

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BOYD MOCK, BOX 1, DUPONT,)
COLORADO)

PERMIT NO. C-18064

December 2, 1946

S T A T E M E N T

By the Commission:

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

Boyd Mock

requesting that Permit No. C-18064 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-18064, heretofore issued to.....

Boyd Mock

and the same is hereby, declared cancelled effective October 29, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

LeRoy D. Thorne

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

✿ ✿ ✿ ✿

RE MOTOR VEHICLE OPERATIONS OF)
HERBERT E. SMITH AND ALEX)
MATWISHIN, ROUTE 1, BOX 072,)
STOCKYARDS STATION, DENVER 16,)
COLORADO)

PERMIT NO. C-18065

December 2, 1946

STATEMENT

By the Commission:

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

Herbert E. Smith and Alex Matwishin

requesting that Permit No. C-1806 5 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-18065, heretofore issued to _____

Herbert E. Smith and Alex Matwishin be

and the same is hereby, declared cancelled effective October 19, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson
Ralph C. Horton
Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
STAUFFER TRUCK SERVICE, 1108)
EAST 4th, LOVELAND, COLORADO)

PERMIT NO. C-18146

December 2, 1946

S T A T E M E N T

By the Commission:

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

Stauffer Truck Service

requesting that Permit No. C-18146 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-18146, heretofore issued to.....

Stauffer Truck Service be,

and the same is hereby, declared cancelled effective November 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Brown
Malcom Erickson
Ralph C. Johnson
Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
ADOLPH GAUTIER, 1310 SOUTH)
COLUMBINE STREET, DENVER, 10,)
COLORADO)
)
)
)

PERMIT NO. C-18221

December 2, 1946

STATEMENT

By the Commission:

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

Adolph Gautier

requesting that Permit No. C-18221.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-18221, heretofore issued to.....

Adolph Gautier be.

and the same is hereby, declared cancelled effective November 12, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Essington
Ralph C. Horton
Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
B. A. SHERMAN, 1500 EAST 21st.,)
WICHITA, KANSAS)
)
)
)

PERMIT NO. C-18353

December 2, 1946

S T A T E M E N T

By the Commission:

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

B. A. Sherman

requesting that Permit No. C-18353 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-18353, heretofore issued to.....

B. A. Sherman

be,

and the same is hereby, declared cancelled effective September 14, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Sherman

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

• • • •

RE MOTOR VEHICLE OPERATIONS OF)
JOSE SOLIS, ROUTE NO. 1,)
ALAMOSA, COLORADO)

PERMIT NO. C-15645

December 2, 1946

S T A T E M E N T

By the Commission:

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

Jose Solis

requesting that Permit No. C-15645 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-15645, heretofore issued to.....

Jose Solis be.

and the same is hereby, declared cancelled effective October 31, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

OF THE STATE OF COLORADO
Henry D. Shaw

Malcom Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this.....2nd.....day of.....December....., 194 6

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
BURT CHEVROLET INC., 3300)
SOUTH BROADWAY, ENGLEWOOD,)
COLORADO)

PERMIT NO. C-15708

December 2, 1946

STATEMENT

By the Commission:

The Commission is in receipt of a communication from.....
Burt Chevrolet Inc.,.....
requesting that Permit No. C-15708.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-15708, heretofore issued to Burt Chevrolet Inc. be,
and the same is hereby, declared cancelled effective October 25, 1946.

~~THE PUBLIC UTILITIES COMMISSION~~
~~OF THE STATE OF COLORADO~~

Malcom Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WILLIAM H BYERS AND JOHN)
WALKER, BOX 134, PROCTOR,)
COLORADO) PERMIT NO. C-13999
)
)
)
)

December 2, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
William H. Byers and John Walker
requesting that Permit No. C-13999 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-13999, heretofore issued to.....
William H. Byers and John Walker be,
and the same is hereby, declared cancelled effective November 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewy D. Shawman

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
F. H. USERY, MILNER, COLORADO)
)
) PERMIT NO. C-7003
)
)
)

December 2, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
F. H. Usery-----
requesting that Permit No. C-7003-----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-7003-----, heretofore issued to-----
F. H. Usery-----be,
and the same is hereby, declared cancelled effective October 23, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Leury D. Bowman

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 2nd day of December, 1946
S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
STEWART GRAIN COMPANY,)
GRAINFIELD, KANSAS)
)
) PERMIT NO. C-10941
)
)
)

December 2, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
Stewart Grain Company-----
requesting that Permit No. C-10941-----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-10941-----, heretofore issued to-----
Stewart Grain Company-----be,
and the same is hereby, declared cancelled effective November 7, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Sherman

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WALTER BENGE, 101 WEST LEWIS)
STREET, WICHITA, KANSAS)

PERMIT NO. C-12279

December 2, 1946

S T A T E M E N T

By the Commission:

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

Walter Benge

requesting that Permit No. C-12279..... 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-12279....., heretofore issued to.....

Walter Benge..... be,

and the same is hereby, declared cancelled effective November 6, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this.....2nd.....day of December....., 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
G. W. KILCOLLINS, 45 WEST)
ARCHER PLACE, DENVER, COLORADO)
)
)
)

PERMIT NO. C-13686

December 2, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
G. W. Kilcollins-----
requesting that Permit No. C-13686-----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-13686-----, heretofore issued to-----
G. W. Kilcollins-----be,
and the same is hereby, declared cancelled effective November 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Brown

Malcom Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 194 6

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HERMAN CORE, 616 SILVER STREET,)
DELTA, COLORADO)
)
)
)

PERMIT NO. C-5512

December 2, 1946

S T A T E M E N T

By the Commission:

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

Herman Core

requesting that Permit No. C-5512 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-5512, heretofore issued to.....

Herman Core

be,

and the same is hereby, declared cancelled effective November 1, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shomear

Malcom Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
PAUL TRINDER, GRAND LAKE,)
COLORADO)
)
)
)
)
)

PERMIT NO. C-6934

December 2, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
Paul Trinder-----
requesting that Permit No. C-6934-----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-6934-----, heretofore issued to-----
Paul Trinder-----be,
and the same is hereby, declared cancelled effective November 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewis D. Shawman

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
M. L. NELSON, STAR ROUTE,)
FLORENCE, COLORADO)

PERMIT NO. C-314

December 2, 1946

STATEMENT

By the Commission:

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

M. L. Nelson

requesting that Permit No. C-314 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-314, heretofore issued to.....

M. L. Nelson

and the same is hereby, declared cancelled effective October 23, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Rowman

Malcom Erickson

Ralph C. Whitworth
Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

✿ ✿ ✿ ✿

RE MOTOR VEHICLE OPERATIONS OF)
NATHAN W. CUMMINS, DELTA,)
COLORADO)

PERMIT NO. C-18517

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Nathan W. Cummins.....
requesting that Permit No. C-18517.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-18517, heretofore issued to Nathan W. Cummins,
be,
and the same is hereby, declared cancelled effective November 8, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

✿ ✿ ✿ ✿

RE MOTOR VEHICLE OPERATIONS OF)
MERRITT M. CRANS, P. O. BOX 626,)
DELTA, COLORADO)

PERMIT NO. C-17638

December 5, 1946

STATEMENT

By the Commission:

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

Merritt M. Crans

requesting that Permit No. C-17638 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-17638, heretofore issued to

Merritt M. Crans be.

and the same is hereby, declared cancelled effective October 24, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO
Henry D. Brown

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this.....5th.....day of.....December....., 194 6

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FRED G. GUSTAFSON, 117 INCA)
STREET, DENVER, COLORADO)
) PERMIT NO. C-17652
)
)
)

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
Fred G. Gustafson-----
requesting that Permit No. C-17652-----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-17652-----, heretofore issued to-----
Fred G. Gustafson-----be,
and the same is hereby, declared cancelled effective November 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shover

Malcolm Erickson

Ralph C. Johnson

Commissioners

Dated at Denver, Colorado,
this 5th day of December, 194 6

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN SATRIANO, 6200 NORTH)
BROADWAY, DENVER 16, COLORADO)
)
)
)

PERMIT NO. C-17707

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....John Satriano.....
requesting that Permit No. C-17707..... 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-17707....., heretofore issued to.....
.....John Satriano..... be,
and the same is hereby, declared cancelled effective November 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Brown

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HERBERT R. LIND, IDAHO SPRINGS,)
COLORADO)
)
)
)
)
)

PERMIT NO. C-17942

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Herbert R. Lind.....
requesting that Permit No. C-17942.....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-17942....., heretofore issued to.....
Herbert R. Lind.....be,
and the same is hereby, declared cancelled effective November 19, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Peterson

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JAMES A COX, CARE OF MILE)
A-WAY GARAGE, ROUTE 2, GRAND)
JUNCTION, COLORADO) PERMIT NO. C-18004
)
)
)

December 5, 1946

S T A T E M E N T

By the Commission:

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

James A. Cox

requesting that Permit No. C-18004 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-18004, heretofore issued to-----

James A. Cox
-----be,

and the same is hereby, declared cancelled effective October 28, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shaw

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 194 6

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CARL MALTESE AND JIMMY LUCCI)
DOING BUSINESS AS L & M PRODUCE)
4154 RARITAN STREET, DENVER 11,) PERMIT NO. C-17637
COLORADO)
)

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Carl Maltese and Jimmy Lucci DBA L & M Produce
requesting that Permit No. C-17637 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-17637, heretofore issued to.....
Carl Maltese and Jimmy Lucci DBA L & M Produce be,
and the same is hereby, declared cancelled effective November 7, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO
Henry D. Shaw
Malcolm Erickson
Ralph C. Norton
Commissioners

Dated at Denver, Colorado,
this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ERNEST H. COOK, ROUTE 4,)
GRAND JUNCTION, COLORADO)
)
)
)
)

PERMIT NO. C-17532

December 5, 1946

S T A T E M E N T

By the Commission:

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

Ernest H. Cook

requesting that Permit No. C-17532 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-17532, heretofore issued to.....

Ernest H. Cook be,

and the same is hereby, declared cancelled effective October 14, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shuman

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WALTER F. BURNETT, PAONIA,)
COLORADO)
)
)
)
)
)

PERMIT NO. C-17551

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Walter F. Burnett.....
requesting that Permit No. C-17551..... 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-17551....., heretofore issued to.....
Walter F. Burnett..... be,
and the same is hereby, declared cancelled effective November 7, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shuman
.....
Malcolm Erickson
.....
Ralph C. Horton
.....
Commissioners

Dated at Denver, Colorado,
this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BILL WINKLE DISTRIBUTING)
COMPANY, 260 EAST 2nd SOUTH,)
RICHFIELD, UTAH)

PERMIT NO. C-17553

December 5, 1946

S T A T E M E N T

By the Commission:

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

Bill Winkle Distributing Co.

requesting that Permit No. C-17553.....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-17553....., heretofore issued to.....

Bill Winkle Distributing Co.

be,

and the same is hereby, declared cancelled effective November 8, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Levy R. Brown

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BERNARD BARRAGREE AND RALPH)
ROBISON, 1012 SOUTH 2nd,)
CANON CITY, COLORADO) PERMIT NO. C-17576
)
)
)

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Bernard Barragree and Ralph Robison
requesting that Permit No. C-17576 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-17576, heretofore issued to.....
Bernard Barragree and Ralph Robison.....be,
and the same is hereby, declared cancelled effective November 5, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shaw
.....
Malcom Erickson
.....
Ralph C. Hart
Commissioners

Dated at Denver, Colorado,
this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CARL GREENWOLD, 1219 NORTH)
ACADEMY, HASTINGS, NEBRASKA)
)
)
)
)

PERMIT NO. C-17371

December 5, 1946

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Carl Greenwold.....
requesting that Permit No. C-17371.....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-17371....., heretofore issued to.....
.....Carl Greenwold.....be,
and the same is hereby, declared cancelled effective October 29, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. [Signature]

Malcom Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,
this.....5th.....day of.....December....., 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GREELEY SAND & GRAVEL COMPANY,)
1401 - 11 th STREET, GREELEY,)
COLORADO) PERMIT NO. C-17079
)
)
)
)

December 5, 1946

STATEMENT

By the Commission:

The Commission is in receipt of a communication from-----
Greeley Sand & Gravel Co.

requesting that Permit No. C-17079 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-17079, heretofore issued to-----
Greeley Sand & Gravel Co. be,
and the same is hereby, declared cancelled effective November 12, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Bowman

Malcolm Erickson

Raymond C. Kerton
Commissioners

Dated at Denver, Colorado,
this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CLYDE HARDESTY, BOX 332,)
JOHNSTOWN, COLORADO)
)
)
)
)
)

PERMIT NO. C-17142

December 5, 1946

S T A T E M E N T

By the Commission:

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

Clyde Hardesty

requesting that Permit No. C-17142 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-17142, heretofore issued to.....

Clyde Hardesty.....be,

and the same is hereby, declared cancelled effective November 6, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Emerson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
H. J. MILLER, 2716 WEST HOLDEN)
PLACE, DENVER 4, COLORADO)
)
)
)

PERMIT NO. C-16942

December 5, 1946

S T A T E M E N T

By the Commission:

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

H. J. Miller

requesting that Permit No. C-16942 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-16942, heretofore issued to.....

H. J. Miller.....be,

and the same is hereby, declared cancelled effective November 14, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry P. Johnson
.....
Malcolm E. Johnson
.....
Ralph C. Johnson
Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RAY W. BROWN, ROUTE 3,)
LITTLETON, COLORADO)
)
)
)

PERMIT NO. C-16984

December 5, 1946

S T A T E M E N T

By the Commission:

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

Ray W. Brown

requesting that Permit No. C-16984 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-16984, heretofore issued to.....

Ray W. Brown.....be,

and the same is hereby, declared cancelled effective October 29, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WILLIAM O. HAAS, 2085 SOUTH)
DOWNING, DENVER 10, COLORADO)
)
)
)

PERMIT NO. C-16447

December 5, 1946

S T A T E M E N T

By the Commission:

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

William O. Haas

requesting that Permit No. C-16447.....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-16447....., heretofore issued to.....

