leatherman

1601 Lake Shore Dr Escanaba Mich
 1321 N St Lincoln Nebr
 Rt 1 Box 223 Casa Grande Ariz
 Milford Neb
 Box 523 Craig Colo
 Rt 1 Box 134 Rocky Ford Colo
 Jacksburo Tex
 Nocuna Tex
 202 So 19th Frederick Okla
 Plainview Tex
 613 Lindsey Breckenridge Tex
 Burlington Colo
 1709 - 8th Brownwood Tex
 4314 E 49th Cleveland Ohio
 5233 Darling Houston Tex
 1321 Dumas Ave Dumas Tex
 Fomeroy Wash
 Sumner Iowa
 Weyauwega Wisc
 Box 624 Stockton Calif
 Kremmling Colo
 111 Hoafeen St Indianapolis Ind
 160 Bankcroft Inlay City Mich
 La Junta Colo
 4244 W 12th Erie Pa
 South Fork Colo
 Clifton Colo
 740 So Edwards Wichita Kans
 Wenatchee Wash
 Haskell Tex
 248 E 54th St Las Animas Colo
 Stonsett Tex
 Genl Daly Haslet Tex
 Minette Ala
 West Plains Mo
 1168 - 22nd St Ogden Utah
 Box 1511 Lubbock Tex
 Woodward Okla

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

[Signature]
[Signature]
[Signature]
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Charlie Leatherwood Jr
H R Ledder
Lewis Albert Ledlow
M E Ledlow
Everett Lee
Wayne Lehmann
Fred Lehr
Lehring Equipment
Fred Lester
Leonard LeVoor
Lewis Oil Co
J T Lindsey

1812 Chestnut Dallas Tex
Haines City Fla
2222 Henrietta Shreveport La
2908 W College Shreveport La
Rt 6 Box 68 Jackson Miss
Rt 4 Watertown Wisc
Box 402 Okeene Okla
Casper Wyo
9828 So Yates Chicago Ill
Farmersville Tex
1600 P St Lincoln Nebr
1092 Nelson St Bowie Tex

Ling Grain & Supply Co
 Kenneth Lingle
 Link Bros Inc
 Lions Products Co
 Little Rock Tomato Co
 Jessie Locke
 Lone Star Lbr Co
 Lone Star Trailer Co
 Paul Long
 Longhorn Engineering Co
 Longmire & Son
 Frank Lovato
 Thomas Charles Love
 Doris D Lowery
 Edgar Loyd & Sons
 Antonio Lozano Jr
 Robert Luebke
 Lullum & Sanders
 J N Lyons
 M & H Plastering Co
 M & N Company
 Alfred Earnest Maaske
 Mabrey Chev Co
 Richard MacKinnon
 J C Macomb
 Joe Mader
 George Main
 Majorette Sportswear
 Majors Feed Co
 Earl Manard
 Harley F Manly
 Manning-Robson Appliance Co
 J B Maples
 L A Mapp
 Market Transport Co
 A B Marlin
 Joe Marquez
 Marshall Motor Co

Jetmore Kans
 Rt 4 Carbondale Ill
 Minong Wisc
 2417 No 24th Omaha Nebr
 17th & Main Little Rock Ark
 Kissimmee Fla
 Abilene Tex
 Amarillo Tex
 Alden Kans
 Box 4176 Ft Worth Tex
 Evans Tex
 2512 W 13th Ave Denver 4 Colo
 6437 Hollis St Dallas Texas
 Box 536 DeLeon Tex
 Rt 2 Springdale Ark
 Asherton Tex
 Colony Kans
 Pampa Tex
 Lindale Tex
 5000 So Broadway Englewood Colo
 302 Smith Houston Tex
 117 So 1st Gd Jet Colo
 601 Denver Ft Lupton Colo
 Wetmore Colo
 323 Buena Vista San Antonio Texas
 709 Bancroft Garden City Kans
 307 - 17 No Front Philadelphia Pa
 Knoxville Tenn
 Athens Tex
 Crowell Tex
 Box 59 La Junta Colo
 Holly Colo
 Junction Tex
 Carnegie Okla
 1050 Murphy Atlanta Ga
 Box 132 Dillon Colo
 334 W 1st Salida Colo
 743 N Santa Fe Salina Kans

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

John W. Hawley
Ralph C. Hinton
John H. Hinchel
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

F W Martin
John W Martin
L M Martin
H Martinez
Pat Martinez
Samuel Floverto Martinez
Marts Produce Co
H L Mason
Massey Co
Archie Matthews Produce
Maxwell House Furn Co
O H Mayes

Sanford Fla
Gillette Wyo
Rt 4 Greenville Tex
Monterey N R Mexico
Cerro N Mex
643 W Front St Salida Colo
Dell Rapid So Dak
2030 Oilfield Rd Decatur Ga
Railroad Ave Tucumcari N Mex
6201 Asher Little Rock Ark
Jones Okla
Rt 1 Box 127 Lerby Colo

H C Mayfield
 D J Maynard
 Loren Mayo
 K L McBroom
 B R McCarley
 Roy A McClung
 Clarence J McClurg
 J C McConnell
 L K McCullough
 M W McCurdy
 O B McEntyre
 Monroe McGarity
 H R McGee
 W R McGlothlin
 O B McIntyre
 McLain Bros
 H H McLain
 McLaw Bros
 J W McMann
 J D McMillon
 C A McNeal
 Geo W McWhorter
 Henry Meinders
 LeRoy H Meldenbauer
 Robert R Mentz
 Carl Merilatt
 Clifford Merrick
 C E Merritt
 C R Messer
 R W Michael
 E D Middleton
 Midwest Construction Co
 Midwest Meat Packers
 Ed Milkovich
 Michael Milkovich
 Miller Casket Co
 J R Miller
 Ralph Miller

Ackerly Tex
 Canyon Tex
 Vincennes Ind
 2011 N Yale Tulsa Okla
 Blackwell Tex
 415 W Mable Odessa Tex
 319 W 12th St Grand Island Neb
 520 Whithan Fayetteville Ark
 432 So 11th Collinsville Okla
 2024 Freeman Houston Tex
 320 Beech St Plainview Tex
 Uvalde Tex
 1617 W 2nd Grand Island Neb
 Mount Tex
 Plainview Tex
 Spearman Tex
 Carvin Okla
 Spearman Tex
 612 So Preston Dallas Tex
 Box 584 Springfield Colo
 541 So Cuyler Pampa Tex
 1399 So Berry Dallas Tex
 Shadboro Ill
 Box 246 Dell Rapids So Dak
 221 So Geneva Bellwood Ill
 Dove Creek Colo
 Causey N Mex
 Savannah Mo
 606 So Broadway Scottsbluff Neb
 1101 Rogers Ft Smith Ark
 Bentley Ala
 Dallas Tex
 Columbus Ohio
 East 10th St Raton N Mex
 Box 262 Raton N Mex
 1118 Penn St St Joseph Mo
 3993 U S Highway 51 So Memphis Tenn
 Plainview Tex

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

[Signature]
[Signature]
[Signature]
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION

OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
 CORPORATIONS AND PERSONS TO COMPLETE)
 APPLICATIONS FOR PERMITS TO OPERATE AS)
 COMMERCIAL CARRIERS OVER THE HIGHWAYS)
 OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Robert Miller	35 N Raymond Pasadena Calif
Robert Miller	35 N Raymond Los Angeles Calif
Laverne Mills	Wakita Okla
Missouri Valley Trans Co	1300 - 4th St Sioux City Iowa
Haden R Mitchell	Evant Tex
Mitchell Roofing Co	605 Keeler Dalhart Tex
W L Mitchell	Box 16 Frederick Okla
LeRoy H Moldenhauer	Box 246 Well Rapias So Dak
Juan Mondragon	428 E 9th Leadville Colo
Joe Monroe Int Harvester	Cherokee Okla
E H Montgomery	4008 Ashby Rd St Louis Mo
E L Moore	San Bonita Tex

L H Moore Canning Co
 Auburn Morehead
 Jose M Moreno
 Ben Morgan
 Morrison & Nelson Grain Co
 Peyton L Mosby
 Mosier Motor Co
 I S Mothes
 Mothley Seed Co
 Motors Corporation
 H B Mott & Sons
 Mountain Lumber Co
 Wallace Muir
 M M Mullen
 R E Murano
 W D Murdock
 Alvin Patrick Murphy
 G W Murphy
 Murphy Lumber Co
 Taft Murphy
 Murray Co Hatchery & Produce
 Hershell Murray
 R J Murry
 T L Musg
 My Florist
 N S W Oliver Sales
 Arthur Nalick Whse Meat
 Angelo Napoli
 J W Narnell
 Stephen Nash
 National Automotive Wholesalers
 National Boiler Casing Co
 Sam Nations
 T F Naughtin Co
 Nebraska Crib & Silo Co
 Nebraska Plastics Inc
 David Neely Jr
 A C Nelson & Co

Box 1711 McAllen Tex
 Dumas Tex
 120 W 1st St La Junta Colo
 Rt 4 Las Animas Colo
 Great Bend Kans
 271 Lamar Apt 6 Pueblo Colo
 Benkelman Neb
 Silvia Kans
 Hollis Okla
 1223 S Industrial Blvd Dallas Tex
 Huntington W Va
 Box 73 Fraser Colo
 Bountiful Utah
 3334 W Carrol Chicago Ill
 Orem Utah
 Wellington Tex
 514 Marlon St Miles City Mont
 Le Roy Kans
 901 So Lincoln Bloomington Ind
 Brownfield Tex
 Slayton Minn
 Elkhart Kans
 Las Vegas N Mex
 1862 Blanco Pl Dallas Tex
 Leamon Ave & 14th Wood Rd Dallas Tex
 Johnson Kans
 5728 Franklin Ave St Louis Mo
 9245 Bland Road Jacksonville Fla
 Sugar City Colo
 Appleton Wisc
 No address
 1005 Dublin St Akron Ohio
 Purdy Mo
 806 Farnam Omaha Nebr
 Kearney Neb
 Coward Neb
 3005 E Highway 28 Colo Spgs Colo
 2112 Harney St Omaha Nebr

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Joseph C. Hahert
John H. Hahert
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of Said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Bud Nelson
Nelson Grain Co
Neon Engineering Co
Bobby L Nesmith
John I Ness
H P Newhouse
Newman's Upholstery Shop
Marcus A Newton
Homer C Nickel
Vern Nohr
Q E Nolen
Norton Produce Co

Box 406 Brady Neb
Clayton N Mex
865 1/2 Main St Springfield Colo
2602 1/2 - 23rd St Lubbock Tex
135 W Cedar Littleton Colo
Muskegon Mich
2403 W Colorado Ave Colo Spgs Colo
Rt 5 Box 355 Albuquerque N Mex
San Angelo Tex
Crofton Neb
Texarkana Ark
Provo Utah

Fred Nowak
David A & Carl W Nuckolls
Fred Nymeyer
Dan A O'Brien
W Jack O'Brien
T W O'Brien
Ogden Ford Sales
Ned Ojeda
Oldham Motor Co
Howard E Olson
Oregon City Motor Co
Wayne Orr
Frank M Ostrom & Helen Heist
Ott & Forsman
C B Owens
Ozard Poultry & Egg
J Allen Padgett
T A Padgett
Page Aviation Service
Wayne Palek
Palmer Motor Co Inc
Leota Paris
Parman-Kendell Co
Donald B Patterson
Patterson & Owada
Paul Patterson
Patton & Boyd
Patton Coy Mtr Co
Paulos Motor Co
Hugh Payne
Payne Produce Co Inc
Carl Pearson
Pemisnot Dehydrating Co
Irven H Penny
Joe Pentycuff
Dave Pepper
WM Peratt
J H Permenter

Bremond Tex
1300 W Reno Okla City Okla
Lovington N Mex
Wallace Neb
Wallace Neb
302 No 19th Van Buren Ark
385 - 26th St Ogden Utah
DeValle Tex
2002 Bowie St Vernon Tex
Champton Neb
1024 Main St Oregon City Ore
Box 927 Craig Colo
343 So 3rd Gd Jct Colo
Fredericksburg Iowa
Clarendon Tex
Springdale Ark
625 Union Chicago Heights Ill
205 W Pa Midland Tex
Okla City Okla
1300 N 2nd Albuquerque N Mex
Houston Tex
Lovell Wyo
Homestead Fla
323 E Pikes Peak Ave Colo Spgs Colo
865 So 1st West Salt Lake City Utah
816 W 13th Casper Wyo
1502 Bird Joplin Mo
Tucumcari N Mex
Magna Utah
Dalhart Tex
Springdale Ark
Elida N Mex
Steel Mo
Box 184 Marble Falls Tex
923 So 8th St Waco Tex
122 Haggin San Antonio Tex
2406 1/2 Palm Pl Huntington Park CALIF
4098 London Rd Jacksonville Fla

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

SECRETARY

Dated at Denver, Colorado
this 2nd day of July, 1952

[Signature]
[Signature]
[Signature]
COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 267, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similiar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of Said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Perryton Equity Exchange Corp
Peru Motors
W M Peterson & Sons
Sam Petro
Charles Pettegrew
D D Petty & Son
Pfannenstien Dist Co
Phares & Wilkins
James J Phegley
I V Phillips & B H Henry
Piburn & Nigro Produce
Harold E Pickens

Perryton Tex
Peru Neb
315 E 3rd Julesburg Colo
601 Preston Houston Tex
Conway Springs Kans
2006 St Louis Dallas Tex
Hays Kans
2209 Ave H Lubbock Tex
Rt 2 Carlisle Ind
1132 First Ave No Birmingham Ala
528 Harrison K C Mo
Box 204 Fruita Colo

Earl Pickett
 L W Pierce
 Pikes Peak Air Service Inc
 B J Pillans
 Pioneer Cleaners
 Plain View Broom Co
 Plains Machinery Co
 Plains Motor Co
 Plainsman Supply Co
 Plywood of Alabama Inc
 S J Polk
 Pond & Beard
 R O Potts
 Frank Powers
 Robert L Powers
 Pratt Food Stores
 Chas Preble
 M R Prestridge Lbr Co
 Curtis A Price
 James Price
 R B Price
 Everett Proctor
 Z H Pruett
 Pugh Bros
 L K Quinn
 R A Company
 J R Rainbolt
 Peagen Canning Co
 D W Reddick
 Dewey Redding
 Chester Reeves
 Rex Trailer Co Inc
 B B Reynolds
 Harold G Reynolds
 Josephine Reynolds
 W R Reynolds
 Lee Rhea
 Rhodes & Stegall Metal Salvage

Gilmer Tex
 Lindsale Tex
 Nichols Field Colo Spgs Colo
 1136 No Borton Corsicana Tex
 25th St & 7th Ave Greeley Colo
 Radfield So Dak
 2103 No Grant St Odessa Tex
 Follitt Tex
 Plainview Tex
 Tuscaloosa Ala
 Rt 2 Littlefield Tex
 Foreman Ark
 Tolson N Mex
 Afton Okla
 Silver Creek Neb
 Ardmore Okla
 Hay Springs Neb
 Alamogordo N Mex
 Box 115 Palo Pinto Tex
 Palo Pinto Tex
 Woodson Tex
 Meeker Colo
 Box 354 Tulia Tex
 Anadarko Tex
 Ainsworth Neb
 4098 Chestnut Philadelphia Pa
 3831 W 6th St Worth Tex
 McAllen Tex
 Lotts Iowa
 Lyons Neb
 Republic Mo
 Dallas Tex
 Box 1054 Oxnard Calif
 1230 No Everett Glendale Calif
 St Francis Kans
 1050 Murphy Ave Atlanta Ga
 Kremmling Colo
 Genl Dely Monticello Utah

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.


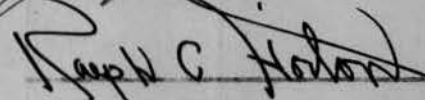

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

SECRETARY

Dated at Denver, Colorado
this 2nd day of July, 1952




 COMMISSIONER

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said Corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations and persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Richard-Bulzloff Imp Co
A W Richards
Kenneth Richardson
Ernie Rickie
R E Riner Produce
Kenneth L Robbins
N O Roberts
T B Roberts
R L Robins
W T Robinson
Rock Island Fruit Co
Rockford Paint & Mfg Co

Wheatland Wyo
Steele Mo
Clinton Okla
3201 Marrian Blvd Kansas City Kans
10744 Flaxton Culver City Calif
1026 Amidon Wichita Kans
Sanford Fla
Hale Center Tex
206 S Douglas Glendive Mont
406 Harding Morrilton Ark
Rock Island Ill
Rockford Ill

W W Rockwell
 W W Rodgers
 Allen H Rodman
 Joe Rodman
 Florencio Rodriguez & Pablo Jimenez
 Buck Rogers Produce Co
 Charles L Rogers
 J E Rogers
 R E Roland
 Floyd W Roll
 Rose Prod Lbr & Grain
 H M Rossenbach
 L H Roth
 Frank Rountree Lines
 Rowland Trucking Co
 Anne Ruddy
 Rule Bros Cattle Co
 Randall Construction Co
 Thomas Russell
 Rutschman Mtr Co
 Rysall Engineering Co
 H L Ryan
 J H Ryan & Perry McDonald
 S & C Leasing Co
 S S D Trucking Corp
 S & W Oil Co
 Sade-White Motor Co
 R C St Clair
 Salt Supply Co
 Geo W Sams
 Sanders Motor Co
 Ralph Sanders
 Sanders Supply Co
 Santa Fe Beverage Co
 Robert W Sawyer
 Scalco Bros Produce
 Lewis Schallenberg
 Scharf Motor Co Inc

Avenas Valley N Mex
 1302 Claude St Dallas Tex
 516 So 2nd St Albuquerque N Mex
 216 So 1st Raton N Mex
 Donna Tex
 1307 N Raquet Lufkin Tex
 203 So Main West Plains Mo
 2220 Washington Houston Tex
 325 Peabody San Antonio Tex
 Milford Neb
 236 Wyo St Peoria Ill
 203 Franklin St Monte Vista Colo
 Willow Creek Calif
 Mo Central Monett Mo
 Rowland No Carolina
 Main Rd Towaco N J
 Norcatar Kans
 Box 85 Ovid Colo
 Pittsburg Tex
 Wakeeshey Kans
 Little Rock Ark
 610 So 14th Frederick Okla
 Albuquerque N Mex
 2001 Market St San Francisco Calif
 408 W 14th St New York 14 N Y
 Wauwata Neb
 90 Main Goodland Kans
 Junction Tex
 Carlsbad N Mex
 Caldwell Idaho
 119 So Ballard Pampa Tex
 Ellsworth Minn
 Mopa Ark
 312 Hancock St Santa Fe N Mex
 Waterset Iowa
 1432 Houston Ave Port Arthur Tex
 McCook Jet Neb
 205 Bent Las Animas Colo

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Joseph T. Hawley
Ralph C. Johnson
John H. Hinchel
 COMMISSIONERS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
HARRY BRANNON, DOING BUSINESS)
AS "BRANNON AND SONS," 1701)
INGALLS STREET, LAKEWOOD,)
COLORADO.)

PERMIT NO. B-4060

July 7, 1952

S T A T E M E N T

By the Commission:

On January 14, 1952, the Commission authorized Harry Brannon, doing business as "Brannon and Sons," Lakewood, Colorado, to suspend operations under his Permit No. B-4060 until July 10, 1952.

The Commission is now in receipt of a communication from the above-named permittee requesting that his permit be reinstated.

F I N D I N G S

THE COMMISSION FINDS:

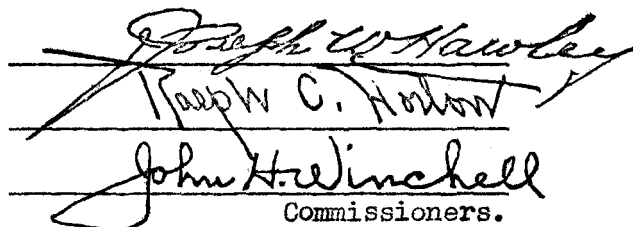
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-4060 should be, and the same hereby is, reinstated as of July 1, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 7th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
EMMA E. HENRIKSON, ADMINISTRATRIX)
DE BONIS NON OF THE ESTATE OF ARVEL)
A. HENRIKSON, DECEASED, 123 EAST)
FIFTH STREET, LOVELAND, COLORADO,)
FOR AUTHORITY TO TRANSFER PUC NO.)
205 TO FLOYD A. HENRIKSON, DOING)
BUSINESS AS "DENVER-LOVELAND TRANS-)
PORTATION," 123 EAST FIFTY STREET,)
LOVELAND, COLORADO.)
-----)

APPLICATION NO. 11814-Transfer
SUPPLEMENTAL ORDER

July 2, 1952

Appearances: Robert C. Christensen, Esq.,
Loveland, Colorado,
for applicants.

S T A T E M E N T

By the Commission:

On May 27, 1952, Decision No. 38749 was entered by the Commission in the above-entitled matter, authorizing Emma E. Henrikson, Administratrix de bonis non of the Estate of Arvel A. Henrikson, Deceased, Loveland, Colorado, to lease PUC No. 205 to Floyd A. Henrikson, doing business as "Denver-Loveland Transportation," Loveland, Colorado, as set forth in said Order.

The Commission has now been advised by Robert C. Christensen, attorney for applicants herein, that it was the intent of said parties to transfer, rather than lease, said operating rights, and the record shows such intent.

F I N D I N G S

THE COMMISSION FINDS:

That said Decision No. 38749 should be amended, nunc pro tunc, as of May 27, 1952, as set forth in the Order following.

O R D E R

THE COMMISSION ORDERS:

That the Order contained in Decision No. 38749, of date May 27, 1952, should be, and the same is hereby, amended, nunc pro tunc, as of

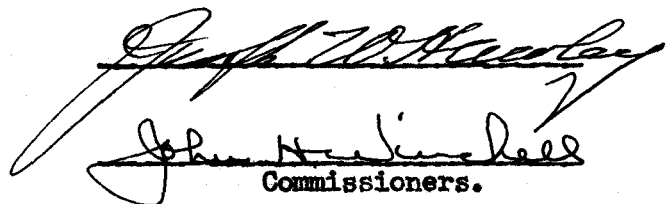
said 27th day of May, 1952, by striking therefrom the first paragraph of said Order appearing at the bottom of Page 2 and the top of Page 3 of said Decision No. 38749, and inserting in lieu thereof, the following paragraph:

"THE COMMISSION ORDERS:

"THAT Emma E. Henrikson, Administratrix de bonis non of the Estate of Arvel A. Henrikson, Deceased, Loveland, Colorado, should be, and she is hereby, authorized to transfer PUC No. 205 to Floyd A. Henrikson, doing business as 'Denver-Loveland Transportation,' Loveland, Colorado, upon the terms and conditions set forth in the application for transfer herein, and the Court Order above referred to authorizing said transfer, certified copy of said Court Order being made a part hereof, by reference, said transfer to be subject to payment of outstanding indebtedness against said operation, whether secured or unsecured."

That, except as herein amended, said Decision No. 38749 shall remain in full force and effect.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 2nd day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
MELVIN A. PRICE, DOING BUSINESS AS)
"AURORA PACKAGE DELIVERY SERVICE,") APPLICATION NO. 11839
1041 HAVANA STREET, AURORA, COLORADO,)
FOR A CERTIFICATE OF PUBLIC CONVEN-)
IENCE AND NECESSITY.)

July 2, 1952

Appearances: Clarence Button, Esq., Denver, Colo-
rado, for Package Delivery Service Co.

S T A T E M E N T

By the Commission:

On May 2, 1952, Melvin A. Price, doing business as "Aurora Pack-
age Delivery Service," Aurora, Colorado, filed the instant application for
a certificate of public convenience and necessity to operate as a common
carrier for hire for the transportation of packages and parcels between
Aurora, Colorado, and Hoffman Heights, Fitzsimmons Hospital, Buckley Field,
Lowry Field, and east Denver to Kearney Street and intermediate points with-
in the confines of that area.

After due notice to all parties in interest, the matter was set
for hearing in the Hearing Room of the Commission, 330 State Office Build-
ing, Denver, Colorado, at ten o'clock A. M. on June 26, 1952.

Notwithstanding said notice, applicant failed to appear, either
in person or by counsel, at the time and place designated for hearing.

Clarence Button, on behalf of Package Delivery Service Co., pro-
testant, moved to dismiss the application for lack of prosecution.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be dismissed for lack of
prosecution.

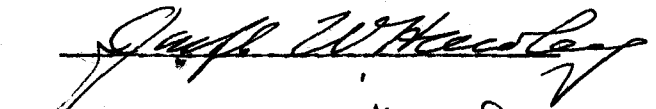
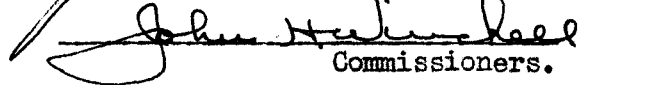
O R D E R

THE COMMISSION ORDERS:

That Application No. 11839 of Melvin A. Price, doing business as "Aurora Package Delivery Service," Aurora, Colorado, should be, and hereby is, dismissed for lack of prosecution.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 2nd day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF } LOUIS SCOTT, 858 GALAPAGO STREET, } DENVER, COLORADO, FOR A CLASS "B" } PERMIT TO OPERATE AS A PRIVATE } CARRIER BY MOTOR VEHICLE FOR HIRE. }	<u>APPLICATION NO. 11688-PP</u> <u>SUPPLEMENTAL ORDER</u>
---	--

July 2, 1952

Appearances: Louis Scott, Denver, Colorado,
pro se;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company;
Harold Swena, Golden, Colorado,
for Swena Transfer and Express.

S T A T E M E N T

By the Commission:

By Decision No. 38520, of date April 24, 1952, Louis Scott,
Denver, Colorado, was authorized to operate as a Class "B" private
carrier by motor vehicle for hire, for the transportation of:

sand, gravel, lime, plaster, cement, masonry
cement, gauging, vermiculite, corner bead,
door casing, and metal arches, and coal, be-
tween points within a radius of thirty miles
of Denver, Colorado, limited to the use of
one dump truck of two-ton capacity, service
to be performed for one customer, viz., Rio
Grande Fuel Company, only.

Subsequently, application for rehearing was filed by The Rio
Grande Fuel Company, alleging that the authority granted was too restricted
to be of any material benefit, either to the permittee or to said customer.

By Decision No. 38709, of date May 21, 1952, rehearing on said
matter was granted by the Commission, and said rehearing was held on June
19, 1952, at the Hearing Room of the Commission, 330 State Office Building,
Denver, Colorado.

On June 23, 1952, Decision No. 38870 was entered, authorizing
Louis Scott to operate as a Class "B" private carrier by motor vehicle for

hire, for the transportation of:

sand, gravel, and coal within a radius of thirty miles of Denver, Colorado; building materials within a radius of ten miles of Denver, for The Rio Grande Fuel Company, only.

F I N D I N G S

THE COMMISSION FINDS:

That Decision No. 38520, of date April 24, 1952, entered in the above-styled matter, should be set aside, applicant herein having been granted operating rights by Decision No. 38870.

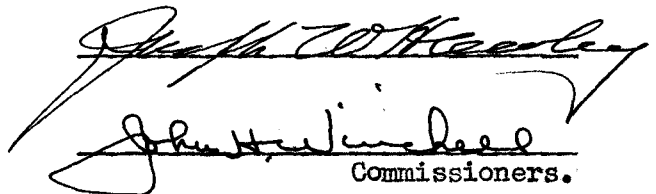
O R D E R

THE COMMISSION ORDERS:

That Decision No. 38520, of date April 24, 1952, entered in the above-styled application, should be, and the same is hereby, vacated, set aside, and held for naught.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 2nd day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
GRAND VALLEY PIPELINE COMPANY, 307)
FIRST NATIONAL BANK BUILDING, DENVER,)
COLORADO, FOR APPROVAL OF ASSIGNMENT)
OF A PORTION OF CERTIFICATE OF PUBLIC)
CONVENIENCE AND NECESSITY ISSUED IN)
APPLICATION NO. 10394 TO "GRAND VAL-)
LEY GAS COMPANY," 307 FIRST NATIONAL)
BANK BUILDING, DENVER, COLORADO, AND)
MODIFICATION OF SAID CERTIFICATE.)
-----)

APPLICATION NO. 10394-Transfer

June 30, 1952

S T A T E M E N T

By the Commission:

The above-entitled application was set for hearing on a short notice by the Commission at the request of applicant as it was the understanding of the Commission that there was no objection to the transfer by any interested parties.

When the matter was called for hearing, The Public Service Company of Colorado, by its attorneys, filed a motion to vacate the hearing in the above-entitled matter. It is apparent from the motion filed that all the interested parties are not necessarily in accord, and the Commission now believes that the matter should be vacated, to be set at a later date, with full notice to all the parties.

F I N D I N G S

THE COMMISSION FINDS:

That the motion to vacate the hearing in the above-entitled matter should be granted.

O R D E R

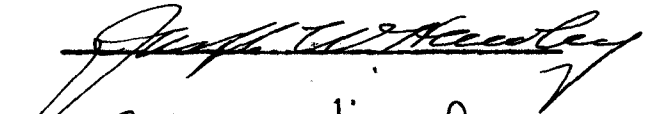
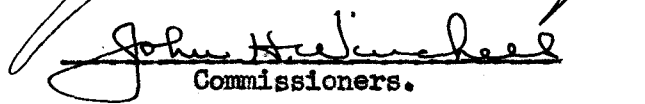
THE COMMISSION ORDERS:

That the hearing on Application No. 10394, in the matter of the Application of Grand Valley Pipeline Company, 307 First National Bank Building,

Denver, Colorado, for approval of assignment of a portion of certificate of public convenience and necessity issued to "Grand Valley Gas Company," 307 First National Bank Building, Denver, Colorado, and modification of said certificate, be, and it hereby is, vacated to be reset at a later date at the convenience of the Commission.

That this order shall become effective forthwith.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING

Dated at Denver, Colorado,
this 30th day of June, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
MUD CONTROL LABORATORIES, INC.,)
VERNAL, UTAH.)

PERMIT NO. C-26937

July 8, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

.....Mud Control Laboratories, Inc.

requesting that Permit No. C-26937 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-26937, heretofore issued to.....

.....Mud Control Laboratories, Inc.be,

, and the same is hereby, declared cancelled effective July 1, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 8th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
GEORGE CLARK, DOING BUSINESS AS)
"BURLINGTON CAB CO.," BURLINGTON,)
COLORADO.)

PUC NO. 2027

July 8, 1952

S T A T E M E N T

By the Commission:

On January 4, 1952, the Commission authorized George Clark, doing business as "Burlington Cab Co.," Burlington, Colorado, to suspend operations under his Certificate of Public Convenience and Necessity No. 2027 until July 1, 1952.

The Commission is now in receipt of a communication from the above-named certificate-holder requesting that his certificate be reinstated.

F I N D I N G S

THE COMMISSION FINDS:

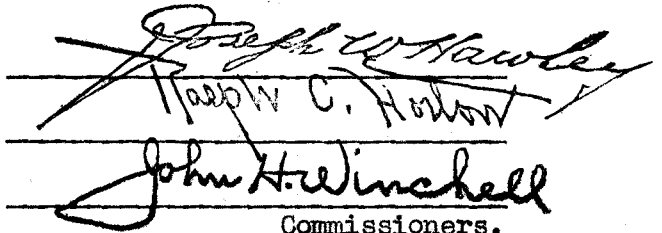
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Certificate of Public Convenience and Necessity No. 2027 should be, and the same hereby is, reinstated as of June 25, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 8th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

JEANNE C. GARWOOD,

Complainant,

vs.

EVERGREEN PUBLIC SERVICE COMPANY,

Defendant.

CASE NO. 5042

July 2, 1952

S T A T E M E N T

By the Commission:

On June 9, 1952, attorneys for Jeanne C. Garwood filed a petition with this Commission requesting that Evergreen Public Service Company render electric service to their client.

Order to Satisfy or Answer the complaint was issued by the Commission on June 10, granting Evergreen Public Service Company twenty (20) days within which to satisfy or answer the petition.

On June 27, 1952, the Commission received answer from the Evergreen Public Service Company stating that it had complied with the requests in the petition as filed and that Jeanne C. Garwood was now being rendered electric service.

The Evergreen Public Service Company having satisfied the complaint herein, no further action is necessary.

F I N D I N G S

THE COMMISSION FINDS:

That Evergreen Public Service Company has satisfied the complaint of Jeanne C. Garwood and that Case No. 5042 should be dismissed.

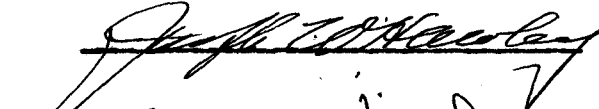
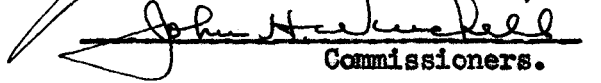
O R D E R

THE COMMISSION ORDERS:

That Case No. 5042, Jeanne C. Garwood, Complainant, vs.
Evergreen Public Service Company, Defendant, be, and it hereby is, dismissed.

That this order shall become effective forthwith.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 2nd day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
L. A. HALL, ARMEL, COLORADO, FOR)
AUTHORITY TO TRANSFER PERMIT NO.) APPLICATION NO. 11870-PP-Transfer
B-1451 TO WILLIAM C. TERRY, HALE,)
COLORADO.)

July 3, 1952

S T A T E M E N T

By the Commission:

By Decision No. 7498, of date April 15, 1936, E. Browning, Hale, Colorado, was authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of:

farm products, including livestock, from point to point within a radius of twenty miles of Hale, Colorado, and from and to points in said area, to and from points in the State of Colorado which lie north of U. S. Highway No. 40-North, and east of U. S. Highway No. 285, with back-haul of coal from the northern Colorado coal fields to Hale, Colorado,

said operating rights being designated "Permit No. B-1451."

Pursuant to authority contained in Decision No. 32612, of date May 16, 1949, said permit-holder transferred said operating rights to L. A. Hall, Armel, Colorado, who, by the instant application, seeks authority to transfer said Permit No. B-1451 to William C. Terry, Hale, Colorado.

Inasmuch as the files of the Commission and the application herein show that said permit is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferee; that there are no outstanding unpaid operating obligations against said permit; that transferee, pecuniarily and otherwise, is qualified to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition

to transfer of said operating rights, the Commission determined to hear, and has heard, said application, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That L. A. Hall, Armel, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to Permit No. B-1451 -- being the operating rights granted by Decision No. 7498 -- to William C. Terry, Hale, Colorado, subject to payment of outstanding indebtedness, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferee, in writing, have advised the Commission that said Permit has been formally assigned and that said parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

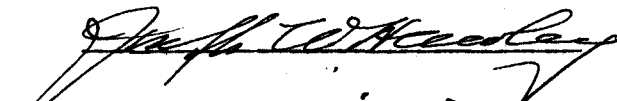
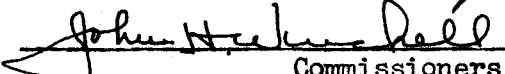
The right of transferee to operate under this order shall depend upon his compliance with all present and future laws and rules and regulations of the Commission, and the prior filing by transferor of delinquent reports, if any, covering his operations under said permit up to the time of transfer of said permit, and the payment by him or transferee of all unpaid ton-mile tax.

This order is made a part of the permit authorized to be transferred.

That ton-mile tax deposit of transferor shall be transferred
and credited to account of transferee herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 3rd day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
LUTE VANCE, LA JARA, COLORADO, FOR)
AUTHORITY TO TRANSFER PUC NO. 441)
TO STEVE LUCERO, ARNOLD LUCERO, AND) APPLICATION NO. 11804-Transfer
ALONZO LUCER, CO-PARTNERS, DOING)
BUSINESS AS "STEVE LUCERO AND SONS,")
LA JARA, COLORADO.)

July 3, 1952

Appearances: Conour and Conour, Esqs., Del
Norte, Colorado, for applicants.

S T A T E M E N T

By the Commission:

By Decision No. 2633, of date November 13, 1929, Raymond Bodley was granted a certificate of public convenience and necessity to operate as a common carrier by motor vehicle for hire, for the transportation, not on schedule:

between La Jara and Carmel, and the vicinities thereof, and other points within a radius of thirty miles thereof, of farm products, including livestock, and household goods and other commodities, not including merchandise consigned to retail stores, subject to the conditions that:

applicant shall charge for the transportation of household goods as much as is charged by W. A. Jones Transfer Company until and unless the rates charged by the latter company shall be held by the Commission to be unreasonable and excessive. The applicant shall not transport any freight which is not originated and/or destined to La Jara or Carmel and the vicinities thereof,

said operating rights being designated "PUC No. 441."

Pursuant to authority contained in Decision No. 10638, of date September 27, 1937, as amended by Decision No. 19734, of date September 26, 1942, Gladys Bodley, Administratrix of the Estate of Raymond Bodley, Deceased, transferred said PUC No. 441 to Lute Vance, La Jara, Colorado, and

by the same decisions, said operating rights were extended to include the right to transport:

farm products, including livestock, from farms within a radius of fifteen miles of La Jara to railroad shipping points, elevators and markets in the San Luis Valley; flour mill products from La Jara to Sanford, Romeo, Manassa, and Antonito, and farm supplies (specifically including farm equipment, machinery, coal, sacks, cement, plaster, lumber, and other building materials, and household furnishings and fixtures), from La Jara to farms within a radius of fifteen miles thereof.

By Decision No. 26215, of date July 3, 1946, PUC No. 441 was further extended to include:

a motor vehicle common carrier service, on schedule and on call and demand, for the transportation of freight and express, consisting of general commodities, over a regular route, to-wit: Between Antonito, Colorado, and the Counselor Dam and Reservoir site and intermediate points, via State Highway No. 17 and unnumbered county roads.

By the instant application, Lute Vance, La Jara, Colorado, seeks authority to transfer PUC No. 441 to Steve Lucero, Arnold Lucero, and Alonzo Lucero, co-partners, doing business as "Steve Lucero and Sons," La Jara, Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferees; that there are no outstanding unpaid operating obligations against said certificate; that transferees, pecuniarily and otherwise, are qualified to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That Lute Vance, La Jara, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 441 -- being the operating rights granted by Decision No. 2633, as extended by Decisions Nos. 10638 (as amended by Decision No. 19734), and 26215 -- to Steve Lucero, Arnold Lucero, and Alonzo Lucero, co-partners, doing business as "Steve Lucero and Sons," La Jara, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferee, in writing, have advised the Commission that said certificate has been formally assigned and that said parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

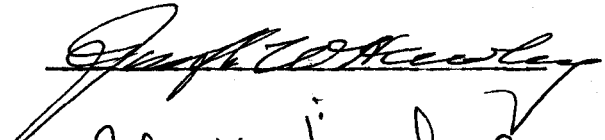
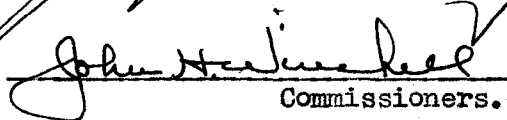
The tariff of rates, rules and regulations of transferor shall become and remain those of transferee until changed according to law and the rules and regulations of this Commission.

The right of transferee to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering his operations under said certificate, and the payment by him or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred
and credited to account of transferees herein.

That this order shall become effective as of the day and date
hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 3rd day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
GILBERT H. HARKNESS, 1874 SOUTH)	
SHERMAN, DENVER, COLORADO, FOR)	
AUTHORITY TO TRANSFER PUC NO. 89)	
TO J. R. BEARD AND VERA L. HARKNESS,)	<u>APPLICATION NO. 11868-Transfer</u>
CO-PARTNERS, DOING BUSINESS AS)	
"BEARD AND HARKNESS," 328 - 17TH)	
STREET, DENVER, COLORADO.)	
-----)	

July 3, 1952

S T A T E M E N T

By the Commission:

On May 17, 1928, by Decision No. 1771, Otto Peterson was authorized to operate a motor vehicle common carrier sightseeing service, for the transportation of:

passengers, over the following routes: Denver to Pikes Peak, Denver to Silver Plume, Denver to Denver Mountain Parks, Denver to Echo Lake, and Denver to Mount Evans, with the provisos that he should not transport passengers to any intermediate points on the routes designated; that all service should be limited to sightseeing round-trip one-day operations; that in performing the service authorized, he should be limited to the use of two automobiles,

said operating rights being designated "PUC No. 89."

Pursuant to authority contained in Decision No. 26706, of date September 12, 1946, Martha Peterson, as Administratrix of the Estate of Otto Peterson, Deceased, was authorized to transfer said PUC No. 89 to Don C. Pennington and Mary S. Pennington, co-partners, who, pursuant to authority contained in Decision No. 28167, of date May 16, 1947, transferred said operating rights to Gilbert H. Harkness, Denver, Colorado, who, by the instant application, seeks authority to transfer said PUC No. 89 to J. R. Beard and Vera L. Harkness, co-partners, doing business as "Beard and Harkness," Denver, Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that passenger-mile tax deposit is to be transferred to account of transferees; that there are no outstanding unpaid operating obligations against said certificate; that transferee, pecuniarily and otherwise, is qualified and able to carry on the operation, and it does not appear that any useful purpose would be served by setting said matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R .

THE COMMISSION ORDERS:

That Gilbert H. Harkness, Denver, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 89 — being the operating rights granted by Decision No. 1771 — to J. R. Beard and Vera L. Harkness, co-partners, doing business as "Beard and Harkness," Denver, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferees, in writing, have advised the Commission that said certificate has been formally assigned and that said parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms and conditions of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

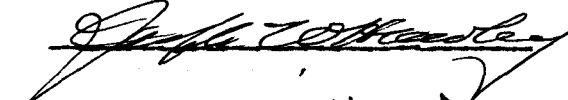

The tariff of rates, rules and regulations of transferor shall become and remain those of transferees until changed according to law and the rules and regulations of this Commission.

The right of transferees to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering his operations under said certificate up to the time of the transfer of said certificate, and the payment by him or transferees of all unpaid passenger-mile tax.