William O. Haas

and the same is hereby, declared cancelled effective November 1, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
SIDNEY WOODEN, 210 NORTH)
SANTA FE, PUEBLO, COLORADO)
)
)
)

PERMIT NO. C-16634

December 5, 1946

S T A T E M E N T

By the Commission:

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

Sidney Wooden

requesting that Permit No. C-16634.....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-16634....., heretofore issued to.....

Sidney Wooden.....be,

and the same is hereby, declared cancelled effective October 2, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
EDITH GALE COX, AUSTIN,)
COLORADO)

PERMIT NO. C-16780

December 5, 1946

STATEMENT

By the Commission:

The Commission is in receipt of a communication from.....
Edith Gale Cox

requesting that Permit No. C-16780 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-16780, heretofore issued to Edith Gale Cox,
Edith Gale Cox be,
 and the same is hereby, declared cancelled effective September 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado.

this 5th day of December, 1946

Original

(Decision No. 27230)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

At a General Hearing of The
Public Utilities Commission
of the State of Colorado,
held at its office in Denver,
Colorado, on November 29, 1946.

INVESTIGATION AND SUSPENSION DOCKET NO. 266

By the Commission:

IT APPEARING That on November 1, 1946, Wilson McCarthy and Henry Swan, Trustees of the property of The Denver and Rio Grande Western Railroad Company, filed with this Commission a copy of its Notice to the public and patrons of its station at Moffat, Colorado, which said notice is made a part hereof, that it proposes to discontinue its agency station at Moffat, on and after December 1, 1946, and thereafter to operate said station as a non-agency station, except for the period from September 20, to November 20, of each year, it being averred in the petition filed under General Order No. 34, accompanying said Notice, that petitioners presently maintain an agent at the station at Moffat, Colorado, which is a station on the narrow gauge line of said railroad which extends between Alamosa and Salida, about sixteen miles south of Villa Grove, and eight miles north of Hooper; that petitioners operate occasional freight trains in each direction on said narrow gauge line, but do not operate any passenger, mail, or express train service thereon; that during the period from September 20 to November 20 of each year, there is a comparatively heavy livestock movement from the territory adjacent to said station, and an agent is reasonably required to meet the convenience of the public in connection with such shipments; that the business transacted at said station from November 20 until September 20 of the following year does not justify the expense of maintaining a station agent at said point, and, during said period of time, public convenience and necessity does not require, and the safe, efficient, and economical operation of petitioner's railroad does not justify the maintenance of an agent at

said station.

IT FURTHER APPEARING, That on November 16, 1946, the Commission received a protest from "Baca Grant," a large ranch in the vicinity of Moffat, which ships great numbers of cattle yearly from said station, protesting the proposed closing; that a similar protest was filed by San Luis Valley Rural Electric Cooperative, Inc., on November 18, 1946; that protests also have been received from S. J. Weaver, of Moffat, and other individuals.

Protestants represent that a hardship will be imposed upon the shippers and receivers of freight in said community if the station is closed as an agency station. They request that hearing be had; that the railroad be required to continue to operate Moffat as an agency station.

IT FURTHER APPEARING, AND THE COMMISSION SO FINDING, That said discontinuance of agency station at Moffat on December 1, 1946, may injuriously affect the rights and interests of said protestants, or others who may be concerned;

ORDER

IT IS ORDERED:

That the effective date for the discontinuance of said agency station at Moffat, Colorado, as proposed herein, be suspended for a period of one hundred and twenty (120) days from December 1, 1946, or until March 31, 1947, unless otherwise ordered by the Commission.

IT IS FURTHER ORDERED, That the discontinuance of agency service at Moffat, Colorado, as proposed by the said petitioners, be made a subject of investigation and determination by the Commission within the said period of suspension, or such further time as the same may be lawfully suspended.

IT IS FURTHER ORDERED, That the matter of protests of the aforesaid protestants, or others concerned, is hereby set down for hearing before the Commission, at the Court House in Alamosa, Colorado, on the 27th day of December, A. D., 1946, at 10:00 o'clock A. M., at which time and place such evidence in the matter as is proper may be presented.

IT IS FURTHER ORDERED, That a copy of this Order be filed with

the aforesaid petition and notice for discontinuance of agency station service at Moffat, and copies hereof be served forthwith upon petitioners and protestants.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

E. J. Sherman

Wm. E. Ewing

Frank C. Horton
Commissioners

Dated at Denver, Colorado,
this 29th day of November, 1946.

BT

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * * *

RE MOTOR VEHICLE OPERATIONS)
OF FRITZ RODNEY, 314 SOUTH)
LOOMIS, FORT COLLINS,)
COLORADO)

PERMIT NO. C-1396

December 2, 1946

S T A T E M E N T

By the Commission:

Through an error in advice to the applicant, he requested that his Permit C-1396 be cancelled, which was done December 28, 1944, under Decision No. 23062.

He now advises that his permit should have remained active, that his insurance has been in force continuously, and he requests 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. C-1396 should be, and the same hereby is, reinstated as of December 28, 1944.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry R. Shouman

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado
this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BILL EMERSON, 1121 EAST COLFAX)
AVENUE, DENVER 6, COLORADO)

PERMIT NO. C-17616

December 2, 1946

S T A T E M E N T

By the Commission:

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

Bill Emerson.....

requesting that Permit No. C-17616..... 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-17616....., heretofore issued to.....

Bill Emerson.....

be,

and the same is hereby, declared cancelled effective November 10, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 2nd day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

ON THE MATTER OF THE APPLICATION OF)
CHARLES F. BRILEY, LA JUNTA, COLO-)
RADO, FOR AUTHORITY TO TRANSFER PUC)
NO. 1519 TO ELLIS ELMER AND ALYNE)
R. ELMER, LA JUNTA, COLORADO.)

APPLICATION NO. 8051
(Transfer)

December 5, 1946

Appearances: Clyde T. Davis, Esq., La Junta,
Colorado, for Applicants.

S T A T E M E N T

By the Commission:

Heretofore, Charles F. Briley, La Junta, Colorado, was au-
thorized to operate as a common carrier by motor vehicle for hire for
the transportation of:

Passengers from point to point within the City of La Junta; passengers between the City of La Junta and the territory lying within a radius of twenty miles thereof and all other points within the State of Colorado, subject to the following terms and conditions: Applicant shall not conduct any operations outside of the City of La Junta on schedule; applicant shall not establish a branch office or have an agent employed in any other town or city than the City of La Junta for the purpose of developing business under said authority; applicant's rates shall, in all trips made to points now having regular service, whether by rail or motor vehicle carrier, be at least 33-1/3% greater per passenger than the effective rates of such rail or motor vehicle carrier; Transportation of passengers and their hand baggage between points in La Junta, and between La Junta and points within a radius of fifteen miles thereof. The following rates shall be charged for such service; Between La Junta and La Junta Air Base, 80¢ minimum per car one way, with a charge of 25¢ per passenger over the first four passengers; between points in La Junta, 25¢ for one to four passengers, inclusive, with an additional charge of 10¢ for each additional passenger over four; between La Junta and the Aeroplane Inn, 55¢ per one-way trip; between La Junta and Swink, \$1.40 per one-way trip; between La Junta and Rocky Ford, \$2.10 per one-way trip; to points not specifically enumerated, 20¢ per loaded car mile.

Said certificate-holder now seeks authority to transfer said operating rights (PUC No. 1519) to Ellis Elmer and Alyne R. Elmer, La Junta, Colorado.

Inasmuch as the files of the Commission and the verified 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 transferee; 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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Charles F. Briley, La Junta, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 1519 to Ellis Elmer and Alyne R. Elmer, La Junta, Colorado.


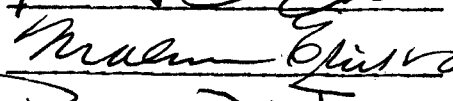
That the tariff of rates, rules, and regulations of the transferor shall become and remain those of the transferees until changed according to law and the rules and regulations of this Commission.

That passenger-mile tax deposit shall be transferred to the account of transferees;

That this order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

DATED at Denver, Colorado,
this 5th day of December, 1946.



Commissioners

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
LOIS ERVIN, 118 PLATTE STREET, STER-)
LING, COLORADO, FOR AUTHORITY TO)
TRANSFER PUC NO. 769 TO ROBERT D.)
HOUNSHELL AND WILLIS HOUNSHELL,)
DOING BUSINESS AS "THE STERLING)
TRANSFER COMPANY," 531 SOUTH 6TH)
AVENUE, STERLING, COLORADO.)

APPLICATION NO. 8047
(Transfer)

December 6, 1946

S T A T E M E N T

By the Commission:

Heretofore, Lois Ervin, Sterling, Colorado, was authorized to operate as a common carrier by motor vehicle for hire for the transportation of:

Furniture and household goods, pianos, farm machinery, vaults, and mausoleums, office equipment, store fixtures, heavy machinery and equipment, and other similar commodities, not on schedule, from point to point in Logan County, and from and to points within said area, to and from points within the state, provided applicant shall not inaugurate a transportation service on schedule between Denver and Sterling and intermediate points, or elsewhere, and provided further, that for the transportation of all freight between points served by scheduled motor vehicle or railroad common carrier service, applicant shall charge rates which in all cases shall be at least 20% in excess of those charged by scheduled carriers, and his rates for transportation of furniture and household goods shall not be less than those provided by tariff of Colorado Transfer and Warehousemen's Association, now or hereafter on file with the Commission.

Inasmuch as the files of the Commission and the verified 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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted, provided reports now delinquent (July to date), be filed by transferor and tax paid.

O R D E R

THE COMMISSION ORDERS:

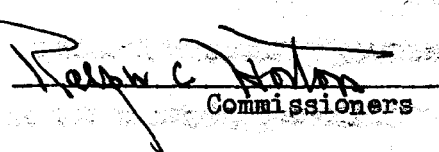
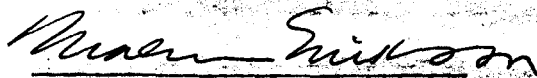
That Lois Ervin, Sterling, Colorado, provided she first file reports now delinquent and pay ton-mile tax, if any, due thereon, be, and she hereby is, authorized to transfer all her right, title, and interest in and to PUC No. 769 to Robert D. Hounshell and Willis Hounshell, doing business as "The Sterling Transfer Company," Sterling, Colorado.

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

That ton-mile tax deposit of transferor shall be transferred to the account of transferees.

That this order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

DATED at Denver, Colorado,
this 5th day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
WILLIAM E. LEE, 4121 ADAMS STREET,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8044-PP

December 6, 1946.

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 materials used in making up the surface of the roads, from pits and supply points within a radius of fifty miles of Denver, to road and construction jobs within said area, excluding service in Boulder, Clear Creek and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of permits limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That William E. Lee, 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, and other materials used in making up the surface of the roads, from pits and supply points within a radius of fifty

miles of Denver, to road and construction jobs within said area, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.


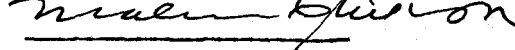
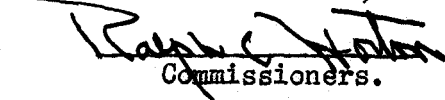
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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, 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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 6th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
MELVIN C. BOWLES, BOX 222, MINTURN,) APPLICATION NO. 8042-PP
COLORADO, FOR AUTHORITY TO EXTEND)
OPERATIONS UNDER PERMIT NO. B-3515.)

December 6, 1946.

S T A T E M E N T

By the Commission:

Applicant herein seeks authority to extend his operations under Permit No. B-3515 to include the right to transport lumber from sawmills in the territory he is presently authorized to serve (within a radius of twenty-five miles of the junction of U. S. Highways Nos. 6 and 24, known as "Dowd's Junction", in Eagle County, Colorado, with no town to town service) to points in the State of Colorado.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of authority limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.




O R D E R

THE COMMISSION ORDERS:

That Melvin C. Bowles, Minturn, Colorado, be, and he hereby is, authorized to extend his operations under Permit No. B-3515 to include the right to transport lumber from sawmills within a radius of twenty-five miles of the junction of U. S. Highways Nos. 6 and 24 (known as "Dowd's Junction") in Eagle County, Colorado, to points in the State of Colorado.

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

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 6th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
JAY MOON, 3831 WEST VIRGINIA, DENVER,)
COLORADO, FOR A CLASS "B" PERMIT TO) APPLICATION NO. 8043-PP
OPERATE AS A PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)

December 6, 1946.

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 materials used in making up the surface of the roads, from pits and supply points within a radius of fifty miles of Denver, to road and building construction jobs in said area, excluding service in Boulder, Clear Creek and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of permits limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Jay Moon, 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, and other materials used in making up the surface

of the roads, from pits and supply points within a radius of fifty miles of Denver, to road and building construction jobs in said area, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver.


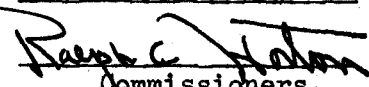
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


William E. Brown

Ralph C. Hutton
Commissioners.

Dated at Denver, Colorado,
this 6th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
MRS. ANNA WEST, NIWOT, COLORADO.)

PUC NO. 438

IN THE MATTER OF THE APPLICATION OF)
ANNA WEST, NIWOT, COLORADO, FOR)
AUTHORITY TO TRANSFER PUC NO. 438)
TO KLEBERT RIGOT, NIWOT, COLORADO.)

APPLICATION NO. 8065
(Transfer)

December 6, 1946

Appearances: Marion F. Jones, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

On April 16, 1946, by Decision No. 25859, Anna West was authorized to suspend her operations under PUC No. 438 until August 15, 1946, with the proviso that, unless she, prior to expiration of said suspension period, should, in writing, request reinstatement of said certificate, file insurance, and otherwise comply with all rules and regulations of the Commission required to place said certificate in good standing as an active operation, said certificate, without further action by the Commission, should be revoked, without right to reinstate.

Said Anna West failed to file insurance or tariff, or to make application to place said certificate in good standing, or to otherwise comply with our rules and regulations, within the time allowed.

She has filed application with the Commission, reciting that on March 13, 1946, she contracted to sell, and sold, said certificate to Klebert Rigot, Niwot, Colorado, with the understanding that he would make application, if and when the payments therefor had been completed, to transfer said certificate, and would place it in good standing; that

payments were completed on or about June 18, 1946; that, at that time, she was not at home, and apparently transferee was under the impression that she had made, or would make, arrangements for transfer and for reinstatement of said certificate to active status.

Our records show that, as of date August 15, 1946, said certificate stands revoked.

It further appears that transferee recently was discharged from the Army, and arranged for a "G. I. Loan" from the First National Bank at Longmont, Colorado, to purchase, and did purchase, a truck for the sum of \$1,450.00 to conduct said operation.

Under the circumstances, it would appear that our order, of date April 16, 1946, should be amended, nunc pro tunc, as of said day, by changing the time within which said certificate might be restored to active status to December 31, 1946, instead of August 15, 1946, and the Commission so finds; further, that no useful purpose would be served by setting the matter of transfer of said certificate for formal hearing inasmuch as it appears from the application that transferee is pecuniarily, and otherwise, qualified to carry on the operation, and that there are no outstanding unpaid obligations against said operation.

O R D E R

THE COMMISSION ORDERS:

That our Decision No. 25859, of date April 16, 1946, be, and the same hereby is, amended, by inserting the words and figures "December 31, 1946," in lieu of the words and figures "August 15, 1946," at the end of the second line of the Order contained in said decision.

That, in all other respects, said decision shall remain in full force and effect.

That the revocation of said PUC No. 438 noted on our records be, and the same hereby is, vacated and set aside.

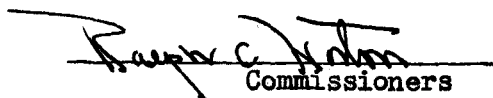
That Mrs. Anna West, Niwot, Colorado, be, and she hereby is, authorized to transfer all her right, title, and interest in and to PUC No. 438 to Klebert Rigot, Niwot, Colorado.

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

That ton-mile tax deposit of transferor shall be transferred to the account of transferee.

That this order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

DATED at Denver, Colorado,
this 6th day of December, 1946.

EHC

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
WALTER J. BAKER, 2585 SOUTH BROAD-)
WAY, DENVER, COLORADO, FOR A CLASS)
"B" PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8040-PP

December 6, 1946.

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of permits limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Walter J. Baker, 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, 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, excluding service in Boulder, Clear Creek and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

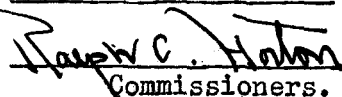
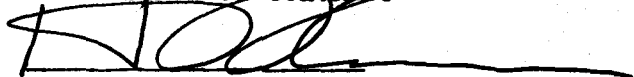
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 6th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
LARRY KATTARI, GENERAL DELIVERY,)
ARVADA, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8039-PP

IN THE MATTER OF THE APPLICATION OF)
GLEN S. DOUTHIT, 5119 WEST 46th)
AVENUE, DENVER, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8045-PP

December 9, 1946.

S T A T E M E N T

By the Commission:

The above-styled applicants, and each of them, herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, and to points within a radius of five miles of Denver.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of permits limited to the service herein sought to be performed by applicants, the Commission determined to hear, and has heard, said matters forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the applications should be granted.

O R D E R

THE COMMISSION ORDERS:

That Larry Kattari, Arvada, Colorado, and Glen S. Douthit, Denver,

and each of them, should be, and they hereby are, authorized to severally operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, and to points within a radius of five miles of Denver.


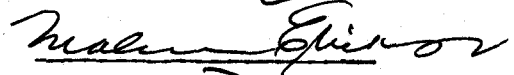
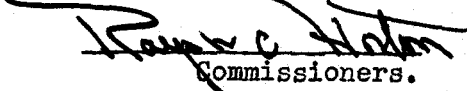
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to these permits deemed advisable.

This order shall be the permits herein provided for, but they 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, and the required insurance, and have secured identification cards.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of December, 1946.

BH

Original

(Decision No. 27241)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
MANUEL R. MARTINEZ, DEL NORTE, COLO-)
RADO, FOR AUTHORITY TO TRANSFER)
PERMIT NO. B-1518 TO MANUEL R. MARTINEZ)
AND ELOY F. ARELLANO, CO-PARTNERS,)
DOING BUSINESS AS "ARELLANO AND)
MARTINEZ," DEL NORTE, COLORADO.)

APPLICATION NO. 8050-PP-Transfer

December 9, 1946.

Appearances: Conour and Conour, Esqs., Del Norte,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

Heretofore, Manuel R. Martinez, Del Norte, Colorado, was authorized to
operate as a private carrier by motor vehicle for hire for the transportation of:

Farm products, including livestock, farm supplies
and farm equipment from and to farms and ranches
situated within a radius of 25 miles of Del Norte,
and to and from towns, loading points and storage,
as well as ice, from point to point in said area,
and to conduct a drayage business in Del Norte,
provided applicant shall not engage in any transporta-
tion service of a competitive character along the line
of scheduled common carriers now serving this territory;
lettuce from farms in Mineral County to loading sheds
between South Fork and Del Norte.

Said permit-holder now seeks authority to transfer said operating
rights (Permit No. B-1518) to Manuel R. Martinez and Eloy F. Arellano, copartners,
doing business as "Arellano and Martinez," Del Norte, 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 transferees; that there
are no outstanding unpaid operating obligations against said permit; 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

matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:


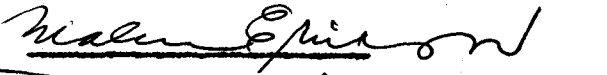
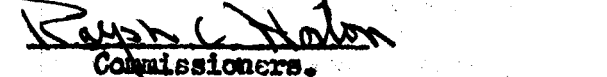
That Manuel R. Martinez, Del Norte, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to Permit No. B-1518 to Manuel R. Martinez and Eloy F. Arellano, co-partners, doing business as "Arellano and Martinez," Del Norte, Colorado.

That ten-mile tax deposit of transferor shall be transferred to the account of transferees.

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.

This order is made a part of the permit authorized to be transferred, and shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
MANUEL DIAZ, SUGAR CITY, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE)
AS A PRIVATE CARRIER BY MOTOR)
VEHICLE FOR HIRE.)

APPLICATION NO. 8041-PP

December 9, 1946.

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 alfalfa hay - loose and baled - between and from farms in Crowley County to the alfalfa mill at Ordway, Colorado, and from farms between Rocky Ford and Manzanola, in Otero County, Colorado, to the alfalfa mill at Ordway, Colorado.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of permits limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Manuel Diaz, Sugar City, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of alfalfa hay - loose and baled - between farms in Crowley County and from said farms to the alfalfa mill at Ordway, Colorado, and from farms between Rocky Ford and Manzanola, in Otero County, to said alfalfa mill

at Ordway, Colorado.


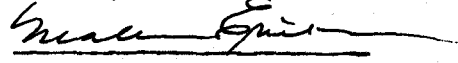
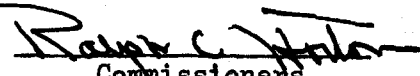
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 shall have 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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ALBERT EHRLICH, BOX 712, WINDSOR,)
COLORADO, FOR AUTHORITY TO TRANSFER)
PERMIT NO. A-600 TO ALBERT EHRLICH)
AND BOB EHRLICH, BOX 712, WINDSOR,)
COLORADO.)

APPLICATION NO. 8052-PP
(Transfer)

December 6, 1946

S T A T E M E N T

By the Commission:

Heretofore, Albert Ehrlich, Windsor, Colorado, was authorized to operate as a Class "A" private carrier by motor vehicle for hire for the transportation of:

Freight - Windsor north and east to Johnstown, eighteen miles; milk and cream from the area described as follows: Bounded on the east by U. S. Highway No. 85, on the south by State Highway No. 16, on the west by a line running north and south one and one-half miles west of Timnath, and on the north by the Colorado-Wyoming State Line, to the Condensery at Johnstown, Colorado, with return of empty cans; milk and cream from the above-described area to Windsor, with back-haul of empty cans.

Said permit-holder now seeks authority to transfer said operating rights (Permit No. A-600) to Albert Ehrlich and Bob Ehrlich, Windsor, 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 the account of transferees; that there are no outstanding unpaid operating obligations against said permit; 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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

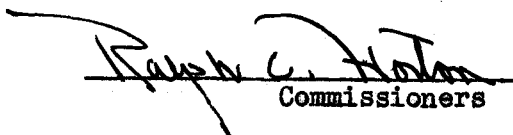
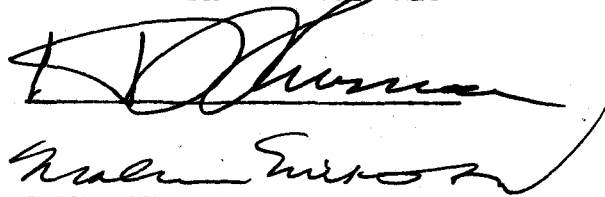
That Albert Ehrlich, Windsor, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to Permit No. A-600 to Albert Ehrlich and Bob Ehrlich, Windsor, Colorado.

That 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.

That ton-mile tax deposit shall be transferred to the account of transferees.

That this order is made a part of the permit authorized to be transferred, and shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

DATED at Denver, Colorado,
this 6th day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
A. E. ATKINS, KIMBALL, NEBRASKA,)
FOR AUTHORITY TO TRANSFER INTER-)
STATE OPERATING RIGHTS TO RICHARD)
D. WILSON, WILLIAM J. WILSON, AND)
DONALD G. WILSON, CO-PARTNERS,)
DOING BUSINESS AS "WILSON BROTHERS,")
KIMBALL, NEBRASKA.)

P.U.C. NO. 815-I

December 9, 1946.

S T A T E M E N T

By the Commission:

Heretofore, A. E. Atkins, Kimball, Nebraska, 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. 815-I issued to him.

Said certificate-holder now seeks authority to transfer said operating rights to Richard D. Wilson, William J. Wilson, and Donald G. Wilson, co-partners, doing business as "Wilson Brothers," Kimball, Nebraska.

Records and files of the Commission fail to disclose any reason why said request should not be granted.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

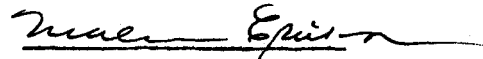
THE COMMISSION ORDERS:

That A. E. Atkins, Kimball, Nebraska, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 815-I to Richard D. Wilson, William J. Wilson, and Donald G. Wilson, co-partners, doing business as "Wilson Brothers," Kimball, Nebraska, said transfer to be subject to the provisions of the Federal Motor Carrier Act of 1935.

That ton-mile tax deposit of transferor shall be transferred to
account of transferees.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 9th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

ON THE MATTER OF THE APPLICATION OF)
ROBERT V. JONES, ROUTE 3, BOX 40,)
FORT COLLINS, COLORADO, FOR A CLASS)
"B" PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8038-PP

December 9, 1946.

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 cut lumber and timber products from Walden and mills within a radius of one mile of Gould to Denver and Fort Collins, via U. S. Highway No. 287 and Colorado Highway No. 14.

Inasmuch as the motor carrier associations heretofore have indicated they have no objection to the granting of permits limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Robert V. Jones, Fort Collins, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of cut lumber and timber products from Walden and mills within a radius of one mile of Gould to Denver and Fort Collins, via U. S. Highway No. 287 and Colorado Highway No. 14.


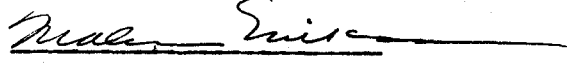
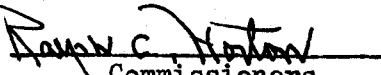
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
WILLIAM E. FAAST, DOING BUSINESS AS)
"FAAST STORAGE AND TRANSFER COMPANY.")
227 MAIN STREET, MONTROSE, COLORADO,)
FOR AUTHORITY TO TRANSFER PUC NO. 944.)

APPLICATION NO. 8044-Transfer

December 9, 1946.

Appearances: Bryant & Petrie, Esqs., Montrose,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

Heretofore, William E. Faast, doing business as "Faast Storage and Transfer Company," Montrose, Colorado, was authorized to operate as a common carrier by motor vehicle for hire for the transportation, in irregular service, of:

Farm products, including wool and livestock, farm supplies, including coal, feed and lumber and farm machinery and equipment, including used furniture, from farm to farm, farm to town, and town to farm within a radius of fifty miles of Montrose; new furniture from town to farm in said area, and used household goods and furniture from and to points in said area, to and from points in the State of Colorado, including the right to conduct a general transfer business in the Town of Montrose; provided, however, that applicant shall not engage in the hauling of merchandise or such commodities as are ordinarily handled by line haul carriers in competition with Rio Grande Motor Way, Inc.

Said certificate-holder now seeks authority to transfer said operating rights (PUC No. 944) to Theo. F. Robbins, Eckert, Colorado.

Inasmuch as the files of the Commission and the verified application herein show that said certificate is in good standing; that road tax has been paid; that ten-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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

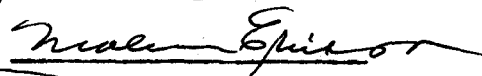
That William E. Faast, doing business as "Faast Storage and Transfer Company," Montrose, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 944 to Theo. F. Robbins, Eckert, Colorado.

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

That ton-mile tax deposit of transferor shall be transferred to the account of transferee.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 9th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
GLEN FORSTE, STEAMBOAT SPRINGS,
COLORADO, FOR AUTHORITY TO TRANSFER
PUC NO. 1708 TO GLEN'S CAB, STEAM-
BOAT SPRINGS, COLORADO.