That passenger-mile tax deposit of transferor shall be transferred and credited to account of transferees herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 3rd day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
GILBERT H. HARKNESS, 1874 SOUTH)	
SHERMAN STREET, DENVER, COLORADO,)	
FOR AUTHORITY TO TRANSFER PUC NO.)	
191 TO J. R. BEARD AND VERA L.)	<u>APPLICATION NO. 11869-Transfer</u>
HARKNESS, CO-PARTNERS, DOING)	
BUSINESS AS "BEARD AND HARKNESS,")	
328 - 17TH STREET, DENVER, COLORADO.)	
-----))	

July 3, 1952

S T A T E M E N T

By the Commission:

By the instant application, Gilbert H. Harkness, Denver, Colorado, seeks authority to transfer PUC No. 191 to J. R. Beard and Vera L. Harkness, co-partners, doing business as "Beard and Harkness," Denver, Colorado, said PUC No. 191 authorizing:

transportation of passengers in sightseeing round-trip one-day operations, only, to Pikes Peak, by way of State Highway No. 1 (now No. 85), and from Denver, via Denver Mountain Parks System, to Silver Plume, Echo Lake, and Mount Evans, making use of State Highways Nos. 2, 8, 68, 73, 74, 91, and 103, without the right to serve intermediate points, said service to be limited to the use of two cars, only; round-trip one-day sightseeing service over the following routes: (1) Denver to Pikes Peak; (2) Denver to Silver Plume; (3) Denver to Mountain Parks; (4) Denver to Echo Lake; (5) Denver to Mount Evans; (6) Denver to Estes Park; without the right to serve intermediate points;

three cars in one-day round-trip sightseeing operations; from Denver, as follows: (1) "Gold Patch Trip," reaching Nederland, Central City, and Idaho Springs; (2) "Jarre Canyon Trip;" (3) Denver to Mount Evans, Leadville and Fairplay, through Denver Mountain Parks; (4) "Peak to Peak Trip;" (5) "Mesa Verde Trip;" (6) "Denver to Colorado Springs Trip;" via Sedalia, Cascade, Pikes Peak, and return through Colorado Springs and Region to Denver;

transportation of passengers and their personal baggage to and from the City and County of Denver, from and to any and all other points within the State of Colorado, in the nature of special motor car and bus service, provided said service be limited to motor cars and busses of a capacity not to exceed eight passengers, of the type of motor vehicle used by Joseph Freilinger in his operation, and limited to the number of cars allowed applicant in sightseeing service.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that passenger-mile tax deposit is to be transferred to account of transferees; that transferees, pecuniarily and otherwise, are qualified to carry on the operation; that there are no outstanding unpaid operating obligations against said operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said application, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That Gilbert H. Harkness, Denver, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 191 — being the operating rights acquired by him pursuant to authority contained in Decision No. 32328, as clarified by Decision No. 34018 — to J. R. Beard and Vera L. Harkness, co-partners, doing business as "Beard and Harkness," Denver, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferees, in writing, have advised the Commission that said certificate has been formally assigned and that said

parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

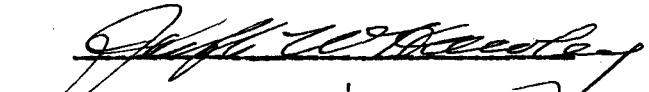
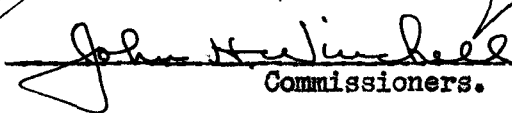
The tariff of rates, rules and regulations of transferor shall become and remain those of transferees until changed according to law and the rules and regulations of this Commission.

The right of transferees to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering his operations under said certificate up to the time of the transfer of said certificate, and the payment by him or transferees of all unpaid passenger-mile tax.

That passenger-mile tax deposit of transferor shall be transferred and credited to account of transferees herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 3rd day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION)
OF THE ATCHISON, TOPEKA AND SANTA)
FE RAILWAY COMPANY TO INSTALL)
IMPROVED AUTOMATIC SIGNAL CROSSING)
PROTECTION AT MISSISSIPPI AVENUE)
IN THE CITY AND COUNTY OF DENVER,)
COLORADO.)
-----)

APPLICATION NO. 11820

July 3, 1952

Appearances: Douglas McHendrie, Esq.,
Denver, Colorado, for
applicant;
J. L. McNeill, Denver,
Colorado, for the
Commission.

S T A T E M E N T

By the Commission:

On June 5, 1952, The Atchison, Topeka & Santa Fe Railway Company, by its attorneys, Grant, Shafroth & Toll, filed an application with this Commission seeking authority to install improved automatic signal crossing protection at the crossing of its tracks and West Mississippi Avenue, in the City and County of Denver, Colorado.

The matter, after due notice, was set for hearing on Thursday, June 26, 1952, at ten o'clock A. M., in the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, and was there heard by the Commission and taken under advisement.

The purpose of the instant application is to provide improved automatic signals at the above crossing. At the hearing, the following exhibits, as attached to the application, were explained by Mr. McHendrie to show the situation:

Exhibit "A" - Map of crossing area showing location of proposed new signals,

Exhibit "B" - Copy of Association of American Railroads Signal Section, Drawing No. 1654E to show type of signal to be installed.

Exhibit "C" - Blueprint sketch of wiring circuit to show warning of trains from either direction.

Exhibit "D" - Photostatic copy of letter of the Director of the Traffic Engineering Section of the City and County of Denver to show agreement with the proposed installation.

It appears that this trackage is owned by The Atchison, Topeka & Santa Fe Railway Company, and by joint agreements is quite heavily used in connection with the northbound rail movements of its trains and those of the Colorado & Southern Railway Company, The Denver & Rio Grande Western Railroad Company and the Missouri Pacific Railroad Company. There is also a tri-weekly local freight train which operates in a southbound direction on this line.

Present protection at the crossing consists of two standard crossbuck signs and a single old type combination wig-wag and bell signal. As shown on Exhibit "B", the proposed protection will consist of two automatic flashing light signals, complete with a bell, reflectorized crossing signs and illuminated "STOP" signs. The proposed installation is to conform with the Commission specifications and with the standards of the Association of American Railroads' Joint Committee on Grade Crossing Protection.

Relative to highway usage at this crossing, it is shown in the instant application that a recent traffic count on West Mississippi Avenue revealed that 1,554 trucks, 6,768 passenger autos and 3,476 pedestrians used the crossing during a twenty-four hour period.

Estimated cost of the proposed signals is \$3,290.00, all of which will be paid by the railroad company. After installation, the new signals will also be maintained by the railroad company.

It appears that no public utilities or adjacent property owners will be adversely affected by the proposed improvement. Also, the files of the Commission indicate no protests to the proposed signals. No delay is anticipated in securing materials for the proposed improvement, and work will be started at once.

F I N D I N G S

THE COMMISSION FINDS:

That the public safety, convenience and necessity require the

improvement of existing grade crossing protection through the installation, operation and maintenance of automatic flashing light signals at West Mississippi Avenue, City and County of Denver, Colorado, all as described in the foregoing Statement.

O R D E R

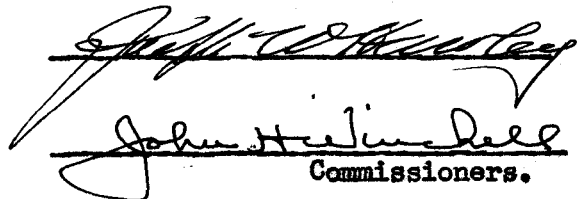
THE COMMISSION ORDERS:

That applicant, The Atchison, Topeka & Santa Fe Railway Company, be, and it hereby is, granted a certificate of public convenience and necessity, authorizing the installation, operation and maintenance of automatic flashing light signals at the grade crossing of West Mississippi Avenue over the tracks of said railroad in the City and County of Denver, Colorado.

That the work to be done, installation and maintenance of the proposed automatic flashing light signals, shall be as indicated in the preceding Statement, said Statement, and Exhibits "A", "B", "C" and "D", as attached to the instant application, all, by reference, being made a part hereof.

That this order shall become effective twenty-one (21) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

COMMISSIONER HORTON NOT PARTICIPATING.

Dated at Denver, Colorado,
this 3rd day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
THE ATCHISON, TOPEKA AND SANTA FE)
RAILWAY COMPANY TO INSTALL IMPROVED)
AUTOMATIC SIGNAL CROSSING PROTECTION)
AT LOUISIANA AVENUE IN THE CITY AND)
COUNTY OF DENVER, COLORADO.)
-----)

APPLICATION NO. 11821

July 3, 1952

Appearances: Douglas McHendrie, Esq.,
Denver, Colorado, for
applicant;
J. L. McNeill, Denver, Colo-
rado, for the Commission.

S T A T E M E N T

By the Commission:

On June 5, 1952, The Atchison, Topeka & Santa Fe Railway Company, by its attorneys, Grant, Shafroth & Toll, filed an application with the Commission seeking authority to install improved automatic signal crossing protection at the crossing of its tracks and West Louisiana Avenue in the City and County of Denver, Colorado.

The matter, after due notice, was set for hearing on Thursday, June 26, 1952, at ten o'clock A. M., in the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, and was there heard by the Commission and taken under advisement.

The purpose of the instant application is to provide improved automatic signals at the above crossing. At the hearing, the following exhibits, as attached to the application, were explained by Mr. McHendrie to show the situation:

Exhibit "A" - Map of crossing area showing location of proposed new signals,

Exhibit "B" - Copy of Association of American Railroads Signal Section, Drawing No. 1654E to show type of signal to be installed.

Exhibit "C" - Blueprint sketch of wiring circuit to show warning of trains from either direction.

Exhibit "D" - Photostatic copy of letter of the Director of the Traffic Engineering Section of the City and County of Denver to show agreement with the proposed installation.

It appears that this trackage is owned by The Atchison, Topeka & Santa Fe Railway Company, and by joint agreements is quite heavily used in connection with the northbound rail movements of its trains and those of the Colorado & Southern Railway Company, The Denver & Rio Grande Western Railroad Company and the Missouri Pacific Railroad Company. There is also a tri-weekly local freight train which operates in a southbound direction on this line.

Present protection at the crossing consists of two standard cross-buck signs. As shown on Exhibit "B", the proposed protection will consist of two automatic flashing light signals, complete with a bell, reflectorized crossing signs and illuminated "STOP" signs. There will also be an extra pair of front lights mounted on the east signal pole for warning in the direction of South Acoma Street. The proposed installation is to conform with Commission specifications and with the standards of the Association of American Railroads' Joint Committee on Grade Crossing Protection.

Relative to highway usage at this crossing, it is shown in the instant application that a recent traffic count on West Louisiana Avenue revealed that 373 trucks, 1,195 passenger autos and 98 pedestrians used the crossing during a twenty-four hour period. At the hearing it was also shown that the City of Denver is improving the streets in this general area. Concrete curbs, gutters and sidewalks are being placed on West Louisiana Avenue, preparatory to oil paving in the street. These street improvements will certainly encourage increased traffic movements over this crossing, thereby further emphasizing the need for improved protection.

Estimated cost of the proposed signals is \$5,196.00, all of which will be paid by the railroad company. After installation, the new signals will also be maintained by the railroad company.

FINDINGS

O R D E R

Joseph W. Hensley
John H. Hensley
Commissioners.

-3-

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
W. J. THOMPSON, ORDWAY,)
COLORADO.)

PERMIT NO. B-4324

July 10, 1952

S T A T E M E N T

By the Commission:

On April 25, 1952, the Commission authorized W. J. Thompson, Ordway, Colorado, to suspend operations under his Permit No. B-4324 until October 17, 1952.

The Commission is now in receipt of a communication from the above-named permittee requesting that his permit be reinstated.

F I N D I N G S

THE COMMISSION FINDS:

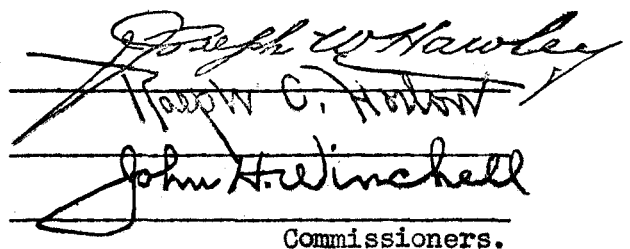
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-4324 should be, and the same hereby is, reinstated as of July 1, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 10th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
TEX-PLAINS CANNING CO., P. O.)
BOX 1183, LUBBOCK, TEXAS.)
)
)
)

PERMIT NO. C-27766

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Tex-Plains Canning Co.

requesting that Permit No. C-27766 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-27766, heretofore issued to.....

Tex-Plains Canning Co. be,

and the same is hereby, declared cancelled effective June 24, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
K. C. RARICK & D. M. HANSON,)
DOING BUSINESS AS "NU-LINE)
KNOTTY PINE," 437 SUMNER,) PERMIT NO. C-29103
LONGMONT, COLORADO.)
-----)

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
..... K. C. Rarick & D. M. Hanson, dba "Nu-Line Knotty Pine"
requesting that Permit No. C-29103 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-29103, heretofore issued to.....
..... K. C. Rarick & D. M. Hanson, dba "Nu-Line Knotty Pine" be,
and the same is hereby, declared cancelled effective June 24, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Robert C. Horton
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
SILVER BAY MINES INC., BOX 355,)
SILVERTON, COLORADO.)
)
)
)

PERMIT NO. C-27647

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Silver Bay Mines Inc.

requesting that Permit No. C-27647 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-27647, heretofore issued to.....

Silver Bay Mines Inc. be,

and the same is hereby, declared cancelled effective June 24, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
QUICK FROZEN FOODS CO., BOX)
1711, SANTA FE, NEW MEXICO.)
)
)
)

PERMIT NO. C-28467

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Quick Frozen Foods Co.

requesting that Permit No. C-28467 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

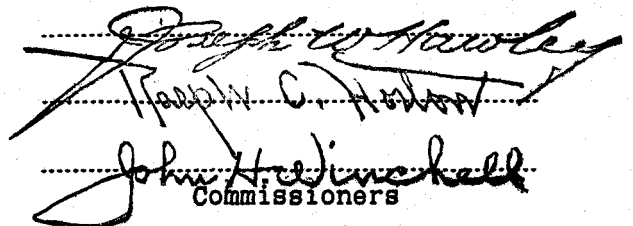
THE COMMISSION ORDERS:

That Permit No. C-28467, heretofore issued to.....

Quick Frozen Foods Co. be,

and the same is hereby, declared cancelled effective May 26, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
LUTHER Q. ROBINSON, 1900)
CONNOR STREET, WACO, TEXAS.)
)
)
)

PERMIT NO. C-19867

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Luther Q. Robinson

requesting that Permit No. C-19867 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-19867, heretofore issued to.....

Luther Q. Robinson be,

and the same is hereby, declared cancelled effective June 8, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO.

Joseph W. Hawley
Joseph W. C. Nelson
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
W. A. NEWBILL & H. F. DOUGHTON,)
DOING BUSINESS AS "W. N. MOTOR)
CO.," 2420 EAST CENTRAL AVE.,) PERMIT NO. C-25977
ALBUQUERQUE, NEW MEXICO.)
)

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....W. A. Newbill & H. F. Doughton, dba "W. N. Motor Co."
requesting that Permit No. C-25977 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-25977, heretofore issued to.....
.....W. A. Newbill & H. F. Doughton, dba "W. N. Motor Co." be,
and the same is hereby, declared cancelled effective June 24, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 10th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
KAW DEHYDRATING CO., P. O. BOX)
1098, TOPEKA, KANSAS.)
)
)
)
)

PERMIT NO. C-24392

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----

Kaw Dehydrating Co.

requesting that Permit No. C-24392 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-24392, heretofore issued to-----

Kaw Dehydrating Co. be,

and the same is hereby, declared cancelled effective June 24, 1952.

THE PUBLIC UTILITIES COMMISSION

OF THE STATE OF COLORADO

Joseph W. Hawley
Thos W. C. Norton
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FREMONT GAS & EQUIPMENT CO.,)
5th & LINCOLN, LANDER, WYOMING.)

PERMIT NO. C-23956

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

.....Fremont Gas & Equipment Co.

requesting that Permit No. C-23956 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-23956, heretofore issued to.....

.....Fremont Gas & Equipment Co.be,

and the same is hereby, declared cancelled effective June 24, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JAMES H. SHEEHAN, 2525 WEST)
224th AVENUE, DENVER, COLORADO.)
)
)
)

PERMIT NO. B-4352

July 10, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

James H. Sheehan

requesting that Permit No. B-4352 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-4352, heretofore issued to.....

James H. Sheehan

be,

and the same is hereby, declared cancelled effective June 30, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Horton
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 10th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
OLOF H. JACOBSON, OLOF H. JACOBSON,)
JR., AND FLORENCE M. JACOBSON, CO-)
PARTNERS, DOING BUSINESS AS "CITY)
TRANSFER & STORAGE COMPANY," 1582)
CLAY STREET, DENVER, COLORADO, FOR)
AUTHORITY TO TRANSFER PERMIT NO.)
B-4015 TO OLOF H. JACOBSON, JR.,)
DOING BUSINESS AS "CITY TRANSFER &)
STORAGE CO.," 1534 WAZEE STREET,)
DENVER, COLORADO.)
-----)

APPLICATION NO. 11882-PP-Transfer

July 7, 1952

S T A T E M E N T

By the Commission:

By Decision No. 32621, of date May 18, 1949, Olof H. Jacobson, Olof H. Jacobson, Jr., and Florence M. Jacobson, co-partners, doing business as "City Transfer & Storage Company," Denver, Colorado, were authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of:

freight in the freight-car unloading and general warehouse business, within the following-described area:

All of Townships Two-South through and including Townships Five-South in Ranges 66-West, through and including Range 70-West of the 6th Prime Meridian, in the State of Colorado, and containing an area of 720 square miles, applicants to serve the following customers, only, unless they seek, and obtain from this Commission, permission to add other customers to their list:

Acme Fast Freight, Inc.	225 Union Station, Denver
Slattery & Company	1726 Market Street, Denver
J. B. Morris Co.	Sugar Building, Denver
Mangan-Bell Co.	Union Station Bldg., Denver,

and to be confined to the following equipment while performing this transportation service, viz.:

they not to increase or add to this equipment without first seeking and obtaining authority from this Commission to add other equipment to said operating list,

said operating rights being designated "Permit No. B-4015."

By the instant application, said permit-holders seek authority to transfer said Permit No. B-4015 to Olof H. Jacobson, Jr., doing business as "City Transfer & Storage Co.," Denver, Colorado.

Inasmuch as the files of the Commission and the application herein show that said permit is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferee; that there are no outstanding unpaid operating obligations against said operation; that transferee, pecuniarily and otherwise, is qualified to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said permit, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That Olof H. Jacobson, Olof H. Jacobson, Jr., and Florence M. Jacobson, co-partners, doing business as "City Transfer & Storage Company," Denver, Colorado, should be, and they are hereby, authorized to transfer all their right, title, and interest in and to Permit No. B-4015 — being the operating rights granted by Decision No. 32621 — to Olof H. Jacobson, Jr., doing business as "City Transfer & Storage Co.," Denver, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferors and transferee, in writing, shall have advised the Commission that said permit has been formally assigned and that said

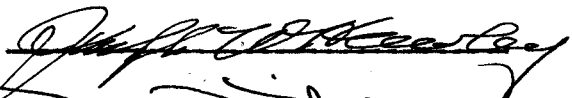
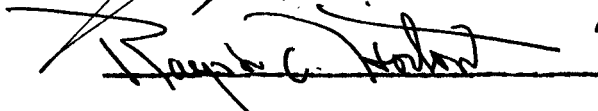
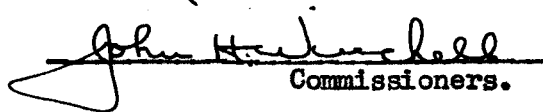
parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

The right of transferee to operate under this order shall depend upon his compliance with all present and future laws and rules and regulations of the Commission, and the prior filing by transferors of delinquent reports, if any, covering their operation under said permit up to the time of transfer of said permit, and the payment by them or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferors shall be transferred and credited to account of transferee herein.

This order is made a part of the permit authorized to be transferred and shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
WINEFRED D. CATON, DOING BUSINESS AS)	
"WINNIE'S CITY DRAY," JULESBURG,)	
COLORADO, FOR AUTHORITY TO TRANSFER)	<u>APPLICATION NO. 11883-Transfer</u>
PUC NO. 2333 TO WAYNE STUTZMAN,)	
DOING BUSINESS AS "STUTZMAN'S CITY)	
DRAY," 118 EAST 8TH, JULESBURG,)	
COLORADO.)	
-----)	

July 7, 1952

S T A T E M E N T

By the Commission:

By Decision No. 37510, of date October 10, 1951, Winefred D. Caton, doing business as "Winnie's City Dray," Julesburg, Colorado, was granted a certificate of public convenience and necessity to operate as a common carrier by motor vehicle, on call and demand, for:

a general drayage and transfer business within the corporate limits of the Town of Julesburg, in Sedgwick County, Colorado, and within a radius of ten miles beyond the corporate limits of said Town of Julesburg, excluding, however, from said authority farm produce including live-stock; coal, lumber, and furniture between Julesburg and Ovid, Colorado, but excluding all other commodities between Ovid and Julesburg in competition with Northeastern Motor Freight on U. S. Highway No. 133,

said operating rights being designated "PUC No. 2333."

By the instant application, said certificate-holder seeks authority to transfer said PUC No. 2333 to Wayne Stutzman, doing business as "Stutzman's City Dray," Julesburg, Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferee; that there are no outstanding unpaid operating obligations against said certificate; that transferee, pecuniarily and otherwise,

is qualified to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That Winefred D. Caton, doing business as "Winnie's City Dray," Julesburg, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 2333 — being the operating rights granted by Decision No. 37510 — to Wayne Stutzman, doing business as "Stutzman's City Dray," Julesburg, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferee, in writing, have advised the Commission that said certificate has been formally assigned and that said parties have accepted and in the future will comply with the conditions and requirements of this order to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this order within thirty (30) days from the effective date of the order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.


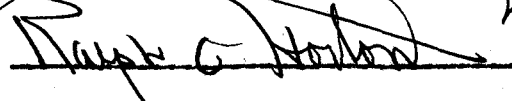
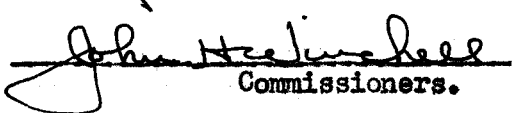
The tariff of rates, rules and regulations of transferor shall become and remain those of transferee until changed according to law and the rules and regulations of the Commission.

The right of transferee to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering his operations under said certificate up to the time of the transfer of said certificate, and the payment by him or transferee of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferee herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of July, 1952.

ea

original

(Decision No. 38945)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
W. A. JONES, DOING BUSINESS AS "W. A.)
JONES TRANSFER CO.," ALAMOSA, COLO-)
RADO, FOR AUTHORITY TO TRANSFER PUC)
NO. 353 TO EMERSON E. JONES AND)
IMOGENE T. JONES, CO-PARTNERS, DOING)
BUSINESS AS "W. A. JONES TRANSFER)
CO.," ALAMOSA, COLORADO.)

APPLICATION NO. 11884-Transfer

July 8, 1952

S T A T E M E N T

By the Commission:

By Decision No. 2177, of date May 3, 1929, W. A. Jones, doing business as "W. A. Jones Transfer Co.," Alamosa, Colorado, was granted a certificate of public convenience and necessity for:

the conduct of a transfer, moving, and general cartage business in the Counties of Alamosa, Saguache, Rio Grande, and Conejos, in the State of Colorado, and for occasional service throughout the State of Colorado, and in each of the counties thereof, subject to the following conditions:

for the transportation of commodities other than household goods between points served singly or in combination by scheduled carriers, the applicant shall charge rates which shall be as much as twenty per cent higher in all cases than those charged by scheduled carriers.

the applicant shall not operate on schedule between any points.

the applicant shall not be permitted, without further authority from the Commission, to establish a branch office or to have an agent employed in any other town or city than Alamosa for the purpose of developing business,

said operating rights being designated "PUC No. 353."

By the instant application, said certificate-holder seeks authority to transfer said PUC No. 353 to Emerson E. Jones and Imogene T. Jones, co-partners, doing business as "W. A. Jones Transfer Co.," Alamosa,

Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit of transferor is to be transferred to account of transferees; that there are no outstanding unpaid operating obligations against said operation; that transferees, pecuniarily and otherwise, are qualified and able to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said certificate, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

O R D E R

THE COMMISSION ORDERS:

That W. A. Jones, doing business as "W. A. Jones Transfer Co.," Alamosa, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 353 -- being the operating rights granted by Decision No. 2177 -- to Emerson E. Jones and Imogene T. Jones, co-partners, doing business as "W. A. Jones Transfer Co.," Alamosa, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferees, in writing, have advised the Commission that said certificate has been formally assigned, and that said parties have accepted, and in the future will comply with, the conditions and requirements of this Order, to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this Order within thirty (30) days from the effective date of this Order,

shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.

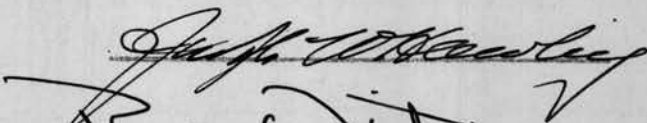
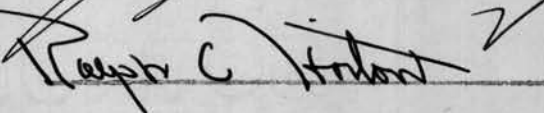
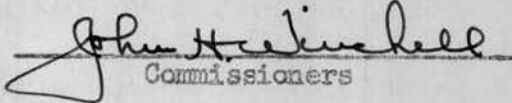
The tariff of rates, rules, and regulations of transferor shall become and remain those of transferees herein until changed according to law and the rules and regulations of this Commission.

The right of transferees to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering operations under said certificate up to the time of transfer of said certificate, and payment by him or transferees of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferees herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 8th day of July, 1952.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JAKE SCHLAGEL, JR., 1364 HAVANA)
STREET, AURORA, COLORADO, FOR AUTH-)
ORITY TO TRANSFER PUC NO. 1820 TO)
JAKE SCHLAGEL, JR. AND ADAM)
SCHLAGEL, CO-PARTNERS, DOING BUSI-)
NESS AS "SCHLAGEL BROS. HAULING)
SERVICE," 1364 HAVANA STREET, AURORA,)
COLORADO.)

APPLICATION NO. 11886-Transfer

July 8, 1952

S T A T E M E N T

By the Commission:

By Decision No. 29048, of date September 22, 1947, Sherman Ward, Aurora, Colorado, was granted a certificate of public convenience and necessity to operate as a common carrier by motor vehicle for hire, for the conduct of:

a general cartage business, for the transportation of trash and ashes and light moving on call and demand, within the City of Aurora, and an area extending five miles east, five miles north, and five miles south, and to the Denver City Limits on the west (excluding service ordinarily furnished by household goods movers which does not except the moving of one or two pieces of furniture and all service to and from the Rocky Mountain Arsenal), provided that in performing service authorized, applicant shall be limited to use of one truck of not to exceed one-half-ton rated capacity,

said operating rights being designated "PUC No. 1820."

Pursuant to authority contained in Decision No. 32121, of date February 7, 1949, Sherman Ward transferred said operating rights to Adam Schlagel, Aurora, Colorado, who, pursuant to authority contained in Decision No. 33693, of date November 4, 1949, transferred said PUC No. 1820 to Jake Schlagel, Jr., Aurora, Colorado.

By the instant application, Jake Schlagel, Jr. seeks authority

to transfer PUC No. 1820 to Jake Schlagel, Jr., and Adam Schlagel, co-partners, doing business as "Schlagel Bros. Hauling Service," Aurora, Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferees; that there are no outstanding unpaid operating obligations against said certificate; that transferees, pecuniarily and otherwise, are qualified and able to carry on the operation, and it does not appear that any useful purpose would be served by setting said application for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said operating rights, the Commission determined to hear, and has heard, said matter, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness, if any.

O R D E R

THE COMMISSION ORDERS:

That Jake Schlagel, Jr., Aurora, Colorado, should be, and he is hereby, authorized to transfer all his right, title, and interest in and to PUC No. 1820 --- being the operating rights granted by Decision No. 29048 --- to Jake Schlagel, Jr. and Adam Schlagel, co-partners, doing business as "Schlagel Bros. Hauling Service," Aurora, Colorado, subject to payment of outstanding indebtedness against said operation, if any there be, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferor and transferees, in writing, have advised the Commission that said certificate has been formally assigned, and that said parties have accepted, and in the future will comply with, the conditions and requirements of this Order, to be by them, or either of them,

kept and performed. Failure to file said written acceptance of the terms of this Order within thirty (30) days from the effective date of this Order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.


The tariff of rates, rules, and regulations of transferor shall become and remain those of transferees until changed according to law and the rules and regulations of this Commission.

The right of transferees to operate under this order shall depend upon the prior filing by transferor of delinquent reports, if any, covering operations under said certificate up to the time of transfer of said certificate, and payment by him or transferees of all unpaid ton-mile tax.

That ton-mile tax deposit of transferor shall be transferred and credited to account of transferees herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



[Signature]
[Signature]
[Signature]
Commissioners

Dated at Denver, Colorado,
this 8th day of July, 1952.

MW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
R. S. LOSER, 354 JEFFERSON)
STREET, MONTE VISTA, COLORADO.)
-----)

PERMIT NO. B-3975

July 11, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-3975 be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That R. S. Loser be, and he is hereby, authorized to suspend his operations under Permit No. B-3975 until January 1, 1953.

That unless said R. S. Loser shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell

Commissioners.

Dated at Denver, Colorado,
this 11th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
HENRY YAUK, WALTER H. YAUK, AND)	
HELMUT YAUK, CO-PARTNERS, DOING)	
BUSINESS AS "WINDSOR PACKING COM-)	APPLICATION NO. 11800-PP
PANY," WINDSOR, COLORADO, FOR A)	<u>SUPPLEMENTAL ORDER</u>
CLASS "B" PERMIT TO OPERATE AS A)	
PRIVATE CARRIER BY MOTOR VEHICLE)	
FOR HIRE.)	
-----)	

July 8, 1952

Appearances: Walter H. Yauk, Windsor,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

By Decision No. 38851, of date June 18, 1952, the above-styled applicants were granted a Class "B" permit to operate as a private carrier by motor vehicle for hire, for the transportation of:

"fresh and cured meat products, processed or to be processed within a radius of seventy-five miles of Windsor, to Greeley, Fort Collins, Timnath, Loveland, Berthoud, Johnstown, and return to Windsor, Colorado."

It appears that operating rights granted in said Decision No. 38851 should be more clearly set forth.

F I N D I N G S

THE COMMISSION FINDS:

That Decision No. 38851, of date June 18, 1952, should be amended, as set forth in the Order following.

O R D E R

THE COMMISSION ORDERS:

That Decision No. 38851, of date June 18, 1952, should be, and the same is hereby, amended, nunc pro tunc, as of said 18th day of June, by

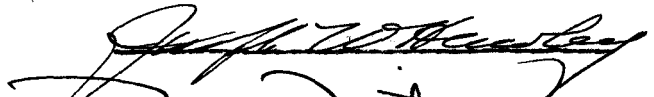

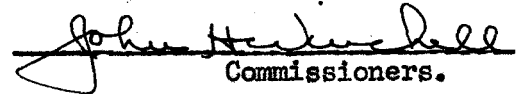
striking therefrom the first paragraph of the Order contained in said Decision, appearing on Page 2 thereof, and inserting in lieu thereof the following:

"THE COMMISSION ORDERS:

"That Henry Yauk, Walter H. Yauk, and Helmut Yauk, co-partners, doing business as 'Windsor Packing Company,' Windsor, Colorado, should be, and they are hereby, authorized to operate as a Class 'B' private carrier by motor vehicle for hire, for the transportation of fresh and cured meat products, processed or to be processed at Windsor or within a radius of seventy-five miles of Windsor, to Greeley, Fort Collins, Timmath, Loveland, Berthoud, Johnstown, and return to Windsor, Colorado."

That, except as herein amended, said Decision No. 38851 shall remain in full force and effect.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 8th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
WESTERN COLORADO POWER COMPANY, MONT-)
ROSE, COLORADO, FOR AN ORDER ALLOWING)
AN INCREASE IN ITS RATES AND CHARGES)
AND OTHER ORDERS INCIDENTAL THERETO.)
-----)

APPLICATION NO. 11536

July 8, 1952

Appearances: Harrison Loesch, Esq.,
Montrose, Colorado,
Gerald Irvine, Esq., Salt
Lake City, Utah, and
E. Ellison Hatfield, Esq.,
Durango, Colorado, for
Western Colorado Power Company;
R. J. Moses, Esq., Alamosa,
Colorado, for Delta-Montrose
Rural Power Lines Association,
Empire Electric Association
Inc., La Plata Electric Assoc-
iation, Inc., and San Miguel
Power Association;
Fairlamb and Fairlamb, Esqs.,
Delta, Colorado, for the Town
of Paonia;
H. Vance Austin, Esq., Sterling,
Colorado, for Colorado State
Association of R. E. A. Cooperatives;
John P. O'Rourke, Montrose, Colorado,
for Delta-Montrose Rural Power
Lines Association;
Byron V. Bradford, Durango, Colorado,
for La Plata Electric Association;
George V. Kempf, Montrose, Colorado,
for San Miguel Power Association;
James Garrison, Cortez, Colorado, for
Empire Electric Association, Inc.;
Frank W. Dodge, Hotchkiss, Colorado,
for Town of Hotchkiss;
John Stafford, Crawford, Colorado, for
F. M. Drexel, G. A. Reese, and
Will Van Engen;
Moynihan, Hughes & Sherman, Esqs.,
Montrose, Colorado, for the City
of Montrose;
Ralph Sargent, Jr., Esq., for the
Commission.

S T A T E M E N T

By the Commission:

Applicant herein, The Western Colorado Power Company, filed its
application with this Commission December 5, 1951, proposing certain increases

in its electric rate schedules and certain changes in its electric service regulations.

After due notice to all interested parties, the matter was set for hearing at Montrose, Colorado, on February 14, 1952, and was there heard, the hearing being concluded on February 18, 1952, at which time the matter was taken under advisement.

Notice was given the Director of Price Stabilization at Washington, D. C., in all respects as required by Section 2102 (e) Title IV, Sub-section (V) of the Defense Production Act.

Moreover, widespread public notice was given by applicant of the adjustments proposed throughout the territory served by applicant. At the hearing, appearances were made by Delta-Montrose Rural Power Lines Ass'n., Empire Electric Ass'n., Inc., La Plata Electric Ass'n., Inc., and San Miguel Power Ass'n., the four R. E. A. electric co-operatives serving in applicant's territory, as well as by the City of Montrose and the Towns of Hotchkiss and Paonia, in addition to certain customers of the applicant in the Town of Crawford, all located within the service area of applicant company.

Applicant is a corporation duly organized and existing under the laws of the State of Colorado with authority to do and doing business in said state with its principal place of business at Montrose. Its Articles of Incorporation, together with all the amendments thereto, have heretofore been filed with this Commission.

Applicant is a public utility as defined by the Public Utilities Act, and is engaged in the business of manufacturing, transmitting and distributing electricity to the various cities, towns and communities located for the most part in the southwest portion of the State of Colorado.

In addition to supplying electric service at retail to its various customers, applicant also supplies electric service at wholesale to a distributor in Silverton, and to the four rural electric co-operatives hereinabove referred to, which co-operatives, in turn, transmit and distribute electricity generally in the rural areas of the southwest portion of the state. Applicant's area extends from Delta and Gunnison Counties on the north, approximately 225 miles

to the Colorado-New Mexico state line on the south. Within this territory electric service is rendered by applicant to 10,500 customers, of which approximately 3,600 are considered rural. The generating system of applicant consists of four hydro-electric plants located at Ouray, Ilium, Ames, and Tacoma, and three steam electric plants located at Oliver, Montrose, and Durango, having a total gross capability in a normal water year of 12,500 kw hydro, and 16,750 kw steam, or a total capability of 29,250 kw. The above mentioned hydro and steam plants are all interconnected by a 44 kv backbone transmission system, and all of applicant's customers are served from the interconnected transmission lines and the distribution systems and substations of the company.

Additional offices of the company are maintained at Durango, Silverton, Telluride, Ouray, Delta and Paonia, and pay stations are maintained in other towns on the system. The principal industries in the territory served by the company consists of agriculture, mining, cattle, sheep and timber.

Montrose, a "home-rule" city, is the center of the trade area in the northern part of the system, while Durango, another "home-rule" city is the center of the trade area in the southern part of the system. These two cities are the only home-rule municipalities served by the applicant.

Applicant is a wholly-owned subsidiary of the Utah Power and Light Company, with its principal offices and place of business at Salt Lake City, Utah. The Utah Power and Light Company, except for directors qualifying shares, owns all of the capital stock of applicant and owns all of the bonds and other evidences of indebtedness of applicant. The physical properties of the applicant are located wholly within the State of Colorado and are not integrated with or interconnected to the other physical properties of its parent company, Utah Power and Light Company.

To the instant application, the applicant has attached proposed new schedules of electric rates and electric service regulations which it seeks authority of this Commission to put into effect. Said schedules reflect an overall increase in its electric rates, both wholesale and retail, of approximately 12.6%. No increases are proposed for street lighting and other municipal service.

Or expressed otherwise, applicant is seeking an increase of approximately 12.6% as applied to its annual volume of business, or \$210,240 in gross revenues based on 1951 revenues. The proposed increase in gross revenues reflecting the adjustments in the proposed schedules of electric rates and charges is classified as follows:

<u>Class of Business</u>		<u>Present Revenue</u>		<u>Proposed Revenue</u>	<u>Increase</u>	
					<u>Amount</u>	<u>Percent</u>
Residential	\$	539,546	\$	608,608	\$ 69,062	12.8
Commercial		304,121		343,657	39,536	13.0
Industrial		480,902		543,419	62,517	13.0
Street Lighting		26,739		26,739	-	-
Other Gov't and Municipal		3,128		3,128	-	-
Other Electric Utilities		305,666		344,791	39,125	12.8
Total Energy Sales		1,660,102		1,870,342	210,240	12.7
Other Electric Revenue		10,527		10,527	-	-
Total Elec. Oper. Rev.		\$1,670,629		\$1,880,869	\$210,240	12.6

In support of its request for increased rates and charges, the applicant, at the hearing, showed that, except for certain adjustments, there has been no overall increase in the rates of Western Colorado Power Company during the past twenty-three years, but that there have been various reductions in certain rates during this period. Applicant presented testimony, on the other hand, showing the sharp increases in its costs since 1945, including taxes, wages, fuel, and other costs incident to the operation of its property. Exhibit 9 introduced at the hearing shows an increase in the Consumers' Price Index based on statistics of the U. S. Department of Labor of 47.7% from 1944 to 1951 and a corresponding decrease of 29.6% in the average rate per kwh for residential service of applicant company during the same period.

Since 1945, the taxes of applicant, including Federal, State, and local taxes, have increased 37.56%. The average monthly wage has increased 60.69%, 1951 over 1944, and during the same period the cost of coal, for example at the Oliver steam plant has increased 137%.

This same period has been a period of increased demands for the services of the company requiring extensive improvements and rehabilitation of the system and new facilities. From 1945 to 1953, inclusive, expenditures for new facilities have been scheduled totalling \$8,660,000, the largest part being

represented by power plant expansions and lesser amounts for distribution and new transmission lines and other facilities. \$5,845,000 of this total amount had actually been expended by the end of 1951, including the installation of the first section of the 6500 kw Jim Bullock Steam plant at Montrose at a cost of \$1,300,000, which plant was put into service in February of 1951, leaving \$2,815,000 to be spent in 1952 and 1953. It is estimated that these expenditures since 1945 will result in an increase in net plant account of 158 per cent by the end of 1953.

In 1945, the total energy generated was a little in excess of 48 million kwh, that being equivalent to 5,500 average kw, the steam production amounted to less than 16½ per cent of total generation. In 1951, total gross production increased to about 118 million kwh, or 13,400 average kw, with almost 78 per cent steam generated.

It is to be noted that cash for making these additions has come from two sources: one, that retained in the system represented largely on the books by accrued reserves and retained earnings, and, two, from the parent company Utah Power and Light Company evidenced by additional common stock and by long and short term notes. Payments have been made by applicant to its parent company for interest on debt securities owned by the parent company, but no dividends have been paid on the common stock, thereby increasing cash retained in the applicant's system. The total net cash advanced by the parent company since 1945 represented by debt securities at the end of 1951, amounted to \$2,950,000 and the total amount paid by the parent company for additional common stock from 1945 to 1951 amounted to \$1,000,000. On March 17, 1952, subsequent to the hearing in this matter, this Commission authorized the Western Colorado Power Company to issue to the Utah Company its promissory note in the principal amount of \$600,000, and to issue and sell to the Utah Company 15,000 shares of its \$20 par value common stock for \$300,000 cash.

While the period since 1945 has seen the total operating revenues of the company increase from \$938,819 in 1946 to \$1,670,629 in 1951, the operating expenses have increased from \$725,481 in 1946, or 77% of the operating revenues in that year, to \$1,344,632 in 1951, or 80% of the total

operating revenues in 1951. The operating revenues, while increasing with the addition of new plant and facilities, have, nevertheless, been unable to keep pace with the increased costs of doing business, and the earnings of the company have become inadequate and do not furnish applicant with a reasonable return. This fact was recognized and is admitted by all interested parties appearing at the hearing.

As hereinbefore stated, applicant now seeks authority in the instant application to put into effect new schedules of electric rates and charges which, based on the 1951 operations, will yield the company \$210,240 additional gross revenue. It is the contention of applicant that this additional gross revenue will simply yield the company the minimum of its additional revenue requirements. What this Commission must determine in this proceeding is, are the new rates and charges that the applicant proposes to put into effect just and reasonable.

One test of the reasonableness of the charges of a public utility is the rate of return yielded by those charges on the original cost valuation of the plant in service. In the instant matter, the company presented considerable evidence as to the original cost of its property devoted to public use, and the Commission believes that there is ample evidence in the record so that the Commission can determine the justness and reasonableness of the rates proposed.