APPLICATION NO. 8046-Transfer

December 10, 1946

S T A T E M E N T

By the Commission:

By Decision No. 25921, of date May 13, 1946, Glen Forste, Steamboat Springs, Colorado, was authorized to operate as a common carrier by motor vehicle for hire for the transportation of:

passengers and their baggage by taxicab, on call and demand, not on schedule, between points in the Town of Steamboat Springs, Colorado, and from and to Steamboat Springs, Colorado, to and from points within a radius of fifty miles thereof, applicant, when performing service which is in competition with any line-haul motor vehicle passenger service operating on schedule, is required to charge 25¢ per mile one way, with fare and a half round trip for one passenger, with one-half fare extra for each passenger in addition to a single passenger -- either one way or round trip -- and \$2.00 per hour waiting time, charges for off-line scenic points and for hunting and fishing parties transported to off-line points, and for local service, hereafter to be fixed by applicant in his tariff of rates and charges, subject to the approval of the Commission.

Said certificate-holder now seeks authority to transfer said operating rights (PUC No. 1708) to Glen's Cab, Steamboat Springs, Colorado.

Inasmuch as the files of the Commission and the verified 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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:


That Glen Forste, Steamboat Springs, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 1703 to Glen's Cab, Steamboat Springs, Colorado.

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

That ton-mile tax deposit of transferor shall be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 10th day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
R. W. DAVIS, DOING BUSINESS AS)
"FOWLER TRUCK LINE," FOWLER, COLO-)
RADO, FOR AUTHORITY TO TRANSFER PUC)
NO. 242 TO ROY E. LAPREV, JR., AND)
MARVIN A. LARREV, DOING BUSINESS AS)
"FOWLER TRUCK LINE," FOWLER, COLO-)
RADO.)

APPLICATION NO. 8049-Transfer

December 10, 1946

S T A T E M E N T

By the Commission:

Heretofore, R. W. Davis, doing business as "Fowler Truck Line,"
Fowler, Colorado, was authorized to operate as a common carrier by motor
vehicle for hire for the transportation of:

freight, on regular schedule, between Fowler and
Pueblo, leaving Fowler at 8:00 A. M. for Pueblo,
and leaving Pueblo to return to Fowler at 2:00
P. M., daily except Sunday, and to operate as an
irregular carrier of freight within the City of
Fowler and a radius of 15 miles from and to the
City of Fowler, subject to the provisions: (a)
applicant shall not operate from and to any inter-
mediate point between Fowler and Pueblo except such
as comes within the 15-mile radius of Fowler; (b)
applicant shall not operate on any other regular
schedule between Fowler and Pueblo, except as stated
in this order. Freight between points within a
radius of 15 miles of Fowler, and all other points
within the State of Colorado, provided that the
freight transported shall either originate or ter-
minate within said territory around Fowler, sub-
ject to the terms and conditions hereinafter imposed:
for the transportation authorized of all commo-
dities other than household goods between points
served singly or in combination by scheduled
carriers, applicant shall charge rates which shall
be as much as 20% higher in all cases than those
charged by the scheduled carriers. Applicant shall
not operate on schedule between any points except
those between which he hitherto has been operating.
Applicant shall not establish a branch office or
have an agent employed in any other town or city
than the Town of Fowler for the purpose of develop-
ing business.

Said certificate-holder now seeks authority to transfer said operating rights (PUC No. 242) to Roy E. Larrew, Jr., and Marvin A. Larrew, doing business as "Fowler Truck Line," Fowler, 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, pecuniarly and otherwise, are 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 the granting of the authority sought, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

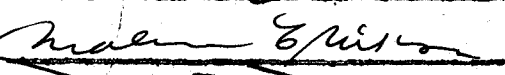
That R. W. Davis, doing business as "Fowler Truck Line," Fowler, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 242 to Roy E. Larrew, Jr., and Marvin A. Larrew, doing business as "Fowler Truck Line," Fowler, Colorado.

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

That ton-mile tax deposit of transferor shall be transferred to the account of transferees.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 10th day of December, 1946.

mw

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)

December 20, 1946

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 this Commission the sum of one dollar 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 highway 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 in their business, as required by law and Rule 12 of said Rules and Regulations.

(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 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.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Dale Schomp
G. C. Schores
C. L. Schrair
Dale Schromp
Schuler Fruit Co.
Edward Scott
R. G. Scott
George Seifert
Fred Sellmer
Loyd Serk
Serr Bros.
Virgil L. Settle
Wm. Shaffer

Taloga, Okla.
Kimball, Nebr.
Vermillion, Kans.
Taloga, Okla.
Muskogee, Okla.
Tonkawa, Okla.
Grant, Okla.
722 E. 8th St., Scottsbluff, Nebr.
411 Niobrara, Alliance, Nebr.
Denver, Colo.
Grafton, Nebr.
Plainview, Texas
Cullman, Alabama

J. A. Sharoff & Co.
Arthur Sheets
C. B. Shelburne
J. E. Shepherd
W. I. Shircek
P. O. Shirley
Jess Shouse
Edwin Sievers
Milton Silva
Roy Simmett
J. E. Skinner
Artie Smith
Ben Smith
Chas. F. Smith
D. L. Smith
J. R. Smith
Jack Smith
L. J. Smith
Waynow Smith
Orin Smith
T. J. Smith
Chris R. Snyder
L. D. Snyder
Edwin A. Spade
F. D. Spade
B. H. Sparks
F. H. Spath
Mill Spangh
Don M. Spencer
Walter I. Spencer
B. F. Springer
W. I. Stall
Clark A. Starr
Geo. Steckline
Roscoe Steinshouer
G. W. Stephenson
C. L. Stepler

1644 Market, Denver 2, Colo.
Bird City, Kans.
Fairbury, Nebr.
Austin, Texas
Amherst, Texas
Ault, Colo.
Nowata, Okla.
1413 Broadway, Scottsbluff, Nebr.
Box 304, Monte Vista, Colo.
Kingman, Kans.
Gen. Del., Asherton, Texas
Soper, Okla.
Loveland, Colo.
506 W. Calif., Oklahoma City, Okla.
Mission, Texas
Box 341, Scott City, Kans.
Shamrock, Texas
McPherson, Kans.
Fairview, Okla.
Rt. 1, Box 120, Montrose, Colo.
Ft. Smith, Arkansas
Cheraw, Colo.
Humboldt, Iowa
R. F. D., Nashville, Kans.
Nashville, Kans.
Ogallala, Nebr.
Riverton, Wyo.
Burlington, Iowa
Ouray, Colo.
Orchard Valley, Cheyenne, Wyo.
El Paso, Texas
Kinsley, Kans.
Welda, Kans.
Hays, Kans.
Franklin, Nebr.
Bangs, Texas
Tulsa, 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 on the 30th day of December 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Attest:


Secretary

Dated at Denver, Colorado, this 20th
day of December 1946.

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)

December 20, 1946

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 this Commission the sum of one dollar 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 highway 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 in their business, as required by law and Rule 12 of said Rules and Regulations.

(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 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:

Troy Stevens
David Stewart
James Still
J. E. Stifler
Leo E. Stockebrand
Stoller Fisheries, Inc.
Cecil Stone
J. L. Stowers
B. A. Strader
Calvin C. Strong
Strong Mercantile Co.
Verl Stubbs
Eldo C. Stucky

1531 E. Admiral Pl., Tulsa, Okla.
LaSalle, Colo.
Axtell, Kans.
315 Poncha Blvd., Salida, Colo.
Yates Center, Kans.
Spirit Lake, Iowa
St. Ann, Nebr.
Littlefield, Texas
Homestead, Okla.
Dallas, Texas
Ocate, New Mexico
Provo, Utah
Partridge, Kans.

Jack Stupak
 W. Styskal
 Leo F. Sullivan & Co.
 J. R. Sutton Machine Shop
 A. L. Swanson
 L. J. Swendall
 Don Swisher
 Frank Tackitt, Jr.
 Ivan Taggart
 A. J. Tankersley
 Albert E. Taylor
 Deryl Teel
 Joe Taylor
 W. S. Tedrow
 B. F. Taylor
 Jack Temple
 Frank Tharp
 L. N. Thompson
 L. N. Thompson
 Thompson Produce
 Charles E. Timmons
 T. B. Tomerlin
 E. C. Tool & Son
 H. B. Towe
 W. E. Tracy
 Transit Grain Co.
 Simon Traylor
 Truckers Produce
 Ben Trujillo
 W. E. Treadway
 Lucas Trujillo
 L. J. Truman
 Curtis Tucker
 Gus Tucker
 H. V. Turner
 H. Ulrich & J. Gettman
 P. D. Unruh

112 E. 1st, Waco, Texas
 Exeter, Nebr.
 2155 Blake St., Denver 2, Colo.
 Chappell, Nebr.
 433 Cubson, Gainsville, Texas
 Wilbertson, Okla.
 Johnson, Kans.
 Box 304, Hereford, Tex.
 Hennessey, Okla.
 911 Austin, Amarillo, Tex.
 Rt. 4, Box 407, Albuquerque, New Mexico
 Quick, Nebr.
 Guthrie, Okla.
 Lexington, Nebr.
 Ada, Okla.
 Floresville, Texas
 Grant, Nebr.
 West Tahlequah, Siloam Spgs., Ark.
 Kansas, Okla.
 Enid, Okla.
 222 W. 3rd St., Walsenburg, Colo.
 Mineral Wells, Texas
 Elmcreek, Nebr.
 Portales, New Mexico
 323 W. Coolidge, Blackwell, Okla.
 Ft. Worth, Texas
 Rt. 2, Jacksonville, Texas
 North Woods, Missouri
 Gen. Del., Farmington, New Mex.
 2310 Lee St., Greenville, Texas
 Garcia, Colo.
 Colby, Kans.
 Dallas, Texas
 Oklahoma City, Okla.
 Stanton, Texas
 1219 4th Ave., Greeley, Colo.
 Greensburg, 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 on the 30th day of Dec. 1946.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

1510 Sherman

Walter E. Wilson

Ralph C. Nelson
Commissioners

Attest:

Secretary

Dated at Denver, Colorado, this 20th
 day of December, 1946.

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)

December 20, 1946

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 this Commission the sum of one dollar 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 highway 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 in their business, as required by law and Rule 12 of said Rules and Regulations.

(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 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:

V. C. Untiedt
Ernest Valdez
Joe Vallejo
Valley Feed & Grain
Bill Van Housen
H. P. Vaughn
C. B. Venhouse
E. D. Votipka
Thurman Wade
A. A. Wagner
Floyd Waiton
B. W. Walker
Frank Walker

918 E. High, Colorado Springs, Colo.
Box 473, Walsenburg, Colo.
422 So. Conejos, Colorado Springs, Colo.
Ft. Sumner, New Mexico
Carter, Okla.
Albuquerque, New Mexico
Hay Center, Kansas
Exter, Kans.
Wichita Falls, Texas
Alexander, Kans.
Dawn, Texas
Tulsa, Okla.
Dallas, Texas

Fred Walker
 J. H. Walker
 T. H. Walker
 Jose C. War
 Jose H. War
 Herman Ward
 J. A. Ward
 T. V. Ward
 Lavin Ware
 A. M. Watkins
 John Watley
 B. E. Watson
 C. W. Watson
 H. L. Watt
 Amos Watts
 Charles Waugh
 E. T. Wears
 Lee Webb
 G. F. Weir
 A. E. Weiss
 V. L. Walls
 Frank West
 R. H. West
 Western Auto Transit Co.
 Don T. Wever
 O. C. Wharton
 W. H. Wheeler
 Claude White
 Roy White
 John Wickam
 George C. Wilken
 Ruby Wilkins
 G. L. Williams
 Jim Williams
 John B. Williams
 John R. Williams
 W. A. Williams

San Angelo, Texas
 Cleo Springs, Okla.
 Cleo, Okla.
 Box 434, Espanola, New Mexico
 Espanola, New Mexico
 McClave, Colo.
 Memphis, Tennessee
 Memphis, Texas
 Fargo, Okla.
 Ringwood, Okla.
 Groom, Texas
 3421 Spence St., Dallas, Texas
 3305 McKinney Ave., Dallas, Texas
 Geary, Okla.
 San Antonio, Texas
 Ashland, Kans.
 Minneola, Kans.
 Tulsa, Okla.
 Breckenridge, Texas
 Gering, Nebr.
 Jeff, Okla.
 330 W. Center, Denver 9, Colo.
 Albuquerque, New Mexico
 230 "C" St., Rock Springs, Wyo.
 North Platte, Nebr.
 Crowell, Texas
 Altus, Okla.
 Vici, Okla.
 Longmont, Colo.
 Wheatland, Wyo.
 702 No. 6th St., Garden City, Kans.
 Breckenridge, Texas
 Ft. Worth, Texas
 Cushing, Okla.
 St. Louis, Mo.
 Rt. 5, Box 97, Phoenix, Ariz.
 Santa Fe, New Mexico

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 on the 30th day of December 1946.

THE PUBLIC UTILITIES COMMISSION
 OF THE STATE OF COLORADO

1510 Thorman

Walter E. Simon

Ralph C. Watson
Commissioners

Attest:

Secretary

Dated at Denver, Colorado, this 20th day of December 1946.

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 }

December 20, 1946

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 this Commission the sum of one dollar 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 highway 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 in their business, as required by law and Rule 12 of said Rules and Regulations.

(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 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.

O R D E R

IT IS ORDERED:

That each of the application proceedings heretofore commenced by:

Walter Williams
R. R. Williamson
Speck Williamson
Doyle Wilson
W. Wilson
W. B. Wiltsie
W. A. Winfrey
Marvin Winter
Geo. Wise
Henry Witt

Joplin Market Square, Joplin, Mo.
Elkhart, Kans.
Greenville, Texas
Canadian, Texas
Joplin, Missouri
1401 2nd Ave., Scottsbluff, Nebr.
Wichita, Kans.
Hitchcock, Okla.
Los Angeles, Calif.
Hooker, Okla.