With the reclassification of accounts as required by the rules and regulations of the Federal Power Commission in 1937 and the adoption by this Commission in 1938 of the Uniform System of Accounts as proposed by the National Association of Railroad and Utilities Commissioners, the applicant herein, pursuant to proceedings undertaken by the Federal Power Commission and the Securities Exchange Commission and approved by this Commission, wrote off approximately \$4,100,000 out of its plant account during the years 1943 to 1945. These proceedings, together with similar proceedings in connection with the parent company Utah Power and Light Company, resulted in the creation of a deficit in the surplus accounts of the Colorado Company and the Utah Company due to the adjustments arising out of reclassification, which necessitated reorganization and refinancing of both companies.

Prior to the organization of Utah Power and Light Company and the Western Colorado Power Company, a number of small electric operating companies were rendering electric service in part of the territory now served by the Utah and Colorado companies. To mention a few, the Telluride Power Company owned and operated electric properties in Colorado and Utah; San Juan Water and Power Company owned the Tacoma plant; and it and the Durango Gas and Electric Company operated electric properties in and around Durango.

Electric Bond and Share Company acquired title to these properties and other properties located in Utah and Idaho. After the organization of Utah Power and Light Company, Electric Bond and Share conveyed to it title to all of these properties and with the organization of the Western Colorado Power Company, the Utah Company conveyed title to all of its properties in Colorado to the Colorado Company. Subsequent to the reorganization and re-financing of the Utah Company and the Colorado Company in 1944, there was and is now no connection between the Utah and Colorado Companies and the Electric Bond and Share Company, nor does the latter company have any ownership whatsoever in the Utah and Colorado Companies.

In reclassifying the accounts of the Western Colorado Power Company, there was excluded from the plant account amounts paid in cash by the applicant to the owners of predecessor companies over and above the original cost of those properties. This amount was recorded in Account 100.5 Plant Acquisition Adjustment and was required to be amortized. Moreover, the amount of securities paid by the Colorado Company to the Utah Company in excess of the cash payment for the purchase of various properties, representing what is commonly known as "water", was disposed of by transferring from the plant account into Account 107 and then against the surplus account, which put the surplus account of company in the deficit position mentioned above.

All adjustments have been made now in connection with the reclassification of accounts and have been approved by this Commission. At the hearing, on the instant application, Mr. McNulty and Mr. Denny of the Commission's staff, testified that a field verification had been made of the net additions to the plant account since 1945 and that all adjustments in connection with the reclassification had been checked and that they were satisfied that the books of the company do accurately reflect the original cost of the property as of December 31, 1951.

The figures submitted by applicant as to its average plant account are the book figures of the company reflecting the original cost of the property. These figures do not include plant under construction or un-amortized plant acquisition adjustment. To the average gross original cost of plant in service, the company has added an amount for working capital, including average materials and supplies and an amount representing forty-five days' operating expenses, excluding depreciation and taxes. No depreciation reserve has been deducted from the plant in service since the company is using a sinking fund method of depreciation and charging only the annuity portion of the depreciation to expense. This method of depreciation accounting has been heretofore approved by this Commission for this Company.

Exhibits introduced by the company show the following actual results of operations for the years 1949 to 1951 and the return of the net operating revenues on a rate base composed of average plant account plus working capital as just described:

	<u>1949</u>	<u>1950</u>	<u>1951</u>
Average Plant Account	\$6,853,525	\$7,462,670	\$8,644,484
Add Working Capital	<u>331,227</u>	<u>323,950</u>	<u>402,737</u>
Total Used and Useful	7,184,752	7,792,620	9,047,221
Operating Revenues	1,385,179	1,514,189	1,670,629
Operating Revenue Deductions:			
Operating Expenses	746,843	728,526	953,605
Depreciation - annuity	46,300	53,200	62,700
Amortization of limited-term investments	3,000	3,000	3,000
Federal Income Tax	68,000	118,000	51,000
Other Taxes	<u>162,865</u>	<u>182,308</u>	<u>201,328</u>
Total Operating Revenue Deductions	1,027,008	1,085,034	1,271,633
Available for Return	358,171	429,155	398,996
Rate of Return -	4.99%	5.51%	4.41%

According to the above calculations, the rate of return of applicant was 4.99 per cent in 1949, 5.51 per cent in 1950, and 4.41 per cent in 1951, and this return on a rate base composed of average original cost of plant and working capital.

It was conceded by the company that the year 1951 was an abnormally low water year, but the company submitted estimates of its operations for 1952 and 1953 under the present rates based on normal water. Those figures showed for 1952 an average plant account of \$9,907,472, with working capital requirements of \$401,273 giving total property used and useful of \$10,308,745, with gross operating revenues of \$1,804,455 and operating revenue deductions of \$1,324,700, leaving available for return \$479,755, or a return of 4.65 per cent. For 1953, the company estimates, on the same basis, average plant account \$11,222,822, cash working capital requirements \$408,040, or total property used and useful \$11,630,862, gross operating revenues \$1,942,500, operating revenue deductions \$1,416,980, available for return \$525,520, rate of return 4.52 per cent.

Adjusting the 1951 operations to give effect to the proposed new rates for the full year 1951, normal water conditions, no 3-1/3% Federal energy tax, and Federal income taxes calculated at 52%, the pro forma rate of return for 1951 would be 5.96 per cent. Moreover, the estimates of the company for 1952 and 1953, with the proposed rates in effect for the full year, and assuming normal water conditions produce a return of 5.69 per cent and 5.51 per cent respectively. The calculations of the rate of return for 1951, and 1952 and 1953, with the proposed rates in effect, are arrived at as follows:

	<u>1951 (Adjusted)</u>	<u>1952 (Estimated)</u>	<u>1953 (Estimated)</u>
Average Plant Account	\$8,644,484	\$9,907,472	\$11,222,822
Add Working Capital	<u>394,437</u>	<u>401,273</u>	<u>408,040</u>
Total Used and Useful	9,038,921	10,308,745	11,630,862
Operating Revenues	1,880,869	2,031,400	2,186,800
Operating Revenue Deductions:			
Operating Expenses	887,206	938,700	996,030
Depreciation - annuity	62,700	73,200	84,700
Amortization of limited-term investments	3,000	3,000	3,000
Federal Income Tax	205,000	218,000	234,000
Other Taxes	<u>184,322</u>	<u>212,000</u>	<u>228,050</u>
Total Operating Revenue Deductions	1,342,228	1,444,900	1,545,780
Available for Return	538,641	586,500	641,020
Rate of Return -	5.96%	5.69%	5.51%

In addition, the company submitted testimony relating to the cost of capital to the Utah Power and Light Company as it might bear on the rate of

return of Western Colorado Power Company. All of the outstanding securities of the Colorado company are owned by the Utah Company, and the Colorado Company has done none of its financing through any source other than its parent company, the Utah Company. All of the funds required by the Colorado Company for its construction program have been and must be obtained from the Utah Company. Therefore, the earnings required by the Utah Company to enable it to attract new capital is the primary factor that this Commission should take into consideration in determining the adequacy of the return of applicant. Based on the actual debt ratio of the Utah Company as of December 31, 1951, being a ratio of approximately 60% debt and 40% equity, and with a calculated judgment weighted cost of debt capital of 3.09% and a judgment weighted cost of equity capital of 11.32%, the company witness arrived at an overall cost of capital to the Utah Company of 6.35 per cent. The company has maintained a balance between the capital structures of the Colorado Company and the Utah Company, the debt ratio of the Colorado Company as of December 31, 1951, being 58% debt and 42% equity, so that there is reasonably a definite relationship between the cost of capital to the Utah Company and the required rate of return of the Colorado Company.

Protestants at the hearing objected to the inclusion by the company of working capital as a part of the rate base upon which to calculate the rate of return. They maintained that the company has sufficient tax accruals that are available to the company to meet its current cash requirements and that, therefore, there is no necessity for the addition of working capital to the average plant account in the rate base. Protestants argue also that the customers' advances in aid of construction are also available to the company for its cash requirements. Protestants contend that the \$16,139.05 in the customers advances in aid of construction account at the end of the year 1951 and the pro forma amounts of \$205,000 for Federal income taxes and \$184,322 for other taxes as shown by the adjusted operating results for 1951 should all be deducted from the working capital in the amount of \$394,437.

As for the customers' contributions in aid of construction, those amounts represent funds which have been paid to the company for the remaining

portion of the line extension contract and they are already invested in plant. Moreover, the arrangement is that these advances are refunded to the customers on the basis of one-third of the monthly electric bill over a five-year period. There is nothing in the record before this Commission to show the amount of these advances carried in this account from month to month during the year so that this Commission cannot say whether or not these funds are available to meet current cash requirements of the company.

As for the tax accruals, this Commission certainly cannot agree that the amounts of \$205,000 and \$184,322 should be deducted from working capital. These amounts do not represent accruals at all, but simply represent the tax obligations of the company for the year 1951, if the proposed new rates had been ineffect during that year and if the current Federal income tax rate was 52%. Moreover, there is nothing in this record to show the amount of tax accruals available to the company month by month during the year, so that this Commission hesitates to state here arbitrarily that this working capital should be disallowed.

Even if we calculate the pro forma results of operations for the year 1951 without the working capital, the rate of return then would be 6.23% and for 1952 and 1953 based on the estimated figures, but excluding the working capital for purposes of calculation, the rate of return would be 5.92% and 5.71%, respectively. With particular reference to the rate of return for the year 1951 with the proposed new rates in effect for the entire year, this Commission on the record herein is of the opinion that such a return is not unreasonable or excessive under the circumstances of this proceeding.

Turning now to the new schedules of rates themselves that the company proposes to put into effect, it is to be noted that applicant, for the various different classes of service, now has in effect the same rates throughout all territory served by the company, and that the same will be true under the proposed schedules. In other words, under the presently effective Schedule No. 1 covering residential service, for example, the company has one schedule of rates for residential service in all territory served by the company, so that residential customers in Montrose pay the same electric rates as residential customers in Durango or Paonia. The new Schedule No. 1 covering residential service will also apply throughout the company territory.

Exhibit No. 2, introduced by the company at the hearing, shows the present electric rate schedules and electric service regulations. These schedules and regulations comprise the company's Colo. P. U. C. No. 4 tariff now on file with this Commission.

Schedule 4 of Exhibit No. 2, relating to general water heating, expired December 31, 1951, with approval of this Commission.

Exhibit No. 3 contains the proposed electric rate schedules and electric service regulations which the company proposes to file with this Commission, subject to approval of this Commission herein, as Tariff Colo. P. U. C. No. 5, which would cancel and supersede Tariff No. 4 now in effect.

Exhibit No. 4 is a comparison of present and proposed electric rate schedules, and Exhibit No. 5 is a comparison of present and proposed electric service regulations.

Objections were registered by protestants to certain aspects of the proposed new rate schedules and these objections require some individual and separate comment herein.

Fuel Adjustment Clause

The company in its proposed rate schedules has set forth a fuel adjustment clause to apply on all its rate schedules with the exception of municipal street lighting and other government and municipal schedules. Protestants at the hearing raised objections to the general application of this fuel clause. The fuel clause on all of the schedules, including residential and commercial, as well as industrial and resale power schedules, provides that "the charge for energy in any month will be decreased or increased respectively .012 cents per kwh for each whole one cent decrease below 17 cents, or increase above 19 cents per million BTU in the weighted average cost of all fuel delivered at company's steam electric generating plants for the production of electric energy during the next preceding calendar month." Protestants allege that first there is no adequate justification for a fuel clause at all, and then that in addition to other objectionable features there is no adequate recognition of hydro generation given.

The Commission recognizes in theory the application of the fuel clause particularly on those schedules where the margin of profit in the low step on the rate is very small. However, when the witness for the company at the hearing was questioned regarding costs, he replied that he had made no studies as to these costs, and that the only reason the company wanted the fuel adjustment clause was to "gear the rate to the price of fuel without having to go through the formal proceeding that we are going through now in order to get relief in case the price of fuel goes up too much."

Under cross-examination by protestants, it developed that the company predicated the basic cost for the fuel adjustment by determining the percentage of hydro and steam generation for a normal year at 65% steam and 35% hydro. These percentages would remain fixed as long as the proposed fuel clause was to be in effect. In other words, the fuel clause as it is presently constituted makes no provision for a change in the amount of energy generated by either steam or hydro. While it is undoubtedly true that the percentage of hydro to the total generation of the company will be a smaller percentage with the addition of more steam plants on the system or with the advent of a subnormal water year, yet if there is any justification for the inclusion of a fuel clause, it certainly must take care of, and be predicated upon, an adjustment that recognizes these variable factors.

Other factors that should be given consideration before applying a fuel clause should include a more equitable proration of the distribution and transmission losses between classes of customers, the efficiency of the steam plants, particularly where the replacement of steam by hydro tends to increase the system's average cost of fuel. As we interpret the fuel clause as presently proposed, the customers could be penalized if it becomes necessary to invoke the fuel clause when the company supplants steam by hydro at its Durango plant. This might come about because of the increase in the weighted average cost of fuel to the company due to the fact Durango has the lowest cost fuel and some of its units are the first to be taken off the line when hydro is available.

Upon the record in the instant matter, the company has failed to show that a fuel clause is necessary on any of the schedules as proposed.

Municipal and Street Lighting Rates

The protestants at the hearing and in their briefs have taken exception to the company's proposed rate schedules because the company has failed to include in said schedules an increase in the street lighting schedules and an increase in rates for municipal service in general. Witnesses for the company stated that the overall increase of 12.6%, even if applied to these schedules, would result in a nominal amount of additional revenue, and, in addition, any increase put on these rates would have to be paid for indirectly by the rate payer through taxes. The Commission is not concerned with the amount of money involved as being a justifiable reason for not including these rates in the requested increase, but it is concerned as to whether or not by not increasing the rates, discrimination or preference will result. There is no evidence in the record before us that by not including these rates in the requested increase, the company is thereby discriminating against other classes of service, and we believe that within reason, management should have the authority to exercise its judgment unless it is shown that in so doing it has abused its prerogative.

Water Heating Rate

Exception was taken by the REA protestants as to the proposed water heating rates under the new schedules. As stated hereinabove, the company did have in effect up until December 31, 1951, Schedule No. 4 of its Tariff No. 4 relating to General Water Heating. This schedule provided for flat rate water heating entirely uncontrolled. There were no meters on it. That schedule has now been cancelled and those customers are now being served on a metered basis under present Schedule No. 2 covering residential service including water heating. The new rates proposed for this service are covered by Schedule No. 2 of Exhibit No. 3.

REA protestants object to the 1.00¢ rate for 500 kwh under the proposed schedule as being too low and discriminatory. The objection was that this service could be on peak, and yet would be at a reduced rate. This would appear at first glance to be in opposition to the theory of the demand type rate advocated by the company for various of its schedules, as will be

discussed below, which recognizes the payment for excess capacity in the system particularly when this capacity is necessary to meet the system peak. Testimony at the hearing revealed that the system peak would undoubtedly occur prior to the time that the big demand for hot water would be required by the average householder. It must also be pointed out that this block of 1¢ energy is limited to 500 kwh; that it only applies after 200 kwh of service has been rendered and that there is undoubtedly considerable diversity between the various customers, so that only a small portion of this service would necessarily be on the system peak. Moreover, the company in its specifications for water heater service contained in the proposed Schedule No. 2 imposes limitations on the type and size of water heater. We see no objection to this feature in the rate, and here again no discrimination was shown to exist.

Demand Metering

The company first instituted a demand type rate for residential service effective August 18, 1951, which rate the company had filed with the Commission to go into effect on 30 days' notice, and which rate the Commission allowed to go into effect without suspension and hearing thereon. This rate added 40 kwh in the second step of the rate for each kilowatt of demand over 7 kw. The company now proposes to put into effect a new rate that would add 30 kwh in the second step for each kilowatt of demand over 8 kw.

There appeared at the hearing various residential customers of the company in the Town of Crawford, including among others, Mr. John Stafford, Mr. Will Van Engen, and Mr. G. A. Reese, who objected particularly to this demand type rate on residential service. These citizens of Crawford all presented testimony at the hearing, and the Commission was impressed with their sincerity and their apparent desire to meet the company half-way in its need for additional revenue and for the rate increase sought in the instant application.

These witnesses testified that the first they knew about the demand rate instituted by the company in August, 1951, was when they were billed and the bills showed an increase. Under the rules as promulgated by this Commission, these customers should have received at least a 30-day notice of the proposed rate change and how this rate would affect them. This procedure allows the customer ample time to complain to the Commission prior to the

effective date of the rate. Apparently, there was a misunderstanding between the company management and the personnel in the company as to the proper procedure to follow in regard to the notification of customers. The Commission was under the impression, and was so advised by the company, that the proper method of notice had been followed. Only one or two letters were received by the Commission protesting the new rates and, after the proposed rates had been checked by the staff, the Commission permitted them to become effective. It is now evident that at least some of the customers affected were not notified, and hence were precluded from protesting. Because of the conditions outlined above, we do not feel that it is fair to penalize the customers on the demand type rate instituted in August, 1951, because of what appears to be an oversight by the company. The only fair method to handle this matter now is to require the company to make a refund to all residential customers whose bills were increased as a result of this new demand rate. The amount to be refunded should be the difference between what these customers paid on the new rate effective August 18, 1951, and the amount they would have paid under the rate in effect prior to August 18, 1951. The refund should be calculated on the time from the first billing under the new residential demand rate effective August 18, 1951, up and until the effective date of the proposed new rate as authorized hereinafter in the Order following.

The company presented considerable testimony at the hearing regarding the necessity for a demand type rate on residential service and the desirability of the demand type rate over the connected load type rate in effect prior to August, 1951. The witness for the company testified that the demand rate as proposed is not a penalty rate but rather a rate whereby the company endeavors to prorate more equitably the cost of service between customers. Any customer who uses equipment that causes a demand above the average demand of other customers in a like class of service is putting the company to extra added expense to supply this service. It is not only the cost of the demand meter that is involved but the added cost of generating, transmission and distribution equipment that is needed to supply this type of customer. If the company does not receive compensation for this added investment, then the other customers are in effect subsidizing the high demand customer.

While the Commission is not averse to this type of rate, it is concerned with the conditions under which a demand meter will be installed for a particular customer. The company witness stated that it is company practice to install a demand meter whenever a customer's monthly kilowatt hour usage exceeds 1,000 kwh in any two consecutive months. We believe that this condition should be stated on the face of the schedule. But this condition need not be the only test for installing a demand type meter. If the company has reason to believe that any customer, because of the nature of his connected load, might exceed 8 kw demand, we believe it is the company's duty to place a demand meter on this customer to satisfy itself that the 8 kw of demand is not being exceeded. Otherwise, some customers could be overlooked. It is suggested that all customers served by a three-wire 110-220 volt loop be periodically checked for their demand.

It should be understood by all concerned that the placing of a demand meter does not necessarily mean that the customer is billed on a demand basis. It is only when the customer exceeds 8 kw of demand that the demand feature of the rate takes effect, and if the customer does not exceed 8 kw of demand, he is billed on the regular rate.

Protestants at the hearing asked the Commission if it saw fit to grant a demand type rate, to set the demand at 11 kw or 12 kw. In setting the point at which the demand should apply, one of the features to be considered is what is a normal demand and what is an above-normal demand. The company from its studies has now determined that the point for measuring demand should be 8 kw. The testimony presented at the hearing indicates that this point for measuring demand is a reasonable one. If the demand figure is set too high, it would defeat the purpose of the rate.

Additional testimony was presented showing the average kilowatt hour usage between customers with and without demand meters. The usage for customers without demand meters was slightly less than 200 kwh per month on an average, while for those customers billed on a demand meter rate the average use was from 1,200 to 1,567 kwh per month, or between 6 and 7 times the normal usage.

It is conceivable that as a system grows and as the customer load grows, the normal demand will gradually increase to where 8 kw might no longer

be the breaking point. But this would probably occur when the average customer's connected load is considerably larger than it is now on this particular system.

Protestants brought out the fact that if they are billed on a demand type rate and there should be an outage, they might be penalized as a result. Their position in this matter is well taken and it is not too difficult to predicate a set of conditions where, through no fault of his own, the customer might exceed the 8 kw demand, even though he was conscientiously endeavoring to mould his load as was suggested by the company witness. In all fairness to the customer on the demand rate, the company should include a provision in the rate schedule stating in effect that peaks caused by accident will be disregarded.

Conclusion

Except as stated hereinabove, the Commission believes that the electric rate schedules and the schedules for electric service regulation proposed by applicant herein are not unreasonable and excessive, and will not, if permitted to go into effect, yield the applicant excessive or unreasonable earnings. The Commission, in this proceeding, has not ascertained the fair value of applicant's property, and the rate of return which the company should be entitled to earn thereon. The Commission has simply tested the fairness of the rates which the company has requested that this Commission permit it to put into effect by applying the adjusted net operating revenues for the year 1951, with the proposed increases in effect during the entire year, to the average original cost of plant in service during 1951. The Commission is of the opinion that the return resulting therefrom is not excessive or unreasonable, and that the company, except as stated above, should be allowed to put the proposed new rates in effect.

FINDINGS

THE COMMISSION FINDS:

That The Western Colorado Power Company, applicant herein, is a public utility as defined by Section 3, Chapter 137, 1935 Colorado Statutes Annotated.

That this Commission has jurisdiction over said company and of the subject matter herein.

That the Commission is fully advised in the premises.

That the fuel clause as proposed by The Western Colorado Power Company in the rates as set forth in Colorado P. U. C. No. 5, is unreasonable and unwarranted, and should not be permitted to go into effect.

That proposed Schedules Nos. 1 and 2 of Tariff Colorado P. U. C. No. 5 of The Western Colorado Power Company should be amended by adding thereto a qualifying statement to the effect that the company will install a demand type meter on any customer's service when that customer's kilowatt hour usage exceeds 1,000 kwh per month for any two (2) consecutive months.

That the said proposed Schedules Nos. 1 and 2, Tariff Colorado P. U. C. No. 5, of said company should be amended by adding thereto, under the "DEMAND" paragraph, the provision that "Peaks caused by accident will be disregarded."

That the proposed electric rate schedules and electric service regulations as contained in Exhibit No. 3, in the instant proceedings, being proposed Tariff Colorado P. U. C. No. 5, except as herein amended, are not unjust, excessive, discriminatory or preferential and should be permitted to go into effect as Tariff Colorado P. U. C. No. 6 in all territory served by the company, under the conditions as set forth in the Order following.

That The Western Colorado Power Company should, on or before ninety (90) days from the effective date of the Order following, make a refund to all of its customers whose bills for electric service were increased as a result of the institution of the demand type rate, effective August 18, 1951, on either the presently effective Schedule No. 1, Residential Service, or Schedule No. 2, Residential Service including Water Heating, of Tariff Colorado P. U. C. No. 4, said refund to be calculated by taking the difference between what these customers paid on the demand type rates made effective August 18, 1951, enumerated above, and the amount they would have paid under the rate in effect prior to August 13, 1951. The refund should be calculated on the time from the first billing under the new residential demand rate effective August 18, 1951, up and until the effective date of the new rate as authorized in the Order following, the company to submit to this Commission within thirty (30) days after completion of said refund a written report showing the name of each customer receiving a refund and the amount refunded.

ORDER

THE COMMISSION ORDERS:

That The Western Colorado Power Company be, and it hereby is, authorized to file with this Commission on not less than one (1) day's notice a new schedule of electric rates and electric service regulations to be designated as Colorado P. U. C. No. 6, to contain the same rates and regulations as proposed Colorado P. U. C. No. 5, except as hereinafter modified, which shall become effective in all territory served by said company as of the effective date of this Order.

That the modifications of Colorado P. U. C. No. 5 to be contained in Colorado P. U. C. No. 6, shall be as follows:

Delete the fuel clause from all rates and schedules.

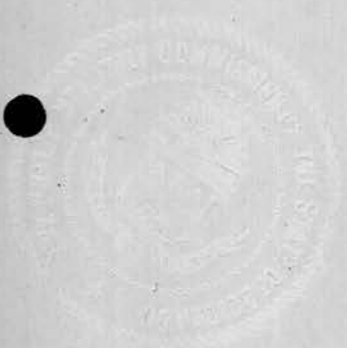
Add to the schedule for Residential Service and the schedule for Residential Service including Water Heating, a qualifying statement to the effect that the company will install a demand type meter on any customer's service when that customer's kilowatt hour usage exceeds 1,000 kwh per month for any two (2) consecutive months.

Add to schedule for Residential Service and the schedule for Residential Service including Water Heating under the "DEMAND" paragraph the provision that "Peaks caused by accidents will be disregarded."

That The Western Colorado Power Company shall on or before ninety (90) days from the effective date of this Order make a refund to all of its customers whose bills for electric service were increased as a result of the institution of the demand type rate effective August 18, 1951, on either the presently effective Schedule No. 1, Residential Service, or Schedule No. 2, Residential Service including Water Heating, of Tariff Colorado P. U. C. No. 4, said refund to be calculated by taking the difference between what these customers paid on the demand type rates made effective August 18, 1951, as enumerated above, and the amount that would have been paid under the rate in effect prior to August 18, 1951. The refund shall be calculated on the time from the first billing under the new residential demand rate effective August 18, 1951, up and until the effective date of the new rate as authorized herein. The company shall submit to this Commission within thirty (30) days after completion of said refund, a written report showing the name of each customer receiving a refund and the amount refunded.

That this Order shall become effective twenty-one (21) days
from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Ralph C. Horton
John H. Lee
Commissioners.

Dated at Denver, Colorado,
this 8th day of July, 1952.

ea

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
GILBERT H. HARKNESS, 1874 SOUTH)
SHERMAN STREET, DENVER, COLORADO,)
FOR AUTHORITY TO TRANSFER PUC NO.)
89 TO J. R. BEARD AND VERA L. HARK-)
NESS, CO-PARTNERS, DOING BUSINESS)
AS "BEARD AND HARKNESS," 328 17TH)
STREET, DENVER, COLORADO.)

APPLICATION NO. 11868-Transfer

IN THE MATTER OF THE APPLICATION OF)
GILBERT H. HARKNESS, 1874 SOUTH)
SHERMAN STREET, DENVER, COLORADO,)
FOR AUTHORITY TO TRANSFER PUC NO.)
191 TO J. R. BEARD AND VERA L. HARK-)
NESS, CO-PARTNERS, DOING BUSINESS)
AS "BEARD AND HARKNESS," 328 17TH)
STREET, DENVER, COLORADO.)

APPLICATION NO. 11869-Transfer

SUPPLEMENTAL ORDER

July 9, 1952

Appearances: Clarence Werthan, Esq.,
Denver, Colorado, for
applicants.

S T A T E M E N T

By the Commission:

By Decision No. 38929, of date July 3, 1952, Gilbert H. Harkness, Denver, Colorado, was authorized to transfer PUC No. 89 to J. R. Beard and Vera L. Harkness, co-partners, doing business as "Beard and Harkness," Denver, Colorado, and by Decision No. 38930, said Gilbert H. Harkness was authorized to transfer PUC No. 191 to said J. R. Beard and Vera L. Harkness, co-partners, doing business as "Beard and Harkness," Denver, Colorado.

Requests have now been made by Clarence Werthan, attorney for applicants, that said decisions be amended to show transferee to be "J. R. Beard, doing business as 'Beard Sightseeing Tours,' " Denver, Colorado,

Transferee Vera L. Harkness being desirous of withdrawing from the partnership of J. R. Beard and Vera L. Harkness, doing business as "Beard and Harkness," Denver, Colorado.

It is also requested that said operations be consolidated, and that the consolidated operation be designated "PUC No. 191."

F I N D I N G S

THE COMMISSION FINDS:

That said requests should be granted, and Decisions Nos. 38929 and 38930 be amended, as set forth in the Order following.

O R D E R

THE COMMISSION ORDERS:


That Decisions Nos. 38929 and 38930, of date July 3, 1952, should be and the same are hereby, amended, to show transferee to be "J. R. Beard, doing business as 'Beard Sightseeing Tours,'" Denver, Colorado, instead of "J. R. Beard and Vera L. Harkness, co-partners, doing business as 'Beard and Harkness,'" Denver, Colorado, said Transferee Vera L. Harkness being hereby authorized to withdraw from said partnership of J. R. Beard and Vera L. Harkness, doing business as "Beard and Harkness."

That, except as herein amended, said Decisions Nos. 38929 and 38930 shall remain in full force and effect.

That PUC No. 89 and PUC No. 191 are hereby consolidated, said consolidated operation in the future to be known as "PUC No. 191."

This Order shall become effective nunc pro tunc, as of July 3, 1952, being the date of Decisions Nos. 38929 and 38930.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Ralph C. Harkin
Ralph C. Harkin
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 9th day of July, 1952.
mw

Original

(Decision No. 38951)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE INCREASES IN VARIOUS RATES)
PREVIOUSLY PRESCRIBED FOR MOTOR)
CARRIERS.)

CASE NO. 1585

July 28, 1952

Appearances: Marion F. Jones, Esq., 526 Denham Building,
Denver 2, Colorado;
T. A. White, Esq., and R. E. Turano, 1531
Stout Street, for Rio Grande Motor Way,
Inc.;
John R. Barry, Esq., 738 Majestic Bldg.,
Denver 2, Colorado;
R. B. Danks, Esq., Tramway Bldg., Denver 2,
Colorado;
Truman A. Stockton, Jr., Esq., The 1650
Grant Street Bldg., Denver, Colorado;
John H. Lewis, Esq., The 1650 Grant Street
Bldg., Denver, Colorado;
Denver-Loveland Transportation, Loveland,
Colorado; McKie Transfer Company, Long-
mont, Colorado; Denver-Limon-Burlington
Transfer Company - 1420 18th Street,
Denver, Colorado;
Denver-Laramie-Walden Truck Line, Inc.,
2921 Walnut Street, Denver, Colorado;
Overland Motor Express Company, Boulder,
Colorado;
Colorado Rapid Transit Company, 3963 Walnut
Street, Denver, Colorado;
A. J. Fregeau) Weicker Transfer & Storage Company,
Howard Hicks) 1700 15th Street, Denver, Colorado;
J. R. Smith, 407 Denham Bldg., Denver, Colorado;
G. A. Rehkov, 3001 Larimer Street, Denver, Colorado;
L. W. Pagel, c/o Armour & Company, Stockyards
Station, Denver, Colorado;
A. Brester, c/o Cudahy Packing Company, 4801
Brighton Blvd., Denver, Colorado;
W. E. Harvey, c/o Swift & Co., Stockyards
Station, Denver, Colorado;
Paul M. Hupp, Esq., 728 Majestic Bldg., Denver,
Colorado;
Brecht Candy Co., 2111 N. Speer Blvd., Denver,
Colorado;
American Beauty Macaroni Co., 4500 Lipan, Denver,
Colorado;
Bluhill Foods, Inc., 711 So. Broadway, Denver,
Colorado;
Doran Nut Sales Co., 3952 Wynkoop St., Denver,
Colorado;
Law & Sons Casket Co., 1830 Platte St., Denver,
Colorado;

Vincent Syrup Co., 2661 Walnut St., Denver,
Colorado;
Mason Candy Co., Trinidad, Colorado;
Spuds Chips, Inc., Greeley, Colorado;
Mark Pulver, 4800 York St., Denver, Colorado;
Poster Truck Lines, 1655 Decatur St., Denver,
Colorado;
Swena Transfer & Express, Golden, Colorado;
Stewart Truck Line, 2811 Walnut Street, Denver,
Colorado

T. S. Wood, for the Commission.

STATEMENT

By the Commission:

This matter is before the Commission on the following petitions from the Motor Truck Common Carriers' Association, Inc., as Agent, for and on behalf of the following carriers:

APPLICATION NO. 205

To publish for and on behalf of Floyd A. Henrikson, doing business as Denver-Loveland Transportation, the following:

- 1 - Refer to Item 50 (C.O.D. rule) page 53 of tariff Colo. P.U.C. No. 6 and add the Denver-Loveland Transportation to the list of carriers for whom this item will not apply.
- 2 - Refer to Item No. 340 (Fertilizer and Fertilizing Compounds), page 59 of Colo. P.U.C. No. 6 and add the Denver-Loveland Transportation to the list of carriers for whom this item will not apply.
- 3 - Refer to Section No. 1 (class rates) of Colo. P.U.C. No. 6 and increase all rates published therein to apply via the Denver-Loveland Transportation by adding 15 per cent.
- 4 - Cancel the following items in Colo. P.U.C. No. 6:
1680 (Brick, from Brickyards west of Loveland to Loveland),
2220 (Cream in cans, between Denver and Loveland),
3715 (Sugar, St. Western Sugar Co's plant east of Loveland to Loveland).
- 5 - Refer to Item 2438 (Fresh fruit, cold-pack, from Loveland and points not exceeding 5 miles west of Loveland to Denver) of Colo. P.U.C. No. 6 and increase the rates 15 per cent.
- 6 - Refer to Item 3130 (milk in cans from Loveland to Denver) of Colo. P.U.C. No. 6 and increase the rate 15 per cent. Also add cream to the commodity list in the item.
- 7 - Refer to Item 3560 (Plaster and Plaster board U.S. Gypsum Plant west of Loveland to Loveland) of Colo. P.U.C. No. 6, and increase each rate two (2) cents per 100 pounds. Also increase the minimum charge to \$3.00 per shipment.
- 8 - To publish rates of 10 and 12 cents per 100 pounds on cement, hydraulic, portland or natural, subject to minimum weights of 20,000 and 10,000 pounds, respectively, from Cement Plant near La Porte, Colorado to Loveland, Colorado.

9 - Publish rates of 24, 26 and 28 cents per 100 pounds, subject to minimum weights of 30,000, 20,000 and 10,000 pounds, respectively on Plaster, calcined; Plaster of Paris; Stucco or Wall Plaster, colored, consisting of a mixture of two or more of the following commodities: Plaster or Lime or Portland Cement or Gypsum or Keene's Cement and not less than 50 per cent sand or chatts; also to include by not to exceed 3 per cent of dry color. From Wildspur, Colorado to Denver, Colorado.

APPLICATION NO. 206

For and on behalf of McKie Transfer Company, Longmont, Colorado.

To increase the present class rates between Denver and Berthoud, Denver and Longmont, and Denver and Mead by 15 per cent. Also provide a minimum charge of \$1.38 per shipment between the above named points.

APPLICATION NO. 215

For and on behalf of McKie Transfer Company, Longmont, Colorado.

To publish the following specific commodity rates on Furniture, N.O.I., Office Furniture and Fixtures, N.O.I., Household Appliances, new or used, for resale, loose. Rugs or Linoleum, not packed as required in the governing classification. Between Denver and Longmont, Berthoud and Mead:

Released value not exceeding 30 cents per pound \$2.25 per 100 lbs.

Released value exceeding 30 cents but not exceeding 50 cents per pound 2.50 per 100 lbs.

Subject to a minimum charge of \$2.50 per shipment.

Note: Shipper must give the carrier not less than 24 hours' notice before shipments are to be transported.

To amend the minimum charge rule (item 80) by adding the following exception:

"In the event a portion of the charges on a shipment from one consignor to one consignee on one bill of lading is shown as prepaid and the remainder collect, the minimum charge for the entire shipment will be that provided in this rule, except that neither the consignor nor the consignee will be charged less than seventy-five (75) cents each."

APPLICATION NO. 208

For and on behalf of V. G. Garnett and E. V. Garnett, doing business as The Colorado Rapid Transit Company.

To increase the present class rates in Section 1 of Colo. F.U.C. No. 6 by 15 per cent.

Also to cancel the following exceptions to the governing classification:

<u>Item No.</u>	<u>Commodity</u>
90	Automobile Parts
150	Brick & related articles
300	Drugs, Medicines & Chemicals
340	Fertilizer and Fertilizer Compounds
370	Furniture
380	Gasses, compressed
390	Petroleum Liquefied Gas
400	Groceries
440	Iron and Steel Articles

<u>Item No.</u>	<u>Commodity</u>
-450	Mattresses
500	Paper & Paper Articles
530	Pipe or Culverts
600	Tractors
630	Wine

APPLICATION NO. 209

For and on behalf of the Denver-Laramie-Walden Truck Line, and Edward C. Mason and Henry C. Maris, doing business as Overland Motor Express Company.

To increase the present class rates in Section 1 and the applicable commodity rates in Section 2 of Colo. P.U.C. No. 6, 15 per cent.

APPLICATION NO. 211

For and on behalf of Denver-Limon-Burlington Transfer Company.

To increase the present class rates in Section 1 and the applicable commodity rates in Section 2 of Colo. P.U.C. No. 6, 15 per cent.

APPLICATION NO. 213

For and on behalf of the Rio Grande Motor Way, Inc.

To increase the present class rates in Section 1, the applicable commodity rates in Section 2, except item 1745 (canned goods) in tariff No. 12, Colo. P.U.C. No. 6, items 338 and 339 (explosives) and item 373 (milk and cream), in R.G.M.W. Freight Tariff No. 10-E, Colo. P.U.C. No. 41; the distance rates in Section 3 and 7 of tariff Colo. P.U.C. No. 6, 15 per cent.

APPLICATION NO. 216

For and on behalf of the Weicker Transfer and Storage Company.

To increase the present class rates in Section 1, the applicable commodity rates in Section 2, and the applicable distance rates in Section 3, of Colo. P.U.C. No. 6, 15 per cent. Except no increase is sought in the rates covered by Items Nos. 1755 (Canned Goods), 2500 (Compressed Gas and empty Containers), and 3630 (Sugar, minimum weight 10,000 pounds, from Brighton to Denver, 18 cents per 100 pounds).

APPLICATION NO. 217

For and on behalf of Cecil A. Foster, doing business as Foster Truck Line and Harold M. Swena, doing business as Swena Transfer & Express.

To increase the present class rates in Section 1, the applicable commodity rates in Section 2, and the distance rates in Section 3 of Colo. P.U.C. No. 6, 15 per cent.

APPLICATION NO. 219

For and on behalf of the Larson Transportation Company.

To increase the present class rates in Section 1, the applicable commodity rates in Section 2, the distance rates in Section 3, and the distance rates in Section 7, of Colo. P.U.C. No. 6, 15 per cent.

The matters and things covered by Applications Nos. 205, 206, 215, 208, 209, 211, 213 and 216, were assigned for hearing in the hearing room of the Commission, Denver, Colorado, beginning February 19, 1952. The proceeding started as scheduled and continued through February 20th and 21st.

The matters and things covered by Applications Nos. 217 and 219, were assigned for hearing in the hearing room of the Commission, Denver, Colorado, beginning March 12, 1952. The proceeding started as scheduled and continued through March 13th.

The issues in all of these applications are very similar in character and will be disposed of in this report, findings and order.

CARRIERS' EVIDENCE

In support of Application No. 205, Witness Henrikson introduced in evidence one exhibit consisting of eight (8) pages and testified relative to the data shown in the said exhibit. The operation of the Denver-Loveland Transportation is that of an individual owner and as such he should not deduct from his operation and maintenance expense a salary or personal drawing account, as all of the profit derived from the business is his own personal profit. We fully appreciate that a personal drawing account is a necessary expense involved in doing business, but it is not an operating and maintenance expense.

The exhibit shows various information pertaining to the operation, much of which has been compiled by the staff of the Commission and shown as Appendix 1 to this decision.

In support of Application No. 208, Witness V. G. Garnett introduced in evidence one exhibit of one page designated as a balance sheet for the year 1951. A resume of this exhibit is shown in Appendix 1.

In support of Applications Nos. 206 and 215, Witness Garnett introduced in evidence one exhibit consisting of six pages and testified relative to the data shown in the exhibit. Appendix 1 portrays fairly well the situation surrounding this operation.

In support of Application No. 211, Witness Robbins introduced in evidence one exhibit consisting of six (6) pages and testified in support of the data shown in same. Witness Cameron who prepared the exhibit from the

records of this carrier also testified relative to the data contained in same.

In support of Application No. 209, Witness Kerzic introduced in evidence one exhibit consisting of 20 pages and testified relative to the operation of the Denver-Laramie-Walden Truck Line, Inc. and Witness Wilch introduced in evidence one exhibit consisting of two (2) pages and testified relative to the data shown in said exhibit for account of the Overland Motor Express.

In support of Application No. 213, Witness Turano introduced in evidence five (5) exhibits each one consisting of a single sheet and testified as to what each exhibit portrayed to show. Witness Payne also testified in support of this application.

In support of Application No. 216, Witness Hicks introduced in evidence three (3) exhibits, consisting of single sheets and testified as to the data shown on same. Witness Work introduced in evidence one exhibit consisting of four (4) pages in support of this application.

In support of Application No. 217, Witness Hewitt introduced in evidence three (3) exhibits. Exhibit No. 1 being a single sheet statement and Nos. 2 and 3 being copies of the annual reports of the Foster Truck Line for the years 1951 and 1950, respectively.

Witness Swena introduced in evidence two (2) exhibits consisting of one sheet each which purport to be a balance sheet for 1951 and a profit and loss statement for January and February, 1952, for the Swena Transfer & Express.

Witness Pratt testified as to the data contained in the two exhibits introduced by Witness Swena.

In support of Application No. 219, Witness Turano introduced in evidence two (2) exhibits consisting of single sheets each and testified as to what the exhibits show. Witness Payne also testified in support of this application.

SHIPPER'S TESTIMONY

Witness Miss Vincent of the Vincent Syrup Company, Denver, Colorado, testified her company ships most of the raw materials from origins outside of Colorado; that the finished product is shipped to Colorado, Kansas, Wyoming and New Mexico; that most of her competition from points outside of Colorado is of jobbers and chain-stores; that in selling her product she must meet the National brands prices; that where necessary they make a freight allowance, which, due to costs, is held down to not to exceed 70 cents; that they prefer to use common carrier service rather than shipper-owned trucks, as the common carrier service is less bothersome; that their volume has doubled over the last five years but the profit has decreased; that any further transportation costs will have a very definite ill effect on the business.

Witness Bingham representing Blue Hill Foods, Inc., Denver, Colorado, testified, that his organization ships all over the U.S. to a limited extent; that between \$1,800.00 and \$2,000.00 per month is paid by his company to motor carriers for intrastate transportation; that his company distributes its own products in its own trucks on approximately 60 per cent of its business in Eastern Colorado; that on an average the selling prices on Blue Hill products are lower at the present time than they were three (3) years ago; that U.P.S. has advised his company it could not add any freight rate increases to the selling price of its merchandise; that the individual wages of its employees have been increased, but labor costs as a whole have been reduced; that his company is in direct competition with other companies located on the West Coast, Kansas City, Missouri, Omaha, Nebraska and in some cases Chicago, Ill.

Witness Mason, a manufacturer and jobber of candy, located at Trinidad, Colorado, testified that when the exception to the classification providing a fourth class rating on candy was cancelled (March 7, 1951), it had the effect of increasing the rating of his product to second class, or an increase of approximately 55 per cent, and if another 15 per cent is to be added to his transportation costs, it will place him at a distinct disadvantage in competing with his interstate competitors, who have a fourth class rating on his interstate shipments.

Witness Vagnino representing the American Beauty Macaroni Company, Denver, Colorado, testified that his organization was in direct competition in selling its products with manufacturers located in Omaha, Nebraska and St. Louis, Missouri; that his competitors have lower rates on their raw materials than he has, which results in a highly competitive situation in the sale of his products, and any added cost in the distribution of his products will aggravate a bad situation; therefore, according to the witness, he will necessarily have to fully analyze the possibilities of establishing his own trucking service.

Witness Mrs. Capra representing the Brecht Candy Company, Denver, Colorado, testified that her trade territory is principally Colorado, Utah and Wyoming; that approximately 50 per cent of her business is in Colorado, and about one-third of the 50 per cent is in Denver; that approximately \$1000.00 to \$1500.00 per month is paid by her company in freight transportation on the outbound business from Denver, the bulk of which transportation is made by common motor carriers; that approximately 20 per cent of the shipments are minimum charge shipments; that her company uses its own truck in making local deliveries in Denver and in the Denver suburban areas; that according to the witness, in the sale of her products, some points are on the prepaid basis, viz: the Horn Territory (northern Colorado), Colorado Springs and Pueblo, while to other points freight allowance is made on the invoice. The witness further testified that the selling price of Brecht's candies are the same irrespective of the destination; that when the rating was raised from fourth class to second class, the difference was absorbed by her company; that the selling price of Brecht candies has not risen since 1943; that her company now has a survey underway relative to the potentialities of establishing their own trucking service.

Witness Young also representing the Brecht Candy Company testified that the volume of traffic shipped by motor carriers would vary according to the sales in any given area for any given period of time; that his company uses the Foster Truck Line in shipping to Brighton, Adams City, Littleton and Englewood; that he had no available figures as to the volume shipped by any given truck line; that his competitor ship to the retail trade on a prepaid basis.

Witness Blish representing the Doran Nut Sales Company, Denver, Colorado, testified that his merchandise is primarily shipped by truck to all points in Colorado; that some of the points to which he ships are Craig, Berthoud, Loveland, Alamosa, La Junta, Las Animas and Minturn, Colorado; the witness stated that from his own personal observation there was now in progress an increase in movements from the for-hire carriers to proprietary trucking; he further stated that from \$10,000 to \$12,000 in sales per month was now being handled by proprietary trucks; that he only shipped minimum charge shipments when emergencies arose; he further stated he did not use rail service even though the rail rates might be lower, due to the faster service of the motor carriers.

Witness Gray, representing the Silver Steel Company, Denver, Colorado, introduced in evidence one exhibit consisting of a single sheet and testified relative to the figures shown in the exhibit.

DISCUSSION OF THE EVIDENCE AND TESTIMONY
SUBMITTED IN THIS PROCEEDING

Generally speaking, this is a revenue case wherein practically every scheduled line-haul carrier operating in intrastate commerce is seeking an increase of 15 per cent in the class rates and specific commodity rates, and in the case of some of the carriers in the distance rates on brick and similar commodities and the distance rates on farm products.

In connection with Application No. 208, (Colo. Rapid Transit Co.), Witness Garnett, at the hearing, requested that his petition be modified to the extent of eliminating the cancellation of the exceptions to the classification covered by Items Nos. 90 through 630, between Denver, Colorado, and Broomfield, Louisville and Lafayette, Colorado. The witness stated that these points were also served by the Overland Motor Express Company and inasmuch as the said exceptions were in force and effect via the Overland Motor Express, the Colorado Rapid Transit Company would necessarily have to continue the application of the exceptions to those points if it expected to compete with the Overland.

Under the governing tariff of these two carriers, viz: M.T.C.C.A. Freight Tariff No. 12, Colo. P.U.C. No. 6, the towns served by the Colorado Rapid Transit Company, under its certificate No. 26 are: Broomfield, Dacono, Eldorado Springs, Erie, Firestone, Frederick, Lafayette, Louisville and Valmont, and under its certificate No. 692 (which it acquired from the Inter-City Truck Line through a transfer), Bracewell, Farmers Spur, Johnstown, Severance, U.S. Internment Camp (8 miles west of Greeley) and Windsor. The towns served by the Overland Motor Express Company are: Boulder, Broomfield, Louisville, Lafayette and Valmont.

We recognize the fact that where two carriers serve the same points they must maintain the same rates on the same commodities if they expect to be in a position to get their respective shares of the available traffic. We also recognize the fact that the law provides that no public utility shall, as to rates, charges, service, facilities, or in any other respect, make or grant any preference or advantage to any corporation or person or subject any corporation or person to any prejudice or disadvantage; nor to establish or maintain any unreasonable difference as to rates, charges, service, facilities, or in any respect, either between localities or as between any class of service.

If the exceptions to the classification were to be cancelled to all the destinations served by the Colorado Rapid Transit Company, except to Broomfield, Lafayette and Louisville, a situation would immediately be created whereby those destinations would be prima facie preferred against the other destinations served by the same carrier, a practice which is specifically forbidden by the Act.

We are in full accord with what the Interstate Commerce Commission has said in Ex Parte 104, 216 I.C.C. 291, at page 344, viz: "Fear of diversion of particular commodities does not justify carriers in violating any provision of the Act."

By referring to the compilation set forth in Appendix 1 of this decision, it will be noted that of the twelve listed carriers, seven of them had an operating profit ranging from 129.91 as a low for Swena to a high of 387,690.00 for the Rio Grande Motor Way for the year 1951. On the other hand,

five of them had an operating loss ranging from a low of \$2,600.10 for the Denver-Limon-Burlington to a high of \$199,412.17 for the Weicker Transfer & Storage Company.

On the whole, the compilations shown in Appendix 1 speak for themselves. However, we feel some comment is in order. The appendix shows that McKie Transfer Company of Longmont sustained an operating loss of \$6,508.89. Its revenue from freight business was \$78,485.55, from leases, \$2,119.74, and from crating, local moving, storage, C.O.D.'s, and additional services, 7,684.96, making the total revenue received \$88,290.25. The total operating and maintenance expense was \$84,994.44 plus \$260.13 interest, or a total expense of \$85,254.57, which produced a profit of \$3,035.68 from the entire business.

The record shows that this carrier is faced with an increase in labor cost of eleven (11) per cent.

The appendix shows that the Denver-Loveland Transportation had an operating profit of \$10,083.10, which included \$4,840.61 personal drawing account, withdrawn by the witness to defray his expenses in the management of the business.

The exhibit presented by the witness representing this carrier shows that the line-haul shipments totaled 24,344 and produced \$69,013.66 in revenue. The minimum charge shipments numbered 11,437 or 47 per cent of the total line-haul shipments, and produced \$17,253.41 in revenue, or 25 per cent of the total line-haul revenue. Part of the minimum charge shipments would not be affected by the proposed 15 per cent increase due to the fact that they would still fall in the category of not less than \$1.20 per shipment.

The exhibit also shows that based on 1951 business, the requested increases would produce \$9,260.56 additional revenue, or an increase of 11 1/2 per cent over the 1951 revenue.

The exhibit further shows the following comparisons for the years 1949, 1950 and 1951:

	1949	1950	1951
Total line-haul tonnage	9,932,433	14,381,610	13,333,331
Average weight per truck.....	3,985	10,298	14,283
Number of trucks operated in and out of Denver to handle this traffic	909	1,020	937

It is to be observed that these figures illustrate the improved efficiency of this operation, which is reflected in its profit.

The record shows that this carrier is faced with an increase in its labor cost of 12 per cent.

In regard to the operating profit of \$11,856.57 on the operation of the Foster Truck Line, which produced an operating ratio of 92.47, under ordinary conditions such an operating ratio would indicate a healthy operation for an individual owner. The record shows that the government installations constitutes approximately 60 per cent of the total traffic of Foster, due to such places as the Federal Center, Lowry and Buckley Fields being on the route of this carrier. Should the federal defense program be reduced, it no doubt would have an ill effect on the revenues of this carrier.

Regarding the operation of Weicker Transfer and Storage, the appendix shows an operating loss of \$199,412.77, and the payment of income taxes of \$67,006, which needs an explanation.

The operating revenue shown in the appendix covers only the line haul revenue. The total operating revenue including local cartage and other operating revenue was \$2,322,745, and the operating expense represents the expense allocated to the line haul expense. The total operating and maintenance expense was \$2,117,570 adding the depreciation expense, operating taxes and operating rents and deducting the depreciation adjustment results in a total expense of \$2,332,055, which produces a net operating deficit of \$9,310. Other income, such as packing, handling and storage of merchandise and household goods; crane and winch earnings, interest, dividends and other non-operating income produced \$155,052, from which was deducted interest, amortization of other intangible property, contributions and life insurance premium on executive amounting to \$19,143, leaving a net income before taxes of \$126,595.

In other words, if Weicker was depending entirely on its line-haul operation as its only source of revenue, the 15 per cent increase in its class and commodity rates would not give it sufficient revenue to cover its operating and maintenance expense unless there should be a marked reduction in the said expenses.

In regard to the problems of the shippers, we are in full sympathy. However, as previously stated herein, this is a revenue case wherein we are dealing with a situation involving all commodities moving on class rates and specific commodity rates of certain named carriers.

In other words, we are not dealing with the question of increasing the rates on any single named commodity or a small group of specified commodities, but on the general level of all the rates in issue and the revenue needs of the carriers involved.

If the adjustments which we will hereinafter authorize and prescribe results in unlawful rates, the matter may be brought before us in a formal proceeding wherein only such unlawful rates will be in issue.

On the other hand, if the rates under the said adjustments have the effect of diverting traffic to proprietary trucks it is a matter of managerial discretion on the part of the carriers to take such necessary action that will preserve their traffic and revenue.

FINDINGS

THE COMMISSION FINDS:

That, the following changes in The Motor Truck Common Carriers' Association, Agent, Freight Tariff No. 12, Colo. P.U.C. No. 6, should be authorized.

1 - For account of Floyd A. Henriksen, doing business as Denver-Loveland Transportation, Loveland, Colorado.

(a) - To cancel the application of Item 50, 5th revised page 53 (C.O.D. rule).

(b) - To cancel a rating of 42' of 1st class on Fertilizer and Fertilizer Compounds as described in Item 340, 4th revised page 59.

load

(c) - To cancel a less-truck/rate of 11 cents per 100 pounds, subject to a minimum charge of \$2.00 per shipment, and a rate of 9 cents per 100 pounds, subject to a minimum weight of 10,000 pounds, from Brickyards located approximately 10 miles west of Loveland to Loveland on Brick as described in Item No. 1680 fifth revised page No. 171.

(d) - To cancel a rate of 41 cents per 10 gallon can between Denver, Colorado, and Loveland, Colorado, on cream as described in Item No. 2220, 3d revised page No. 185.

- (e) - To cancel a less-than-truckload rate of 10 cents per 100 pounds, 9 cents per 100 pounds, minimum weight 5,000 pounds, 8 cents per 100 pounds, minimum weight 10,000 pounds, and 6 cents per 100 pounds, minimum weight 20,000 pounds, from the Great Western Sugar Co. Plant approximately one mile east of Loveland to Loveland, on sugar as described in Item 3715, 3d revised page No. 224.
- (f) - To increase the class rates in Section No. 1 by adding 15 per cent.
- (g) - To publish a rate of 28 cents per 100 pounds from Loveland to Denver, and 29 cents per 100 pounds from Points not exceeding 5 miles west of Loveland to Denver, minimum weight 10,000 pounds, on Fresh Fruit as described in Item No. 2488, 3d revised page No. 191-A.
- (h) - To publish a rate of 32 cents per 10 gallon can from Loveland to Denver on milk as described in Item 3180, 2d revised page No. 212. Also include in said item Cream in 10 gallon cans.
- (i) - To publish a less-than-truckload rate of 13 cents per 100 pounds, subject to a minimum charge of \$3.00 per shipment, 12 cents per 100 pounds, minimum weight 5,000 pounds, 11 cents per 100 pounds, minimum weight 10,000 pounds, and 8 cents per 100 pounds, minimum weight 20,000 pounds, from the U.S. Gypsum Plant 5 miles west of Loveland to Loveland, on Plaster and Plasterboard as described in Item No. 3560, 5th revised page No. 220.
- (j) - To publish rates of 10 and 12 cents per 100 pounds on cement, hydraulic, portland or natural, subject to minimum weights of 20,000 and 10,000 pounds, respectively, from the cement plant near La Porte, Colorado, to Loveland, Colorado.
- (k) - To publish rates of 24, 26 and 28 cents per 100 pounds, subject to minimum weights of 30,000, 20,000 and 10,000 pounds, respectively, on Plaster, calcined; Plaster of Paris; Stucco or Wall Plaster, colored, consisting of a mixture of two or more of the following commodities: Plaster or Lime or Portland Cement, or Gypsum or Keene's Cement, and not less than 50 per cent sand or chert; also to include not in excess of 3 per cent of dry color. From Wildspur, Colorado to Denver, Colorado.

2 - For account of McKie Transfer Company (a corporation), Longmont, Colorado.

- (a-1) - To increase the class rates in Section 1 by 15 per cent. Also provide a minimum charge of \$1.38 per shipment.
- (b-1) - To publish the following specific commodity rates on Furniture, N.O.I.; Office Furniture and Fixtures, N.O.I.; and Household Appliances; new or used, for resale, loose. Rugs or Linoleum, not packed as required in the governing classification. Between Denver, Colorado, on the one hand and Longmont, Berthoud and Mead, Colorado, on the other hand;

Released value not exceeding 30 cents per pound - \$2.25 per 100 lbs.
Released value exceeding 30 cents but not exceeding 50 cents per pound - 2.50 per 100 lbs.

Subject to a minimum charge of \$2.50 per shipment.

Note - Shipper must give the carrier not less than 24 hours' notice before shipments are to be transported.

(c-1) - The proposed change in the minimum charge rule should be denied.

3 - For account of V. C. Garnett and E. V. Garnett, doing business as The Colorado Rapid Transit Company, Denver, Colorado.

(a-2) - To increase the class rates in Section 1 by 15 per cent.

(b-2) - The cancellation of the exception rating to the classification should be denied.

4 - For account of the Denver-Laramie-Malden Truck Line, Inc., Denver, Colorado, and Edward C. Mason and Henry C. Maris, doing business as the Overland Motor Express Company, Boulder, Colorado.

(a-3) - To increase the class rates in Section No. 1 and the commodity rates in Section No. 2 for the above two carriers by 15 per cent.

5 - For account of the Denver-Limon-Burlington Transfer Company, Denver, Colorado.

(a-4) - To increase the class rates in Section No. 1 and the applicable commodity rates in Section No. 2 by 15 per cent.

6 - For account of the Rio Grande Motor Way, Inc., Denver, Colorado.

(a-5) - To increase the class rates in Section No. 1, the applicable commodity rates in Section No. 2 by 15 per cent, except, no increase should be made in the rates on Canned Goods as described in Item No. 1745, 3rd revised page No. 172.

(b-3) - To increase the distance rates on Brick and related articles; Drain Tile and Fittings; Sewer Pipe and Fittings; Terra Cotta, Gypsum and Plaster as described in Section No. 3, and the distance rates on Farm Products as described in Section No. 7, by 15 per cent.

(c-2) - To increase the intrastate commodity rates as published in R.G.M.W. Freight Tariff No. 10-G, Colo. P.U.C. No. 50, by 15 per cent, except, no increase should be made in the rate on coal from Montrose, Colorado to Red Mountain, Colorado, as described in Item No. 430; the rates on Explosives from Louviers to Paonia, Somerset, Grand Junction and Durango, as described in Item 435 and 437, the rate on milk or cream from Cortez and Durango to Denver, as described in Item No. 505, the rates on ore and concentrates from Red Mountain Pass to Leadville and Montrose as described in Items Nos. 510 and 520.

7 - For account of the Weicker Transfer and Storage Company, Denver, Colorado.

(a-6) - To increase the class rates in Section No. 1, the applicable commodity rates in Section No. 2 by 15 per cent, except, no increase should be made in the rates on canned goods as described in Item No. 1755, 1st revised page No. 172-A, the rates on Compressed Gas and Empty Containers as described in Item No. 2500, 8th revised page No. 192, and a rate of 18 cents per 100 pounds, minimum weight 10,000 pounds from Brighton, Colorado to Denver, Colorado, as described in Item No. 3680, 6th revised page No. 223.

(b-4) - To increase the distance rates on Brick and related articles; Drain Tile and Fittings; Sewer Pipe and Fittings; Terra Cotta; Cement and Plaster, as described in Section No. 3, by 15 per cent.

8 - For account of Cecil A. Foster, doing business as Foster Truck Line, Denver, Colorado, and Harold M. Swena, doing business as Swena Transfer and Express, Golden, Colorado.

(a-7) - To increase the class rates in Section No. 1, the applicable commodity rates in Section 2, the distance rates on Brick and related articles; Drain Tile and Fittings; Terra Cotta; Cement and Plaster as described in Section No. 3, by 15 per cent.

9 - For account of the Larson Transportation Company of Denver, Colorado:

(A-8) - To increase the class rates in Section No. 1, the applicable commodity rates in Section No. 2, the distance rates on Brick and related articles; Drain Tile and Fittings; Sewer Pipe and Fittings; Terra Cotta; Cement and Plaster as described in Section No. 3, and Farm Products as described in Section No. 7, by 15 per cent.

10 - The Commission further finds that Appendix 1 attached hereto should be made a part hereof. That in applying the increases authorized herein fractions of a cent should be disposed of by making the result end in a full cent, adding one cent where the fraction is five (5) mills or more, and dropping the fraction where it is less than five mills.

That as a temporary measure in publishing the increases, a file net supplement may be issued showing in one column the present rates and in another column the result of the increased rates.

11 - The rates to be established as a result of this order should apply on the local traffic of the affected motor vehicle common carrier, also on all intrastate interline traffic in which any of the carriers involved in this proceeding participates in the through movement on joint through rates.

ORDER

THE COMMISSION ORDERS;


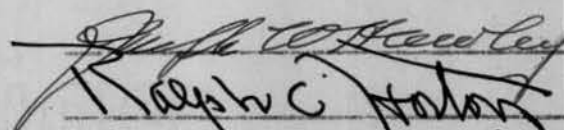
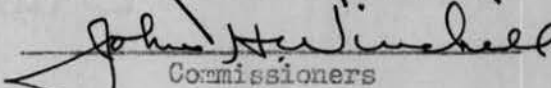
That:

1 - The statement, findings and appendix 1, be made a part hereof.

2 - This order shall become effective forthwith.

- 3 - All motor vehicle common carriers, to the extent they are affected, shall publish, or cause to be published new schedules, tariffs and rates reflecting the changes prescribed herein.
- 4 - All private carriers by motor vehicle, to the extent they are affected, shall not henceforth publish, charge or collect rates and charges less than those herein prescribed for motor vehicle common carriers, and shall publish new tariffs where necessary to comply with this order.
- 5 - The rates, rules, regulations and provisions prescribed herein shall become effective on the 18th day of August 1952, on notice to this Commission and the general public by not less than ten (10) days' filing and posting in the manner prescribed by law and the rules and regulations of this Commission.
- 6 - On and after August 18, 1952, all motor vehicle common carriers, to the extent they are affected, shall cease and desist from demanding, charging and collecting rates and charges that shall be greater or less than those herein prescribed.
- 7 - On and after Aug. 18, 1952, all private carriers by motor vehicle to the extent they are affected, shall cease and desist from demanding, charging and collecting rates and charges which shall be less than those herein prescribed.
- 8 - In applying the prescribed increases, fractions of a cent shall be disposed of by dropping fractions of less than five mills and adding to one cent where the fraction is five mills or more.
- 9 - As a temporary measure in publishing the increases, a blanket supplement may be issued showing in one column the present rates and in another column the increased rates.
- 10 - The change in the minimum charge rule (Item No. 80) as requested by the McKie Transfer Co. in its Application No. 215, be and the same is hereby denied.
- 11 - The request of V. G. Garnett and E. V. Garnett doing business as The Colorado Rapid Transit Company to cancel the exceptions to the classification in its Application No. 203, be and the same is hereby denied.
- 12 - This order shall not be construed so as to compel a private carrier by motor vehicle to be or become a motor vehicle common carrier, or to subject any such private carrier by motor vehicle to the laws or liabilities applicable to a motor vehicle common carrier.
- 13 - The order entered in Case No. 1585 on February 5, 1936, as since amended, shall continue in force until the further order of the Commission.
- 14 - Jurisdiction is retained to make such further orders as may be necessary and proper.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado

this 28th day of July, 1952.

hs

APPENDIX - 1

1951

	Operating Revenue	Operating Expense	Operating Profit	Operating Loss	Total Tonnage Pounds	Revenue Per CWT.
1-Colo. Rapid T. Co.	\$ 64,273.46	\$ 70,572.92	\$ ---	\$ 6,299.46	---	\$ ---
2-Den-Lar-Walden	216,801.93	215,351.00	1,450.93	---	25,931,000	.836
3-Den-Limon-Burl.	108,183.44	110,783.54	---	2,600.10	11,418,815	.9474
4-Denver-Loveland	80,484.96	70,401.86	10,083.10	---	16,609,188	.485
5-Foster T. Line	157,531.55	145,674.98	11,856.57	---	46,154,482	.3413
6-Larson Trans. Co.	198,468.00	196,276.00	2,192.00	---	16,274,000	1.2195
7-McKie Tfr. Co.	78,485.55	84,994.44	---	6,508.89	20,145,206	.3896
8-Overland Motor	101,914.66	96,161.56	5,753.10	---	18,632,431	.547
9-Rio Gr. Motor(2)	2,388,131.00	2,300,441.00	87,690.00	---	238,533,790	1.0012
10-Rocky Mtn Fr Line	37,074.35	51,181.47	---	14,107.12	4,966,351	.7465
11-Swena Tfr & Stor	94,007.16	93,867.25	139.91	---	41,860,000	.2246
12-Weicker T & Stor	1,380,356.70	1,579,768.87	---	199,412.17	203,771,349	.6612

	Cost Per Cwt.	Truck Miles	Revenue Per Truck- Mile	Cost Per Truck- Mile	Ton- Miles	Revenue Per Ton- Mile
1-Colo. Rapid T. Co.	\$ ---	---	\$ ---	\$ ---	---	\$ ---
2-Den-Lar-Walden	.830	182,544	1.187	1.179	1,183,433	.1832
3-Den-Limon-Burl.	.970	231,775	.4668	.4780	(1) 891,395	.1213
4-Denver-Loveland	.453	137,437	.585	.562	412,282.11	.195
5-Foster T. Line	.3156	183,060	.8605	.7958	198,667	.7929
6-Larson Trans. Co.	1.2061	335,139	.5922	.5857	1,498,663	.1324
7-McKie Tfr. Co.	.4220	206,985	.3792	.4106	361,234	.2173
8-Overland Motor	.516	268,632	.3794	.358	316,751	.322
9-Rio Gr. Motor(2)	.9644	3,698,974	.6456	.6219	22,072,798	.1082
10-Rocky Mtn Fr Line	1.0304	86,405	.4294	.5923	131,465	.2821
11-Swena Tfr & Stor	.2242	81,130	1.158	1.157	276,963	.339
12-Weicker T & Stor	.7567	3,778,087	.3662	.4181	10,232,861	.1349

(1) From monthly Road Reports - Intrastate - 581,139 - Interstate - 310,256

(2) Colorado Operation

	Cost Per Ton-Mile	Number of Shipments	No. of Min. Charge Shipments	Average Weight Per Shipment	No. of 5,000 Pound Shipments	No. of 10,000 Pound Shipments
1-Colo. Rapid T. Co.	\$ ---	---	---	---	---	---
2-Den-Lar-Walden	.1819	---	---	---	---	---
3-Den-Limon-Burl.	.1243	27,368	10,546	417	143	31
4-Denver-Loveland	.182	24,453	11,437	679	166	287
5-Foster T. Line	.7333	60,829	35,578	759	---	---
6-Larson Trans. Co.	.1300	---	---	---	---	---
7-McKie Tfr. Co.	.2340	37,261	(a) 9,473 (b) 4,389	541	163	555
8-Overland Motor	.3026	47,899	---	389	---	---
9-Rio Gr Motor (2)	.1042	(3) 249,558	---	(3) 600	---	(3) 1,898
10-Rocky Mtn Fr Line	.3893	11,031	---	450.21	---	---
11-Swena Tfr & Stor	.338	---	---	---	---	---
12-Weicker T & Stor	.1544	423,480	150,674	493	---	---

(a) - Intrastate

(b) - Interstate

(2) - Colorado Operation

(3) - May thru December, 1951

APPENDIX - 1 - 1951
(Continued)

	Average Length of haul	Operating Ratio %	Drivers Wages \$	Tires & Tubes \$	Fuel \$	Repairs Revenue Equipment \$
1-Colo Rapid T Co -	-----	-----	23,360.25	3,601.51	11,394.25	9,936.44
2-Den-Lar-Walden -	91.2	99.3	45,204.76	3,833.89	1,899.82	2,270.25
3-Den-Limon-Burl. -	175.	102.40	21,303.39	643.08	11,427.68	6,163.32
4-Denver-Loveland -	50.0	78.54	28,636.82 *	777.65	3,402.42	-----
5-Foster T. Line -	8.6	92.47	64,847.20	2,904.10	9,685.25	14,306.09
6-Larson Trans Co -	184.18	98.9	33,327.00	11,838.00	20,050.00	25,019.00
7-McKie Tfr. Co. -	35.86	108.3	37,709.98	2,292.11	9,051.16	4,496.33
8-Overland Motor -	34.0	94.3	45,159.19	2,014.22	5,043.87	5,735.74
9-Rio Gr Motor(2) -	185.07	96.33	-----	-----	-----	-----
10-Rocky Mtn Fr Line-	52.94	138.05	14,286.11	251.16	5,018.71	4,487.93
11-Swena Tfr & Stor -	13.23	99.	49,563.92	-----	6,976.16	8,424.77
12-Weicker T & Stor -	219.6	114.4	475,004.70	45,219.52	65,950.94	157,850.88

* - Tires, Tubes & Repairs
(2) - Colorado Operation

	Terminal Expense \$	Depreciation Revenue Equipment \$	Dock Labor \$	Income Taxes \$	Operating Taxes and Licenses \$	Vehicles Operated
1-Colo Rapid T Co -	-----	3,912.50	-----	-----	-----	-----
2-Den-Lar-Walden -	50,185.26	5,909.70	31,569.50	-----	6,680.73	3
3-Den-Limon-Burl. -	31,796.97	8,790.59	-----	-----	4,017.61	23
4-Denver-Loveland -	2,003.95	6,040.76	-----	7,185.78	3,923.85	12
5-Foster T. Line -	6,952.76	5,323.93	-----	-----	4,807.69	28
6-Larson Trans. Co.-	55,568.00	14,908.00	9,071.00	910.00	14,877.00	10
7-McKie Tfr. Co. -	4,552.27	3,017.40	-----	-----	2,389.21	13
8-Overland Motor -	-----	4,151.77	-----	1,182.01	4,479.36	16
9-Rio Gr Motor (2) -	434,894.00	109,069.00	-----	-----	195,626.00	91
10-Rocky Mtn Fr Line-	9,182.05	2,486.69	2,977.21	-----	-----	14
11-Swena Tfr & Stor -	2,542.05	1,201.64	-----	-----	2,473.97	22
12-Weicker T & Stor -	351,155.57	56,028.56	209,319.36	67,006	121,361	67

(2) - Colorado Operation

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
PETE A. MARTINEZ, BOX 647, DEL)
NORTE, COLORADO.)

PERMIT NO. B-4498

July 15, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee requesting that his Permit No. B-4498 be suspended for six months from July 9, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Pete A. Martinez, Del Norte, Colorado, be, and he is hereby, authorized to suspend his operations under Permit No. B-4498 until January 9, 1953.

That unless said Pete A. Martinez, Del Norte, Colorado, shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 15th day of July, 1952.
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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
VERL HARVEY, 2029 BLAKE STREET, DEN-)
VER, COLORADO, FOR A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY.)
-----)

APPLICATION NO. 11710

July 10, 1952

Appearances: Barry and Hupp, Esqs., Denver,
Colorado, by
Paul Hupp, Esq., for applicant;
E. J. Trenberth, Idaho Springs,
Colorado, for Curnow Livery
and Transportation Company;
Norman R. Blake, Black Hawk,
Colorado, for Gilpin County
Freight Line;
William Dick, Crook, Colorado,
for Dick Truck Line;
Harold Swena, Golden, Colorado,
for Swena Transfer and Express;
John H. Lewis, Esq., Denver,
Colorado, for W. Frank Atwood;
Willard L. Peck, Denver, Colo-
rado, for The Chicago, Bur-
lington and Quincy Railroad
Company;
T. A. White, Esq., Denver, Colo-
rado, for The Denver and Rio
Grande Western Railroad Com-
pany, Rocky Mountain Motor
Way, Inc., and Larson Trans-
portation Company;
Marion F. Jones, Esq., Denver,
Colorado, for Fairplay Motor
Company, et al;
Clyde J. Hodgson, Boulder, Colo-
rado, for Hodgson Transfer;
Stanley Blunt, Canon City, Colo-
rado, for Southwestern Trans-
portation Company;
G. F. Ringsby, Boulder, Colorado,
for Boulder Truck Service, Inc.

S T A T E M E N T

By the Commission:

By the instant application, Verl Harvey, Denver, Colorado,
seeks a certificate of public convenience and necessity for the trans-
portation of cement, in bulk, from and to, to and from, and between, all
points in the State of Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, April 15, 1952, and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, applicant testified that he has had eighteen years experience in the trucking business, operating under a Commercial Carrier Permit in Colorado since 1944, and largely engaged in the transportation of exempt commodities, interstate, between Denver and the West Coast, and between Denver and points in the Middle West, under ICC Authority No. 2177-I.

Applicant identified Exhibit No. 1, being the Balance Sheet of Verl Harvey Trucking Company, as of April 1, 1952, showing a net worth of \$120,819.03, and Exhibit No. 2, a list of his equipment, describing ten tractors and ten trailers.

Applicant stated that bulk cement is now transported generally by rail, but the use of bulk cement trailers for such transportation is now becoming general over the United States. He has been negotiating with Fruehauf and Trailmobile, Inc. for the purchase of two trailers, one of the hopper-type and another of the screw-type, for use in Colorado, should his application be granted. There is a great advantage in the use of such trailers, as the cement can be delivered to a highway, dam, or other construction job, directly from the cement plant, and unloaded in less than thirty minutes. There is no loss from leakage. At present, a rail shipment from the Portland or Boettcher Plant is delivered to the nearest rail-head -- sometimes several miles from the construction job -- then loaded into dump trucks for delivery to the job.

Applicant has made a survey of Colorado and contacted several prospective customers, such as Ready-Mix, Peter Kiewit, Northwestern Engineers, Gordon Construction Company, and the Mako-Puget Sound Construction Company. The latter company has a contract for the construction of a dam seven miles above Eldorado Springs. One-half of the cement is shipped by rail to a siding 3.6 miles from the dam, and the balance is to be

shipped by truck from Boettcher, Colorado. The contract for the transportation of the rail shipments from the siding to the job, as well as the truck shipments from Boettcher to the job, is to be let in the near future, and applicant expects to bid for the work. The proposed service of applicant has been requested by Ready-Mix, Rio Grande Fuel Company, Pre-Mix, Kiewit, and others who have construction jobs in progress all over the State. They have assured applicant that they would use his service as soon as it became available. No other common carrier is offering a similar service in Colorado. He expects to use his presently-owned tractor and probably four tank trailers, and can operate the tank-type equipment with capacity of seventy-five barrels, three hundred eighty pounds to the barrel, over all open roads.

T. C. Legerwood, General Superintendent and Project Manager of Northwestern Engineering Company, stated that his company has the contract for eight miles of concrete work on the new highway from Denver to Castle Rock, and must ship the cement by rail and transport it by dump truck from the rail-head to the job. While the tank equipment could not be used on the present trucking operation, as same is already contracted, he is familiar with the proposed method of transporting cement, which is superior to the present method, and would use applicant's service on future jobs, if his rates for transportation were agreeable. The combined rail-truck operation is not satisfactory because of delays, the demurrage problem, leakage of dump trucks used, and the necessity of covering same with tarpaulins in damp weather. Witness had been instructed by the General Manager of his company to support the application.

G. W. Belcher, Sales Manager of Fruehauf Trailer Company, described the tank equipment which applicant proposes to use, stating that applicant had made proper credit arrangements for its purchase, and that the equipment is available for immediate delivery.

Mike DiAngelo, a cement contractor, has just completed six bridges in Clear Creek Canyon, and is doing other work in that vicinity for the State Highway Department. Cement is shipped by rail, requiring

a haul of five or six miles by dump truck from the rail-head. At present, he is installing a sewer system at Louisville, and the cement is hauled in sacks. The proposed service would be advantageous, as there is usually breakage of sacks in unloading dump trucks, and the time of delivery would be shortened. The new service would be used, if available, as he has contracting jobs all over the State.

For protestants, John Able, of the Montezuma Truck Line, operating in the San Juan Basin under PUC No. 360, PUC No. 848, and PUC No. 889, has hauled cement in sacks, but has no facilities for hauling bulk cement, and no requests for such transportation. There are five other carriers in his area who have authority to haul cement.

C. J. Shuler, of the Telluride Transfer Company (PUC No. 60), testified to the same effect, as did R. A. McKinster, Denver Manager of Yuma County Transportation Company (PUC No. 1066), Earl Harris, of the North Park Transportation Company (PUC No. 69), R. E. Turano, Traffic Manager for Rio Grande Motor Way, Inc. and Larson Transportation Company, E. J. Trenberth, President and General Manager of Curnow Transportation Company (PUC No. 49), and Harold Swena, of Swena Transfer and Express (PUC No. 701).

Clyde J. Hodgson, of Hodgson Transfer, testified that he had three dump trucks, in which he can haul bulk cement, but the area he is authorized to serve is confined to Boulder County and vicinity.

Stanley Blunt, President and General Manager of Southwestern Transportation Company (PUC No. 268), had investigated the proposition of hauling bulk cement, but had taken no action because the Portland Cement Plant had, at that time, no facilities for loading tank trucks. He has had no requests for the transportation of bulk cement, but expects to enter the field.

All protestants agreed that if there developed a demand for the transportation of bulk cement, they would, and could, provide the necessary equipment, but at the present time there is no need for such service.

In reviewing the evidence, the Commission finds that while practically all of the common carriers in Colorado that have general freight or general commodity authority can transport bulk cement within the areas they are authorized to serve, none of them has availed himself of the privilege, except for an occasional movement by dump truck. The contractors have been forced to ship their cement in sacks, resulting in delays and breakage, if the transportation is by rail-truck, and breakage, leakage, and damage by damp weather, if shipment is by dump truck. While Witness Blunt does not think the proposed operation by applicant can be a financial success, yet applicant is desirous of pioneering in the field, and is financially and by experience qualified to do so. With the amount of construction work now in progress in Colorado, the Commission can readily see the advantages of the proposed service to contractors and ready-mix operators, and such service should be made available to them. Applicant does not seek to transport cement in sacks, and would not, therefore, be in competition with those carriers who now handle cement in this form. And if the customers still desire to receive sacked cement, this applicant could not serve them, and the carriers that have been serving them would not be disturbed. Applicant simply wishes to serve those who desire bulk cement delivered, as he proposes to deliver it, and who do not have such service now available, and he should be granted the privilege of offering such service.

FINDINGS

THE COMMISSION FINDS:

That public convenience and necessity require the proposed common carrier motor vehicle call and demand transportation service of applicant, as set forth in the Order following, and that certificate of public convenience and necessity should issue therefor.

ORDER

THE COMMISSION ORDERS:

That public convenience and necessity require the common carrier motor vehicle transportation service of applicant herein, on call and demand, for the transportation of cement, in bulk, from and to, to and from, and between, all points in the State of Colorado, and this Order shall be taken,

deemed, and held to be a certificate of public convenience and necessity therefor.


That applicant shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty days from date.

That applicant shall operate his carrier system in accordance with the order of the Commission except when prevented by Act of God, the public enemy or extreme conditions.

That this order is subject to compliance by applicant with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph C. Heasley
Ralph C. Hobart
John H. Hunsbee
Commissioners.

Dated at Denver, Colorado,
this 10th day of July, 1952.

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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

- (a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.
- (b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulations.
- (c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations or persons.
- (d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

A E Brown Schidel	2219 McAllister Houston Tex
Schildberg Chev Co	Greenfield Iowa
M R Scholting	Springfield Neb
Schrems Inc	West Chester Pa
Arthur Schuman	Goldwaite Tex
Schwartz Bros Imp Co	Hildreth Neb
Henry Schwein	Rocky Ford Colo
W A Scott	1925 Avenue H Lubbock Tex
W R Scott	Memphis Tex
George Seifert	806 E 8th St Scottsbluff Neb
A R Sellers	Lamesa Tex
A C & Ellen Senn	Rt 1 Davidson Okla

H C Senn
 Service Center
 S A Seth
 Rholland R Sewell
 Robert Shaver & Son
 Shaw Motor Co
 Don Sheets
 W J Sheffield
 Archie Shepard
 Shephard Hardwood Flooring
 W R Ship
 Virgil Skull
 H D Sleck
 Sikes Furniture Co
 George Silt
 Don Simons
 Rea Simpson
 Donald A Simrock
 L T Sledge
 Carroll Smith
 Smith-Craig Motors
 D L Smith
 E J Smith
 Gay Smith
 J A & H E Smith
 Jay Smith
 O J Smith
 Raymond E Smith
 Earl Songer
 John Sorensen
 Clinton A Sorey
 Dennis Sorrells
 Donald Souba
 So Mill Mfg Co
 Francis V Southard
 M M S outherland
 J W Southern
 Southern Sash Sales & Supply Co

Frederick Okla
 Blue Hill Neb
 Everett Wash
 Monte Vista Colo
 Springdale Ark
 Grainfield Kans
 Box 183 Canyon Tex
 3705 Henry St West Palm Beach Fla
 1514 Sherman Corcoran Calif
 Pierce City Mo
 Priddy Tex
 Rt 4 Box 220-A Aurora Colo
 817 N W 95th Okla City Okla
 2606 Polk Amarillo Tex
 Artesia Colo
 2015 Hyland Park Ft Dodge Iowa
 Orleans Neb
 175 So Garfield Denver 6 Colo
 Midland Tex
 930 No Lando Junction Tex
 16 East 4th Liberal Kans
 Box 407 Mission Tex
 Tucumcari N Mex
 Springdale Tex
 Genl Daly Springdale Ark
 609 C St Springdale Ark
 2800 So Main Houston Tex
 909 So Main Lamar Colo
 1600 E 8th North Platte Neb
 1510 Diversey Chicago Ill
 1401 Hickory Omaha Neb
 Box 86 Saguache Colo
 Fairmount Neb
 Box 1087 Tulsa Okla
 504 So Chestnut Iola Kans
 Lincoln Neb
 Portales N Mex
 Raleigh Ave Sheffield Ala

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

John C. Hooton
Ralph C. Hooton
John H. Hooton
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION

OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
 CORPORATIONS AND PERSONS TO COMPLETE)
 APPLICATIONS FOR PERMITS TO OPERATE AS)
 COMMERCIAL CARRIERS OVER THE HIGHWAYS)
 OF THE STATE OF COLORADO)

JULY 2, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision have, upon demand of the Courtesy Patrol of the State of Colorado, paid to the Commission the sum of ten dollars as a filing fee for a Commercial Carrier Permit, pursuant to Chapter 167, Session Laws of 1935, as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations and persons, as required by law and Rule 7 of said Rules and Regulation

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations or persons.

(d) Failure to obtain, and keep in force at all times, public liability and property Damage insurance or a surety bond providing similiar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 16 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Southern Seed Co
 Southwest Electric Co
 Charlie F Sowder
 Spanish Peaks Turkey Ass'n
 Lewis M Spear & Co
 A W Sprigg
 Herbert Spry
 Curtis L Stanley
 D C Stanley
 Orvil Stapp
 Starr Fireworks
 Stepp Produce Co
 Sterling Sand & Gravel Co
 Stevens Motor Co
 Stevens Wholesale

Box 273 Brownwood Tex
 2617 So Agnew Okla City Okla
 2820 Home Ave Dayton Ohio
 Walsenburg Colo
 909 Commerce St Houston Tex
 Dale City Fla
 Broken Bow Neb
 2042 Werges Indianapolis Ind
 217 Casa Plante Ft Worth Texas
 Box 523 Junction Tex
 Box 345 Shawnee Okla
 300 So 4th St Phoenix Ariz
 Rt 3 Box 319A Ft Collins Colo
 Burlington Colo
 Strong Ark

Foster Stevenson
 Roy Stinebaugh
 Ray Stock
 Ervin Stohl
 L C Stokes
 L Cecil Stokes
 Maxwell Stone
 Stonebraker Fireworks Co
 Ralph Stoops Auto Sales
 Walter Story
 Eugene O Stout
 John Street Co
 Strong Tractor Co
 George Stroup
 A D Sublett
 Thomas Sullivan
 Lloyd Summers
 Sunshine Packing Co
 Sutton Company
 Swift & Co
 T & R Produce Co
 Sam Tafoya
 Dan Talbert
 Gus Tulkmitt
 Paul Tulkmitt
 H Tanner
 Walter Tapley
 Jack C Taylor
 Joe L Taylor
 O W Taylor & Co
 R E Taylor
 Tekyll Island Packing Co
 Chris Tensen Products
 Terminal Produce Co
 G C Teter
 Lloyd Teter
 Texaco Bulk
 Texas Cedar Co
 Texas Iron & Steel Co
 Texas Motor Co

4117 Curzon Ft Worth Texas
 Farmersville Tex
 1150 W Wisconsin Oconomowoc Wisc
 Box 262 Tremonton Utah
 Rt 3 Box 16 Bowie Tex
 818 Davidson Albuquerque N Mex
 612 W 6th Plainview Tex
 810 Willow St Trinidad Colo
 1630 St Louis St Springfield Mo
 Cullman Ala
 Rt 2 Guthrie Okla
 244 Water St New York N Y
 Boise City Okla
 Box 271 Canon City Colo
 2418 Colgate Lubbock Tex
 Box 1565 Long Beach Calif
 Roscoe Tex
 Smedley St North East Pa
 1839 Champa St Denver 2 Colo
 Springfield Mo
 3101 N 19th Waco Tex
 312 Pino Road Santa Fe N Mex
 410 N E 6th Ave Mineral Wells Tex
 Belton Tex
 Belton Tex
 Central Farmers Market Jackson Miss
 Idabelle Okla
 Box 161 Valentine Tex
 1214 O'Neil Greenville Tex
 Overton Tex
 1044 Mt Vernon Springfield Mo
 Brunswick Ga
 Weslaco Tex
 309 Main Kansas City Mo
 Clayton N Mex
 Brownsville Tex
 Box 31 Julesburg Colo
 Blanco Tex
 Odessa Tex
 Pampa Tex

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

A TEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

[Signature]
[Signature]
[Signature]
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highways compensation taxes due from said corporations or persons, as required by law and Rule 7 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer or other vehicle used by said corporations or persons.