Homer Wolfe
C. W. Womack
Ray Wombacker
Daniel P. Wood
Paul Woods
W. W. Woods
Woodson Fruit Co.
Woolsey Alfalfa Co.
Cliff Worley
Worm Brothers
Wray Sale Barn
Wright Bros.
I. W. Wright
Raymond Wright
W. A. Wright
Norman Yadon
W. J. Yarbrough
Roy Yardley
J. C. Yeager & L. A. Smith
Harlan Yost
G. W. Young
Young Motor Co.
Maurice Young d/b/a Young Transfer
Paul Youngblood
John Zaraguza

Picher Okla.
Cherokee, Okla.
Lawrence, Nebr.
Atlanta, Ga.
Lubbock, Texas
Lookout, Okla.
Claremore, Okla.
500 Main, Ft. Morgan, Colo.
Clifton, Colo.
Ord, Nebr.
Wray, Colo.
Naturita, Colo.
Oshkosh, Nebr.
Amherst, Texas
Omaha, Nebr.
Thomas, Okla.
131 West J Wesley, Atlanta, Ga.
Garden City, Kans.
Cheyenne, Wyo.
Wilmore, Kans.
Dodge City, Kans.
Walsenburg, Colo.
Lexington, Nebr.
Levelland, Texas
Torrington, Wyo.

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 on the 30th day of Dec. 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. D. Sherman

W. D. Smith

Raymond C. Wilson
Commissioners

Attest:

Secretary

Dated at Denver, Colorado, this 20th
day of December 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF
THE COLORADO MOTOR CARRIERS' ASSOCIA-
TION, AS AGENT, FOR AND ON BEHALF OF
ARLES BATES ET AL FOR AUTHORITY TO
PUBLISH THE RATES, RULES AND REGULA-
TIONS CONTAINED IN EXHIBIT "A"
ATTACHED TO PETITION AND MADE A PART
THEREOF.

CASE NO. 1585

December 6, 1946

S T A T E M E N T

By the Commission:

Under date of April 3, 1946, The Colorado Motor Carriers' Association, as Agent, for and on behalf of Bates and Sons, Dewey Bibby, estate of Charles P. Blakley, Vernon Dotson, Guy Hart, Sorenson Truck Service, E. O. Stevens, J. J. Stroh and Mark and Ralph Yockey, petitioned the Commission for authority to publish rates, rules and regulations providing for stop in transit at Denver, Colorado, for the purpose of sale and re-shipment on livestock, said rates, rules and regulations being fully set forth in said petition.

The matter was originally set for hearing on June 24, 1946, at which time it was set for further hearing on July 15, 1946. At the July 15, 1946, hearing, the Commission said, "We will vacate the hearing and give each of you (meaning Allen, Jones and Street), two or three days' notice by telephone."

Due to the elapsed time, the Commission feels it advisable to serve a written notice setting this matter for further hearing.

O R D E R

IT IS THEREFORE ORDERED, That the above entitled matter be, and hereby is, set for further hearing before the Commission on:

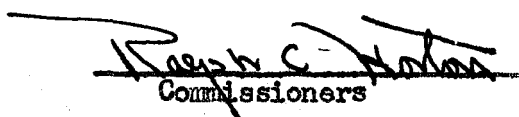
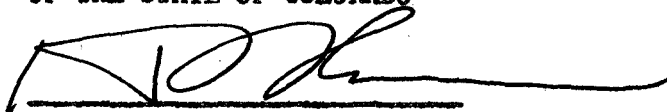
Date: Friday, December 20, 1946

Time: 10 o'clock A.M.

Place: 330 State Office Bldg., Denver, Colorado,

at which time and place you will be given an opportunity to be heard.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 6th day of December, 1946

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
HAROLD B. REYNOLDS, DOING BUSINESS
AS "NORTH PLAINS MOTOR FREIGHT
LINES," BLACKSTONE HOTEL, AMARILLO,
TEXAS, FOR AUTHORITY TO TRANSFER
INTERSTATE OPERATING RIGHTS TO D. G.
DALBY, DOING BUSINESS AS "DENVER-
AMARILLO EXPRESS," 99 FILLMORE
STREET, AMARILLO, TEXAS.

PUC NO. 768-I

December 14, 1946

S T A T E M E N T

By the Commission:

Heretofore, Harold B. Reynolds, doing business as "North Plains Motor Freight Lines," Amarillo, Texas, 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. 768-I issued to him.

Said certificate-holder now seeks authority to transfer said operating rights to D. G. Dalby, doing business as "Denver-Amarillo Express," Amarillo, Texas.

The records and files of the Commission fail to disclose any reason why said request should not be granted, and it appears that the Interstate Commerce Commission has approved transfer.

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R


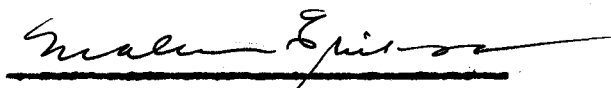
THE COMMISSION ORDERS:

That Harold B. Reynolds, doing business as "North Plains Motor Freight Lines," Amarillo, Texas, be, and he hereby is, authorized to transfer

all his right, title, and interest in and to PUC No. 768-I to D. B. Dalby, doing business as "Denver-Amarillo Express," Amarillo, Texas, said transfer to be subject to the provisions of the Federal Motor Carrier Act of 1935.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 14th day of December, 1946.

rw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
THE PURE SPRINGS WATER SUPPLY COMPANY,)
FOR AUTHORITY TO DISCONTINUE CERTAIN)
SERVICE AND SALES OF WATER TO CERTAIN)
CONSUMERS.)

INVESTIGATION AND SUSPENSION
DOCKET NO. 259

December 14, 1946

S T A T E M E N T

By the Commission:

By Decision No. 26454, of date August 21, 1946, the Commission suspended until December 21, 1946, the effective date of the proposed discontinuance of water service and sales to customers on what is known as the Ordway Line of the Pure Springs Water Supply Company, of Fowler, Colorado. Subsequently, by Decisions Nos. 24419 of April 27, 1945, 24863 of August 29, 1945, 25272 of December 18, 1945, 25885 of April 24, 1946, and Decision No. 26454 of August 21, 1946, the effective date was further postponed until December 21, 1946.

IT APPEARING, That the Commission will be unable to complete its investigation of the proposed abandonment of service before December 21, 1946, and that the customers served by said line are still in need of water; and




IT FURTHER APPEARING, That the interest of the protestants and the public generally would be injuriously affected if proposed abandonment of said respondent's service were not postponed beyond December 21, 1946;

IT IS THEREFORE ORDERED, That the effective date for the discontinuance of said water service as proposed, be suspended for an additional period of one hundred twenty (120) days from December 21, 1946, or until April 20, 1947, unless otherwise ordered.

IT IS FURTHER ORDERED, That a copy of this order be filed with the aforesaid notice of discontinuance of water service by the said Pure Springs Water Supply Company, and copies hereof be forthwith served on John A. McClaren,

as President of The Pure Springs Water Supply Company, at Fowler, Colorado,
and on Harry E. Mast, Ordway, Colorado, as attorney for protestants.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 14th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
EVERETT REED, HENDERSON, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE) APPLICATION NO. 7965-PP
AS A CLASS "B" PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)

December 14, 1946.

Appearances: Everett Reed, Henderson, Colorado,
 pro se;
 A. J. Fregeau, Denver, Colorado,
 for Weicker Transfer and
 Storage Company;
 Myron H. Burnett, Esq., Denver,
 Colorado, for The Colorado Motor
 Carriers Association and
 Kenneth Gahagen;
 T. R. Stockton, Jr., Esq., and
 A. E. Small, Denver, Colorado,
 for Airline Express.

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 flour, mill feeds, meat scraps, and other products made by or used in flour and feed mills, for the Omar Flour Mills, only, 64th and Brighton Boulevard, Adams County, to and from said flour mills from and to points within a radius of twenty miles thereof.

The matter was set for hearing, and heard, in Denver, Colorado, on November 14, 1946, and there taken under advisement.

Applicant, testifying in his own behalf, stated that he operates a feed store at Adams City and owns a 1946 Chevrolet 1½-ton truck; that he has numerous requests for service from Omar Mills to haul their products and is in a position to handle their products. He further stated that his son has recently been discharged from the armed services and will operate the truck.

It appears that applicant did some hauling for Omar Flour Mills under a false impression that he was entitled so to do under his commercial permit.

This he ceased to do when he learned that he had exceeded his authority.

Kenneth Gehagen, of Henderson, who operates under PUC 1013 and has authority to serve the Omar Mills, stated that he had been hauling meat scrap, and prepared mill feeds; that he has been able to take care of all requests, and feels that the granting of the proposed application would take business away from his operation, thereby necessarily impairing his service.

A. J. Fregeau, representing Walcker Transfer and Storage Company, protested all service over U. S. Highway No. 85, especially service to Brighton. He stated that his company maintained a service on U. S. 85, running three scheduled operations north daily, and to maintain their present service, it is necessary that they retain their present customers. Witness pointed out that they are presently hauling for the Omar Mills and cannot afford to lose any business if they are to maintain their present schedule.

In the instant application, applicant has no shipper witnesses. In fact, applicant stated that Omar Mills had considered leasing his equipment to operate under their authority.

The Commission, before granting a permit, must be of the opinion, after hearing the evidence, that the proposed service will not impair the efficient public service of any authorized motor vehicle common carrier then adequately serving the same territory over the same general highway route or routes. No application for authority to operate as a private carrier can be granted as a matter of course, and it appears to the Commission that applicant has failed to make the required showing necessary for the granting of a private carrier permit.

After careful consideration of the record, the Commission is of the opinion, and finds, that the instant application should be denied.

ORDER

THE COMMISSION ORDERS:

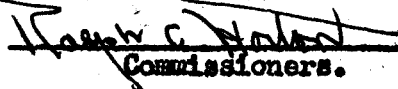
That the instant application be, and same hereby is, denied.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners.

Dated at Denver, Colorado,
this 14th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
A. E. FAIRCHILD, DOING BUSINESS AS)
"CREEDE TRANSPORTATION COMPANY,")
CREEDE, COLORADO, AND EMPIRIUS MIN-)
ING COMPANY, A CORPORATION, FOR)
AUTHORITY TO WAIVE UNDERCHARGES AND)
OVERCHARGES AND FOR AUTHORITY TO)
FILE, PUBLISH, AND MAKE EFFECTIVE)
RATES.)

INVESTIGATION AND SUSPENSION
DOCKET NO. 261

December 17, 1946

S T A T E M E N T

By the Commission:

A. E. Fairchild, doing business as "Creede Transportation Company," who operates a common carrier truck service under PUC No. 1501, and Empirius Mining Company, by T. B. Foxson, its President, filed their petition with the Commission, asking that the Creede Transportation Company be ordered, authorized, and permitted to make waiver and release of certain alleged undercharges set forth in Paragraph 3(a) of a certain contract or agreement, dated December 10, 1945, said contract and said alleged undercharges being more particularly described in the aforementioned petition, and that Empirius Mining Company be authorized and permitted to waive and release its claims against Creede Transportation Company for certain alleged overcharges, as set forth in Paragraph 3(b) of said contract.

Inasmuch as the matters and things mentioned in said petition and in said Investigation and Suspension Docket No. 261 are disputed by both parties, and since apparently they are of the opinion that the alleged undercharges, if any, and the alleged overcharges, if any, practically balance each other, it would seem that no useful purpose would be served by prolonging the matter or trying said case, and that said petition of said parties should be granted.

F I N D I N G S

THE COMMISSION FINDS:

Being now sufficiently informed in the premises, that petition aforesaid of Creede Transportation Company and Empirius Mining Company, filed April 19, 1946, should be granted.

O R D E R

THE COMMISSION ORDERS:

That the petition of A. E. Fairchild, doing business as "Creede Transportation Company," and Empirius Mining Company, a corporation, filed April 19, 1946, be, and the same hereby is, granted, and that said A. E. Fairchild, doing business as "Creede Transportation Company" and Empirius Mining Company, a corporation, be, and they hereby are, authorized and permitted to waive and release the undercharges mentioned in Paragraph 3(a) of agreement and contract, of date December 10, 1945, between said parties, in manner as provided therein, and that Empirius Mining Company, a corporation, be, and it hereby is, authorized and permitted to waive and release its claims against A. E. Fairchild, doing business as "Creede Transportation Company," for alleged overcharges mentioned in Paragraph 3(b) of agreement and contract, of date December 10, 1945, between said parties, in manner as provided therein.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 17th day of December, 1946.

EW

4
original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
HARVEY MILLER, 4644 LEAF COURT, DEN-)
VER, COLORADO, FOR A CLASS "B" PER-)
MIT TO OPERATE AS A PRIVATE CARRIER)
BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8091-PP

IN THE MATTER OF THE APPLICATION OF)
GEORGE J. MAURER, 1326 EAST 29TH)
AVENUE, DENVER, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8092-PP

December 17, 1946

S T A T E M E N T

By the Commission:

The above-styled applicants, and each of them, herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicants, the Commission determined to hear, and has heard, said matters, forthwith, without formal notice, upon the records and files herein.

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 Harvey Miller and George J. Maurer, Denver, Colorado, and each of them, should be, and hereby are, authorized to severally operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver.


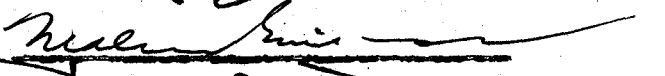

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to these permits deemed advisable.

This order is the permits 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, and the required insurance, and have secured identification cards.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 17th day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
R. W. JONES, BOX 105, CISNE,
ILLINOIS, FOR A CLASS "B" PERMIT TO
OPERATE AS A PRIVATE CARRIER BY
MOTOR VEHICLE FOR HIRE.

APPLICATION NO. 7340-PP
SUPPLEMENTAL ORDER

December 17, 1946

Appearances: R. W. Jones, Cisne, Illinois,
pro se;
Marion F. Jones, Esq., Denver,
Colorado, for Earl F. Siler,
Dawson-Corbett, Nelson
Brothers;
T. A. Stockton, Jr., Esq.,
Denver, Colorado, for Mildred
Watson, Comet Motor Express,
Weicker Transfer and Storage
Company;
A. J. Fregeau, Denver, Colorado,
for Weicker Transfer and Stor-
age Company;
T. A. White, Esq., Denver, Colo-
rado, for Larson Transportation
Company.