(d) Failure to obtain, and keep in force at all times, public liability and property damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 18 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Third & Rood Servicenter
R L Thomason
Clyde Thompson
J C Thompson
Thru-Truck Service
Emitt Tidswell
Faye C & Robert L Tilton
Dan Tolbert
Lloyd Tolliver
Edward Tomberlin
T B Tomerlin
Topeka Fruit Co
Topeka Packing Co
Vernon C Torrance
F F Towell & Sons

3rd & Rood 4d Jct Colo
Box 46 Theodore Ala
Savannah Ga
790 W 29th St San Pedro Calif
233 N Mesquite St San Antonio Tex
Cushing Okla
Rt 1 Box 111 Delta Colo
410 N E 6th Mineral Wells Tex
Mosca Colo
Mineral wells Tex
Whitt Tex
100 Kansas Ave Topeka Kans
Topeka Kans
114 - 4th SW Carter Okla
104 N State Litchfield Ill

Towner Construction Co
 R G Treon
 Tribble Bros
 Tri City Car Co
 Tri-State Food Brokers Inc
 John T Tribaugh
 Don Trim
 Triple AAA Co
 Triplett Fruit Prod Co
 John T Trobaugh
 J M Trout
 Clark Trusty
 Roy Tucker
 Tulsa Church Furniture Corp
 George Turner
 G P Twymon
 Clarence Tyler
 Clark Ufford & Bruce Pyles
 Union City Body Co
 Union Supply Co
 United Auto Parts
 Valdez Produce Dist Co
 Valley Products Co-op
 Jesus Vela
 Bulalio Vigil
 Frank Villafranka
 Alden Vincent
 Macy H Vincent
 Virgil Vines Wholesale Produce
 Steve Vukonick
 G M Wagoner
 C E Walker
 J P Walker
 Wallace Dist Co
 LeRoy R Wamsley & B E Manworren
 T E Warne
 G L Warner
 Cecil Warren
 Warren Refrigeration Co
 Waterloo Motor

Sioux City Iowa
 Box 246 Brownsville Tex
 1050 Murphy Ave Atlanta Ga
 416 Perry Davenport Iowa
 1202 First Ave N Billings Mont
 300 - 3rd LeMars Iowa
 Eva Okla
 14 NE 13th St Okla City Okla
 Troy Kans
 300 - 3rd Ave E LeMars Iowa
 420 So Virginia Drumright Okla
 202 No 4th Las Vegas N Mex
 1414 W Courts Chariton Iowa
 6948 Pine Tulsa Okla
 1356 Pipestone Benton Harbor Mich
 Eva Okla
 210 N Main Highlands Tex
 Box 337 Goodland Kans
 West Pearl St Union City Ind
 Odessa Tex
 1306 - 16th Wichita Falls Tex
 915 So Pearl Dallas Tex
 Lyford Tex
 718 So Stanton El Paso Tex
 2519 - 18th St Denver 11 Colo
 Harlington Tex
 Alby Tex
 741 Noland Gd Jct. Colo
 Trumbull Tex
 Box 525 Raton N Mex
 Colby Kans
 2148 N W 10th Ave Miami Fla
 Dalhart Tex
 Mineral Wells Tex
 623 Rambler Dr Salt Lake City Utah
 1628 Dayton Wichita Falls Tex
 1328 S W 28th Okla City Okla
 Carlsbad N Mex
 Atlanta Ga
 Edmonton Alberta Canada

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

John H. Huchel
Ralph C. Holton
John H. Huchel
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE FAILURE OF VARIOUS)
CORPORATIONS AND PERSONS TO COMPLETE)
APPLICATIONS FOR PERMITS TO OPERATE AS)
COMMERCIAL CARRIERS OVER THE HIGHWAYS)
OF THE STATE OF COLORADO)

JULY 2, 1952

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(a) Failure to file application as required by law and Rule 2 of the Rules and Regulations of this Commission governing Commercial Carriers by Motor Vehicle.

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It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure to comply with the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said ~~proceedings~~ proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

A D Watson
Ches Watson
Emmett O Watson
H K Watson
Watts Grain Exchange
Roy J Weasel
V W Weber
Mark Webster
Raymond Webster
Charlie Weeaks
Ed Weinberg
George F Wellman
Richard Wells
Archie Wendt
Vertz Fruit Co

Rt 3 Box 221 $\frac{1}{2}$ San Antonio Tex
1120 So Preston Dallas Tex
Marquez Tex
Kremmling Colo
502 La Clede Wichita Kans
206 Grim Bowling Green Ohio
Greenville N Mex
Magdalena N Mex
400 E 5th Leadville Colo
Blanco Tex
224 W Golden Ave Los Angeles Calif
Rio Blanca Colo
Rt 1 Box 16 Oren Utah
Garvin Okla
Lawton Okla

Westbrook Jackson Motor Co
 James Westerfield
 Western Auto Transit Co
 Western Freight Lines
 H C Wheeler
 James Wheelis
 Gordon L White
 White River Forest Products Inc
 Curtis Whiteside
 W W Wiggins
 Gerald B Wilcox Jr
 Gay Wilkins
 J N Wilkins
 T N Wilkins
 Clyde Williams
 Johnny Williams Auto Co
 S W Williams
 Walter Williams
 Alfred J Wilson
 Doren C Wilson
 Pete Wilson
 H C Wind
 J E Wingate
 Marian I Wisdom
 J E Wiseman
 Jack Wood & Son
 Homer Woods Machinery Co
 P H Woolsey
 Lee Wooten
 Wright Corp Exchange
 G A Wright Brokerage
 LeRoy Wright
 O A Wright
 R Leon Wright
 Wyoming Investment Co
 Wyoming Newspapers Inc.
 Houston Dean Young
 Chet Youngs
 Hilario Zepeda
 Zuni Trailer Co
 Leon Delanes

414 No Main San Angelo Tex
 7000 E 40 Highway K C Mo
 Rock Springs Wyo
 3000 Corrilos Road Santa Fe N Mex
 Imperial Neb
 1563 No 23rd St Louis Mo
 Springfield Colo
 Meeker Colo
 Dexter N Mex
 Lake Alfred Fla
 Rt 3 McCook Neb
 Blue Jacket Okla
 Breckenridge Tex
 404 W 2nd Breckenridge Tex
 Box 545 Haworth Okla
 1010 So 5th Las Vegas Nevada
 Genl Dely Plainview Tex
 Joplin Market Square Joplin Mo
 Pratt Kans
 Box 615 Goodland Kans
 310 So Stephens Hobart Okla
 1115 University Burlington Iowa
 Zephyr Hill Fla
 207 N 2nd St Sterling Colo
 6910 Washington Houston Tex
 5233 Darling Houston Tex
 Uravan Colo
 Canyon Tex
 2404 Denley Drive Dallas Tex
 Wright Kans
 1315 E 7th St Los Angeles Calif
 Lookaba, Okla
 Sapello N Mex
 730 W 3rd Salida Colo
 101 Boyd Blvd Cheyenne Wyo
 110 E 17th Cheyenne Wyo
 408 - 4th St Durango Colo
 Oberlin Kans
 Junction Tex
 Albuquerque N Mex
 Miami Fla

before this Commission, to obtain permits authorizing said corporations and persons to operate over the highways of this State as Commercial Carriers by motor vehicle be, and the same hereby are, dismissed.

That this order shall become effective July 14, 1952.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

ATTEST: A TRUE COPY

 SECRETARY

Dated at Denver, Colorado
 this 2nd day of July, 1952

Joseph C. Hickey
Joseph C. Hickey
John H. Hinchell
 COMMISSIONERS.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
NATHAN GOLDSTEIN, 3434 WALNUT ST.,)	
DENVER, COLORADO, FOR AUTHORITY TO)	
LEASE PERMIT NO. A-787 TO BENNIE)	<u>APPLICATION NO. 3162-PP-AAA</u>
GOLDSTEIN, 3434 WALNUT STREET, DEN-)	<u>SUPPLEMENTAL ORDER</u>
VER, COLORADO.)	
-----)	

July 11, 1952

S T A T E M E N T

By the Commission:

On June 13, 1940, by Decision No. 15524, lease agreement entered into May 15, 1940, by and between Nathan Goldstein and Bennie Goldstein, involving Permit No. A-787, was approved.

On April 24, 1950, by Decision No. 34703, extension of said lease agreement entered into May 15, 1940, was approved.

The Commission is now in receipt of a communication from Bennie Goldstein and Nathan Goldstein, as follows:

"We would like to renew our lease under the same terms and conditions as we have in the past, and for the longest length of time your office will permit, making this extension retroactive to May 15, 1952."

There appears to be no reason why said request should not be granted.

F I N D I N G S

THE COMMISSION FINDS:

That extension of Lease Agreement heretofore approved by the Commission, should be approved, as requested by the parties hereto.

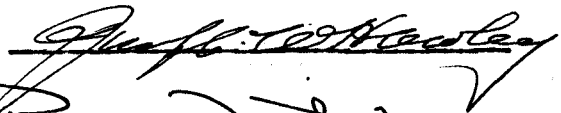
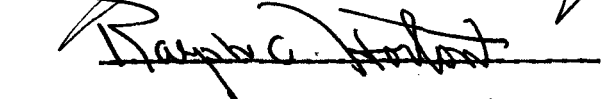

O R D E R

THE COMMISSION ORDERS:

That extension of Lease Agreement, entered into May 15, 1940, by and between Nathan Goldstein and Bennie Goldstein, involving Permit

No. A-787, from May 15, 1952, to and until May 15, 1954, should be, and the same is hereby, approved.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 11th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
WESTERN SLOPE GAS COMPANY FOR A CER-)
TIFICATE OF PUBLIC CONVENIENCE AND)
NECESSITY TO INSTALL, MAINTAIN AND)
OPERATE A NATURAL GAS TRANSMISSION)
SYSTEM IN RIO BLANCO, GARFIELD AND)
MESA COUNTIES, STATE OF COLORADO.)
-----)

APPLICATION NO. 11801

July 15, 1952

Appearances: Lee, Bryans, Kelly and
Stansfield, by
E. A. Stansfield, Esq.,
Denver, Colorado, for
Western Slope Gas Company;
Floyd K. Haskell, Esq., Denver,
Colorado, for Grand Valley
Gas Company and M. B. Garman;
Hugh T. Owens, Esq., Midland,
Texas, for the Superior Oil
Company;
Wm. Atha Mason, Esq., Rifle,
Colorado, for the Town of
Rifle;
W. Geo. Denny, Jr., Denver,
Colorado, and
J. M. McNulty, Denver, Colo-
rado, for the Commission.

S T A T E M E N T

By the Commission:

The Western Slope Gas Company, on May 14, 1952, by its Vice-President, W. D. Virtue, filed an application with this Commission for a certificate of public convenience and necessity to construct, maintain and operate a natural gas transmission system in the Counties of Rio Blanco, Garfield, and Mesa, State of Colorado, for the furnishing of natural gas for ultimate distribution in the City of Grand Junction, and the areas adjacent thereto.

The matter was set for hearing on Thursday, June 5, 1952, but at the request of the Uinta Gas Company, the matter was postponed for hearing until Monday, June 30, 1952, at which time, after due notice to all interested parties, the matter was heard in the Commission's Hearing Room, 330 State Office Building, Denver, Colorado, and then taken under advisement.

Applicant herein, a wholly-owned subsidiary of Public Service Company of Colorado, is a Colorado corporation, duly organized and existing under and by virtue of the laws of the State of Colorado, and as such is authorized to do business in said state. A copy of its Articles of Incorporation has been filed in the instant matter as Exhibit "A", which exhibit, by reference, is made a part hereof. The principal place of business of applicant is in the City and County of Denver, and its address is 900 - 15th Street, Denver, Colorado.

Applicant proposes, if the instant application is granted, to construct and operate a natural gas transmission and gathering system in western Colorado extending from a point within the Douglas Creek Unit Area near the south line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, Section 8, Township 3 South, Range 101 West of the 6th Principal Meridian, in Rio Blanco County, Colorado, to a terminal point at or near the City of Grand Junction, Colorado, as shown on a sketch map of the route of the system introduced at the hearing as Exhibit "B". By means of said pipeline, applicant proposes to make natural gas available from its sources of supply along the route of the proposed line for retail distribution in the City of Grand Junction and areas adjacent thereto.

The proposed natural gas transmission system will consist of 35 miles of main transmission line of 8-5/8" O. D. pipe from a point at or near the intersection of Colorado State Highway No. 139, with the south line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 8, Township 3 South, Range 101 West, 6th Principal Meridian, in Rio Blanco County, thence southerly generally along or near said Highway No. 139 to a point in the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$, Section 8, Township 3 South, Range 102 West, 6th Principal Meridian, approximately one mile north of the Mesa-Garfield County line. From said point approximately one mile north of the Mesa-Garfield line above described, applicant proposes to construct on its main transmission line 11 miles of 8-5/8" O. D. pipe running in a southeasterly direction to a point in the northwest corner of the NW $\frac{1}{4}$ of Section 12, Township 2 North, Range 102 West of the Ute Meridian, Mesa County, Colorado. From the aforesaid point at the northwest corner of the NW $\frac{1}{4}$ Section 12, applicant proposes to construct 15 miles of main transmission line of 10-3/4" O. D. pipe continuing in a southeasterly direction to a

point at or near the northern city limits of the City of Grand Junction, Colorado.

The proposed construction of gathering lines will consist of 10 miles of 4-1/2" O. D. pipe, as shown on Exhibit "B", consisting of four separate gathering lines from the nearest point on the proposed transmission line to (1) the Asbury Creek Unit No. 1 Gas Well of the Amerada Petroleum Corporation and others, located approximately 1,980 feet south and 660 feet west of the northeast corner Section 14, Township 9 South, Range 101 West, 6th Principal Meridian, Mesa County, Colorado, (2) to the Highline Canal Unit No. 1 Gas Well of the Amerada Petroleum Corporation located approximately in the center of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$, Section 2, Township 9 South, Range 103 West, 6th Principal Meridian, Mesa County, Colorado, (3) to the Garmesa Unit No. 1 Gas Well of the Kerr-McGee Oil Industries, Inc., and others, located 200 feet west of the center of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 8, Township 8 South, Range 102 West, 6th Principal Meridian, Garfield County, Colorado, and (4) to the Twin Buttes Gas Well of the Greenbrier Oil Company and others, located in the center of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, Section 24, Township 5 South, Range 102 West, 6th Principal Meridian, Garfield County, Colorado.

Applicant proposes to install a measuring, regulating and dehydrating station at each point of purchase as shown on Exhibit "C", as introduced and amended at the hearing, and a measuring and regulating station at or near the city limits of Grand Junction, Colorado, as shown on said amended Exhibit "C", together with all other necessary related equipment.

Witness for the company at the hearing presented considerable testimony regarding the gas reserves available in each of the fields where applicant has, or is negotiating for a gas purchase contract. Tabulated below is an excerpt from Exhibit "P", introduced at the hearing, and testified to by the witness, listing the various fields, the producing formations, and the amount of estimated reserves:

	<u>Billions of cubic feet</u>	<u>Billions of cubic feet</u>
West Douglas Creek Field	45	
Twin Buttes Field		
Entrada Formation	7	
Dakota Formation		(3)
Garnesa Field		
Entrada Formation		(18)
Dakota Formation	4	
Highline Canal Unit	3	
Asbury Creek Unit	5	
Total -	<u>64</u>	<u>(21)</u>

The above reserves are calculated on a 15.025 pressure base and 60°F. temperature. The figures in the righthand column in parentheses cannot be produced at present because the Entrada formation in the Kerr-McGee Garnesa No. 1 Well has been and the Dakota formation in the Greenbrier Federal No. 1 Well in the Twin Buttes Field has not been perforated. However, the gas in these wells can be available to the Western Slope Gas Company when and if it is needed.

In calculating the above reserves, the company witness stated that he used formulas involving the volumetric method that are recognized generally in the industry for such purposes and that where an estimate had to be made, he made it on the conservative side so that the estimated reserves as shown are, in his opinion, conservative. The estimate arrived at assures at least a twenty-year supply of gas.

Other known proven reserves of gas in the general area within economic distance of applicant's proposed transmission line are located at Rangely, approximately 25 miles north of the West Douglas Creek Unit; Frontier Refining Company's Bar-X Field in Mesa County, Colorado, and Utah, is 13 miles west of the pipeline; Johnson and Bunn's Hell's Hole Field in Rio Blanco County, Colorado, is 15 miles from the pipeline. The Gypsy Oil Company Well in the Cliff Dome Field, northeast of the Asbury Creek Field produced gas from the Dakota formation but the well has been capped since the initial production test. Some of the proven reserves listed above which are not a part of the estimated 64 billion cubic feet reserves are low in Btu content and, if they had to be used, the gas might have to be enriched. There are a number of small structures in the area which have not yet been drilled, and it is quite possible that when they are drilled, additional gas reserves will be discovered.

The Public Service Company of Colorado, under date of January 28, 1951, entered into a natural gas purchase contract with the Superior Oil Company and Continental Oil Company as Sellers, for the purchase of natural gas produced from or allocated to certain lands comprising approximately 4,240 acres located within the Douglas Creek Unit Area in Rio Blanco County, Colorado. A conformed copy of said contract was introduced at the hearing as Exhibit "D". Exhibits "D-1" and "D-2" also introduced at the hearing, are copies of the assignment by Public Service Company of the purchase contract to Western Slope Gas Company, and a map of the lands covered by said contract.

Western Slope Gas Company, under date of February 22, 1952, entered into a natural gas purchase contract with the Amerada Petroleum Corporation and The California Company as Sellers, for the purchase of natural gas produced from certain lands comprising approximately 27,730 acres located in the Ashbury Creek and Highline Canal Units in Mesa and Garfield Counties, Colorado, in respect to which said Sellers hold certain oil and gas leases or undivided interest in oil and gas leases. A conformed copy of said contract was introduced at the hearing as Exhibit "E". Exhibit "E-1A" and "E-1B", also introduced at the hearing, are maps showing the acreage covered by said contract. Exhibit "E-1B" was amended at the hearing to delete certain lands that were included in the acreage by error.

Applicant has negotiated the final terms of a natural gas purchase contract with Greenbrier Oil Company, Mendota Oil Company and Frank Buttram, as Sellers, for the purchase of gas from the Twin Buttes Unit Area located in Garfield County, Colorado. This contract has not yet been signed by all of the members as parties to the contract, but it is in the process of being signed. A conformed copy of the signed contract will be furnished this Commission upon the completion of the signatures. Exhibit "F", introduced at the hearing, is a copy of the contract that has been sent to interested parties for their signatures. This contract covers the purchase of natural gas produced from certain lands comprising approximately 640 acres upon which lands said Sellers hold and control oil and gas leases. Exhibit "F-2", introduced at the hearing, is a map showing the location of said acreage. A certified copy of a resolution adopted by the Board of Directors

of the Western Slope Gas Company at a meeting held May 8, 1952, was filed at the hearing as Exhibit "F-1". The resolution authorizes the officers of the company to execute and deliver on behalf and in the name of the Company, the natural gas contract in substantially the form presented to and approved in the meeting. The contract is the one hereinabove mentioned as Exhibit "F" that is being executed by the interested parties.

Applicant has also negotiated and signed a natural gas purchase contract with Kerr-McGee Oil Industries, Inc., Phillips Petroleum Company, Pure Oil Company, and John Sandburg and Louis Carlston. This contract has been signed by all interested parties with the exception of the Pure Oil Company and, upon complete execution, a conformed copy will be filed with this Commission. The contract provides among other things for the purchase of natural gas produced under oil and gas leases on certain lands located in Garfield County in the Garmesa Unit Area comprising approximately 3,031 acres. Exhibit "G", introduced at the hearing, is a copy of said contract that has been sent to the interested parties for signature. Also introduced at the hearing is Exhibit "G-1", a map showing the acreage covered by said contract.

All of the above-mentioned contracts for the purchase of gas specify the Btu content of gas to be delivered which in general was given as 900 Btu per MCF at 14.73 pounds per square inch absolute and 60° F. The contracts also provide for, among other things, the price to be paid for the gas, adjustments in price should the Btu content fall above or below certain specified values, method of payment, and manner of measurement of the gas.

A company witness at the hearing testified that it was necessary to obtain the approval of the United States Department of the Interior, Geological Survey, for all the contracts entered into for the purchase of gas hereinabove referred to. Exhibit "S", introduced at the hearing, contains photostatic copies of letters of approval from said Department for the Douglas Creek Unit Area corresponding to the contract as shown by Exhibit "D", and also a letter of approval from said Department for the Asbury

Creek and Highline Canal Units corresponding to the contract, as set forth in Exhibit "E". The contract covered by Exhibit "G", the Garmesa Unit has been submitted to said Department for approval but has not yet been approved. The contract covering the Twin Buttes Area as shown in Exhibit "F" has not yet been offered for approval but will be in the near future as soon as all the signatures are obtained.

Additional testimony at the hearing revealed that on May 9, 1952, the Western Slope Gas Company and the Public Service Company of Colorado entered into an agreement for the sale of natural gas by Western Slope Gas Company to Public Service Company for use in Grand Junction and adjacent area. This contract, among other things, provides for the price for the gas, the method of payment, measurement of the gas, quality of gas and delivery pressure. A copy of said agreement was introduced at the hearing as Exhibit "H".

The District Manager for the Public Service Company at Grand Junction testified that the company had been granted a twenty-year franchise by the city on the 6th day of September, 1950, for the purpose of furnishing electricity and gas to said city. The company had accepted the terms of said franchise and was now rendering service in the city under the terms and conditions as set forth in the franchise. A copy of the franchise, marked Exhibit "I", was introduced at the hearing.

Another witness for the company stated that application had been made to the Petroleum Administration for Defense (PAD) for authority to obtain the materials necessary for the construction of the pipeline involved herein and a copy of said application was introduced at the hearing as Exhibit "R". PAD approval was granted for the purchase of all the pipe necessary on March 13, 1952. In connection with the materials necessary to build the pipeline, the witness stated that the Public Service Company of Colorado has 15½ miles of 10-inch pipe stored at a steel mill in Ohio awaiting final delivery instructions. This pipe will be turned over to Western Slope Gas Company to be used in the construction involved herein. Applicant has 38,000 feet of 4-inch pipe on hand at Fruita, Colorado, but will need 40,000 feet of 4-inch to complete the job. Twelve thousand feet

of 4-inch has been ordered that would normally take four to six weeks to have the order filled, but because of the present steel strike, no definite time can be estimated for delivery. Of the 12,000 feet of pipe on order, approximately 2,000 feet is all that is needed for the completion of the proposed construction of the pipeline. The witness also stated that they have a firm order for 13 miles of 8-inch pipe from the Republic Steel Company but, here again, because of the steel strike, no definite commitments for delivery can be made. The company will endeavor to purchase pipe from another source if at all possible, so that the work may get under way as soon as possible. In this connection, the witness stated that they have heard of some 8-inch pipe that may be available in Wyoming, and that the company plans to send someone to inspect the pipe to see if it is in good enough condition to warrant purchasing. Depending upon the availability of pipe, the complete construction of the project may be held up but it is the company's intention to build as much of the line as possible in order to get natural gas to Grand Junction just as soon as they can. It may be that because of the delays due to pipe shortage, it will not be possible to complete the line over Douglas Pass to the Douglas Creek Area in the initial phase of the work, since it would be impractical to work on the northern end of the line during the winter months, but this part of the line could be completed in a second stage of construction when the weather permits. The witness further stated that Western Slope Gas Company does not intend to do the construction work itself, but hopes to prepare specifications for the construction and obtain bids from construction companies who will do the work.

Since there are so many variable elements involved, it was very difficult for the witness to estimate as to when construction would start, and when it would be finished, but it was his opinion that under normal conditions, a construction crew should be able to build approximately one mile of line a day which would take approximately 70 days of actual pipeline construction, or a period of about 130 days to complete the total job. In order to allow sufficient time to take care of any contingencies that might arise, the Commission will allow 18 months from the effective date of the Order herein within which to complete the construction contemplated.

Attached to the instant application, is an estimate of costs prepared by Western Slope Gas Company, showing its proposed expenditures for the construction of this pipeline. It is estimated by the engineers of the company that the transmission mains will cost \$1,130,297, the lateral production lines will cost \$80,202, the field meter and regulator equipment will cost \$75,508, and other construction and material costs will amount to \$76,733, bringing the total estimate for the completed job to \$1,362,800. Exhibit "J" introduced at the hearing, is a detailed estimate of the above construction costs.

Testimony at the hearing revealed that the Public Service Company of Colorado will guarantee the complete financing of the Western Slope Gas Company in the amount of the total construction. Exhibit "N", introduced at the hearing, is a certified copy of a resolution passed by the Board of Directors of the Public Service Company of Colorado at a meeting held May 23, 1952. This resolution states in effect that the Public Service Company will purchase from Western Slope Gas Company 20,000 shares of its common stock at \$10 per share, in the amount of \$200,000, and will advance further sums up to \$600,000 on a promissory note or notes of the Western Slope Gas Company. The resolution further empowers the officers of Public Service Company to advance additional funds to the Western Slope Gas Company, either through the purchase of additional shares of common stock or through additional loans to said Western Slope Gas Company, and to take all action and to do all things which the officers of Public Service Company may deem necessary or expedient, or which Counsel for Public Service Company may advise to be proper to carry into effect said resolution that the proposed construction of the natural gas transmission pipeline from the Douglas Creek Unit Area to Grand Junction may be completed. The above method of financing is considered temporary; however, the money is, or will be made available to Western Slope Gas Company as needed. The decision has not yet been reached as to permanent financing. It may be that bonds will be sold at a later date in lieu of the above-mentioned promissory notes. A pro forma balance sheet, marked as Exhibit "M", was introduced at the hearing reflecting the financial status of the Western Slope Gas Company as of the completion of the contemplated construction.

Mr. W. D. Toyne, City Manager of the City of Grand Junction, testified that the city has been endeavoring to obtain natural gas for the past several years, and that when the Grand Valley Pipe Line Company was issued a certificate by this Commission, the citizens of Grand Junction then thought that gas would soon be available. They were very happy when they heard that pipe had been purchased for the construction and assumed that construction would soon begin. Shortly after the issuance of the certificate to Grand Valley Pipe Line Company, the townspeople heard that the pipe that had been purchased was being disposed of so that people of Grand Junction were greatly disappointed. As a result of the granting of the Grand Valley Pipeline certificate, the town voted on a new gas franchise for the Public Service Company on August 22, 1950, in the belief that gas would soon be available. The feelings of the townspeople in regard to the necessity for natural gas can probably best be shown by the results of the franchise election, in which 2,242 voted for the franchise and only 90 voted against it. It was Mr. Toyne's personal belief that the people of Grand Junction were primarily interested in getting natural gas and that as near as they could tell now, the present applicant, Western Slope Gas Company, was their best chance, and the sooner gas could be brought to Grand Junction the better, since any further delay would continue to work a hardship for many of the people there. When the franchise was granted, many of the houses then under construction installed cooking and heating units adaptable to natural gas, since it was the common belief in the area that gas would be available in the near future. Many of the people also converted their existing appliances to natural gas usage based on this premise, and as a result, all of these people are now having to make out on a temporary basis with LP gas until natural gas arrives. As far as he personally was concerned, his primary interest was not in who would serve gas at Grand Junction but how soon natural gas would be available.

Mr. John C. Harper, City Councilman of Grand Junction, also testified as to the needs of the people of Grand Junction for natural gas. He stated that the City of Grand Junction had made every effort to help the Grand Valley Pipeline Company acquire the pipe to bring gas to Grand Junction

under its certificate, and that when this pipe was divided three ways with 2/3 of the pipe being sold for use outside the area, the townspeople were keenly disappointed. He believed that the Western Slope Gas Company and the Public Service Company look like the best possible source of gas for the City of Grand Junction at this time.

Mr. Hugh T. Owens, Counsel for the Superior Oil Company, appeared at the hearing and made a statement to the effect that the company he represents, together with the Continental Oil Company, entered into a natural gas purchase contract with the Public Service Company of Colorado for the sale of natural gas produced from, or allocated to certain lands, located within the so-called Douglas Creek Structure, Rio Blanco County, Colorado. That as a representative of his company, he was appearing in support of the granting of the certificate of public convenience and necessity sought herein. He further stated that the Superior Oil Company is the holder of a certificate of public convenience and necessity from this Commission issued on March 20, 1947, Decision No. 22807, in Application No. 8301, granting said company the right to construct a gas pipeline from the Douglas Creek Structure to Grand Junction, Colorado. That although said certificate of public convenience and necessity is still in full force and effect, nevertheless, because of the scarcity of necessary materials and difficulty in obtaining them and, further, by reason of a lack of market for the natural gas, Superior Oil Company had not commenced construction of the proposed natural gas transmission system authorized. That, in view of the fact that Superior is a party to and has entered into a gas contract to sell the natural gas which, together with Continental Oil Company, it controls in the Douglas Creek Structure, Superior Oil Company is willing and represents that it will, upon the granting of the certificate of public convenience and necessity to the Western Slope Gas Company, in accordance with the application of the Western Slope Gas Company now before the Commission, relinquish and abandon the certificate of public convenience and necessity now held by Superior Oil Company.

Mr. Floyd K. Haskell appeared at the hearing for the Grand Valley Gas Company and M. B. Garman, a co-partner of said company. On behalf of his clients, Mr. Haskell sought to oppose the instant application. Mr. Haskell,

in fact, made a motion that this matter be continued for further hearing so as to allow time for him to contact Mr. Garman and allow him to be present, both for direct testimony and to listen to the cross-examination of all the witnesses who appeared in the instant matter. At the hearing, the Commission took the motion under advisement and the hearing proceeded and Mr. Haskell was free to cross-examine the witnesses as they appeared.

The Commission endeavored at the close of the hearing to determine from Mr. Haskell what interest his clients would have in the Western Slope Gas Company's application herein and also made inquiry as to what direct testimony Mr. Garman might give in opposition to the granting of the instant application. From statement of Counsel, the Commission is at a loss to determine what evidence Mr. Garman might present that would warrant a delay in this matter. The Commission has listened with great sympathy to those witnesses who appeared in behalf of the citizens of Grand Junction, and believes the interests of said citizens can best be served by obtaining natural gas for them with the least possible delay.

The Commission received a letter dated June 24, 1952, signed by M. B. Garman as Secretary of the Grand Valley Pipeline Company, enclosing a certified copy of a resolution of the Board of Directors of Grand Valley Pipeline Company, adopted at a meeting June 23, 1952, stating in effect that the Grand Valley Pipeline Company did not oppose the Western Slope Gas Company's application.

F I N D I N G S

THE COMMISSION FINDS:

That applicant, Western Slope Gas Company, is a public utility as defined in Section 3, Chapter 137, 1935 Colorado Statutes Annotated.

That this Commission has jurisdiction over said company and of the subject-matter of the application herein.

That this Commission is fully advised in the premises.

That Western Slope Gas Company, applicant herein, is a Colorado corporation, duly qualified to do business in Colorado, and that said company has filed a certified copy of its Articles of Incorporation with this Commission.

That public convenience and necessity require, and will require, the construction, installation, maintenance and operation of a natural gas gathering and transmission system in the Counties of Rio Blanco, Garfield, and Mesa, State of Colorado, as sought in the instant application, and in accordance with the Order of this Commission hereinafter prescribed.

That the motion of Counsel for the Grand Valley Gas Company and M. B. Garman for a further hearing in the instant matter should be denied.

ORDER

THE COMMISSION ORDERS:

That this Order shall be taken, deemed and held to be a certificate of public convenience and necessity to Western Slope Gas Company, applicant herein, to construct, install, maintain and operate a natural gas gathering and transmission system in the Counties of Rio Blanco, Garfield, and Mesa, State of Colorado, for the purchase and sale of natural gas therein, all as set forth more particularly in and in accordance with the above and foregoing Statement which, by reference, is made a part hereof.

That applicant shall commence construction of the said natural gas gathering and transmission system within six (6) months of the date hereof, and shall complete such construction of said facilities within eighteen (18) months time after the effective date of this order, or this certificate shall become null and void.

That applicant shall promptly advise the Commission in writing of the date of commencement of construction and of the date of completion thereof.

That applicant shall, within at least 30 days before any gas is sold to its customers, file with this Commission its rates, schedules, rules and regulations under which it proposes to operate.

That within 30 days after the completion of the construction of the facilities proposed herein, applicant shall file with this Commission a map showing the location of the pipeline as finally constructed.

That applicant shall, at the time when gas service is first instituted by it to its customers, set up its books and account in accordance

with the Uniform Classification of Accounts for gas utilities prescribed by the Commission and shall bring all practices as to meter testing, records of meters, complaints and operations in compliance with the requirements of this Commission.


That applicant shall otherwise and at all times comply with the rules and regulations of this Commission.

That the motion of Counsel for the Grand Valley Gas Company and Mr. M. B. Garman for a further hearing in the instant matter be, and it hereby is, denied.

That the Commission shall retain jurisdiction of the instant matter to make such further order or orders as may be required in the premises.

That this order shall become effective twenty-one (21) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Ralph C. Horton
John H. Hinchell
Commissioners.

Dated at Denver, Colorado,
this 15th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
WALLACE B. RAY AND ERWIN W.)
BODEN, DOING BUSINESS AS "LEFT-)
HAND PEAT COMPANY," BOX 336,)
BOULDER, COLORADO.)
-----)

CASE NO. 61312-INS.
(Permit No. C-27065)

July 16, 1952

S T A T E M E N T

By the Commission:

On June 23, 1952, in Case No. 61312-Ins., the Commission entered an order revoking Permit No. C-27065 for failure to keep on file the required certificate of insurance.

Since the required filing has been made within the five-day period of grace allowed in the order, the revocation should be set aside.

F I N D I N G S

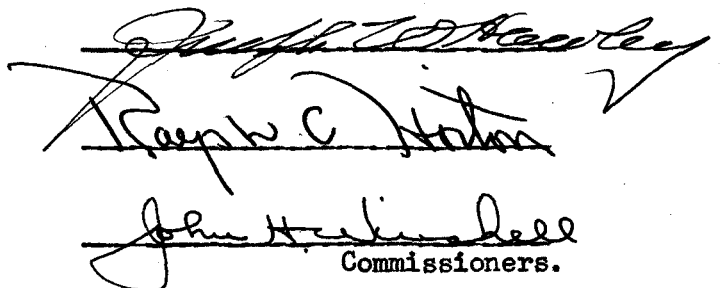
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 61312-Ins., should be cancelled and set aside, and said Permit No. C-27065 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on June 23, 1952, in Case No. 61312-Ins., should be, and it hereby is, cancelled and set aside, and said Permit No. C-27065 restored to its former status as of June 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 16th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
R. H. DITTMER, RT. 2, BOX 472,)
BOULDER, COLORADO.)

PERMIT NO. C-26071

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

R. H. Dittmer

requesting that Permit No. C-26071 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-26071, heretofore issued to.....

R. H. Dittmer be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WILLIAM DEE ADAMS, 408 EAST)
CORONA, PUEBLO, COLORADO.)
)
)
)

PERMIT NO. C-26418

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

William Dee Adams

requesting that Permit No. C-26418 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-26418, heretofore issued to.....

William Dee Adams.....be,

and the same is hereby, declared cancelled effective June 30, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Norton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JESS L. GERARDI, DOING BUSI-)
NESS AS "GERARDI DISTRIBUTING)
CO., 205 SO. COMMERCIAL ST.,) PERMIT NO. C-28038
TRINIDAD, COLORADO.)
)

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Jess L. Gerardi, dba "Gerardi Distributing Co."
requesting that Permit No. C-28038.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28038....., heretofore issued to.....
.....Jess L. Gerardi, dba "Gerardi Distributint Co.".....be,
and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph C. Hawley
Joseph W. C. Norton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HURON SALES COMPANY, EAST)
TAWAS, MICHIGAN.)
)
)
)

PERMIT NO. C-28278

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Huron Sales Company

requesting that Permit No. C-28278 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28278....., heretofore issued to.....

Huron Sales Company.....be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CHARLES W. NEITZ & CLEO)
BAILEY, ECKLEY, COLORADO.)
)
)
)

PERMIT NO. C-28669

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Charles W. Neitz & Cleo Bailey.....
requesting that Permit No. C-28669.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28669....., heretofore issued to.....
.....Charles W. Neitz & Cleo Bailey.....be,
and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph W. C. Hobart
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 16th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HERBERT KROHN, 101½ SO. MAIN)
ST., BRYAN, OHIO.)
)
)
)

PERMIT NO. C-28771

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Herbert Krohn

requesting that Permit No. C-28771 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28771, heretofore issued to.....

Herbert Krohn.....be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
REUBEN A. PAIGE, 2253 COURT)
PLACE, DENVER 5, COLORADO.)
)
)
)

PERMIT NO. C-28776

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Reuben A. Paige

requesting that Permit No. C-28776 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28776, heretofore issued to.....

Reuben A. Paige be,

and the same is hereby, declared cancelled effective June 20, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Hawley
Ralph C. Hawley
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
EDWARD J. CHERNEY, 818-22nd)
ST., DENVER, COLORADO.)
) PERMIT NO. C-29015
)
)
)

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Edward J. Cherney

requesting that Permit No. C-29015.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-29015....., heretofore issued to.....

Edward J. Cherney.....be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ALVIN RAY MILLER, 1026 WEST)
12th, PUEBLO, COLORADO.)
) PERMIT NO. C-29108
)
)
)

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Alvin Ray Miller

requesting that Permit No. C-29108 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

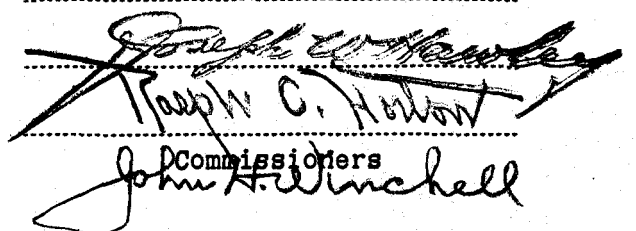
THE COMMISSION ORDERS:

That Permit No. C-29108, heretofore issued to.....

Alvin Ray Miller be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.
mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RAY KELLEY & CECIL FLEBBE,)
2108 EAST STREET, GOLDEN,)
COLORADO.) PERMIT NO. B-4382
)
)
)

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----

----- Ray Kelley & Cecil Flebbe -----

requesting that Permit No. B-4382 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-4382, heretofore issued to-----

----- Ray Kelley & Cecil Flebbe ----- be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * * *

RE MOTOR VEHICLE OPERATIONS OF)
ELDON G. WALZ, 2960 SO.)
DELAWARE, ENGLEWOOD, COLORADO.)
)
)
)

PERMIT NO. B-4478

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

.....Eldon G. Walz.....

requesting that Permit No. B-4478 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-4478, heretofore issued to.....

.....Eldon G. Walz.....be,

and the same is hereby, declared cancelled effective June 29, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 16th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
ED HULSE, BRUNING, NEBRASKA.) PUC NO. 2154-I
-----)

July 16, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from
Ed Hulse, Bruning, Nebraska, requesting that Certificate of Public Con-
venience and Necessity No. 2154-I be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

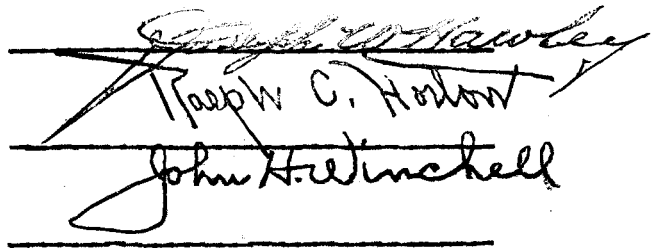
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Certificate No. 2154-I, heretofore issued to Ed Hulse,
Bruning, Nebraska, be, and the same is hereby, declared to be cancelled,
effective June 11, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 16th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
RAY MACKEY, LLOYD MACKEY, AND W. R.)
MACKEY, CO-PARTNERS, DOING BUSINESS)
AS "RAY MACKEY & SONS," 510 20TH)
STREET, GREELEY, COLORADO, FOR AUTH-)
ORITY TO TRANSFER PUC NO. 774 TO)
PETE KEISER AND G. A. KEISER, CO-)
PARTNERS, DOING BUSINESS AS)
"GREELEY TRUCK LINE," 2227 8TH)
AVENUE, GREELEY, COLORADO.)

APPLICATION NO. 11888-Transfer

July 14, 1952

Appearances: Robert Gilbert, Esq., Greeley,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

By Decision No. 6687, of date September 23, 1935, as amended by
Decision No. 6868, of date November 30, 1935, R. J. Horn was authorized
to operate as a common carrier by motor vehicle for hire, for the trans-
portation of:

livestock from point to point in the territory
within a radius of 15 miles of Kersey, and the
transportation of livestock from auction sales
pavilions in and about Greeley, over Highway
No. 85 from Greeley to Denver, and from Denver
over U. S. Highway No. 85 to points within a
radius of 15 miles of Kersey,

said operating rights being known as "PUC No. 774."

Pursuant to authority contained in Decision No. 24145, of date
February 8, 1945, R. J. Horn transferred said operating rights to Howard
C. Thompson, who, pursuant to authority contained in Decision No. 25611,
of date February 25, 1946, transferred said PUC No. 774 to G. A. Keiser,
Greeley, Colorado.

Subsequently (Decision No. 27328, of date January 13, 1947), said
G. A. Keiser transferred PUC No. 774 to Ray W. Bailey, Greeley, Colorado,

who, pursuant to authority contained in Decision No. 28454, of date June 18, 1947, transferred said operating rights to Ray Mackey, Lloyd Mackey, and W. R. Mackey, co-partners, doing business as "Ray Mackey & Sons," Greeley, Colorado, who, by the instant application, seek authority to transfer said PUC No. 774 to Pete Keiser and G. A. Keiser, co-partners, doing business as "Greeley Truck Line," Greeley, Colorado.

Inasmuch as the files of the Commission and the application herein show that said certificate is in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to account of transferees; that transferees, pecuniarily and otherwise, are able, willing, and qualified to carry on the operation, and it does not appear that any useful purpose would be served by setting said matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to transfer of said operating rights, the Commission determined to hear, and has heard, said application, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed transfer is compatible with the public interest, and should be authorized, subject to outstanding indebtedness.

O R D E R

THE COMMISSION ORDERS:

That Ray Mackey, Lloyd Mackey, and W. R. Mackey, co-partners, doing business as "Ray Mackey & Sons," Greeley, Colorado, should be, and they are hereby, authorized to transfer all their right, title, and interest in and to PUC No. 774 -- being the operating rights granted by Decision No. 6637, as amended by Decision No. 6868 -- to Pete Keiser and G. A. Keiser, co-partners, doing business as "Greeley Truck Line," Greeley, Colorado, subject to payment of outstanding indebtedness against said operation, whether secured or unsecured.

That said transfer shall become effective only if and when, but not before, said transferors and transferees, in writing, have advised the Commission that said certificate has been formally assigned, and that said

parties have accepted, and in the future will comply with, the conditions and requirements of this Order, to be by them, or either of them, kept and performed. Failure to file said written acceptance of the terms of this Order within thirty (30) days from the effective date of this Order shall automatically revoke the authority herein granted to make the transfer, without further order on the part of the Commission.


The tariff of rates, rules, and regulations of transferors shall become and remain those of transferees until changed according to law and the rules and regulations of this Commission.

The right of transferees to operate under this order shall depend upon the prior filing by transferors of delinquent reports, if any, covering operations under said certificate up to the time of transfer of said certificate, and payment by them or transferees of all unpaid ton-mile tax.

That ton-mile tax deposit of transferors shall be transferred and credited to account of transferees herein.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph C. Hawley
Ralph C. Horton
John H. Hines
Commissioners

Dated at Denver, Colorado,
this 14th day of July, 1952.

MW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JAMES FRESQUES, 2301 CHAMPA,)
DENVER, COLORADO.)
)
)
)

PERMIT NO. C-23142

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

James Fresques.....

requesting that Permit No. C-23142 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-23142....., heretofore issued to.....

James Fresques,.....be,

and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ED LIVELY, BOX 294, DURANGO,)
COLORADO.)
PERMIT NO. C-25454

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Ed Lively,.....
requesting that Permit No. C-25454 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

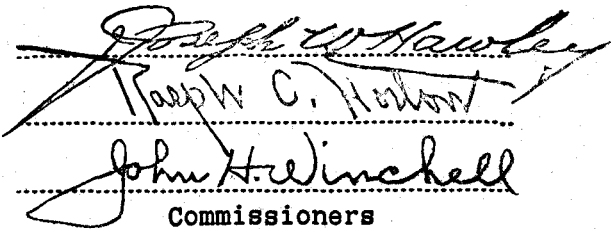
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-25454....., heretofore issued to.....
Ed Lively,.....be,
and the same is hereby, declared cancelled effective May 26, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 17th day of July,....., 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HARRISON MOTORS, INC., 2031)
STOUT STREET, DENVER, COLORADO.)
)
)
)

PERMIT NO. C-20269

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Harrison Motors, Inc.,.....
requesting that Permit No.C-20269.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No.C-20269....., heretofore issued to.....
Harrison Motors, Inc.,.....be,
and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION,
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Hobart
John H. Hinchell
Commissioners

Dated at Denver, Colorado,
this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GEORGE W. & WAYNE E. CROSS,)
DOING BUSINESS AS "GEORGE W.)
CROSS & SON," JOES, COLORADO.) PERMIT NO. C-18579
)

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
George W. & Wayne E. Cross, d/b/a George W. Cross & Son,
requesting that Permit No. C-18579 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-18579, heretofore issued to.....
George W. & Wayne E. Cross, d/b/a George W. Cross & Son,.....be,
and the same is hereby, declared cancelled effective May 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Hutton
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
MARIE A. BRIGHT, DOING BUSINESS)
AS "COLORADO ROOFING & SUPPLY)
CO." 1018 EIGHTH AVENUE, GREELEY,)
COLORADO.)

PERMIT NO. C-10329

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Marie A. Bright, d/b/a Colorado Roofing & Supply Co.,
requesting that Permit No. C-10329 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-10329, heretofore issued to.....
Marie A. Bright, d/b/a Colorado Roofing & Supply Co., be,
and the same is hereby, declared cancelled effective May 16, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Robert C. Nelson
John H. Winchell

Commissioners

Dated at Denver, Colorado,
this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FOXWORTH-McCALLA LUMBER CO.,)
1400 WEST JEFFERSON ST.,)
PHOENIX, ARIZONA)
)

PERMIT NO. C-25593

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Foxworth-McCalla Lumber Co.,

requesting that Permit No. C-25593 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-25593, heretofore issued to.....

Foxworth-McCalla Lumber Co., be,

and the same is hereby, declared cancelled effective June 6, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Holton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 17th day of July, 195 2.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
DAVID Z. CHARNEY, 1523 E. 29th,)
DENVER 5, COLORADO.)

PERMIT NO. C-22699

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

David Z. Charney,

requesting that Permit No. C-22699 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-22699, heretofore issued to.....

David Z. Charney, be,

and the same is hereby, declared cancelled effective June 19, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 17th day of July, 1952

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FRITZ QUAST, c/o O. O. SCHLESS-)
INGER, WEST PLAINS, MISSOURI)
)
)
)
)
)

PERMIT NO. C-14940

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----

Fritz Quast,

requesting that Permit No. C-14940 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-14940, heretofore issued to-----

Fritz Quast,-----be,

and the same is hereby, declared cancelled effective June 11, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Norton
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
TONY MADRIGAL, CHERAW, COLORADO)
)
)
)
)

PERMIT NO. C-18447

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Tony Madrigal,.....
requesting that Permit No. C-18447.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-18447....., heretofore issued to.....
Tony Madrigal,.....be,
and the same is hereby, declared cancelled effective June 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Horton
John H. Lincoln
Commissioners

Dated at Denver, Colorado,
this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ROY A. GRIFFIN, 800 SOUTH)
LINCOLN STREET, DENVER,)
COLORADO.) PERMIT NO. C-15537
)
)
)
)

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Roy A. Griffin,.....

requesting that Permit No. C-15537.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-15537....., heretofore issued to.....

Roy A. Griffin,.....be,

and the same is hereby, declared cancelled effective June 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph C. Hobart
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this.....17th day of.....July,....., 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF
HOME LIGHT AND POWER COMPANY, GREELEY,
COLORADO, FOR APPROVAL OF THE ISSUANCE
OF \$500,000 PRINCIPAL AMOUNT OF FIRST
MORTGAGE BONDS 3-3/4% SERIES DUE 1982.

APPLICATION NO. 11896-Securities

July 15, 1952

S T A T E M E N T

By the Commission:

Upon consideration of the application filed July 15, 1952, by
the Home Light and Power Company, a Corporation, in the above-styled
matter:

O R D E R

THE COMMISSION ORDERS:

That a public hearing be held, commencing on Monday, July 28, 1952,
at ten o'clock A. M., 330 State Office Building, Denver, Colorado, re-
specting the matters involved and the issues presented in this pro-
ceeding. Any interested municipality or any representative of in-
terested consumers or security holders of applicant corporation, and
any other person whose participation herein is in the public interest,
may intervene in said proceedings. Intervention petitions should be
filed with the Commission on or before July 24, 1952, and should set
forth the grounds of the proposed intervention, and the position and
interest of the petitioners, in the proceeding, and must be subscribed
by interveners.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Holman
John H. Hinchey
Commissioners

Dated at Denver, Colorado,
this 15th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
OLEGARIO SAIS, BOX 12, FARASITA,)
COLORADO.)
-----)
CASE NO. 59640-INS.
(Permit No. C-24533)

July 16, 1952

S T A T E M E N T

By the Commission:

On February 6, 1952, in Case No. 59640-Ins., the Commission entered an order revoking Permit No. C-24533 for failure to keep on file the required certificate of insurance.

The required insurance was filed within the five-day period of grace allowed in the order, and the revocation should be set aside.

F I N D I N G S


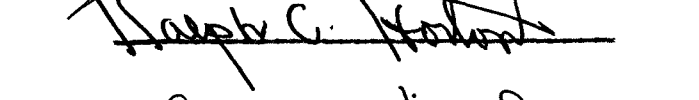
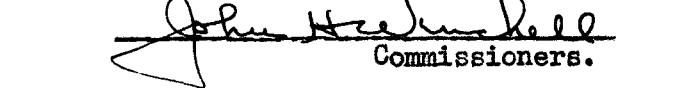
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 59640-Ins., should be cancelled and set aside, and said Permit No. C-24533 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on February 6, 1952, in Case No. 59640-Ins., should be, and it hereby is, cancelled and set aside, and said Permit No. C-24533 restored to its former status as of February 6, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 16th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)	
D. M. CAMERON, DOING BUSINESS)	
AS "CAMERON'S SANDWICHES," 120)	CASE NO. 61522-INS.
EAST PIKES PEAK, COLORADO SPRINGS,)	(Permit No. C-24724)
COLORADO.)	
-----)	

July 16, 1952

S T A T E M E N T

By the Commission:

On June 23, 1952, in Case No. 61522-Ins., the Commission entered an order revoking Permit No. C-24724 for failure to keep on file the required certificate of insurance.

Insurance was in effect, but through a misunderstanding by the permit-holder as to a trade name, insurance was misfiled. Since insurance has now been properly filed, and without lapse, order of revocation should be set aside.

F I N D I N G S


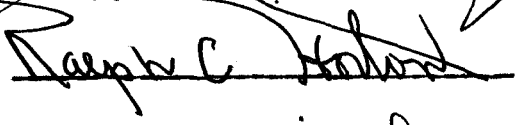
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 61522-Ins., should be cancelled and set aside, and said Permit No. C-24724 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on June 23, 1952, in Case No. 61522-Ins., should be, and it hereby is, cancelled and set aside, and said Permit No. C-24724 restored to its former status as of June 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 16th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
RUDY SAMS AND VERNE YOUNG, DOING)
BUSINESS AS "FRONTIER HAULERS,")
2758 NORTH SPEER BOULEVARD, DEN-)
VER, COLORADO.)
-----)

CASE NO. 57836-INS.
(Permit No. B-4205)

July 16, 1952

S T A T E M E N T

By the Commission:

On August 7, 1951, in Case No. 57836-Ins., the Commission entered an order revoking Permit No. B-4205 for failure to keep on file the required certificate of insurance.

Insurance was in effect, but through neglect was not filed with the Commission until after order of revocation was issued. Since insurance was filed, and without lapse, the order of revocation should be set aside.

F I N D I N G S

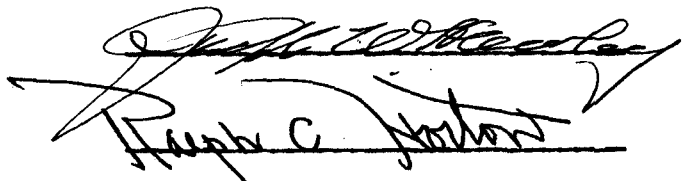

After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 57836-Ins., should be cancelled and set aside, and said Permit No. B-4205 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on August 7, 1951, in Case No. 57836-Ins., should be, and it hereby is, cancelled and set aside, and said Permit No. B-4205 restored to its former status as of August 7, 1951.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Ralph C. Foster

John H. Lincoln
Commissioners.

Dated at Denver, Colorado,
this 16th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)	
ALFRED W. SPENCER, 2800 QUAY)	<u>PERMIT NO. B-4355</u>
STREET, DENVER 14, COLORADO.)	
-----)	

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-4355 be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

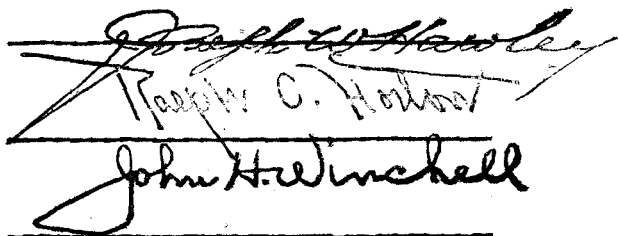
O R D E R

THE COMMISSION ORDERS:

That Alfred W. Spencer be, and he is hereby, authorized to suspend his operations under Permit No. B-4355 until November 10, 1952.

That unless said Alfred W. Spencer shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit without further action on the part of the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)	
GEORGE MACKEY, 215 SOUTH EMERSON)	<u>PERMIT NO. B-4381</u>
STREET, DENVER, COLORADO.)	
-----)	

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-4381 be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

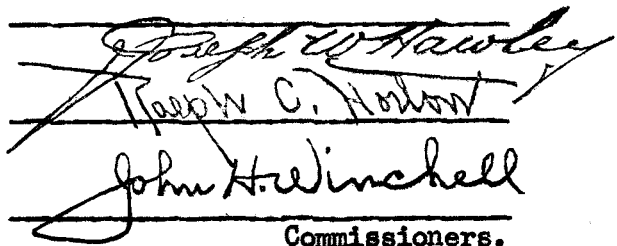
O R D E R

THE COMMISSION ORDERS:

That George Mackey be, and he is hereby, authorized to suspend his operations under Permit No. B-4381 until October 19, 1952.

That unless said George Mackey shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
FLOYD AND CRUZ CORDOVA, SOPRIS,) PERMIT NO. B-4350
COLORADO.)
-----)

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-4350 be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

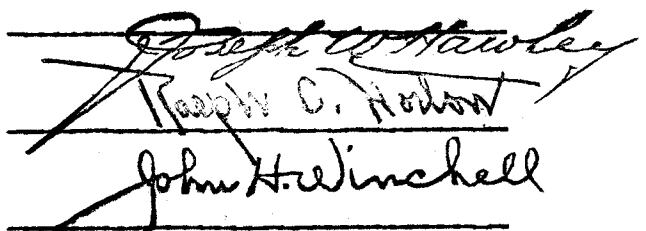
O R D E R

THE COMMISSION ORDERS:

That Floyd and Cruz Cordova be, and they are hereby, authorized to suspend their operations under Permit No. B-4350 until January 15, 1953.

That unless said Floyd and Cruz Cordova shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
E. A. GEHRING, ROUTE #4, BOX) PERMIT NO. B-4354
497, GOLDEN, COLORADO.)
-----)

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-4354 be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That E. A. Gehring be, and he is hereby, authorized to suspend his operations under Permit No. B-4354 until January 15, 1953.

That unless said E. A. Gehring shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley

Joseph C. Hobart

John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
JAMES D. LOUDDER, CANYON,)
TEXAS.)
-----)

PERMIT NO. B-3639-I

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named permittee, requesting that his Permit No. B-3639-I be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

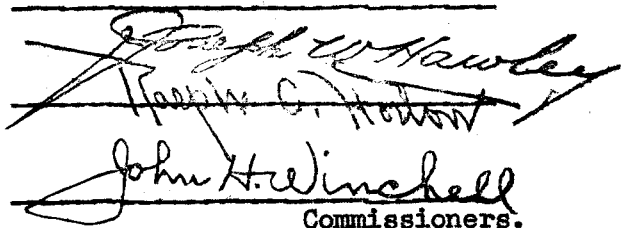
O R D E R

THE COMMISSION ORDERS:

That James D. Loudder be, and he is hereby, authorized to suspend his operations under Permit No. B-3639-I until December 21, 1952.

That unless said James D. Loudder shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
GEORGE MACKEY, 215 SOUTH EMERSON)
STREET, DENVER, COLORADO.)
-----)

P. U. C. NO. 2216-I

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a request from the above-named certificate-holder, requesting that his PUC No. 2216-I be suspended for six months.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

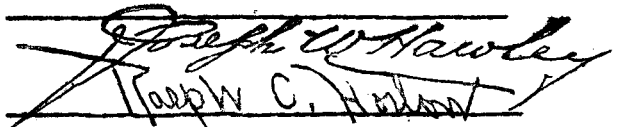
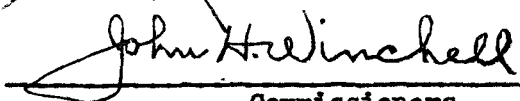
O R D E R

THE COMMISSION ORDERS:

That George Mackey be, and he is hereby, authorized to suspend his operations under PUC-2216-I until October 19, 1952.

That unless said George Mackey shall, prior to the expiration of said suspension period, make a request in writing for the reinstatement of said certificate, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to common carrier certificates, said certificate, without further action by the Commission, shall be revoked without the right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

EXCEPTION TO THE APPLICATION)
OF THE PROVISIONS OF RULE NO.)
32, RULES AND REGULATIONS)
GOVERNING COMMON CARRIERS BY)
MOTOR VEHICLE.)

CASE NO. 5045
P.U.C. No. 2193

July 16, 1952

S T A T E M E N T

By the Commission:

Under date of December 18, 1950, Decision No. 35803, Emil Voehringer, Silverton, Colorado, was granted a certificate of public convenience and necessity for the transportation of miners and persons, on schedule, between Silverton, Colorado and the Idarado Mining Company, located on U.S. Highway No. 550.

Since the beginning of operations under this certificate, the carrier and the Idarado Mining Company, agreed that in lieu of selling tickets or collecting cash fares, the miners or persons would sign the following Application for Bus Transportation slips:

"APPLICATION FOR BUS TRANSPORTATION"

"The undersigned, employed by the Idarado Mining Company, hereby authorizes Idarado Mining Company to withhold from any wages or compensation due him seven dollars (\$7.00) each half month for bus fare from Silverton to Treasury Tunnel and back again each day worked.

Dated _____, 1952 _____

Signature of Employee _____".

Thereafter these slips are forwarded to the office of the Mining Company, and each pay period, the amount specified on the "Application Slip" is deducted from the miner's wages and in turn paid to the carrier for bus service rendered.

These "Application Slips" do not conform to that portion of Rule No. 32 of the Commission's Rules and Regulations Governing Common Carriers by Motor Vehicle, which provides:

"Motor vehicle carriers transporting passengers are required to provide and sell tickets, at tariff rates, to cover transportation of each and all passengers carried, tickets to be taken up and cancelled by the driver or persons in charge, provided that the Commission may by order make such exception from the operation of this rule as it may consider just and reasonable."

To comply with the rules and regulations of the Commission, request has been made by the carrier for an order authorizing the use of the above "Application Slips" in lieu of providing and selling tickets for the transportation of miners between Silverton, Colorado and the Idarado Mining Company property located on U.S. Highway No. 550.

After careful consideration of the facts, the Commission, is of the opinion that the request is just and reasonable.

F I N D I N G S

THE COMMISSION FINDS, that

The requirements of that portion of Rule No. 32 of the Rules and Regulations Governing Common Carriers by Motor Vehicle, which requires Emil Voehringer, of Silverton, Colorado, P.U.C. No. 2193, to provide and sell tickets for the transportation of miners between Silverton, Colorado, and the Idarado Mining Company, should be waived and in lieu thereof the Commission should authorize the use of "Application For Bus Transportation" slips as more specifically shown in the Statement above.

O R D E R


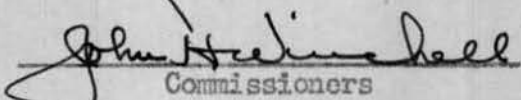
THE COMMISSION ORDERS:

That the Statement and Findings herein be, and they are hereby made a part hereof.

That that portion of Rule No. 32 of the Rules and Regulations Governing Common Carriers by Motor Vehicle effective January 1, 1951 which requires Emil Voehringer, Silverton, Colorado, as owner and operator of Certificate No. 2193, to provide and sell tickets for the transportation of miners and persons between Silverton, Colorado, and Idarado Mining Company, located on U. S. Highway No. 550, be waived as of July 16, 1952, and that thereafter

said Emil Voghringer, in the operation of Certificate No. 2193, shall be and hereby is, authorized to use the "Application for Bus Transportation" slips, as set forth in the Statement herein.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Ralph C. Hobart

John H. Hall
Commissioners

Dated at Denver, Colorado
this 16th day of July, 1952.

hs



[Faint background text: APPROVED, JUL 17 1952, DUPLICATE]

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF ISSUANCE OF
TEMPORARY CERTIFICATES OF
PUBLIC CONVENIENCE AND NEC-
CESSITY UNDER CHAPTER 80,
SESSION LAWS OF COLORADO,
1951.

APPLICATION NO. 11897

July 17, 1952

S T A T E M E N T

By the Commission:

Report has been received by the Commission from Louis J. Carter, Supervisor, Complaint and Investigation Division of this Commission, to the effect that an emergency will exist in the matter of trucks for the transportation of vegetables in that part of the State of Colorado known as the "San Luis Valley," on or about July 21, 1952, and that the emergency will probably continue for a period of approximately thirty (30) days thereafter.

Request is made for an order of the Commission relative to the issuance of temporary certificates for the seasonal transportation of the vegetable crop in the territory described.

F I N D I N G S

THE COMMISSION FINDS:


That an emergency exists because of the shortage in certificated trucks for the transportation of vegetables in the territory above described, and that public convenience and necessity require that temporary certificates should issue for the operation of motor vehicles for the transportation of said vegetables to market or place of storage, as provided by Chapter 80, Session Laws of 1951, said certificates to be effective for a period of thirty (30) days, or from July 21, 1952, to August 19, 1952, both dates inclusive.

O R D E R

THE COMMISSION ORDERS:

That temporary certificates should be, and are hereby, authorized to be issued for the operation of motor vehicles, for the transportation of vegetables to market or place of storage in that part of the State of Colorado known as the "San Luis Valley," said certificates to be effective July 21, 1952, and to continue in force up to and including August 19, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph L. Hawley
Ralph C. Horton
John H. Hinchel
Commissioners.

Dated at Denver, Colorado,
this 17th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE MOTOR VEHICLE OPERATIONS OF)
EDWARD T. STANEK, 4228 GROVE) CASE NO. 61378-INS.
STREET, DENVER 11, COLORADO.) (Permit No. C-15120)
-----)

July 17, 1952

S T A T E M E N T

By the Commission:

On June 4, 1952, in Case No. 61378-Ins., the Commission entered an order revoking Permit No. C-15120 for failure to keep on file the required certificate of insurance.

It appears that insurance was continually in effect, but through neglect of the agent, was not filed. Since proper filing has now been arranged, and without lapse, order of revocation should be set aside.

F I N D I N G S


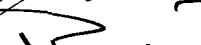
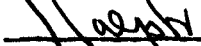
After careful consideration of the record and the files, the Commission is of the opinion, and finds, that our revocation order entered in Case No. 61378-Ins., should be cancelled and set aside, and said Permit No. C-15120 restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That revocation order entered on June 4, 1952, in Case No. 61378-Ins., should be, and hereby is, cancelled and set aside, and said Permit No. C-15120 restored to its former status as of June 4, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




 Commissioners.

Dated at Denver, Colorado,
this 17th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
FRANK J. TORTORICE, 220 EAST) PERMIT NO. B-2711
WHITE STREET, TRINIDAD, COLORADO.)
-----)

July 18, 1952

S T A T E M E N T

By the Commission:

By Decision No. 38027, of date January 10, 1952, Frank J. Tortorice, Trinidad, Colorado, was authorized to suspend operations under Permit No. B-2711 until July 10, 1952.

Said permit-holder now requests that he be authorized to further suspend operations under said permit for an additional six months period, stating he will not transfer said permit during said suspension period.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

O R D E R

THE COMMISSION ORDERS:

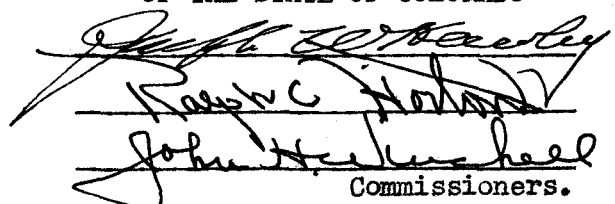
That Frank J. Tortorice, Trinidad, Colorado, be, and he is hereby, authorized to further suspend operations under Permit No. B-2711 from July 10, 1952, until January 10, 1953.

That unless said permit-holder shall, prior to the expiration of said additional suspension period, make a request in writing for the reinstatement of said permit, file insurance, and otherwise comply with all rules and regulations of the Commission applicable to private carrier permits, said permit, without further action by the Commission, shall stand revoked, without right to reinstate.

That said Permit No. B-2711 shall not be subject to transfer during the period of suspension of operations herein authorized.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Dated at Denver, Colorado,
this 18th day of July, 1952.


Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
ROYAL CAB COMPANY, 314 WEST)
NORTHERN AVENUE, PUEBLO, COLO-) PUC NO. 1882
RADO.)
-----)

RE MOTOR VEHICLE OPERATIONS OF)
WILLIAM F. RULE, DOING BUSINESS)
AS "A-ZONE CAB COMPANY," 106) PUC NO. 1944
WEST THIRD STREET, PUEBLO,)
COLORADO.)
-----)

July 18, 1952

Appearances: Phillip J. Cabibi, Esq., Pueblo,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from Phillip J. Cabibi, attorney for the above-styled certificate-holders, requesting that they be authorized to suspend operations under PUC Nos. 1882 and 1944 until September 1, 1952.

F I N D I N G S

THE COMMISSION FINDS:

That said request should be granted.

O R D E R

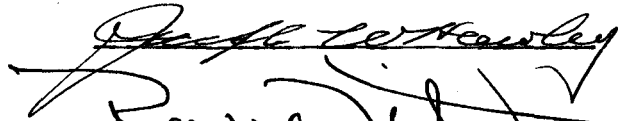
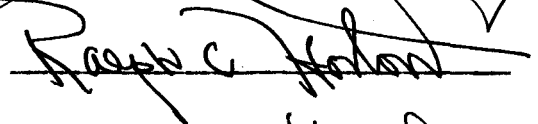

THE COMMISSION ORDERS:

That Royal Cab Company, Pueblo, Colorado, and William F. Rule, doing business as "A-Zone Cab Company," Pueblo, Colorado, should be, and they are hereby, authorized to suspend operations under PUC Nos. 1882 and 1944, respectively, nunc pro tunc, from July 5, 1952, until September 1, 1952.

That unless said certificate-holders shall, prior to expiration of said suspension periods, reinstate said certificates by filing insurance

and otherwise complying with all rules and regulations of the Commission applicable to common carrier certificates, said certificates, without further action by the Commission, shall stand revoked, without right to reinstate.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
EUGENE JOHNSON, HUGO, COLORADO.)
)
) PERMIT NO. C-26465
)
)
)

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

..... Eugene Johnson

requesting that Permit No. C-26465 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

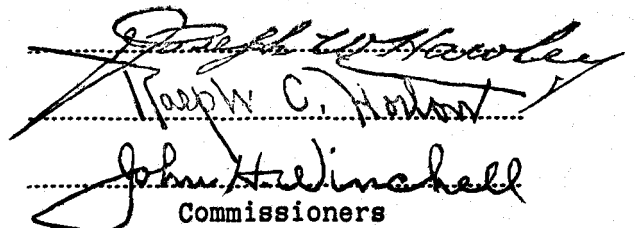
THE COMMISSION ORDERS:

That Permit No. C-26465, heretofore issued to.....

..... Eugene Johnson be,

and the same is hereby, declared cancelled effective June 19, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
SAM SORENSEN, NEW CASTLE,)
COLORADO.)

PERMIT NO. C-26946

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Sam Sorensen

requesting that Permit No. C-26946 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-26946, heretofore issued to.....

Sam Sorensen be,

and the same is hereby, declared cancelled effective June 14, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Harold C. Horton
John C. Sorensen

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
W. D. HARDY, RFD, BURLINGTON,)
COLORADO.)

PERMIT NO. C-28039

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

W. D. Hardy

requesting that Permit No. C-28039 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28039, heretofore issued to.....

W. D. Hardy be,

and the same is hereby, declared cancelled effective June 20, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Hawley
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
DENT-BARTLETT & CO., INC., P.)
O. BOX 143, COLORADO SPRINGS,)
COLORADO.) PERMIT NO. C-28295
)
)

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Dent-Bartlett & Co., Inc.
requesting that Permit No. C-28295 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

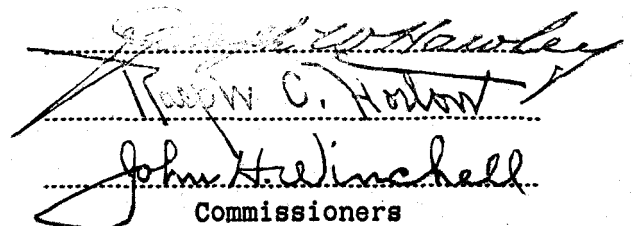
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28295, heretofore issued to.....
Dent-Bartlett & Co., Inc. be,
and the same is hereby, declared cancelled effective June 20, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 24th day of July, 1952.
mls

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
SUPERIOR OIL COMPANY, DENVER, COLO-)	
RADO, FOR A CERTIFICATE OF PUBLIC)	APPLICATION NO. 8301
CONVENIENCE AND NECESSITY.)	<u>SUPPLEMENTAL ORDER</u>
-----)	

July 18, 1952

Appearances: Pershing, Bosworth, Dick
and Dawson, Esqs., by
Louis A. Dick, Esq., Denver,
Colorado, and
Floyd K. Haskell, Esq.,
Denver, Colorado, for
applicant;
William A. Bryans, III, Esq.,
Denver, Colorado, for Public
Service Company of Colorado.

S T A T E M E N T

By the Commission:

On March 20, 1947, the Superior Oil Company was granted a certificate of public convenience and necessity by this Commission for the construction, maintenance and operation of a pipeline to transport natural gas as a common carrier from the Douglas Creek Structure in Rio Blanco County, Colorado, to Grand Junction, Colorado. This certificate has been in full force and effect from the date of issuance until the present time, although the pipeline has never been constructed.

Mr. Hugh T. Owens, Counsel for Superior Oil Company, appeared before this Commission in support of Application No. 11801 of the Western Slope Gas Company for the construction of a gas transmission line from the Douglas Creek Structure in Rio Blanco County, Colorado, to Grand Junction, Colorado. In a statement to the Commission at the hearing on the above application, Mr. Owens stated in effect that the pipeline authorization obtained by his company was never exercised, due principally to scarcity of necessary materials, difficulty in obtaining them, and also because of the lack of a market for the natural gas. He further stated that

if the Western Slope Gas Company was granted a certificate to build its proposed pipeline as applied for in Application No. 11801, Superior Oil Company would relinquish and abandon its certificate of public convenience and necessity.

The Commission granted the certificate to Western Slope Gas Company as applied for in Application No. 11801, and now believes that the certificate issued to Superior Oil Company should be cancelled in accordance with the statement of Counsel for said company at the hearing referred to, and in accordance with the provisions of the petition for intervention filed by said company in Application No. 11801.

FINDINGS

THE COMMISSION FINDS:

That the certificate of public convenience and necessity issued on March 20, 1947, in Application No. 8301, Decision No. 27807, should be cancelled.


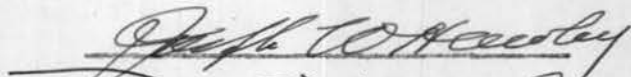
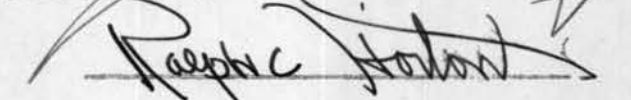
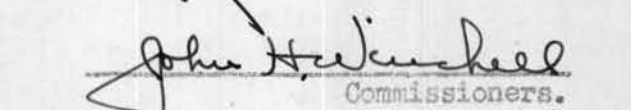
ORDER

THE COMMISSION ORDERS:

That the certificate of public convenience and necessity issued on March 20, 1947, in Application No. 8301, Decision No. 27807, be, and it hereby is, cancelled.

This order shall become effective twenty-one (21) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO





Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
J. S. VANDENBERG, 506 NORTH)
INSTITUTE, COLORADO SPRINGS,)
COLORADO.)
)
)

PERMIT NO. C-3571

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

J. S. Vandenberg

requesting that Permit No. C-3571 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-3571, heretofore issued to.....

J. S. Vandenberg be,

and the same is hereby, declared cancelled effective June 25, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

George W. Hawley
Harvey C. Johnson
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ARDEN WOOD & ROBERT CRAWFORD,)
DOING BUSINESS AS "WOOD &)
CRAWFORD," PAONIA, COLORADO.) PERMIT NO. C-27855
)
)

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
Arden Wood & Robert Crawford, dba "Wood & Crawford"
requesting that Permit No. C-27855 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-27855, heretofore issued to-----
Arden Wood & Robert Crawford, dba "Wood & Crawford" be,
and the same is hereby, declared cancelled effective May 22, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Holton
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
M. O. TRAXLER, 1550 LAFAYETTE,)
DENVER 18, COLORADO.)
)
)
)
)

PERMIT NO. C-28327

July 24th, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----

M. O. Traxler

requesting that Permit No. C-28327 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28327, heretofore issued to-----

M. O. Traxler
----- be,

and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph C. Nelson
John H. Winchell

Commissioners

Dated at Denver, Colorado,
this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CAMILO L. SENA, BOX 302, WILEY,)
COLORADO.)

PERMIT NO. C-28660

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Camilo L. Sena

requesting that Permit No. C-28660 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28660, heretofore issued to.....

Camilo L. Sena be,

and the same is hereby, declared cancelled effective May 19, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Nelson
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
LYLE E. LUKAS, VERNON,)
COLORADO.)
)
)
)

PERMIT NO. C-6829

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

..... Lyle E. Lukas

requesting that Permit No. C-6829 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-6829, heretofore issued to.....

..... Lyle E. Lukas be,

and the same is hereby, declared cancelled effective June 12, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. Hawley
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN KILPATRICK, 534 LAKE AVE.,)
COLORADO SPRINGS, COLORADO.)
)
)
)

PERMIT NO. C-7571

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

John Kilpatrick

requesting that Permit No. C-7571 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-7571, heretofore issued to.....

John Kilpatrick be,

and the same is hereby, declared cancelled effective June 12, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph W. C. Nelson
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ALONZO MOON, 628 EAST DALE,)
COLORADO SPRINGS, COLORADO.)
)
)
)

PERMIT NO. C-19504

July 24, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Alonzo Moon

requesting that Permit No. C-19504 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-19504, heretofore issued to.....

Alonzo Moon be,

and the same is hereby, declared cancelled effective June 13, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 24th day of July, 1952.

mls

Original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE INCREASE IN RATES ON)
PETROLEUM AND PETROLEUM)
PRODUCTS IN BULK IN TANK)
TRUCKS.)

CASE NO. 1585

July 17, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of an application, No. 62, filed by The Colorado Motor Carriers' Association, as agent, for and on behalf of all motor vehicle common carriers, parties to its tariff No. 7, Colo. P.U.C. No. 8, jointly with R. B. "Dick" Wilson, Inc., wherein it is requesting the Commission to authorize an increase of six (6) per cent in the rates on petroleum and petroleum products, as described in the tariffs of the applicants, in bulk in tank trucks from Denver, Dupont and La Junta, Colorado, to destinations in Plains Territory, as described in the tariffs of the applicants.

F I N D I N G S

THE COMMISSION FINDS:

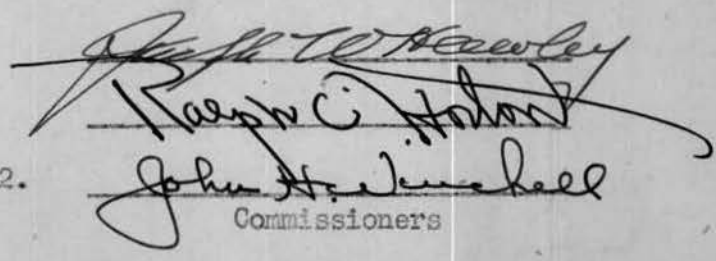
That, Case No. 1585 should be reopened for further hearing relative to the matters hereinbefore set forth in the statement.

O R D E R

THE COMMISSION ORDERS:

That Case No. 1585, be and the same is hereby reopened for further hearing before the Commission, beginning at 10:00 o'clock A.M., July 30, 1952, in the hearing room of the Commission, 330 State Office Building, Denver, Colorado, for the taking of testimony and evidence relative to the matters and things hereinbefore set forth in the Statement.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado
this 17th day of July, 1952.
hs

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
A. R. SQUIRE, STEAMBOAT SPRINGS,)	
COLORADO, FOR A CLASS "B" PERMIT)	<u>APPLICATION NO. 11719-PP</u>
TO OPERATE AS A PRIVATE CARRIER)	
BY MOTOR VEHICLE FOR HIRE.)	
-----)	

July 18, 1952

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of sand, gravel and other road surfacing materials from pits and supply points in the State of Colorado, to road and building construction jobs located within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties; sand and gravel from pits and supply points within a radius of 50 miles of the Rocky Flats Atomic Energy Plant to the Atomic Energy Plant; slag from mine dumps within a radius of 50 miles of Blackhawk to Blackhawk; coal from mines in the northern Colorado coal fields to Denver, Colorado.

Said application was regularly set for hearing at the Grand County Court House, Hot Sulphur Springs, Colorado, on July 1, 1952, due notice of the time and place of hearing being forwarded to all parties in interest.

Notwithstanding said notice, applicant failed to appear, either in person or by counsel, at the time and place designated for hearing.

The files were made a part of the record and the matter was taken under advisement.

No one appeared in opposition to the granting of the authority sought, and it did not appear that the granting of said permit, and operations by applicant thereunder, will tend to impair the efficiency of any common carrier service with which he will compete.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That A. R. Squire, Steamboat Springs, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of sand, gravel and other road surfacing materials from pits and supply points in the State of Colorado, to road and building construction jobs located within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties; sand and gravel from pits and supply points within a radius of 50 miles of the Rocky Flats Atomic Energy Plant to the Atomic Energy Plant; slag from mine dumps within a radius of 50 miles of Blackhawk to Blackhawk; coal from mines in the northern Colorado coal fields to Denver, Colorado.

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph C. Hensley
Ralph C. Hobart
John H. Hensley
Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
FANT A. SNELL, 2375 SOUTH VINE STREET,)	
DENVER, COLORADO, FOR AN EXTENSION)	<u>APPLICATION NO. 11860-PP-Extension</u>
OF THE AUTHORITY GRANTED IN APPLI-)	
CATION NO. 11494-PP.)	
-----)	

July 18, 1952

S T A T E M E N T

By the Commission:

On November 15, 1951, in Decision No. 37737, Fant A. Snell, the applicant herein, was granted a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of sand, gravel, and other road-surfacing materials, from pits and supply points within a radius of fifty miles of Denver, to road and building construction jobs within said area, excluding service in Boulder, Clear Creek, and Gilpin Counties.

Subsequently, applicant failed to complete the requirements of the Commission in respect to private carrier permits, and on June 10, 1952, filed the instant application for an extension of the authority granted in Application No. 11494-PP, agreeing to fully complete all requirements.

The matter was regularly set for hearing at 330 State Office Building, Denver, Colorado, on July 16, 1952, at ten o'clock A. M., with due notice to all interested parties.

When the matter was called for hearing, no one appeared in behalf of applicant, whereupon the files were made a part of the record and the matter was taken under advisement.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application for extension should be granted.

O R D E R

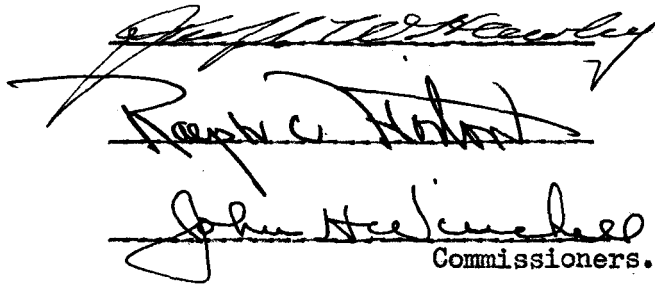
THE COMMISSION ORDERS:

That the authority granted by this Commission on November 15, 1951, in Decision No. 37737, to Fant A. Snell, 2375 South Vine Street, Denver, Colorado, be, and it hereby is, extended as follows:

Transportation of sand, gravel, and other road surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties.

That this order is made part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
RALPH A. NEIL, 14835 WEST COLFAX,)	
GOLDEN, COLORADO, FOR A CLASS "B")	APPLICATION NO. 11859-PP
PERMIT TO OPERATE AS A PRIVATE CAR-)	
RIER BY MOTOR VEHICLE FOR HIRE.)	
-----)	

July 18, 1952

S T A T E M E N T

By the Commission:

On June 11, 1952, Ralph A. Neil, the applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of sand, gravel, and other road-surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties.

The matter was regularly set for hearing at 330 State Office Building, Denver, Colorado, on July 16, 1952, at ten o'clock A. M., with due notice to all interested parties.

When the matter was called up for hearing, no one appeared in behalf of applicant and the files were made apart of the record and the matter was taken under advisement.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Ralph A. Neil, of 14835 West Colfax, Golden, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier

by motor vehicle for hire for the transportation of sand, gravel, and other road-surfacing materials from pits and supply points in the State of Colorado, to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties.

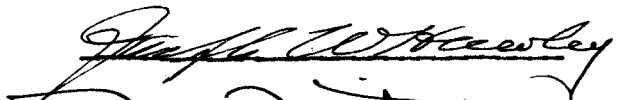
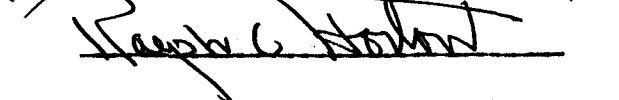

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
C. S. DUNAFON, 1360 LAMAR STREET,)
LAKEWOOD, COLORADO, FOR A CLASS "B") APPLICATION NO. 11861-PP
PERMIT TO OPERATE AS A PRIVATE CAR-)
RIER BY MOTOR VEHICLE FOR HIRE.)
-----)

July 18, 1952

Appearances: C. S. Dunafon, Lakewood,
Colorado, pro se.