S T A T E M E N T

By the Commission:

On September 27, 1946, the Commission entered its order and deci-
sion, No. 26735, in the above-styled matter, granting a Class "B" permit
to R. W. Jones.

On October 8, 1946, petition for rehearing was filed by Truman
A. Stockton, Jr., Esq., and Marion F. Jones, Esq., for Earl F. Siler, doing
business as, "Siler Drilling Company," Dawson & Corbett, Nelson Brothers,
M. R. Watson, doing business as "Watson Truck Line," Comet Motor Express
Company, and Weicker Transfer & Storage Company.

The Commission has read and carefully considered each and every
alleged assignment of error, and is of the opinion, and finds, that no

error was committed in granting the permit. We have reviewed the record, and it does not appear therefrom that the service of protesting common carriers -- adequate or otherwise -- will be impaired by the granting of the authority aforesaid.

FINDINGS

THE COMMISSION FINDS:

That petition for rehearing should be denied.

ORDER

THE COMMISSION ORDERS:

That the above-styled petition for rehearing be, and the same hereby is, denied.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioner's

Dated at Denver, Colorado,
this 17th day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
FRANK CARVER, DOING BUSINESS AS)
"DEERTRAIL TRUCK LINE," DEERTRAIL,)
COLORADO, FOR AN EXTENSION OF PUC)
NO. 424.)

APPLICATION NO. 7490-Extension
SUPPLEMENTAL ORDER

December 17, 1946

Appearances: T. A. Stockton, Jr., Esq.,
Denver, Colorado, for
applicant;
Marion F. Jones, Esq., Denver,
Colorado, for T. H. Arn-
knecht, David Small, Rogers
Truck Line, L. G. Overly,
Byers-Denver Truck Line.

S T A T E M E N T

By the Commission:

By Decision No. 27089, of date June 11, 1946, Frank Carver, doing business as "Deertrail Truck Line," Deertrail, Colorado, was granted an extension of his certificate of public convenience and necessity, PUC No. 424.

Since the hearing, the territory included in said extension has been checked, and it appears that there are some errors in the description.

In the Order, in the 7th line, the words "Arapahoe-Elbert" should be changed to "Arapahoe-Lincoln." The word "eastward" in the 8th line should be changed to "westward," and the figures "86" at the end of the 13th line of said Order should be changed to "36."

F I N D I N G S

THE COMMISSION FINDS:

That said Order should be amended accordingly.

O R D E R

THE COMMISSION ORDERS:

That the first paragraph of the Order contained in our said

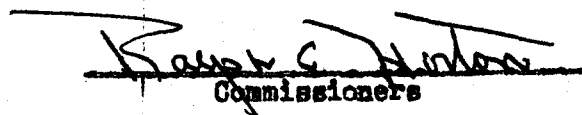
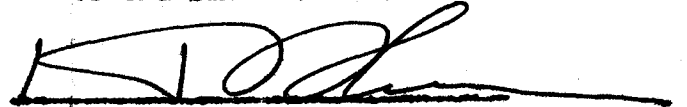
decision, being a part of Decision No. 27089, on the second page thereof, should be, and hereby is, changed and amended to read as follows:

"That public convenience and necessity require the extended motor vehicle common carrier transportation service of applicant, on call and demand, for the transportation of livestock between points within that portion of a twenty-mile radius of Deertrail, Colorado, where the circumference of said radius intersects with U. S. Highway No. 36 north and east of Deertrail, thence clockwise around said circle to that point where said radius intersects the Arapahoe-Lincoln County Line, thence westward on the South Arapahoe County Line to the west Range Line of Range 60-West, thence north on the West Range Line of Range 60-West to the southwest corner of Township 4-South, Range 60-West, thence east on the South Line of Township 4, two miles to the southeast corner of Section 32, Township 4-South, Range 60-West, thence north to U. S. Highway No. 36, thence eastward on U. S. Highway No. 36 to point of beginning, and between points in the above-described area, on the one hand, and, on the other, sales rings, stockyards, and loading pens, in or near Denver, Brush, and Limon, Colorado, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor,"

in lieu of the first paragraph of said Order, as heretofore written and issued.

That said Decision No. 27089, in all other respects, shall remain in full force and effect.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 17th day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
EUGENE D. STODDARD, 9009 WEST 32nd)
AVE., DENVER, COLORADO, FOR A CLASS) APPLICATION NO. 7966-PP
"B" PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

December 17, 1946.

Appearances: Eugene D. Stoddard, 9009 West 32nd Ave.,
Denver, Colorado, pro se;
T. A. Stockton, Jr., Esq., and
A. E. Small, Denver, Colorado, and
Willard Britt, Boulder, Colorado,
for Britt Truck Service.

S T A T E M E N T

By the Commission:

When the above matter was called for hearing in Denver, Colorado, on
November 4, 1946, applicant appeared before the Commission and asked to have his
application dismissed, as he no longer desired the permit.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be dismissed.

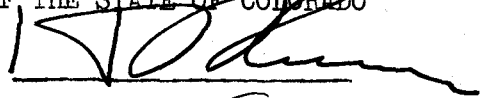
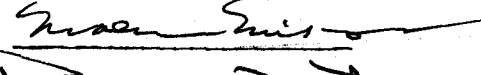
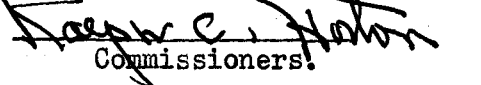
O R D E R

THE COMMISSION ORDERS:

That the instant application be, and the same hereby is, dismissed.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 17th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
JOHN P. VERLENGIA, COAL CREEK,) APPLICATION NO. 7976-PP
COLORADO, FOR AN EXTENSION OF HIS) Extension
PRIVATE CARRIER PERMIT NO. A-2178.)

December 17, 1946.

Appearances: John P. Verlengia, Coal Creek,
Colorado, pro se;
Thomas M. Burgess, Esq., Colorado
Springs, Colorado, for The
Colorado Trading and Transfer
Company.

S T A T E M E N T

By the Commission:

Applicant herein is the present holder of Private Permit No. A-2178,
with authority under Decision No. 12033, dated June 16, 1938, as follows:

Transportation of coal from Canon City, Florence
and Walsenburg coal fields to Pueblo, Rocky Ford,
Canon City and Colorado Springs, and to Cripple
Creek and Victor, via Phantom Canon; and sand and
gravel from Pueblo, only, to Florence and Canon City.

On November 12, 1941, by Decision No. 17857, applicant was authorized
to extend his operation to include the transportation of:

Coal from Canon City, Florence and Walsenburg
coal fields to Pueblo, Buena Vista, Salida and
Leadville, and to points on U. S. Highways Nos.
50 and 96 between Pueblo and the Kansas-Colorado
State Line.

He now seeks authority to further extend his operation to include the
transportation of coke from Pueblo to Florence; limestone, silica rock and slag,
from points within a 10-mile radius of Canon City to Florence, and limestone
from points within a ten-mile radius of Colorado Springs to Florence, Colorado,
all for one customer, namely, Rock Wool Insulating Company, at Florence, Colorado,
excluding all service in Teller County.

The matter was set for hearing, and heard, in Colorado Springs, Colorado,

on November 15, 1946, and at that time taken under advisement.

At the hearing, the evidence disclosed that applicant presently owns three pieces of equipment and is operating under Private Permit No. A-2178, and desires to haul for the Rock Wool Insulating Company, of Florence, Colorado.

The evidence further disclosed that applicant is a competent and experienced operator, and is financially able to carry on his proposed operation.

No one appeared protesting the granting of the proposed authority, except the Colorado trading and transfer Company, who objected to any service in Teller County, whereupon applicant stated that he had no desire to serve in Teller County.

Mr. A. E. Riley, of the Rock Wool Insulating Company, of Florence, Colorado, testified that they needed applicant's proposed service in the conduct of their business, and requested that the Commission grant his application.

After careful consideration of the record and the evidence submitted at the hearing, the Commission is of the opinion, and finds, that limited authority should be granted.


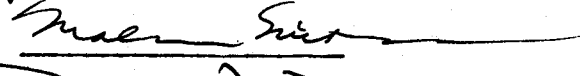
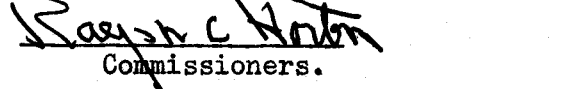
O R D E R

THE COMMISSION ORDERS:

That John P. Verlengia, of Coal Creek, Colorado, should be, and he hereby is, authorized to extend his operations under Permit No. A-2178 to include the right to transport coke from Pueblo to Florence, Colorado; limestone, silica rock and slag from points within a 10-mile radius of Canon City to Florence, Colorado, and limestone from points within a 10-mile radius of Colorado Springs to Florence, all for one customer only, namely, the Rock Wool Insulating Company, of Florence, Colorado, and excluding all service in Teller County.

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

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 17th day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE MOTOR VEHICLE OPERATIONS OF)
W. T. COURTNEY, DOING BUSINESS AS) CASE NO. 36689-Ins.
COURTNEY MOVING & STORAGE COMPANY,) PUC 1553-I
513 N. MARKET ST., MARION, ILLINOIS.)

December 17, 1946.

S T A T E M E N T

By the Commission:

On October 31, 1946, by Decision No. 36689-Ins., PUC No. 1553-I was
revoked and cancelled because of failure to file certificate of insurance.

It appears from the correspondence and files that proper insurance
has now been filed, effective as of September 22, 1946, and since the operation
is interstate, we can see no valid reason why the insurance should not be
accepted.

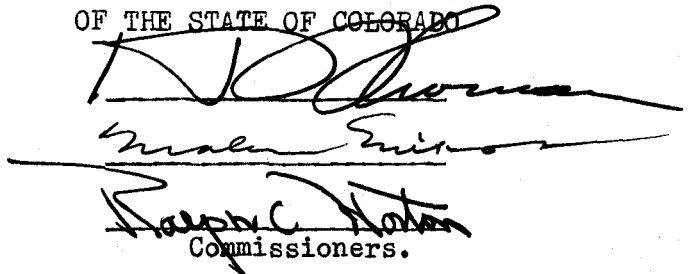
After careful consideration of the record, the Commission is of the
opinion, and finds, that our Decision No. 36689 should be cancelled and set aside,
and said Certificate No. 1553-I be restored to its former status.

O R D E R

THE COMMISSION ORDERS:

That Decision No. 36689-Ins. should be cancelled and set aside, and
Certificate No. 1553-I be restored to its former status, effective as of
October 31, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

Dated at Denver, Colorado,
this 17th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE MOTOR VEHICLE OPERATIONS OF)
GEORGE J. HOTTER, DURANGO, COLO-) CASE NO. 36427-Ins.
RADO, PUC NO. 1308.)

December 19, 1946.

S T A T E M E N T

By the Commission:

On October 15, 1946, by Decision No. 36427-Ins., PUC No. 1308 was
revoked and cancelled because of failure to file certificate of insurance.

It now appears that insurance is on file and was filed within the
five-day period.


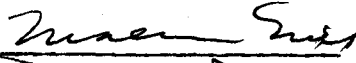
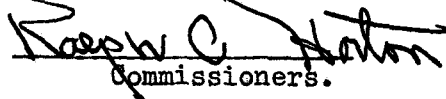
After careful consideration of the record and files, the Commission
is of the opinion, and finds, that our Decision No. 36427-Ins., should be
cancelled and set aside, and said Certificate No. 1308 be restored to its former
status.

O R D E R

THE COMMISSION ORDERS:

That Decision No. 36427-Ins. be cancelled and set aside, and
certificate of public convenience and necessity No. 1308 be restored to its
former status, effective as of October 15, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 19th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF
JOHN GASPERETTI AND ANNA GASPERETTI,
DOING BUSINESS AS GASPERETTI TRANSFER,
WALSENBURG, COLORADO, FOR A CERTIFI-
CATE OF PUBLIC CONVENIENCE AND
NECESSITY.

APPLICATION NO. 7768

December 19, 1946.

Appearances: Romilly Foote, Esq., Walsenburg,
Colorado, for applicants;
A. J. Fregeau, Denver, Colorado,
for Weicker Transfer and Storage
Company;
A. L. Levy, Walsenburg, Colorado,
for Levy's Transfer and Storage
Company;
Fred Hayden, Walsenburg, Colorado,
for Hayden Transfer and Storage
Company.

S T A T E M E N T

By the Commission:

Applicants, John Gasperetti and Anna Gasperetti, doing business as Gasperetti Transfer, herein seek authority to operate as common carriers by motor vehicle for hire for the transportation of general commodities, on call and demand, between points in the City of Walsenburg, and between Walsenburg and other points in Huerfano County, over all highways, excluding any service in competition with line-haul carriers between points on U. S. Highway No. 85. The matter was set for hearing, and heard, in Walsenburg on the 12th day of August, 1946, and at that time taken under advisement.

Mrs. Anna Gasperetti, testifying for applicants, stated that she and her husband, John Gasperetti, are the owners of Gasperetti Transfer Company; that they desire to render a general transfer and drayage service in Walsenburg, with authority to serve all points in Huerfano County; that they are the presently authorized agents of the Weicker Transfer and Storage Company and have their equipment leased to the Weicker Company; that they presently make deliveries for

Weicker, and have had considerable experience in the transfer and drayage business.

It further appeared from the evidence that applicants own two trucks - one a Chevrolet 1 $\frac{1}{2}$ -ton 1944 model, and the other a Ford 1-ton 1946 model, equipped with stake body - and have their order placed for another 1 $\frac{1}{2}$ -ton truck upon which they expect delivery within a short time.

It was further disclosed that John Gasperetti is a coal miner who will devote one-half of his time to the transfer business. Mrs. Gasperetti manages the business, lives next door to her office, and is available at all times. She keeps two full-time drivers employed. It was also shown that applicants are financially responsible, and are in a position to add further equipment if necessary. Mrs Gasperetti stated that she had many requests for service; that she called both Levy and Hayden, who, many times, were not in position to give prompt service; that many times Hayden was out of town on his line-haul service, and Levy was busy with other hauling. She cited many individual instances where people had demanded that she haul because the service of Levy and Hayden was not available. She stated she had numerous requests for moving furniture in Walsenburg, and from and to points in Huerfano County.

J. D. Kennedy, a brickmason and contractor in Walsenburg, Colorado, stated that he recently desired to move some cement blocks; that he endeavored to contact Mr. Levy and was informed that he was out of town, and upon contacting Mr. Hayden, he was informed that he could not give service for several hours. Witness further stated that he thought applicants' proposed service was needed in Walsenburg.

Mrs. Sarah Montoya, of Walsenburg, stated that last March she tried to get her household goods moved. She called Hayden, who could not take care of her, and after several attempts, was unable to contact Levy, with the result that she was forced to have a neighbor haul her furniture.

Dave Dertragroli, who operates the Colorado Hotel, stated that he had some hauling; that he called for Levy, but he was not available; that he did not call Hayden because he did not know he was in the business.

Mike Reviglio, a member of the City Council of Walsenburg, who operates a garage and is building a new building, stated that he had Levy haul

one load of sand; that he needed another load and was forced to have eight or nine men stand idle, due to the delay. He further stated that he did not know that Hayden had authority to serve in Walsenburg.

Francis Nelson, Superintendent of Schools in Huerfano County, who occasionally needs small deliveries, felt that the present service was not adequate.

Reuben Valdez, who lives in Walsenburg, stated that he received an eviction notice to move; that he attempted to get service from both Levy and Hayden, but was unable to do so and was forced to borrow a trailer from a neighbor to move his furniture.

A. J. Fregeau, of Weicker Transfer and Storage Company, testified that the Gasperettis were their local agents and handled their pickup and delivery service under the Weicker authority. He stated he has found them to be very efficient and they are giving his company excellent service; that he considers them well qualified to take care of a general transfer business in Walsenburg and Huerfano County.

Joe Mosco, of Walsenburg, testified concerning some calls for service and felt the service could be improved.

Jack Turner, a distributor of bar and soft drinks, stated that he had, on one occasion at least, called Levy, who was out of town; that he later called Hayden, but he did not have a truck available to take care of the load. Mr. Turner felt that an improved service in Walsenburg was needed.

A. L. Levy, who operates PUC No. 570, very vigorously protested the granting of a certificate to applicants. He testified that he is assisted by his son in his operation; that he specializes in the moving of furniture and maintains special equipment for that service; that he has made some four hundred furniture moves in Huerfano County during the past year; that he has been able at all times to give 24-hour service on furniture moving, and he felt he had been able to maintain an adequate service in furniture moving during the war; that he has one piece of equipment for moving household furniture and keeps one or two extra trucks available for call and demand service. He admitted, on cross-examination, that he had experienced difficulty in maintaining all types

of service, and attributed these difficulties to the war and incidents thereto, such as shortage of satisfactory labor, difficulty in maintenance of equipment, etc., which had resulted in impaired service. He admitted that there were times when he could not give immediate service, but the delay was for only a few hours. He stated that he maintains his office at his home, and his wife was there at all times to answer calls.

Applicant placed in evidence an advertisement placed by A. L. Levy in the "World-Independent" under date of May 6, 1946, which stated, among other things:

"Owing to the present condition of my health, and my inability to keep up with the volume of work, I am offering for sale my Complete Trucking Business.

"This old-established firm has a state-wide Public Utilities Commission Permit for general cartage and transfer operation, on call and demand, in Huerfano County and in the State of Colorado."

Applicant maintained that this amounted to an admission that Levy was not able to give satisfactory service. Protestant Levy maintained it was an attempt to sell, and that his service had generally been satisfactory; that, as he had stated before, he had been handicapped, due to war conditions. Witness Levy also stated that they had been able to improve their service during the past few months and planned on further improvement, and he felt there was ample service in Walsenburg to take care of the needs of the public.

Fred Hayden, of Walsenburg, doing business under the name of "Hayden Transfer and Storage Company," who operates under PUC No. 351, stated that he acquired the above certificate during the last half of the year 1944; that he had experienced some difficulty in getting equipment and for a time was operating with limited equipment; that he now operates three trucks and is able to take care of all demands for his service; that he now has spare and idle equipment to take care of unforeseen contingencies that may arise. Hayden feels, and so stated, that the common carrier service is adequate, that the granting of any further authority in Walsenburg and Huerfano County would take business from his operation, and therefore would impair his service.

The Commission is well aware of the difficulty encountered in the transportation business during the war and that this difficulty was brought

about by conditions over which the carriers had no control. The Walsenburg area, as disclosed by the testimony in the instant case, has three authorized carriers performing service, that is, Weicker Transfer and Storage Company, and the protestants here appearing before the Commission. The evidence would indicate that service could be improved, but the evidence also points out that the carriers are adding additional equipment. For example, Hayden has added two new pieces and if business justifies, will add more as needed equipment becomes available. Upon the record, as it now stands, we are unable to determine that applicants' showing was sufficient to justify the granting of a certificate. We feel and believe that reasonably adequate service exists in the territory involved, taking into consideration the conditions brought about by the war. Unless a more distinct and vital need is shown for increased service, we doubt the advisability of granting new certificates, especially where, as here, presently authorized carrier service is, or can be made sufficient to meet the reasonable demands of the public. However, if Levy and Hayden do not furnish such service, the application can be reopened and renewed.

After careful consideration of the record, the Commission is of the opinion, and finds, that the instant application should be denied.


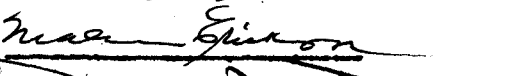

O R D E R

THE COMMISSION ORDERS:

That the instant application should be, and the same hereby is, denied.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 19th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
A. L. HAARHUES, 2104 MAPELTON, BOULDER,) APPLICATION NO. 7974-PP-Extension
COLORADO, FOR AN EXTENSION OF PERMIT)
NO. B-3170.)

December 19, 1946.

Appearances: A. L. Haarhues, Boulder, Colorado,
pro se;
A. E. Small, Denver, Colorado, and
Willard Britt, Boulder, Colorado,
for Britt Truck Service.

S T A T E M E N T

By the Commission:

Applicant herein is the owner of Private Carrier Permit No. B-3170,
with authority to operate as a Class "B" private carrier by motor vehicle for
hire for the transportation of:

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 jobs within a radius of
fifty miles 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 Boulder and Denver, Colorado; coal from mines within
a radius of fifty miles of Oak Creek, Colorado, to
points within said area.

He now seeks an extension of said permit to include the transportation
of ashes and trash between points in the City of Boulder and the Boulder city dump
located about three miles north of the City of Boulder, Colorado. The matter
was set for hearing, and heard, in Denver, Colorado, on November 14, 1946, and
there taken under advisement.

At the hearing, the evidence disclosed that applicant has authority
from the City of Boulder to act within the city; that he has equipment to carry
on the operation, and the operating experience and pecuniary responsibility of
applicant were established to the satisfaction of the Commission.

Protestants withdrew all protests to the granting of the application,

and as there appears to be no objection, the Commission can see no reason why said application should not be granted.

After careful consideration of the record, the Commission is of the opinion, and finds, that said application should be granted.


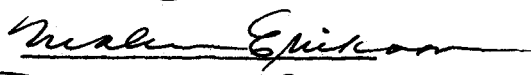
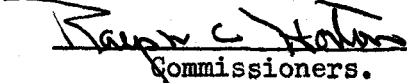
O R D E R

THE COMMISSION ORDERS:

That A. L. Haarhues, of 2104 Mapelton, Boulder, Colorado, be, and he hereby is, authorized to extend his operations under Permit No. B-3170 to include the transportation of ashes and trash between points within the City of Boulder and the Boulder city dump, located about three miles north of the City of Boulder.

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

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 19th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
ROBERT BOONE, SOUTH STAR ROUTE, FORT)
MORGAN, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 7964-PP

December 19, 1946.

Appearances: Harold D. Torgan, Esq., Denver, Colorado,
for The Colorado Transfer and
Warehousemen's Association and Duffy
Moving and Storage Company;
Myron H. Burnett, Esq., Denver, Colorado,
for The Colorado Motor Carriers
Association.

S T A T E M E N T

By the Commission:

The above-styled application was set for hearing at Denver, Colorado,
on November 14, 1946, at ten o'clock A. M., 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.

Thereupon, protestants moved that said application be dismissed 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 the instant application be, and the same hereby is, dismissed
for lack of prosecution.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Muel Epstein

Ramon C. Horton

Commissioners.

Dated at Denver, Colorado,
this 19th day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
C. E. NELSON AND ARTHUR C. BURGESS,
CO-PARTNERS, DOING BUSINESS AS
"NELSON BROTHERS," CRAIG, COLORADO,
FOR AUTHORITY TO TRANSFER PUC NOS.
1672 AND 1672-I TO WILLIAM B. NELSON,
DOING BUSINESS AS "NELSON TRANS.,"
CRAIG, COLORADO.

APPLICATION NO. 8095-Transfer

December 20, 1946

S T A T E M E N T

By the Commission:

C. A. Nelson and Arthur Burgess, co-partners, doing business as "Nelson Brothers," Craig, Colorado, herein seek authority to transfer to William B. Nelson, doing business as "Nelson Trans.," Craig, Colorado, their PUC Nos. 1672 and 1672-I, authorizing:

transportation, in irregular service, of machinery, materials, supplies, and equipment incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, production of natural gas and petroleum, in intrastate commerce, between points in Moffat, Rio Blanco, Mesa, and Garfield Counties, Colorado, and from and to points in said Counties, to and from points in the State of Colorado; transportation of the same commodities, in interstate commerce, between points in the State of Colorado and all State Boundary Lines, and all intermediate points, interstate authority being subject to the provisions of the Federal Motor Carrier Act of 1935.

Inasmuch as the files of the Commission and the application herein show that said certificates are in good standing; that road tax has been paid; that ton-mile tax deposit is to be transferred to the account of transferee; that there are no outstanding unpaid operating obligations against said certificates; that transferee, pecuniarily and otherwise, is qualified and able to carry on the operation, and it does

5
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 the 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 authority sought should be granted.

ORDER

THE COMMISSION ORDERS:

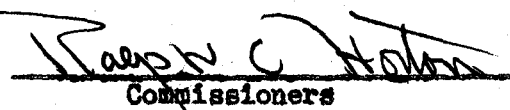
That C. A. Nelson and Arthur C. Burgess, co-partners, doing business as "Nelson Brothers," Craig, Colorado, be, and they hereby are, authorized to transfer all their right, title, and interest in and to PUC Nos. 1672 and 1672-I to William B. Nelson, doing business as "Nelson Trans.," Craig, Colorado, transfer of interstate operating rights to be subject to the provisions of the Federal Motor Carrier Act of 1935.

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

That ton-mile tax deposit of transferors shall be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 20th day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JESSE C. LINDER, 405 WALNUT STREET,)
FORT MORGAN, COLORADO, FOR AUTH-)
ORITY TO TRANSFER PERMIT NO. B-1942)
TO JOHN S. NEVIN, 805 MEEKER STREET,)
FORT MORGAN, COLORADO.)

APPLICATION NO. 7946-PP-Transfer
SUPPLEMENTAL ORDER

December 20, 1946

S T A T E M E N T

By the Commission:

By Decision No. 26876, of date October 21, 1946, the Commission authorized the transfer by Jesse C. Linder of his Permit No. B-1942 to John S. Nevin, Fort Morgan, Colorado.

The Statement described his authority to be the right to transport:

"milk, only, to Fort Morgan, Colorado, from points within and farms adjacent to the area described as: commencing at Fort Morgan; thence west on Highway No. 34 to intersection with Highway No. 39; thence north on Highway No. 39 to intersection with Highway No. 144; thence east on Highway No. 144 to intersection with road known as 'River-Road;' thence along said road to Fort Morgan, Colorado."

It now appears that, inadvertently, authority granted by Decision No. 10326 was not included in said Statement, on account of the fact that permit-holder was authorized to transfer said operating rights to one "E. N. Southworth," Fort Morgan, Colorado, by Decision No. 19390. Apparently the transfer was not consummated, and Mr. Linder is still the owner of said rights granted by Decision No. 10326.

F I N D I N G S

THE COMMISSION FINDS:

That said Decision No. 26876 should be amended, nunc pro tunc, as of the 21st day of October, 1946, by inserting after the word "Colorado,"

in the 13th line of the Statement, the following:

"also, the transportation of milk to Fort Morgan, Colorado, from points in the area commencing at Fort Morgan, Colorado, thence south three miles, thence west to Wiggins, Colorado, thence north to Goodrich, Colorado, thence southeast to Fort Morgan, with back-haul of empty cans."

O R D E R

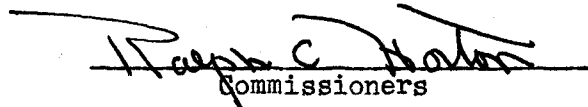
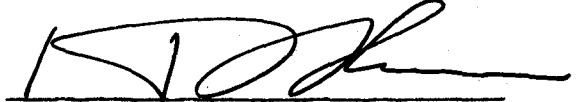
THE COMMISSION ORDERS:

That Decision No. 26876 should be, and hereby is, amended, nunc pro tunc, as of the 21st day of October, 1946, by inserting after the word "Colorado," at the end of the 13th line of the Statement, the following:

"also, the transportation of milk to Fort Morgan, Colorado, from points in the area commencing at Fort Morgan, Colorado, thence south three miles, thence west to Wiggins, Colorado, thence north to Goodrich, Colorado, thence southeast to Fort Morgan, with back-haul of empty cans."

That said Decision No. 26876, in all other respects, shall remain in full force and effect.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 20th day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
CHARLES M. COTTERELL, BENNETT, COLO-)
RADO, FOR A CLASS "B" PERMIT TO OP-)
ERATE AS A PRIVATE CARRIER BY MOTOR)
VEHICLE FOR HIRE.)