S T A T E M E N T

By the Commission:

On May 28, 1952, C. S. Dunafon, applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of dirt, sand, and gravel between points within a radius of fifty miles of Lakewood, Colorado, excluding service in Boulder, Clear Creek, and Gilpin Counties.

The matter was regularly set for hearing, and heard, at 330 State Office Building, Denver, Colorado, on July 16, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, applicant testified that he owns a 1947 1½-ton Chevrolet truck, and that he has a net worth of approximately \$5,000.00.

It appears that applicant is well qualified by experience and financially to carry on the proposed operation. No one appeared in opposition to the granting of the instant application.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That C. S. Dunafon, 1360 Lamar Street, Lakewood, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of dirt, sand, and gravel between points within a radius of fifty miles of Lakewood, Colorado, excluding service in Boulder, Clear Creek and Gilpin Counties.

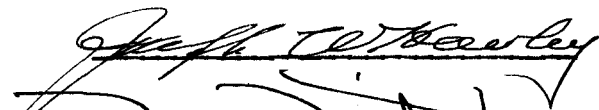
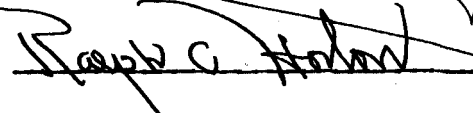
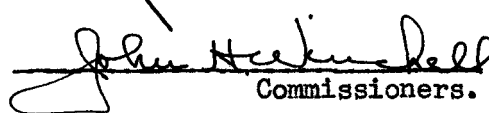
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ROY LOVATO, 2738 WEST HOLDEN PLACE,)
DENVER, COLORADO, FOR A CLASS "B") APPLICATION NO. 11862-PP
PERMIT TO OPERATE AS A PRIVATE CAR-)
RIER BY MOTOR VEHICLE FOR HIRE.)
-----)

July 18, 1952

S T A T E M E N T

By the Commission:

On June 3, 1952, Roy Lovato, the applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of sand, gravel, dirt, and other road surfacing materials from pits and supply points in the State of Colorado, to road and building construction jobs located within a radius of fifty miles of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties; also, the above commodities to the Atomic Energy Plant located in Jefferson County, from points within a radius of fifty miles of said Atomic Energy Plant; coal from the northern Colorado coal fields to Denver, Colorado.

The matter was regularly set for hearing at 330 State Office Building, Denver, Colorado, on July 16, 1952, at ten o'clock A. M., with due notice to all parties in interest.

When the matter was called for hearing no one appeared in behalf of applicant and the files were made a part of the record and the matter was taken under advisement.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Roy Lovato, of 2738 West Holden Place, Denver, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of sand, gravel, dirt and other road surfacing materials, from pits and supply points in the State of Colorado, to road and building construction jobs located within a radius of fifty miles of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties; also the above-named commodities to the Atomic Energy Plant located in Jefferson County, from points within a radius of fifty miles of said Atomic Energy Plant; and coal from the northern Colorado coal fields to Denver, Colorado.

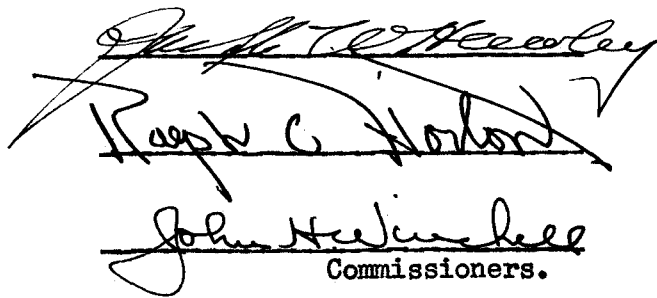
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
RALPH FLESCH, WALDEN, COLORADO, FOR) APPLICATION NO. 11717-PP
AN EXTENSION OF PERMIT NUMBER B-4105.) EXTENSION

July 18, 1952

Appearances: Ralph Flesch, Walden, Colo-
rado, pro se.

S T A T E M E N T

By the Commission:

Ralph Flesch, Walden, Colorado, is the owner of private permit
No. B-4105 authorizing the transportation of:

logs from points within a radius of ten miles
of Rabbit Ears Pass to Kremmling, Colorado;
hay between points within a radius of twenty
miles of Walden, Colorado.

By the instant application, he seeks an extension of the author-
ity under Permit No. B-4105 to include the transportation of sand, gravel,
fluorspar and other ore, between points in Jackson County, Colorado.

Said application, pursuant to prior setting, after appropriate
notice to all parties in interest, was heard at the Grand County Court
House, Hot Sulphur Springs, Colorado, on July 1, 1952, at ten o'clock A. M.,
and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, the applicant testified that he has a contract
with the Ozark-Mahoney Mining Company for the transportation of fluorspar
ore and is now rendering service to them under temporary authority granted
to him by the Commission.

No one appeared in opposition to the granting of the authority
sought.

It did not appear that the proposed service of applicant will im-
pair the efficiency of any common carrier motor vehicle service operating
in the territory which applicant seeks to serve.

F I N D I N G S

THE COMMISSION FINDS:

That the extension of authority sought should be granted.

O R D E R

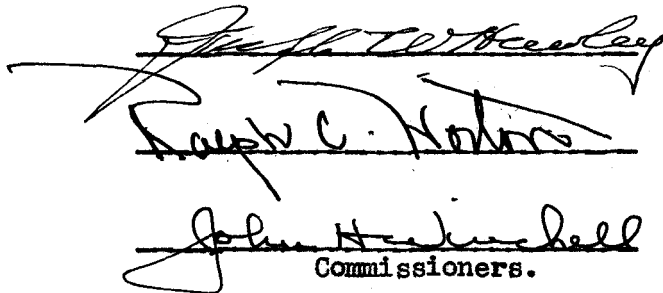
THE COMMISSION ORDERS:

That the authority of Ralph Flesch, Walden, Colorado, under private Permit No. B-4105 should be, and the same hereby is, extended to authorize the transportation of sand, gravel, fluorspar and other ore, between points in Jackson County, Colorado.

That this order is made a part of the permit granted to applicant, and shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

(S E A L)


Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

bf

Original

(Decision No. 39018)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
JEROME CLAY, DOING BUSINESS AS)
"JERRY CLAY TRUCKING COMPANY,")
GRANBY, COLORADO, FOR A CERTIFICATE)
OF PUBLIC CONVENIENCE AND NECESSITY.)

APPLICATION NO. 11720

July 18, 1952

Appearances: T. A. White, Esq., Denver, Colo-
rado, for Larson Transportation
Company;
John H. Lewis, Esq., Denver, Colo-
rado, for King Transportation
Company;
Phillip C. Kingsmith, Jr., Denver,
Colorado, for Clayton Hill.

S T A T E M E N T

By the Commission:

By the instant application, Jerome Clay, doing business as "Jerry Clay Trucking Company," Granby, Colorado, seeks a certificate of public convenience and necessity to operate freight transportation service, both upon schedule and upon a call and demand basis, between all points in Grand County and all points in the State of Colorado, and between all points in the State of Colorado and all points in Grand County, Colorado.

After due notice to all parties in interest, the above matter was set for hearing at the Grand County Court House, Hot Sulphur Springs, Colorado, on July 1, 1952, at ten o'clock A. M.

At the hearing, John B. Barnard, Jr., Esq., Granby, Colorado, who had filed the instant application on the 18th of January, 1952, requested permission to withdraw his appearance since the applicant had failed to cooperate with him and had not contacted him after repeated requests to do so, that Mr. Barnard might properly prepare for the presentation of the case. Permission to withdraw was granted.

Notwithstanding said notice, applicant failed to appear in person at the time and place designated for hearing.

Mr. White, Mr. Lewis, and Mr. Kingsmith all joined in a motion to dismiss the instant application for lack of prosecution, which motion was taken under advisement.

F I N D I N G S

THE COMMISSION FINDS:

That the motion of the protestants for dismissal of the application for lack of prosecution should be granted.

O R D E R

THE COMMISSION ORDERS:

That the instant application should be, and hereby is, dismissed for lack of prosecution.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph T. Hensley
Ralph C. Holton
John H. Hensley
Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952.

bf

(Decision No. 39019)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
WARREN BECKETT, WALDEN, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE AS)
A PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 11718-PP

July 18, 1952

Appearances: Warren Becket, Walden,
Colorado, pro se;
Earl Harris, Walden, Colorado,
for North Park Transporta-
tion Company.

S T A T E M E N T

By the Commission:

By the instant application, Warren Beckett, Walden, Colorado, seeks authority for a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of timber products between timber camps within a radius of 50 miles of Walden, Colorado, to Walden, Colorado.

After due notice to all parties in interest, the matter was heard in the Grand County Court House, Hot Sulphur Springs, Colorado, July 1, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, applicant testified that he had had twenty years experience in trucking operation; that he owned five trucks; that his equipment list was on file with the Commission; that his total assets were \$19,550 and total liabilities \$6,640.00; that by the instant application he sought authority to haul logs and rough lumber within a 50 mile radius of Walden, Colorado, to Walden, Colorado.

Mr. Harris withdrew his protest.

It did not appear that the proposed service of applicant will impair the efficiency of any common carrier motor vehicle service operating in the territory which applicant seeks to serve.

The operating experience and financial responsibility of applicant were established to the satisfaction of the Commission.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Warren Becket, Walden, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of timber products between timber camps within a radius of 50 miles of Walden, Colorado, to Walden, Colorado.

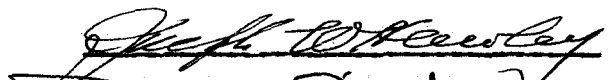
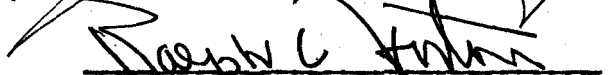
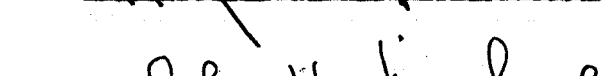
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado
this 18th day of July, 1952

bf

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HARRY V. TRAIL, JR., DOING BUSINESS)
AS "MIDDLE PARK TAXI SERVICE,")
GRANBY, COLORADO, FOR AUTHORITY TO) APPLICATION NO. 11848
ESTABLISH AND OPERATE A TAXI SERVICE)
IN GRAND COUNTY, COLORADO.)

July 18, 1952

Appearances: John B. Barnard, Jr., Esq.,
Granby, Colorado, for
applicant.

S T A T E M E N T

By the Commission:

On June 5, 1952, Harry V. Trail, Jr., doing business as "Middle Park Taxi Service," Granby, Colorado, filed his application for a certificate of public convenience and necessity to operate a taxi service as common carrier by motor vehicle for hire for the transportation of passengers between all points in Grand County, Colorado, and from and to points in said area to and from points in the State of Colorado, such taxi service to include service within the corporate limits of the town of Granby and Grand Lake, Colorado.

The law firm of Hodges, Vidal & Goree filed with the Commission, on behalf of the Rocky Mountain Motor Company, a request that any authority granted to the applicant be limited to an operation at rates to be charged not less than the rates set forth in Exhibit D of the application; that the applicant maintain no office or point for solicitation of business outside of Grand County, and that service from points outside of Grand County into Grand County should be solely in connection with and part of round trips originating at points in Grand County.

The matter was regularly set for hearing, with due notice to all parties in interest, and heard at the Grand County Court House, Hot Sulphur

Springs, Colorado, on July 1, 1952, at ten o'clock A. M., and taken under advisement.

Harry V. Trail, Jr., doing business as "Middle Park Taxi Service," Granby, Colorado, the applicant, testified that he is the owner of a 1947 Buick Station Wagon with a capacity of 5 passengers and the driver; that it is in excellent condition, being frequently inspected by the Bay Service Station; that he is presently operating under a letter of temporary authority from the Public Utilities Commission; that he is making three or four calls per day to Grand Lake and other points in Grand County; that there is an urgent need for taxi service such as he is operating since the scheduled bus service to Grand Lake only meets the station bus once a day; that he maintains an office at the Blue Bird Cabin at Granby as a day time operating base and at his residence at Granby at night for an operating base; that he intends to maintain an office for the solicitation of business only in Granby, Colorado.

Bernard T. Birdsall, Town Marshall, Granby, Colorado, testified that there was an urgent need for the daily service proposed by the applicant; that many passengers had been stranded and he had received many calls, prior to the establishment of the temporary service now offered by the applicant, and urgently requested favorable action on the application.

Paul Christenson, Granby, Colorado, operator of a leather crafts shop, testified that, since the opening of his shop in January, 1951, he had had many calls for taxi service from Granby up to and including the time the applicant started his temporary service; that the volume of business in Granby was increasing and that public convenience and necessity required the establishment of permanent taxi service.

No protestants appeared at the hearing.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity require the proposed service of the applicant as hereinafter limited.

O R D E R

THE COMMISSION ORDERS:

That public convenience and necessity require the granting of the authority herein applied for and that Harry V. Trail, Jr., doing business as "Midland Park Taxi Service," Granby, Colorado, should be, and hereby is, granted a certificate of public convenience and necessity for the operation of a taxi service as common carrier by motor vehicle for hire for the transportation of passengers and their baggage between all points in Grand County, Colorado, and from and to all points in said area to and from all points in the State of Colorado, such taxi service to include service within the corporate limits of the towns of Granby and Grand Lake, Colorado, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

That no office for the solicitation of business shall be maintained by the applicant outside of Grand County, Colorado, and that service from points outside of Grand County, Colorado, to Grand County, Colorado, shall be solely in connection with and part of round trips originating at points in Grand County.

Equipment used to be limited to motor vehicles with a capacity not to exceed five passengers and a driver.

That the rates to be charged for the proposed operation will be not less than the rates set forth in Exhibit D attached to the application, unless and until changed by order of this Commission.

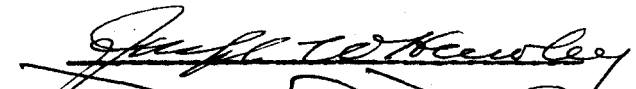
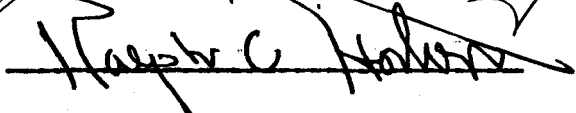

That applicant shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty-one days from date.

That the applicant shall operate his carrier system in accordance with the order of the Commission except when prevented by Act of God, the public enemy or extreme conditions.

That this order is subject to compliance by applicant with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 18th day of July, 1952

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ARNOLD COPE, 2326 FEDERAL BOULEVARD,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 11863-PP

July 18, 1952

Appearances: Harold Cope, Denver, Colo-
rado, for applicant.

S T A T E M E N T

By the Commission:

On June 16, 1952, Arnold Cope, applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire, for the transportation of sand, gravel, and other road-surfacing materials, from pits and supply points located in the State of Colorado, to road and building construction jobs within a fifty-mile radius of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties.

The matter was set for hearing at 330 State Office Building, Denver, Colorado, July 16, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, Harold Cope, brother of applicant, appeared and testified that applicant owns a 1951 two-ton Ford Truck, and has a net worth of approximately \$3,500.00.

It appears that applicant has ample equipment, and his financial responsibility was established to the satisfaction of the Commission. It also appears that his proposed service would not impair the efficiency of any common carrier motor vehicle service operating in the territory sought to be served by applicant.

No one appeared in opposition to the granting of said application.

FINDINGS

THE COMMISSION FINDS:

That permit should issue, as requested.

O R D E R

THE COMMISSION ORDERS:

That Arnold Cope, Denver, Colorado, be, and he is hereby, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, and other road-surfacing materials, from pits and supply points in the State of Colorado, to road and building construction jobs within a fifty-mile radius of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties.

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

This order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, and the required insurance, and has secured identification cards.

The right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one (21) days from the date hereof.

**THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO**

~~Ralph W. Newby~~
~~Ralph C. Horton~~
~~John H. Hines~~
Commissioners

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JOE D. PADIA, BOX 22, FARISITA,)
COLORADO, FOR A CLASS "B" PERMIT TO)
OPERATE AS A PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 11864-PP

July 18, 1952

S T A T E M E N T

By the Commission:

On June 6, 1952, Joe D. Padia, applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire, for the transportation of sand, gravel, dirt, and other road-surfacing materials, from pits and supply points in the State of Colorado, to road and building construction jobs within a fifty-mile radius of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, and to the Valmont Plant of Public Service Company, near Boulder, and to the Great Western Sugar Company and Kuner-Empson Company Plants, and to the Rocky Mountain Arsenal, northeast of Denver, Colorado.

The matter was regularly set for hearing at 330 State Office Building, Denver, Colorado, on July 16, 1952, at ten o'clock A. M., with due notice to all interested parties.

When the application was called for hearing, no one appeared in behalf of applicant. Whereupon, the files were made a part of the record, and the matter was taken under advisement.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Joe D. Padia, Farisita, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, dirt, and other road-surfacing materials, from pits and supply points in the State of Colorado, to road and building construction jobs within a fifty-mile radius of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver; to Valmont Plant of Public Service Company, near Boulder, Colorado; to Great Western Sugar Company and Kumer-Empson Company Plants, and to the Rocky Mountain Arsenal, northeast of Denver, Colorado.

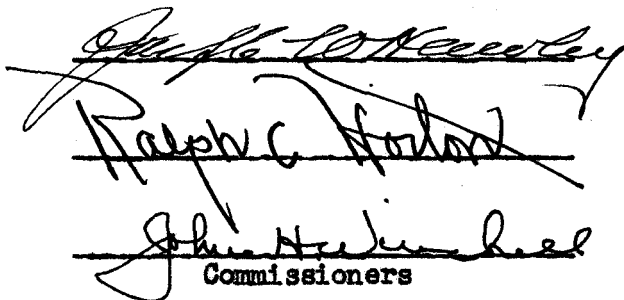
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

This order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, and the required insurance, and has secured identification cards.

The right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one (21) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 18th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ABRAHAM BLACK, 3133 IRVING STREET,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 11865-PP

July 18, 1952.

S T A T E M E N T

By the Commission:

On June 13, 1952, Abraham Black, applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire, for the transportation of sand, gravel, and other road-surfacing materials, from pits and supply points in the State of Colorado, to road and building construction jobs within a fifty-mile radius of said pits and supply points, excluding service in Clear Creek, Gilpin, and Boulder Counties; coal from the northern Colorado coal fields to Denver, Colorado; to Valmont Plant of Public Service Company, near Boulder, Colorado; to Kumer-Empson Plants; and to Great Western Sugar Company Plants within a fifty-mile radius of Denver, Colorado.

On June 16, 1952, applicant was granted temporary authority to transport the above-named commodities, as asked for in his application.

The Commission is now in receipt of a letter from applicant, dated June 27, 1952, as follows:

"I would like to cancel my application for a
PUC permit and request a refund on the deposit.

"Thanks for your corporation."

F I N D I N G S

THE COMMISSION FINDS:

That the application of applicant should be cancelled.

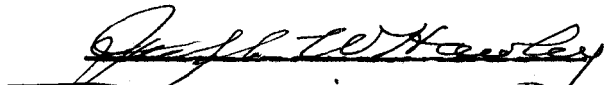
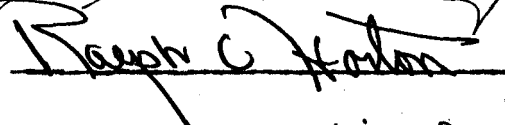
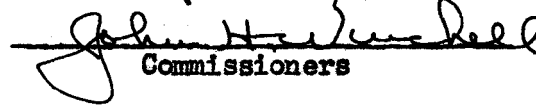
O R D E R

THE COMMISSION ORDERS:

That Application No. 11865-PP of Abraham Black, Denver, Colorado, be, and the same hereby is, declared cancelled.

This order shall become effective as of the day and date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 18th day of July, 1952.

EW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
FREDERIC A. BETHKE, DOING BUSINESS)
AS "BETHKE TRUCK LINE," GILCREST,)
COLORADO, FOR AN EXTENSION OF PERMIT)
NO. A-519.)

APPLICATION NO. 11754-PP-Extension

July 21, 1952

Appearances: Marion F. Jones, Esq., Denver,
Colorado, for applicant;
T. A. White, Esq., Denver,
Colorado, for The Denver
and Rio Grande Western Rail-
road Company, Chicago, Bur-
lington and Quincy Railroad
Company; Colorado and
Southern Railroad Company,
Rock Island and Pacific Rail-
road Company, The Atchison,
Topeka, and Santa Fe Railroad
Company, and Union Pacific
Railroad Company;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company.

S T A T E M E N T

By the Commission:

Frederic A. Bethke, doing business as "Bethke Truck Line,"
Gilcrest, Colorado, is the owner of Private Permit No. A-519, which
authorizes the transportation of:

freight from Longmont and vicinity to Utah
State Line thru routes open to travel, to
Denver, and intermediate points, and such
further routes as may be hereafter in writ-
ing described to the Commission, and between
New Mexico State Line and the Wyoming State
Line and intermediate points over Highways
Nos. 285 and 85; between Denver and Pueblo
and the Kansas State Line and intermediate
points over Highways Nos. 50 and 40; between
Longmont and the Nebraska State Line and
intermediate points over Highways Nos. 85,
6, and 54; between Longmont and the Utah State
Line and intermediate points over Highways
Nos. 16 and 40.

By the instant application, Frederic A. Bethke, doing business as "Bethke Truck Line," seeks an extension of his authority, for the transportation of commodities between points within a five-mile radius of Denver, Colorado, in connection with and requiring a prior or subsequent movement under Permit No. A-519.

After due notice to all parties in interest, the matter was set for hearing, and heard, at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, May 14, 1952, at ten o'clock A. M., and there taken under advisement.

At the hearing, Frederic A. Bethke testified that he had many customers outside of the City Limits of Denver, Colorado, on Highways Nos. 85 and 87, among them, Silver Steel Company, 6600 Colorado Boulevard, Central Fiber Products Company, and Inlad Paper Box Company, at York and East 58th Avenue, Clay and Bailey-Denver Company, East 64th Avenue and Brighton Road, Litvak Meat Company, 59th and York, Louis Altberger, 5600 York, McCoy Company, East 60th Avenue and Colorado Boulevard; that there was a noted tendency on the part of wholesalers and manufacturers to move into the fringe area outside the City Limits of Denver; that in order to render adequate service to his customers, he needed the authority applied for.

Richard E. Gray, 1432 Josephine Street, Denver, Colorado, Traffic Manager, Silver Steel Company, testified that it would be advantageous for his company to have direct service, rather than transfer, interline, or exchange service in the pick-up and delivery from their plant; that they used the services of applicants, and urged the granting of the extension.

Nat Gilman, Manager, Litvak Meat Company, testified that its plant was four blocks north of the City Limits; that they had been in the present location for twenty-five years, and had used the Bethke service for as long as he could remember; that they had need for direct service from and to their customers, since refrigerated meats should not be transferred; that the granting of the instant application was essential to success of their business, and that he urgently requested favorable

3.
action upon the application.

Burton A. Crouse, Plant Manager, Central Fiber Products Company, testified that the Inland Paper Box Company's three plants were attached to and were subsidiaries of his company; that their plant was one-half mile north of the City Limits; that they used the Bethke service, and that there was a decided advantage in having truck line service from the door of their plant to their customers in the Bethke territory; that the granting of the extended authority was urgent to the transportation needs of his company.

No testimony was presented by protestants, and it does not appear to the Commission that the granting of the extension, as hereinafter limited, will in any way impair the service of any common carrier in competition with the applicant.

FINDINGS

THE COMMISSION FINDS:

That the authority of applicant under Permit No. A-519 should be extended, as hereinafter limited.


ORDER

THE COMMISSION ORDERS:

That the authority of Frederick A. Bethke, doing business as "Bethke Truck Line," Gilcrest, Colorado, under Permit No. A-519, should be, and is hereby, extended to permit the transportation of commodities between an area within one and one-half miles of U. S. Highway No. 85, as presently designated, north of the Denver City Limits to a point within one and one-half miles north of the Denver City Limits, and other points now authorized to be served under said Permit No. A-519.

This Order is made a part of the permit granted to applicant, and shall become effective twenty-one (21) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph C. H. Coley
Ralph C. Horton
John H. Hinchell
Commissioners

Dated at Denver, Colorado,
this 21st day of July, 1952.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
FRANK W. MILLER AND DENVER-LIMON-)
BURLINGTON TRANSFER COMPANY, 1420)
18TH STREET, DENVER, COLORADO, FOR)
AN EXTENSION OF AUTHORITY UNDER PUC)
NOS. 699 AND 699-I.)

APPLICATION NO. 11755-Extension

July 21, 1952

Appearances: Worth Allen, Esq., Denver,
Colorado, for applicant;
T. A. White, Esq., Denver,
Colorado, for The Denver
and Rio Grande Western
Railroad Company, Chicago,
Rock Island and Pacific
Railroad Company; Chicago,
Burlington and Quincy
Railroad Company, The Colo-
rado and Southern Railroad
Company, The Atchison,
Topeka, and Santa Fe Rail-
road Company, and Union
Pacific Railroad Company;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company.

S T A T E M E N T

By the Commission:

Frank W. Miller and Denver-Limon-Burlington Transfer Company, a
corporation, are the owners of PUC No. 699 and PUC No. 699-I, which auth-
orize the transportation of:

Freight between Flagler and a radius of 20
miles south, 6 miles east, 6 miles west,
and 30 miles north thereof and Denver, but
not between any intermediate points.

Freight, generally, from point to point in
Cheyenne County west of a line drawn im-
mediately west of First View and Hugo, and
intermediate points situated on said highway
running between Hugo and said line; livestock
in less than carload lots from points in

Cheyenne County west of said line to Denver; freight, generally, between Denver and points situated east of Hugo on said highway and within Cheyenne County west of said line and between points in that portion of Cheyenne County west of said line and that portion of Cheyenne County lying east of said line.

Freight between the Towns of Kit Carson, Eads, and Sugar City, and all intermediate points, over Highways Nos. 59 and 96; freight between Limon, Bovina, Arriba, and Flagler, over U. S. Highway No. 24.

Freight and express, including livestock and farm products, between Denver and Eads, Chivington, Brandon, Sheridan Lake, Towner, Agate, Bulck, River Bend, Limon, and Hugo, but not to or from any intermediate points not named.

Freight and express, including livestock and farm products, between Denver and Seibert, Vona, Stratton, Bethune, and Burlington and territory within a radius of twenty miles of Burlington, but not points intermediate to Denver and Seibert.

Freight between First View and the Colorado-Kansas State Line and all intermediate points, via U. S. Highway No. 40 and between said points and all points now being served by scheduled operations of applicant under PUC No. 699.

Freight in interstate commerce only, between all points in Colorado within 150 miles of the Colorado-Kansas State Line where U. S. Highway No. 40 crosses the same and the Colorado-Kansas State Boundary Line where all highways cross within the above limits.

Livestock in less than carload lots from points in Cheyenne County to Denver; freight, generally, between Denver and points situated east of Hugo on Highway No. 40 and west of, but not including, First View in Cheyenne County; call and demand service from and to points in that part of Cheyenne County which lies west of a line drawn north and south through a point immediately west of First View to and from points in that part of said county lying east of said line.

Freight and express via Colorado Highway No. 51 to Bonny Dam, near Hale, Colorado, and via U. S. Highway No. 24 and Colorado Highway No. 53, to Hale, Colorado, and to Bonny Dam, near Hale, Colorado, together with all intermediate points on said routes.

By the instant application, applicants seek an extension of their authority to authorize the transportation of commodities between points within a radius of five miles of Denver, Colorado, and other points than Denver now served by them in the transportation of commodities from and

to Denver, and for temporary authority to render all such service, except between said fringe territory points and Sugar City, Colorado.

After due notice to all parties in interest, the matter was set for hearing, and heard, in the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, May 14, 1952, at ten o'clock A. M., and there taken under advisement.

At the hearing, Paul S. Robbin, President of the Denver-Limon-Burlington Transfer Company, testified that they had many requests from their customers for service in the fringe area around Denver; that they had been picking up and delivering to customers in that area until notice from PUC Investigators, after which notice they stopped the practice; that the customers they particularly desired to serve in the fringe area were: Phillips Petroleum Company, East 56th Avenue and Colorado Boulevard; Silver Steel Company, 6600 Colorado Boulevard; Colorado Machinery and Supply Company, 4407 East 60th Avenue; Better Bilt Door Company of Colorado, 6000 West 13th Avenue; McCoy Company, East 60th Avenue and Colorado Boulevard; Minneapolis Moline Company, 6255 Dahlia; that in recent months many manufacturing and distributing organizations had moved their plants and warehouses from within the City Limits of Denver to just outside the City Limits, and, in order to render adequate service without the unnecessary delay of having some other agency make the pick-ups and deliveries, they needed the authority to serve these customers direct; that payment for local pick-ups takes the profit from the line-haul business.

Richard E. Gray, 1432 Josephine Street, Denver, Colorado, testified that he is Traffic Manager of Silver Steel Company; that it would be advantageous for his company to have direct service, rather than transfer interline, or exchange service in the pick-up and delivery from their plant; that they used the services of applicants, and urged the granting of the extension.

Gavin Hahn, Vice-President and Purchasing Agent for the McCoy Company, testified that his company made use of the service of the Denver-Limon-Burlington Transfer Company, and that time was an essential factor in the service they rendered to their customers who, when they had

break-downs, needed parts right now, and urgently requested the granting of the instant application.

F I N D I N G S

THE COMMISSION FINDS:

That an extension of authority in the fringe area around Denver for pick-ups and deliveries on the part of the Denver-Limon-Burlington Transfer Company is required to give adequate service to the customers served by the applicants, without the unnecessary expense and delay incurred by transferring or interlining, and that the granting of the extension, as hereinafter limited, will not impair the service of any presently-authorized common carriers, and that certificate of public convenience and necessity should issue therefor.

O R D E R

THE COMMISSION ORDERS:

That public convenience and necessity require extended operations under PUC No. 699 and PUC No. 699-I, to include the transportation of commodities between points within an area two miles beyond and contiguous to the City Limits of the City and County of Denver, and other points than Denver now served by applicants, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

The applicants shall file tariffs of rates, rules, and regulations, as required by the rules and regulations of this Commission, within twenty (20) days from date.

The applicants shall operate their carrier system in accordance with the Order of the Commission, except when prevented by Act of God, the public enemy, or extreme weather conditions.

This Order is subject to compliance by applicants with all present and future laws and rules and regulations of the Commission.

This Order shall become effective twenty-one (21) days from

the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph C. Hawley
Ralph C. Horton
John H. Hines
Commissioners

Dated at Denver, Colorado,
this 21st day of July, 1952.

HW



BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
MR. AND MRS. NORMAN R. ASHLOCK AND)
RALPH B. GRABILL, DOING BUSINESS AS)
"DENVER-CLIMAX TRUCK LINE," 1420)
MARKET STREET, DENVER, COLORADO, FOR)
AN EXTENSION OF PUC NO. 1195.)

APPLICATION NO. 11753-Extension

July 21, 1952

Appearances: John P. Beck, Esq., Denver,
Colorado, for applicants;
T. A. White, Esq., Denver,
Colorado, for The Denver
and Rio Grande Western
Railroad Company, Chicago,
Burlington and Quincy Rail-
road Company, Colorado and
Southern Railroad Company,
Chicago, Rock Island and
Pacific Railroad Company,
Atchison, Topeka, and Santa
Fe Railroad Company, and
Union Pacific Railroad Com-
pany;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Transfer
and Storage Company.

S T A T E M E N T

By the Commission:

By Decision No. 35195, of date August 14, 1950, all right, title,
and interest in and to PUC No. 1195, which authorized the transportation of:

general commodities, (a) between Denver, on
the one hand, and on the other, Climax and
Kokomo, and points within a radius of four
miles of Kokomo, without the right to serve
intermediate points, over U. S. Highways Nos.
285 and 204, and State Highway No. 91 (via
Buena Vista and Leadville), or over U. S.
Highway No. 285 and State Highways Nos. 9 or
91 (via Fairplay and Dillon); or over U. S.
Highway No. 40 and State Highway No. 91 (via
Empire and Dillon), and (b) between Leadville,
on the one hand, and on the other, Climax and
Kokomo, and points within a radius of four
miles of Kokomo, without the right to serve

intermediate points; (c) between Leadville and the Arkansas Valley Smelter, near Leadville, on the one hand, and on the other, Kokomo, and points within a radius of four miles of Kokomo, Colorado,

was transferred to Norman R. Ashlock, Mrs. Norman R. Ashlock, and Ralph B. Grabill, co-partners, doing business as "Ashlock Truck Line," the trade name of applicants having since been changed to "Denver-Climax Truck Line."

By the instant application, applicants seek an extension of the authority under PUC No. 1195 for the transportation of general commodities to include an area of five miles adjacent to and around the City and County of Denver, and between said area and said points of Kokomo and Climax, Colorado.

After due notice to all parties in interest, the matter was set for hearing, and heard, in the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, on May 14, 1952, at ten o'clock A. M., and there taken under advisement.

At the hearing, Ralph B. Grabill, co-partner, testified that they had many requests from their customers who were outside of the City Limits of the City and County of Denver for pick-up and delivery service on shipments from Denver to Kokomo and Climax, Colorado, and on shipments from Kokomo and Climax, Colorado, to Denver, Colorado; that the particular customers who most frequently request their services were: Silver Steel Company, 6600 Colorado Boulevard, General Iron Works, 600 Bates Avenue, Englewood, Colorado, Metalizing Specialties Company, 4473 East Evans Avenue, McCoy Company, East 60th Avenue and Colorado Boulevard; that their largest single customer was the Climax Molybdenum Company, Climax, Colorado, and that many of the shipments to the Molybdenum Company were heavy pieces of machinery from the General Iron Works, and it necessitated an unreasonable delay and expense in requiring them to employ some other agency to pick up from the General Iron Works and deliver to the applicants' dock in Denver; that there was an increasing number of manufacturing and warehousing companies moving from downtown Denver to the fringe area beyond

the City Limits; that adequate service to their customers required the extension herein applied for; that they, at the present time, had no authority to pick up or deliver outside of the Denver City Limits.

Richard E. Gray, 1432 Josephine Street, Denver, Colorado, Traffic Manager, Silver Steel Company, testified that it would be advantageous for his company to have direct service rather than transfer interline or exchange service in the pick-up and delivery from their plant; that they used the services of applicants, and urged the granting of the extension.

Alfred Stazicker, Denver, Colorado, Purchasing Agent for the Climax Molybdenum Company, testified that they used the services of the Denver-Climax Truck Line and found it most satisfactory, but that it placed an unnecessary burden upon his company, both in cost and time, to require heavy pieces of machinery to be transferred, instead of permitting the Denver-Climax Truck Line to pick them up directly in the fringe area of Denver and deliver them to Climax, or to deliver them from Climax to plants in the fringe area of Denver, and urgently supported the granting of the extension herein applied for.

No testimony was offered by protestants.

FINDINGS

THE COMMISSION FINDS:

That public convenience and necessity require the granting of the extension herein applied for, as limited by the Order following, and that certificate of public convenience and necessity should issue therefor.

ORDER

THE COMMISSION ORDERS:

That public convenience and necessity require that Norman R. Ashlock, Mrs. Norman R. Ashlock, and Ralph B. Grabill, co-partners, doing business as "Denver-Climax Truck Line," Denver, Colorado be, and they are hereby, granted an extension of their authority under PUC No. 1195 to include the transportation of general commodities between points in an area two miles beyond, and contiguous to, the City Limits of the City and County of Denver, and between said area and the said points of Kokomo and points

within a radius of four miles of Kokomo and Climax, Colorado, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

The applicants shall file tariffs of rates, rules, and regulations, as required by the rules and regulations of this Commission, within twenty (20) days from date.

The applicants shall operate their carrier system in accordance with the order of the Commission, except when prevented by Act of God, the public enemy, or extreme conditions.

This order is subject to compliance by applicants with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one (21) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph W. McCreary
Ralph C. Norton
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 21st day of July, 1952.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JESSE C. GREER, 423 W. MULBERRY,)
FORT COLLINS, COLORADO, FOR A CLASS) APPLICATION NO. 11872-PP
"B" PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

July 21, 1952

Appearances: Jesse C. Greer, Denver,
Colorado, pro se.

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of lumber from the Red Feather Lakes area to Denver, Colorado, and intermediate points, including Greeley, Colorado.

Said application, pursuant to prior setting, after appropriate notice to all parties in interest, was heard at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, July 17, 1952, at ten o'clock A. M. and, at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, applicant testified that he is the owner of an International 1952 L-170 tandem; that his net worth is \$15,000; that he has had seven years trucking experience; that he has an oral contract with Cromer Brothers Lumber, Fort Collins, Colorado, to employ his services if this authority is granted to him.

No one appeared in opposition to the granting of the authority sought.

It did not appear that the proposed service of applicant will impair the efficiency of any common carrier service operating in the territory which applicant seeks to serve.

The operating experience and financial responsibility of applicant were established to the satisfaction of the Commission.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Jesse C. Greer, Fort Collins, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of timber products from Red Feather Lakes area in Larimer County, Colorado, to Denver, Colorado, and intermediate points, including Greeley, Colorado.

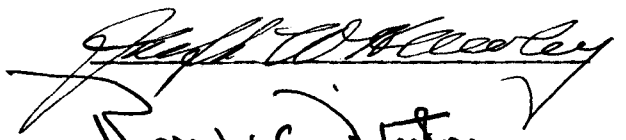
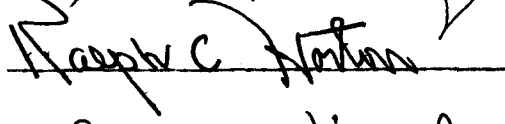
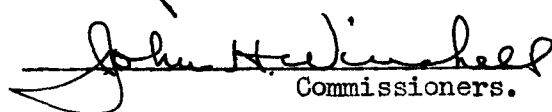
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ABE GRIGGS, 2340 FRANKLIN STREET,)
DENVER, COLORADO, FOR A CLASS "B") APPLICATION NO. 11890-PP
PERMIT TO OPERATE AS A PRIVATE CAR-)
RIER BY MOTOR VEHICLE FOR HIRE.)

July 21, 1952

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, dirt, and other road surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a 50 mile radius of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties.

Said application was regularly set for hearing at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, July 17, 1952, at ten o'clock A. M., due notice of the time and place of hearing being forwarded to parties in interest.

Notwithstanding said notice, applicant failed to appear, either in person or by counsel, at the time and place designated for hearing.

The files were made a part of the record, and the matter was taken under advisement.

No one appeared in opposition to the granting of the authority sought, and it did not appear that the granting of said permit, and operations by applicant thereunder, will tend to impair the efficiency of any common carrier service with which he will compete.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Abe Griggs, Denver, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel, dirt, and other road surfacing materials from pits and supply points in the State of Colorado to road and building construction jobs within a 50 mile radius of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties.

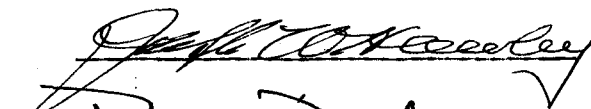
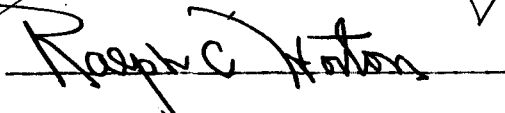
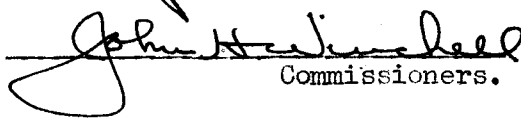
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
MERLE E. AND HAROLD F. CONGRAM,)
ROUTE 3, BOX 226, DENVER, COLORADO,) APPLICATION NO. 11889-PP-Amended
FOR A CLASS "B" PERMIT TO OPERATE AS)
A PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

July 21, 1952

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of moulding sand from pits within a 50 mile radius of Littleton and one at Johnstown to foundaries within the Denver Metropolitan Area and from pits within a 10 mile radius of Colorado Springs to foundaries in said 10 mile area and to foundaries within the Denver Metropolitan Area.

Said application was regularly set for hearing at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, July 17, 1952, at ten o'clock A. M., due notice of the time and place of hearing being forwarded to parties in interest.

Notwithstanding said notice, applicant failed to appear, either in person or by counsel, at the time and place designated for hearing.

The files were made a part of the record, and the matter was taken under advisement.

No one appeared in opposition to the granting of the authority sought, and it did not appear that the granting of said permit, and operations by applicant thereunder, will tend to impair the efficiency of any common carrier service with which he will compete.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Merle E. and Harold F. Congram, Denver, Colorado, should be, and they hereby are, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of moulding sand from pits within a 50 mile radius of Littleton and one at Johnstown to foundaries within the Denver Metropolitan Area and from pits within a 10 mile radius of Colorado Springs to foundaries in said 10 mile area and to foundaries within the Denver Metropolitan Area.

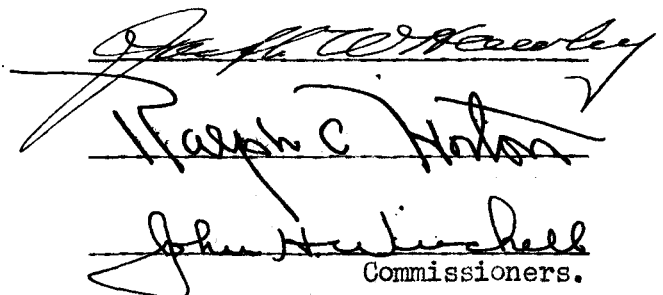
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicants have filed statements of their customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and have secured identification cards.

That the right of applicants to operate hereunder shall depend upon their compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
EARL W. McConnell, 3022 WILLIAMS)
STREET, DENVER, COLORADO, FOR A) APPLICATION NO. 11891-PP
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

July 21, 1952

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel and other road surfacing materials from pits and supply points in the State of Colorado, to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek and Gilpin Counties; sand, gravel and other road surfacing materials from points within a radius of 50 miles of the Atomic Energy Plant to said plant; coal from mines in northern Colorado coal fields to Denver and to Rocky Mountain Arsenal and Valmont Plant of Public Service Company near Boulder, Colorado.

Said application was regularly set for hearing at the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, July 17, 1952, at ten o'clock A. M., due notice of the time and place of hearing being forwarded to parties in interest.

Notwithstanding said notice, applicant failed to appear, either in person or by counsel, at the time and place designated for hearing.

The files were made a part of the record, and the matter was taken under advisement.

No one appeared in opposition to the granting of the authority sought, and it did not appear that the granting of said permit, and opera-

tions by applicant thereunder, will tend to impair the efficiency of any common carrier service with which he will compete.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Earl W. McConnell, Denver, Colorado, should be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire, for the transportation of sand, gravel and other road surfacing materials from pits and supply points in the State of Colorado, to road and building construction jobs within a radius of 50 miles of said pits and supply points, excluding service in Boulder, Clear Creek, and Gilpin Counties; sand, gravel and other road surfacing materials from points within a radius of 50 miles of the Atomic Energy Plant to said plant; coal from mines in northern Colorado coal fields to Denver and to Rocky Mountain Arsenal and Valmont Plant of Public Service Company near Boulder, Colorado.

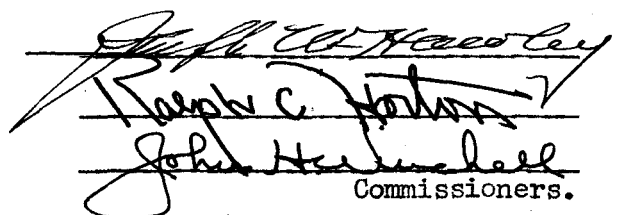
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.
mls

original

(Decision No. 39031)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
GRANT SIMONTON, HAYDEN, COLORADO,)	
FOR A CLASS "B" PERMIT TO OPERATE)	
AS A PRIVATE CARRIER BY MOTOR)	APPLICATION NO. 11841-PP
VEHICLE FOR HIRE.)	
-----)	

July 21, 1952

Appearances: John B. Barnard, Esq.,
Granby, Colorado, for
applicant;
T. A. White, Esq., Denver,
Colorado, for Rio Grande
Motorway, Inc.;
Earl Harris, Walden, Colo-
rado, for North Park
Transportation Company;
Leonard Gray, Craig, Colo-
rado, for Gray Truck Line;
John H. Lewis, Esq., Denver,
Colorado, for King Trans-
portation Company;
Worth F. Shrimpton, Craig,
Colorado, for William B.
Nelson;
Verne Decker, Hayden, Colo-
rado, for City Transfer.

S T A T E M E N T

By the Commission:

By application filed March 8, 1952, Grant Simonton, Hayden, Colorado, seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of buildings between points within Routt, Moffat, Rio Blanco and Grand Counties; coal, farm produce, farm supplies, including used household goods, between points within a radius of 50 miles of Hayden, Colorado; cement, lime, lime products, including wallboard and plaster, between points within a radius of 50 miles of Hayden, in intrastate commerce, and between points within a radius of 50 miles of Hayden and the Colorado State boundary lines within a radius of 75 miles of Hayden, in interstate commerce, subject to the provisions of the Federal Motor Carrier Act of 1935; and building materials, including sand and gravel, between points within a radius of 50 miles of Hayden, Colorado; and for the re-issuance of Permit Nos. B-1302 and B-1302-I.

After due notice to all parties in interest, the matter was set for hearing, and heard, at the Grand County Court House, Hot Sulphur Springs, Colorado, on July 1, 1952, at ten o'clock A. M.

At the hearing, the applicant Grant Simonton, Hayden, Colorado, testified that he had been engaged in house moving in Grand County for 14 years; that he had formerly operated under a "B" permit and continued such operations until informed that his authority from the Public Utilities Commission did not include the right to move houses; that he had heretofore filed an application for a permit authorizing such service, but had never brought it to a hearing; that he leased his equipment to Nelson and hauled under Nelson's authority and also bought and sold houses and moved them under a "C" permit during the last year; that he is the owner of two motor vehicles equipped to move houses; that there is more business available than one house mover can presently take care of in the area in which he proposes to operate; that he moved 6 or 7 houses from Mt. Harris during the last season, and two from White City; that he turned his equipment over to Nelson when he went to Arizona and purchased it back upon his return; that he had inquiries from people who desired houses moved and who urged him to seek the authority necessary to make such movements.

Upon cross-examination, applicant moved to amend his application to limit the movement of cement, lime, lime products, including wallboard and plaster, to movements necessary in connection with his house moving activities, and also to eliminate from his application movements of farm products and farm supplies.

Frank Miles, Mt. Harris, Colorado, testified that he was the representative of the Sugarman Liquidation Company who were in the process of liquidating the assets of the Victor American Fuel Company at Mt. Harris, Colorado; that they are presently offering 70 houses for sale and require that they be moved off of the property; that they have used the service of both the applicant and of Nelson; that they could keep both of them busy this year and urged the granting of the present application, stating that if the authority is granted, they would use the applicant's services.

Melvin Hitchins, a farmer of Milner, Colorado, testified that he had engaged the services of Nelson to move a house and found them unsatisfactory and that there was need of other house movers in the area.

John W. Lowe, Oak Creek, Colorado, a farmer, testified that he bought a house from the Harris Coal Company in February 1951 and contracted with Nelson to move the house by June, but the house was never moved; that he sold the house to Simonton, who later moved the house; that he now has a house in Oak Creek which he wants Simonton to move.

Paul Kuchler, farmer, Hayden, Colorado, testified that there was too much house moving business for one mover; that if he had his choice he would take the service of Simonton; that he had purchased two houses at Mt. Harris, Colorado, which he now wants moved. He urged the granting of the instant application.

Harry Frichtel, Hayden, Colorado, testified that he had used the services of Simonton in moving a house and barn and had found them satisfactory; that he never had requested the services of another mover.

William B. Nelson, Nelson Transfer Company, Craig, Colorado, testified that he operates under PUC No. 1672 and PUC No. 1672-I; that he transports oil field equipment and buildings west of the Continental Divide; that he has been operating for six years; that he acquired equipment from Simonton in payment of a debt and sold it back to Simonton upon Simonton's return from Arizona; that he had solicited business from the liquidation of the Victor American Fuel Company and, to date, had received but one call to move a house; that Simonton had operated last year under his authority through a leasing arrangement; that his equipment was busy but 10% of the time; that he had \$25,000 invested in equipment for house moving. Upon cross-examination, he testified that he had other interests consisting of the removal of oil field equipment, operated a tire recapping shop, and a garage in Craig, Colorado; that he was engaged in the transportation of road oil and crude oil; that of the 12 houses moved from Mt. Harris in the past, he had moved three and Simonton had moved nine.

Upon the granting of the motions to amend the application, T. A. White and John H. Lewis withdrew their protests to the granting of the authority.

No testimony was offered in support of the reissuance of Permit No. B-1302 and B-1302-I.

FINDINGS

THE COMMISSION FINDS:

That the application should be granted as hereinafter modified.

That the reissuance of Permits Nos. B-1302 and B-1302-I should be denied.

ORDER

THE COMMISSION ORDERS:

That the reissuance of Permits Nos. B-1302 and 1302-I should be, and the same hereby is, denied.

That Grant Simonton, Hayden, Colorado, should be, and hereby is, granted a Class "B" permit to operate as a private carrier by motor vehicle for hire, for the transportation of buildings between points within Routt, Moffat, Rio Blanco and Grand Counties, Colorado; coal and used household goods between points within a radius of 50 miles of Hayden, Colorado; cement, lime, lime products including wallboard and plaster between points within a radius of 50 miles of Hayden, Colorado, only when the same are transported in connection with house moving; sand and gravel between points within a radius of 50 miles of Hayden, Colorado.

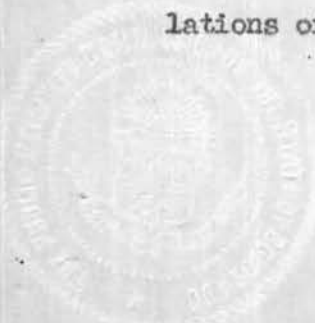
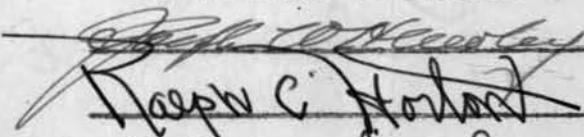
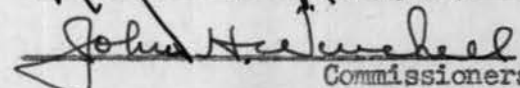
That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.
ea

original

(Decision No. 39032)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
BLANCHARD E. SHIMEL, DOING BUSINESS
AS "SHIMEL SUBURBAN HAULING," 1741
GROVE STREET, DENVER, COLORADO, FOR
AN EXTENSION OF CERTIFICATE OF PUB-
LIC CONVENIENCE AND NECESSITY NO.
PUC-2010.

APPLICATION NO. 11840-Extension

July 21, 1952

Appearances: James F. Friel, Esq.,
Denver, Colorado, for
applicant;
Roscoe Pile, Esq., Lake-
wood, Colorado, for
Alex Foos;
Louis C. Berend, Golden,
Colorado, for "Dad's Dia-
posal Service."

STATEMENT

By the Commission:

By Decision No. 35939, of date January 12, 1951, PUC No.
2010 was transferred by the Denver Maintenance Corporation to Blanchard E.
Shimel, doing business as "Shimel Suburban Hauling," Denver, Colorado,
which certificate authorizes the transportation of:

trash, ashes and waste materials in the territory
described as follows: beginning at the inter-
section of West 72nd Avenue and Sheridan Boulevard;
thence south along Sheridan Boulevard to West 20th
Avenue; thence west along West 20th Avenue to Lamar
Street; thence north on Lamar Street to West 29th
Avenue; thence west on 29th Avenue to Kipling
Street; thence south along Kipling Street to West
Alameda Avenue; thence west along west Alameda
Avenue to a point where a line drawn north and
south one mile east of Golden would intersect said
west Alameda Avenue; thence north along said line
drawn north and south one mile east of Golden to
West 72nd Avenue; thence along west 72nd Avenue
to the place of beginning.

By the instant application filed May 23, 1952, the applicant
seeks an extension of his certificate to include the hauling, transporta-
tion and disposal of garbage in the above-described territory.

After due notice to all parties in interest, the above matter was set for hearing, and heard, in the Hearing Room of the Commission, 330 State Office Building, Denver, Colorado, June 26, 1952, at ten o'clock A. M., and, there taken under advisement.

Roscoe Pile, Denver, Colorado, representing Alex Foos, owner of PUC No. 1844, filed a protest against the granting of the application.

At the hearing, counsel for applicant moved to strike paragraphs 3 and 4 of Mr. Pile's protest. The motion was taken under advisement.

Blancard E. Shimel, doing business as "Shimel Suburban Hauling," Denver, Colorado, the applicant, testified that the garbage collection in the territory which he now serves was inadequate; that the granting of the present application would tend to improve health conditions; that he had 2 trucks now available for the transportation of trash; that he could lease 7 garbage trucks, or any portion of them needed to serve the territory, if his application is approved; that he had picked up garbage from a portion of the area through an arrangement with Mr. Hoxey, a hog-raiser, where no service was rendered but by voluntary collectors; that the only garbage he now collected in the area was that described as waste material after it had been burned in incinerators and was mixed with other trash; that public convenience and necessity demanded the granting of the authority applied for.

Mrs. James A. Hayes, 7815 West 47th Avenue, Denver, Colorado, testified that Shimel has hauled trash for her for the last three years; that his services were satisfactory and his conduct courteous; that public convenience and necessity required the granting of the instant application.

Mrs. Lela B. Carson, 4580 Brentwood, Denver, Colorado, testified that she had begged Shimel to pick up her garbage but he had stated he had no authority to transport garbage; that Foos had hauled her trash for two years prior to Shimel's service and that Foos' service was not satisfactory; that Shimel's service was neater, better and more satisfactory, and that she urged the granting of the application.

Mr. C. W. Weatherford, 4330 Harlan Street, Denver, Colorado, testified in behalf of applicant that his services had been satisfactory; that previous service from Foos was unsatisfactory and her dealings with him were not pleasant; that she now disposed of her garbage by burning or hauling to the dump herself.

Mrs. Fred Freeman, 2915 Upham, Denver, Colorado, testified for applicant that his services were satisfactory and that public convenience and necessity required the granting of the extension.

Mrs. Vaughn Bishop, 7305 West 42nd Avenue, Denver, Colorado, testified that Shimel's service was satisfactory and urged the granting of the application.

L. W. Welch, 9905 West 21st Avenue, Denver, Colorado, testified that he is the operator of the Lakewood Disposal Service authorized to transport trash and garbage; that his territory overlaps that of Shimel and that Shimel renders good service; that it is necessary for the success of a trash disposal service to also have authority to transport garbage.

William Massey, Lakewood, Colorado, testified that he is engaged in the transportation of trash and garbage; that his territory overlaps that of Shimel; that Shimel renders good service and is highly recommended by his customers; that garbage authority is necessary to the successful operation of the trash disposal business.

Sherman Wilburton, Sanitary Engineer for the Tri-County Health Department, testified that he has been assigned to the Jefferson County area for four years; that the area is inadequately served as to garbage disposal because of the lack of equipment and men; that there are 7,000 dwelling units within the area bounded by West 20th Avenue, West 60th Avenue, Sheridan Boulevard, and Estes Street; that Foos is not adequately equipped to serve the area; that there is a definite need for additional garbage disposal authority; that he receives on the average of 2 to 3 calls per day complaining about the service of all collectors in the area.

Applicant rested his case and Mr. Pile moved to dismiss the application on the basis that no need for the service applied for had been shown. The motion was taken under advisement.

Alex Foos testified that voluntary collectors, mostly hog-raisers and farmers hauling to their own ranches, hauled the garbage from the heavily populated section of the area served by Foos and Shimel; that he was netting but \$275.00 per month at the present time, and additional

competition would reduce his earnings to the point that would impair his ability to serve the area; that he solicited business in the area by passing out cards and door-to-door soliciting; that he operated one garbage truck and two trash trucks; that he could serve from 300 to 400 residential units per day with one garbage truck. He protested the granting of the extension herein applied for.

F. W. Tice, 7840 West 47th Avenue, testified in opposition to the granting of the authority; that Foos' services were excellent; that Shimel had picked up trash prior to Foos and that his service was not good.

Mrs. Hazel Mathews, 3839 Reed Street, testified that Foos hauls her garbage and trash and renders excellent service.

Mrs. Jeraldine McMillan, 3885 Pierce, testified that Foos had served her for the past $4\frac{1}{2}$ years and rendered perfect service.

Louis C. Berend, Route 4, Box 393, Golden, Colorado, who operates Dad's Disposal Service, testified in opposition to the granting of the authority; that most customers want only trash disposal service; that there is no need for both garbage and trash authority; that he has received calls from portions of the area complaining about the service, but no calls from Foos' portion of the area.

F I N D I N G S

THE COMMISSION FINDS:

That the motion of applicant to strike paragraphs 3 and 4 of Mr. Pile's protest should be denied.

That the motion of Mr. Pile to dismiss the application should be denied.

That public convenience and necessity require the granting of the extended authority applied for.

O R D E R

THE COMMISSION ORDERS:

That the motion of applicant to strike paragraphs 3 and 4 of Mr. Pile's protest should be, and the same is hereby, denied.

That the motion of Mr. Pile to dismiss the application should be, and the same is hereby, denied.

That Blanchard E. Shimel, doing business as "Shimel Sub-urban Hauling," Denver, Colorado, should be, and he hereby is, granted an extension of the authority under PUC No. 2010 to include the hauling, transportation, and disposal of garbage within the area described in his PUC No. 2010, and this order shall be taken, deemed and held to be a certificate of public convenience and necessity therefor.


That applicant shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty days from date.

That applicant shall operate his carrier system in accordance with the order of the Commission except when prevented by Act of God, the public enemy or extreme conditions.

That this order is subject to compliance by applicant with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Joseph C. Hawley
Ralph C. Hobart
John H. Winchell
Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.

ea

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)	
SAMMIE C. HUGHES, 230 WEST 2ND)	
AVENUE, DENVER, COLORADO, FOR A)	<u>APPLICATION NO. 11866-PP-Reissue</u>
CLASS "B" PERMIT TO OPERATE AS A)	
PRIVATE CARRIER BY MOTOR VEHICLE)	
FOR HIRE.)	
-----)	

July 21, 1952

Appearances: Sammie C. Hughes, Denver,
Colorado, pro se.

S T A T E M E N T

By the Commission:

On June 5, 1952, Sammie C. Hughes, applicant herein, filed his application for a Class "B" permit to operate as a private carrier by motor vehicle for hire for the transportation of sand, gravel, and other road surfacing materials from pits and supply points located in the State of Colorado, to road and building construction jobs located within a fifty-mile radius of said pits and supply points, excluding service in Clear Creek, Gilpin and Boulder Counties; coal from the northern Colorado coal fields to Denver, Colorado, to the Valmont Plant of the Public Service Company located near Boulder, Colorado, to the Kumer-Empson Plants, and to the Great Western Sugar Company Plants located within a fifty-mile radius of Denver, Colorado, and for the re-issuance of Permit No. B-4413 covering the above-named authority.

The matter was regularly set for hearing, and heard, at 330 State Office Building, Denver, Colorado, after appropriate notice to all parties in interest, on July 16, 1952, at ten o'clock A. M., and at the conclusion of the evidence, the matter was taken under advisement.

At the hearing, applicant testified that he is the owner of a 1951 Ford two-ton truck, and has a net worth of approximately \$3,300.00. It appeared that applicant is well qualified by experience and financially

to carry on his proposed operations, and that his proposed operations would not impair the services of common carriers operating in the territory sought by applicant.

No one appeared at the hearing in opposition to the granting of the authority applied for.

F I N D I N G S

THE COMMISSION FINDS:

That Permit No. B-4413 should be re-issued to applicant, and that the authority sought herein should be granted.

O R D E R

THE COMMISSION ORDERS:

That Sammie C. Hughes, of 230 West 2nd Avenue, Denver, Colorado, be, and he is hereby, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of sand, gravel, and other road-surfacing materials from pits and supply points located in the State of Colorado, to road and building construction jobs located within a fifty-mile radius of said pits and supply points, excluding service in Clear Creek, Gilpin and Boulder Counties; coal from northern Colorado coal fields to Denver, Colorado, to the Valmont Plant of Public Service Company located near Boulder, Colorado, to the Kumer-Empson Plants, and to the Great Western Sugar Company Plants located within a fifty-mile radius of Denver, Colorado.

That Private Carrier Permit No. B-4413, formerly held by applicant, shall be reissued to him.

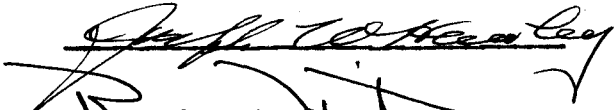
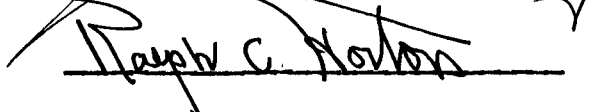

That all operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

That this order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

That the right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 21st day of July, 1952.

ea

Original

(Decision No. 39034)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE OPERATING AGREEMENT BY AND)
BETWEEN DENVER BOULDER BUS) APPLICATIONS NOS. 10124, 11106, 11236
COMPANY AND AMERICAN BUSLINES,) and 11396 (PUC-43) and 11343 (PUC-36).
INC.)

July 18, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of an agreement dated June 17, 1952, by and between Denver Boulder Bus Company (hereinafter called "Bus Company"), party of the first part, and American Buslines, Inc., (hereinafter called "ABL Company"), party of the second part.

The purpose of this agreement is to provide local passenger service, permitting ABL Company to handle local passengers on Bus Company's tickets from and to Denver, Colorado, to and from Lafayette, Colorado.

It appears that this arrangement will give additional service between Denver and Lafayette, which should result to the benefit of passengers desiring to travel between Denver and Lafayette.

F I N D I N G S

THE COMMISSION FINDS:

After full consideration of the content of said agreement that same should be approved, and that operation pursuant thereto should be authorized. The said operation to become effective after the filing of proper tariffs.

That said agreement should, by reference, be made a part of this Order.

O R D E R

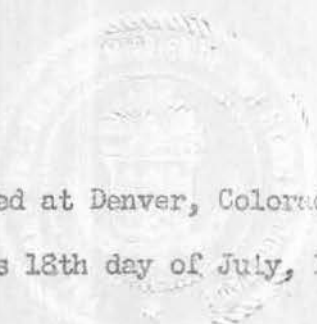
THE COMMISSION ORDERS:

That the agreement entered into on June 17, 1952, by and between Denver Boulder Bus Company and American Buslines, Inc., on file with the

Commission, which agreement is, by reference, made a part hereof, be, and the same is hereby approved, and operation pursuant to said agreement be, and the same is hereby authorized. The said operation shall not be started until proper tariffs have been filed with the Commission.

That this order shall become effective forthwith.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Jeff W. Newby
Ralph C. Holton
John H. Winchell
Commissioners

Dated at Denver, Colorado
this 18th day of July, 1952.

hs

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
DONALD D. GUERNSEY, BOX 143,)
HAXTUN, COLORADO.)
)
)
)

PERMIT NO. C-28551

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Donald D. Guernsey

requesting that Permit No. C-28551 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-28551, heretofore issued to.....

Donald D. Guernsey be,

and the same is hereby, declared cancelled effective May 22, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
COLORADO SPRINGS FREE PRESS,)
INC., 105 WEST COLORADO AVENUE,)
COLORADO SPRINGS, COLORADO.) PERMIT NO. C-29001
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Colorado Springs Free Press, Inc.
requesting that Permit No. C-29001 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

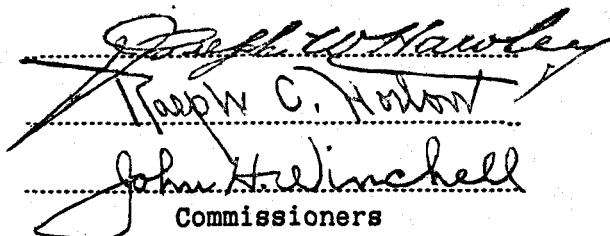
That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-29001, heretofore issued to.....
Colorado Springs Free Press, Inc. be,
and the same is hereby, declared cancelled effective June 13, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
EDWARD G. SNOW, 3353 SO.)
BROADWAY, ENGLEWOOD, COLORADO.)
)
)
)

PERMIT NO. C-27426

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Edward G. Snow

requesting that Permit No. C-27426 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-27426, heretofore issued to.....

Edward G. Snow be,

and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
H. A. HUNT, 627 EAST PLATTE)
AVENUE, FT. MORGAN, COLORADO.)
) PERMIT NO. C-78
)
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----

H. A. Hunt

requesting that Permit No. C-78 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-78, heretofore issued to-----

H. A. Hunt
----- be,

and the same is hereby, declared cancelled effective June 12, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Norton
John H. Winchell

Commissioners

Dated at Denver, Colorado,
this 25th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FIDELITY AGENCY INC., 405 BURNS)
VAULT BUILDING, DENVER 2,)
COLORADO.) PERMIT NO. C-26182
)
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
-----Fidelity Agency Inc.-----
requesting that Permit No. C-26182 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-26182, heretofore issued to-----
-----Fidelity Agency Inc.-----be,
and the same is hereby, declared cancelled effective May 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley

Joseph W. C. Hudson

John H. Hinchell
Commissioners

Dated at Denver, Colorado,
this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BEATY GROCERY CO., INC., 5TH &)
MITCHELL AVENUE, ST. JOSEPH 26,)
MISSOURI.)
)
)

PERMIT NO. C-22577

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Beaty Grocery Co., Inc.

requesting that Permit No. C-22577 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-22577, heretofore issued to.....

Beaty Grocery Co., Inc. be,

and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Hutton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ELMER A. MERRITT 258 SO. 3rd,)
BRIGHTON, COLORADO.)
PERMIT NO. C-418)
)
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Elmer A. Merritt

requesting that Permit No. C-418 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-418, heretofore issued to.....

Elmer A. Merritt be,

and the same is hereby, declared cancelled effective May 15, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ray W. G. Hawley
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WALTER BETTIN & ELMER BLANCHAR,))
DOING BUSINESS AS "PARK OIL)
CO.," ESTES PARK, COLORADO.) PERMIT NO. C-25964
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Walter Bettin & Elmer Blanchar, dba "Park Oil Co."
requesting that Permit No. C-25964 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-25964, heretofore issued to.....
Walter Bettin & Elmer Blanchar, dba "Park Oil Co." be,
and the same is hereby, declared cancelled effective June 10, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 25th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ALLEN HILDRED, PLATTEVILLE,)
COLORADO.)

PERMIT NO. B-4333

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Allen Hildred

requesting that Permit No. B-4333.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-4333....., heretofore issued to.....

Allen Hildred.....be,

and the same is hereby, declared cancelled effective June 13, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Hobart
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
A. L. HAARHUES, EAST RIVER)
VIEW AVENUE, ROUTE 1, FT.)
MORGAN, COLORADO.) PERMIT NO. B-3170
)
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----

A. L. Haarhues

requesting that Permit No. B-3170 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. B-3170, heretofore issued to-----

A. L. Haarhues
----- be,

and the same is hereby, declared cancelled effective June 19, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph C. Norton
John H. Hirschell

Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE FAILURE OF VARIOUS
CORPORATIONS AND PERSONS TO COMPLETE
APPLICATIONS FOR AUTHORITY TO OPERATE
AS COMMON CARRIERS FOR HIRE IN INTER-
STATE COMMERCE BY MOTOR VEHICLE OVER
THE HIGHWAYS OF THE STATE OF COLORADO

July 31st, 1952

It appears from the records of the Commission that the corporations and persons listed in the order part of this decision, upon demand of the Colorado State Patrol of the State of Colorado, paid to this Commission a filing fee for Common Carrier authority to operate as a common carrier for hire, Interstate, over the highways of the State of Colorado, pursuant to Chapter 120, Sessions Laws of 1931 as amended.

It further appears from the records of this Commission that said corporations and persons have failed to complete their said applications in one or more of the following particulars:

(a) Failure to file application as required by law and Rule 3 of the Rules and Regulations of this Commission Governing Common Carriers for hire by Motor Vehicle.

(b) Failure to make to this Commission a deposit to insure the filing of monthly reports and the payment of highway compensation taxes due from said corporations or persons, as required by law and Rule 26 of said Rules and Regulations.

(c) Failure to file with this Commission a statement giving the description of each truck, trailer, or other vehicle used by said corporations or persons in their business, as required by law and Rule 12 of said Rules and Regulations.

(d) Failure to obtain, keep in force at all times, public liability and property damage insurance or a surety bond providing similar coverage, or to file with this Commission a certificate of insurance, all as required by law and Rule 18 of said Rules and Regulations.

It further appears from the records of the Commission that all of the corporations and persons listed in the order part of this decision have been duly notified by this Commission of their failure in the respects hereinabove stated.

The Commission is of the opinion, and so finds, that all of said proceedings heretofore instituted by the corporations and persons listed in the order part of this decision should be dismissed.

ORDER

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

A & A Transfer
Clyde Anderson
W L Ayers
B O B Trucking Co
L Bilyew
Bill G Birdwell
Clarence Brown
T E Brown
H E Bryant
Guy Burnett

Los Angeles, Calif
Ozark, Ala
Jonas, Ark
Wichita, Kans
Ozark, Ala
Dove Creek, Colo
San Angelo, Tex
6310 A Seville Av., Huntington Park, Calif.
22 E South St., Akron, Colo
1624 N 15th, Omaha, Nebr

R C Bryant
 California Auto Transport
 T Chrichton
 Jack R Cobb
 Richard D Cole
 F L., Roy & B A Cowser
 Jack Cropper
 M L Crowmover
 Edgar Farr
 Oren O Fletcher
 Arnold Furtado
 Ed Gefford
 T E Gibson
 O O Gilbert
 Gorrell Trucking
 Richard Gunn
 Wm L & Allen Hassick
 Graham & Clements
 D D A Henson
 P O Hicks
 H C Horn
 C A Kelly Car Co
 Roy Key
 King Bros Truck
 Jack Lake
 H F Floyd
 B E Mathews
 J F McElhenie
 McFarland & Co
 Ira Mentler
 Meuffels Truck Line
 Robert Miller
 E L Mitchell
 Missouri Valley Trans
 Hope A Mitchell
 Ted Mourdick
 Neff Service
 Vern Peterson
 E C Reed
 Skallett Van Co
 Olen Nabors
 Robert Snowden
 Joe Solis, Jr
 H K Thompson
 Marvin Van Engelenburg
 E J Waller & Henry Messenger d/b/a
 Waller & Messenger Truck Line
 West Bros Truck Service
 West Bros Trucking Co
 John C Whittaker
 K E Younes

Grove City, Pa
 Los Angeles, Calif
 Canada, Ga
 Ft Worth, Tex
 605 E 10th, Minneapolis, Minn
 Jacksonville, Fla
 Phoenix, Ariz
 Los Angeles, Calif
 Atlanta, Ga
 San Angelo, Tex
 Montebello, Calif
 Crowell, Tex
 Amarillo, Tex
 San Angelo, Tex
 Los Angeles, Calif
 Miami, Okla
 Los Angeles, Calif
 Ainsworth, Nebr
 San Angelo, Tex
 Beaver, Okla
 Wilmington, N Car
 Kansas City, Mo
 Colorado City, Colo
 157 Crescent Dr., Masonville, Ia
 Los Angeles, Calif
 Farmington, N Mex
 Chicago, Ill
 350 St Joseph St, Mobile, Ala
 Los Angeles, Calif
 St Ruble, Ia
 2902 E 25th St., Minneapolis, Minn
 35 N Raymond, Los Angeles, Calif
 San Angelo, Tex
 1300-4th St Sioux City, Ia
 Las Cruces, N M
 1705-E 7th, Los Angeles, Calif
 Omaha, Nebr
 2740-16th Av., Oakland, Calif
 4313 Jamaica St., Dallas, Tex
 Indianapolis, Ind
 No Address
 Huntington Park, Calif
 Albuquerque, N M
 St Joseph, Mo
 Holland, Minn

Ft Dodge Rd., Ft Dodge, Ia
 Pryor, Okla
 Wagoner, Okla
 Los Angeles, Calif
 Rt 10, Bx 400, Springfield, Mo

before this Commission, to obtain a permit authorizing said persons and corporations to operate over the highways of this State as private carriers for hire by motor vehicle be, and the same hereby are, dismissed.

This order shall become effective ten (10) days from this date.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

[Handwritten signatures]
 Commissioners

Dated at Denver, Colorado, this
 31st day of July, 1952

original

(Decision No. 39046)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
THE DENVER AND RIO GRANDE WESTERN)
RAILROAD COMPANY, 1531 STOUT STREET,)
DENVER, COLORADO, TO WITHDRAW THE)
AGENCY AT HOT SULPHUR SPRINGS)
(SULPHUR), COLORADO.)

INVESTIGATION AND SUSPENSION
DOCKET NO. 338

July 21, 1952

Appearances: T. A. White, Esq., Denver,
Colorado, for applicant;
Carl Fischer, Mayor, Hot Sulphur
Springs, Colorado;
Leonard Hager, Hager Store,
Hot Sulphur Springs, Colorado;
Kenneth Sloan, Post Master, Silver
Spruce Hotel, Hot Sulphur Springs,
Colorado.

S T A T E M E N T

By the Commission:

On May 6, 1952, The Denver and Rio Grande Western Railroad Company, by its Superintendent of Transportation, filed its petition, under Rule No. 6 of the Rules and Regulations Pertaining to Railroads operating in the State of Colorado, for an order authorizing applicant to withdraw its agent from the station of Hot Sulphur Springs, effective June 9, 1952, and thereafter maintain Hot Sulphur Springs as a nonagency station. The Commission received protests from the Town Board of Trustees and the Hager Store, Hot Sulphur Springs, Colorado.

By Decision No. 38774, of date June 4, 1952, the Commission suspended the effective date of the agency withdrawal in Hot Sulphur Springs by The Denver and Rio Grande Western Railroad Company for a period of 120 days, or until October 7, 1952, unless otherwise ordered.

The matter was set for hearing and heard, after due notice to all parties, in interest, at the Grand County Court House, Hot Sulphur Springs, Colorado, on July 1, 1952, at ten o'clock A. M.

At the hearing, L. B. Coleman, Denver, Colorado, Superintendent of The Denver and Rio Grande Western Railroad Company, testified in support of the application that he has supervision over the stations in his division, which include the station at Hot Sulphur Springs, also known as Sulphur, Colorado; that said station is 10.1 miles from Granby, Colorado, on the east and 17 miles from Kremmling, Colorado, on the west and 86 miles from Denver, Colorado; that U. S. Highway No. 40, a paved highway approximately parallels the railroad from Granby to Hot Sulphur Springs and Kremmling; that the distance by highway is about 2 miles shorter than the distance by rail; that maintenance of an agent at Hot Sulphur Springs is not required for the safe operation of applicant's railroad; that a dispatch office on a 24 hour basis is maintained at Sulphur, as well as a section foreman and an assistant signal supervisor; that the station agent presently has no other duties except train operations; that the population of Sulphur was 257 according to the 1950 census; that the Mountaineer Train No. 19 west-bound and Train No. 20 east-bound arrives at Sulphur at 10:50 P. M. and 3:50 A. M., respectively; that the station is presently open from 8:00 A. M. to 5:00 P. M. and closed on Saturday and Sunday; that the dispatcher can give information over Bell Telephone system in regard to train service; that the waiting room is kept open 24 hours a day and will continue to be kept open; that the passengers can turn off and on the lights in the station; that coal stove heat is furnished in the station and will continue to be furnished in the same way; that the Denver-Salt Lake-Pacific Stages, Inc. operate 2 schedules daily through Sulphur, east-bound at 8:19 P. M. and 9:04 A. M., west-bound 3:03 A. M. and 12:13 P. M.; that under the proposed plan car load shipments will be handled by calling the Granby agent at the Railroad's expense and ordering a car set and then again calling the Granby agent at the Railroad's expense to order the car moved out and then mailing the billing to the agent at Granby; that the agent at Granby would call by telephone to notify of the arrival of cars,

if no phone he would mail a notice; that the railroad proposes to accept collect telephone calls for all railroad service; that truck lines render less than car load service to Sulphur, originally being handled by the King Transportation Company, which rendered rather poor service, but is now being handled by Wadley and Johnson as a substitute service with door to door delivery on a very satisfactory basis; that it has been the practice to leave shipments upon failure to deliver at the depot; that the new procedure would be to take cargoes they fail to deliver to the next station in the direction of forwarding and notifying the consignee and return the shipment on the next day; that the consignee could pickup the shipment, if so desired. Exhibit No. 2, having been prepared by the Bureau of Budgets of The Denver and Rio Grande Railroad Company, was introduced and identified by the witness, consisting of a statement of revenue on freight forwarded and received at Sulphur by months for the years 1948 through 1951, inclusive; revenue from and to Hot Sulphur Springs, Colorado, separated as between carload and LCL for the years 1948 through 1951, inclusive; number of passengers and revenue, also milk and cream shipments at Hot Sulphur Springs for the years 1948 through 1951, inclusive; expenses and maintenance of the station at Hot Sulphur Springs for the years 1948 through 1951, inclusive, broken down into Wages, Telephone, Electric Light, Stationery and Supplies, Fuel, and Tariffs; revenues and expenses, Hot Sulphur Springs, Colorado Station, for the years 1948 through 1951, inclusive, showing the following results:

For the year 1948 - net gain - \$	21.98
For the year 1949 - net loss -	1,913.70
For the year 1950 - net loss -	1,630.12
For the year 1951 - net loss -	3,359.02

railway express agency revenue on shipments handled at Hot Sulphur Springs, Colorado, for the years 1948 through 1951, inclusive; statement showing number of telegrams sent and received at Hot Sulphur Springs, Colorado, for the years 1948 through 1951, inclusive. Under the proposed plan of service, tickets for passengers boarding trains at Sulphur would be purchased from the conductor. Milk and cream would be delivered to the station platform as presently and shipped to the creamery, charges collect. Empties would be returned prepaid. Express shipments would be handled out-bound charges collect, inbound charges prepaid. The agent at Granby maintains the same hours as are presently maintained

by the agent at Sulphur. The presently employed agent at Hot Sulphur Springs, Colorado, will be promoted to the post of dispatcher. The mail will be handled at the Hot Sulphur Springs station in the same manner as it is presently being handled.

The protestants cross examined Mr. Coleman, but offered no testimony.

Mayor Carl Fischer, of Hot Sulphur Springs, Colorado, made a statement for the benefit of the Commission, calling attention to the fact that the residents were in no position to prepare figures on the operations of the railroad and, if they were in such position, they would find no variance in the statements made by Mr. Coleman and the figures presented by him. However, the citizens of Hot Sulphur Springs felt that the railroad was under a moral obligation to render adequate service to their community and not use their territory merely as a bridge for through traffic.

The Commission is in sympathy with the citizens of Hot Sulphur Springs, but none of the testimony indicates that the proposed change will be of any appreciable inconvenience to the community and that the revenues derived from the maintenance of an agent fall far short of paying the expenses of the operation of an agency station.

F I N D I N G S

THE COMMISSION FINDS:

That the applicant, The Denver and Rio Grande Western Railroad Company, should be permitted to withdraw its agent from the station at Hot Sulphur Springs, Colorado, and that the order of suspension issued by the Commission on June 4, 1952 should be lifted.

O R D E R


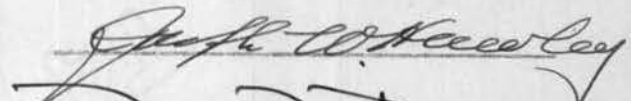
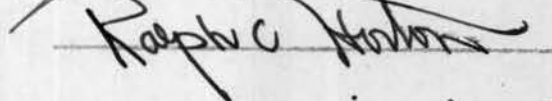
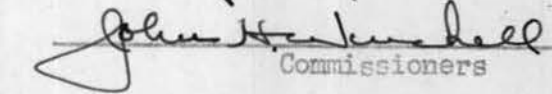
THE COMMISSION ORDERS:

That the Commission's order of suspension of June 4, 1952 should be, and the same is hereby, lifted and the applicant, The Denver and Rio Grande Western Railroad Company, should be, and hereby is, authorized to withdraw its agent from the station of Hot Sulphur Springs, Colorado,

upon the effective date of this order, and thereafter maintain Hot Sulphur Springs, Colorado, as a nonagency station.

That this order shall become effective twenty-one days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO





Commissioners

Dated at Denver, Colorado,
this 21st day of July, 1952.

bf

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOE G. MALOOF, 114 BRIDGE ST.,)
LAS VEGAS, NEW MEXICO.)

PERMIT NO. C-24113

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

.....Joe G. Maloof.....

requesting that Permit No. C-24113 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-24113, heretofore issued to.....

.....Joe G. Maloof.....be,

and the same is hereby, declared cancelled effective July 3, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HOWARD & LOUISE SNYDER, DOING)
BUSINESS AS "SNYDER ALFALFA)
MILLING CO.," MEAD, COLORADO.) PERMIT NO. C-23640
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
Howard & Louise Snyder, dba "Snyder Alfalfa Milling Co."-----
requesting that Permit No. C-23640 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-23640, heretofore issued to-----
Howard & Louise Snyder, dba "Snyder Alfalfa Milling Co."-----be,
and the same is hereby, declared cancelled effective June 20, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this.....day of....., 195

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOE G. MALOOF & CO., 523 NO.)
COMMERCIAL, ALBUQUERQUE, NEW)
MEXICO.) PERMIT NO. C-24848
)
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Joe G. Maloof

requesting that Permit No. C-24848 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-24848, heretofore issued to.....

Joe G. Maloof
----- be,

and the same is hereby, declared cancelled effective July 3, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Ralph W. C. Holton
John H. Winchell

Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RAYMOND BURNS, DOING BUSINESS)
AS "BURNS LUMBER & HARDWARE CO.")
CARBONDALE, COLORADO.)

PERMIT NO. C-24897

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Raymond Burns, dba "Burns Lumber & Hardware Co.".....

requesting that Permit No. C-24897 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-24897, heretofore issued to.....

Raymond Burns, dba "Burns Lumber & Hardware Co.".....be,

and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FRANK W. SHEEHAN, DOING BUSINESS)
AS "KEENESBURG HARDWARE &)
APPLIANCE CO., 842 QUENTIN,) PERMIT NO. C-25112
DENVER 8, COLORADO.)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Frank W. Sheehan, dba "Keenesburg Hardware & Appliance Co."
requesting that Permit No. C-25112 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-25112, heretofore issued to.....
Frank W. Sheehan, dba "Keenesburg Hardware & Appliance Co." be,
and the same is hereby, declared cancelled effective July 7, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Frank W. C. Hobart
John H. Winchell
Commissioners

Dated at Denver, Colorado,
this 25th day of July, 1952.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOE E. DURAN, 2737 WEST 13th)
AVENUE, DENVER, COLORADO.)
)
)
)

PERMIT NO. C-7721

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Joe E. Duran

requesting that Permit No. C-7721 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-7721, heretofore issued to.....

Joe E. Duran.....be,

and the same is hereby, declared cancelled effective July 15, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
E. M. BLAKE, 1557 KEARNEY ST.,)
DENVER 7, COLORADO.)

) PERMIT NO. C-8048
)
)
)

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

.....
E. M. Blake
.....

requesting that Permit No.C-8048.....be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No.C-8048....., heretofore issued to.....

.....
E. M. Blake
.....be,

and the same is hereby, declared cancelled effective July 15, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph W. Hawley
Ralph W. C. Horton
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CAROL R. CHRISTENSON, 4801)
GRANT STREET, DENVER,)
COLORADO.)
)
)

PERMIT NO. C-21725

July 25, 1952

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....

Carol R. Christenson

requesting that Permit No. C-21725 be cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-21725, heretofore issued to.....

Carol R. Christenson be,

and the same is hereby, declared cancelled effective May 23, 1952.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Joseph W. Hawley
Joseph C. Nelson
John H. Winchell
Commissioners

Dated at Denver, Colorado,

this 25th day of July, 1952.

mls