APPLICATION NO. 8089-PP

December 20, 1946

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to points within a radius of twenty-five miles of Bennett, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Charles M. Cotterell, Bennett, 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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to points within a radius of twenty-five miles of Bennett, Colorado.

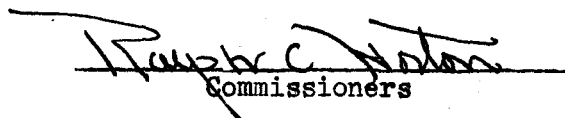
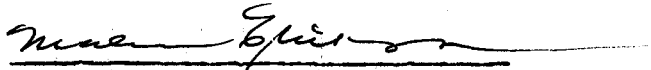
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 20th day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
GEORGE W. ROWLAND, 2500 EAST)
BOULDER, COLORADO SPRINGS, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE)
AS A PRIVATE CARRIER BY MOTOR VE-)
HICLE FOR HIRE.)

APPLICATION NO. 8093-PP

December 20, 1946

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 coal from Fremont and El Paso County Coal Mines to coal dealers in Colorado Springs, Pueblo, and all towns east of Pueblo on Highways Nos. U. S. 50 and Colo. 96 within a radius of two hundred miles of said mines.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That George W. Rowland, Colorado Springs, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal from Fremont and

El Paso County Coal Mines to coal dealers in Colorado Springs, Pueblo, and all towns east of Pueblo on Highways Nos. U. S. 50 and Colo. 96 within a radius of two hundred miles of said mines.

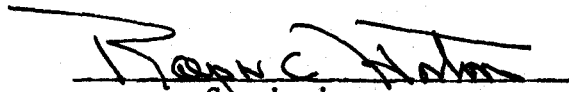

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 20th day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
W. C. KING, DOING BUSINESS AS "KING)
VAN LINES," 211 WEST DOUGLAS AVENUE,)
WICHITA, KANSAS, FOR AUTHORITY TO)
TRANSFER INTERSTATE OPERATING)
RIGHTS TO KING VAN LINES, INC., 211)
WEST DOUGLAS AVENUE, WICHITA,)
KANSAS.)

PUC NO. 908-I

December 20, 1946

S T A T E M E N T

By the Commission:

Heretofore, W. C. King, doing business as "King Van Lines,"
Wichita, Kansas, was authorized, subject to the provisions of the Fed-
eral Motor Carrier Act of 1935, to operate as a common carrier by motor
vehicle for hire in interstate commerce, and PUC No. 908-I issued to him.

Said certificate-holder now seeks authority to transfer said
operating rights to King Van Lines, Inc., Wichita, Kansas.

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

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R

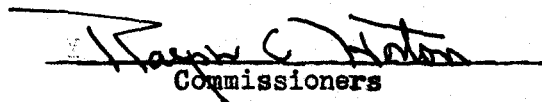
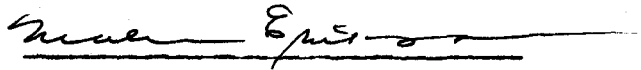
THE COMMISSION ORDERS:

That W. C. King, doing business as "King Van Lines," Wichita,
Kansas, be, and he hereby is, authorized to transfer all his right, title,
and interest in and to PUC No. 908-I to King Van Lines, Inc., Wichita,
Kansas, said transfer to be subject to the provisions of the Federal Motor
Carrier Act of 1935.

That ton-mile tax deposit of transferor shall be transferred
to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 20th day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
EDWIN STEPHENS, OF RUSH, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE)
AS A PRIVATE CARRIER BY MOTOR)
VEHICLE FOR HIRE.)

APPLICATION NO. 7979-PP

December 21, 1946.

Appearances: Edwin Stephens, Rush, Colorado,
pro se.

S T A T E M E N T

By the Commission:

The above matter was set for hearing, and heard, in Colorado Springs, Colorado, on November 15, 1946, and there taken under advisement.

Applicant herein seeks authority to operate as a Class "B" private carrier-by motor vehicle for hire for the transportation of farm produce (no livestock) including small grain, from farms within an area extending 60 miles east, 25 miles west, 25 miles north and 25 miles south of Rush, Colorado, and from points in the above-described area to Colorado Springs, Pueblo and La Junta; beans from said above-described area to Colorado Springs, Simla, La Junta, Ramah, Calhan, Swink and Rocky Ford.

The evidence disclosed that applicant is the owner of a 1945 Ford 1½-ton truck, has had considerable experience in the trucking business, and has a net worth of approximately \$8,000.00

Applicant stated that he has several farm customers who desire his service; that he secured witnesses to testify in his behalf who had planned to be present at the hearing, but who were unable to be present due to the severe snowstorm.

No one appeared protesting the granting of the instant application.

It appears to the Commission that applicant's proposed service is needed, and we cannot see from the evidence and record before us how the proposed service would impair the efficiency of any authorized common carrier service now serving the area.

Applicant asks for service on beans to the towns of Simla, Ramah, and Calhan, but an examination of a map of the territory will disclose that the above towns are all within the base area of his application.

After careful consideration of the record, the Commission is of the opinion, and finds, that the authority sought, as hereinafter limited, should be granted.

O R D E R

THE COMMISSION ORDERS:

That Edwin Stephens, of Rush, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of farm products (excluding livestock) between points within the area bounded on the west by a line drawn north and south 25 miles west of Rush; on the north by a line drawn east and west 25 miles north of Rush; on the east by a line drawn north and south 60 miles east of Rush, and on the south by a line drawn east and west 25 miles south of Rush; small grain from farms in said territory to Colorado Springs, Pueblo and La Junta; beans from said above-described area to Colorado Springs, Swink, La Junta and Rocky Ford, Colorado, without the right to engage in town to town service in competition with authorized line-haul motor vehicle common carriers.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners.

Dated at Denver, Colorado,
this 21st day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
W. I. COX, 503 N. PIKES PEAK AVE.,)
FLORENCE, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE CAR-)
RIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 7980-PP

December 21, 1946.

Appearances: W. I. Cox, Florence, Colorado,
pro se;
Thomas M. Burgess, Esq., Mining
Exchange Bldg., Colorado Sprigs,
Colorado, for Colorado Trading
and Transfer Company.

S T A T E M E N T

By the Commission:

As limited by the evidence introduced at the hearing held in Colorado Springs on November 15, 1946, applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal and wood from points in Fremont County to points within a 100-mile radius of Florence, Colorado, excluding all service in Teller County.

The evidence disclosed that applicant is the owner of a 1942 Ford 1½-ton dump truck, and has customers who have requested his service in hauling coal and wood. Applicant stated that he had no desire to serve any points in Teller County and was willing to eliminate Teller County from his application. Colorado Trading and Transfer Company withdrew its protest, as it was only interested in the service in Teller County.

The evidence further disclosed that applicant is experienced and is financially able to carry on his operation; that he has been requested to serve, and from the evidence before the Commission, it would appear that his service is needed.

After a careful consideration of the record, the Commission is of the opinion, and finds, that the application as now limited should be granted.

O R D E R

THE COMMISSION ORDERS:

That W. I. Cox, of 503 N. Pikes Peak Ave., Florence, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal and wood between points within a 100-mile radius of Florence, Colorado, excluding all service from or to points in Teller County.

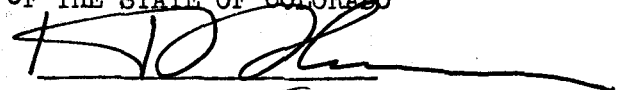
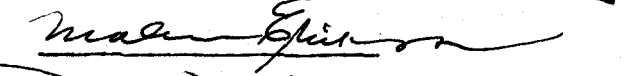
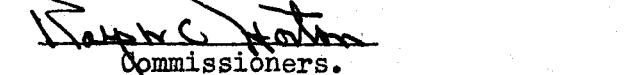
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 21st day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
JOHN L. DIROCCHI, P. O. BOX 140,)
ROCKVALE, COLORADO, FOR A CLASS "B") APPLICATION NO. 7978-PP
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

December 21, 1946.

Appearances: John L. DiRocchi, Rockvale,
Colorado, pro se;
Thomas M. Burgess, Esq., Colorado
Springs, Colorado, for Colorado
Trading and Transfer Company.

S T A T E M E N T

By the Commission:

As limited by the evidence offered at the hearing, applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal and wood from Rockvale to Pueblo, Colorado Springs, Canon City, and to other points within a 100-mile radius of Rockvale, Colorado, excluding all service in Teller County. The matter was set for hearing, and heard, in Colorado Springs, Colorado, on November 15, 1946, and there taken under advisement.

At the hearing, the evidence disclosed that applicant is the owner truck of a 1941 1½-ton/equipped with dump body, and desires to haul coal and wood as set forth in his amended application.

Applicant agreed to eliminate all service to points in Teller County and wishes to serve coal companies who have requested his service.

It appears to the Commission that there is a need for his proposed service, as no one appeared protesting the authority as now requested.

After careful consideration of the record, the Commission is of the opinion, and finds, that the application as amended by the evidence, should be granted.

O R D E R

THE COMMISSION ORDERS:

That John L. DiRocchi, of Rockvale, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal and wood from Rockvale, Colorado, to Pueblo, Colorado Springs, Canon City, and other points within a 100-mile radius of Rockvale, Colorado, excluding all service from or to points in Teller County, Colorado.

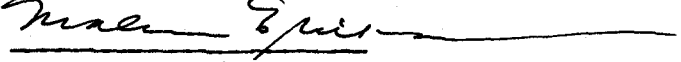
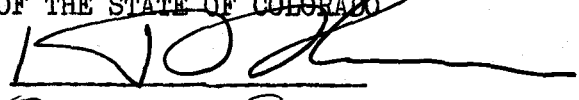
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable,

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

.Dated at Denver, Colorado,
this 21st day of December, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HARRY H. HARBISON, ROUTE 1, WELL-)
INGTON, COLORADO, FOR AUTHORITY TO)
TRANSFER INTERSTATE OPERATING) PUC NO. 1657-I
RIGHTS TO GEORGE C. DEGNEY, 808)
SHERIDAN, LARAMIE, WYOMING.)

December 23, 1946.

S T A T E M E N T

By the Commission:

Heretofore, Harry H. Harbison, Wellington, Colorado, 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. 1657-I issued to him.

Said certificate-holder now seeks authority to transfer said operating rights to George C. Degney, Laramie, Wyoming.

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

F I N D I N G S

THE COMMISSION FINDS:

That the authority sought should be granted.

O R D E R


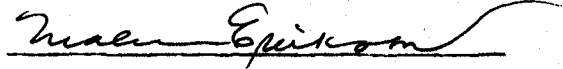
THE COMMISSION ORDERS:

That Harry H. Harbison, Wellington, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 1657-I to George C. Degney, Laramie, Wyoming, subject to the provisions of the Federal Motor Carrier Act of 1935.

That ton-mile tax deposit of transferor be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 23rd day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
PHILIP GAMMEL AND HARRY GAMMEL,)
DOING BUSINESS AS "GAMMEL & SON,")
4421 CAHITA COURT, DENVER, COLO-)
RADO, FOR A CLASS "B" PERMIT TO)
OPERATE AS PRIVATE CARRIERS BY)
MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8070-PP

December 23, 1946

S T A T E M E N T

By the Commission:

Applicants herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicants, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Philip Gammel and Harry Gammel, doing business as "Gammel & Son," Denver, Colorado, be, and they hereby are, authorized

to operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

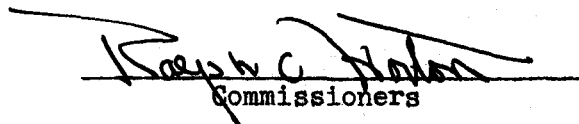
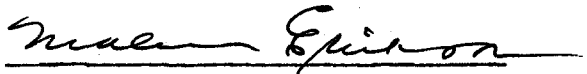
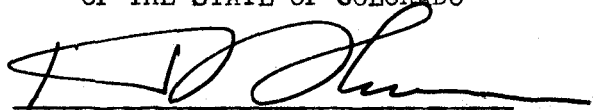
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 23rd day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
J. C. BOYER, 4041 WYANDOT STREET,)
DENVER, COLORADO, FOR A CLASS "B") APPLICATION NO. 8069-PP
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

December 23, 1946

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That J. C. Boyer, 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, 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver.

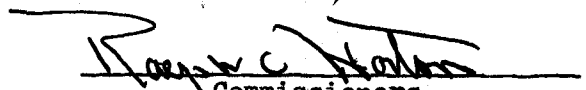
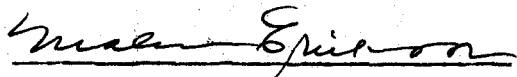
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 23rd day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JOHN F. BEYER, BOX 233, KREMMLING,)
COLORADO, FOR A CLASS "B" PERMIT TO)
OPERATE AS A PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8068-PP

December 23, 1946

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines within a radius of fifty miles of Kremmling to Kremmling, Colorado; ore from mines within a radius of fifteen miles of Green Mountain Dam to Leadville; forest and sawmill products between points within a radius of fifteen miles of McCoy, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That John F. Beyer, Kremmling, 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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in a radius of fifty miles of Kremmling to Kremmling, Colorado; ore from mines within a radius of fifteen miles of Green Mountain Dam to Leadville; forest and sawmill products between points within a radius of fifteen miles of McCoy, 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.

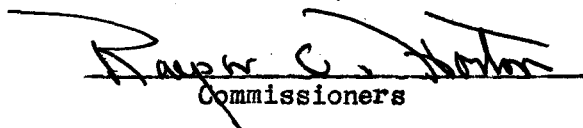
The right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 23rd day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF))
J. B. MARTIN, 3412 HUMBOLDT STREET,)	
DENVER, COLORADO, FOR A CLASS "B")	<u>APPLICATION NO. 8067-PP</u>
PERMIT TO OPERATE AS A PRIVATE)	
CARRIER BY MOTOR VEHICLE FOR HIRE.)	

December 23, 1946

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 coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That J. B. Martin, 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 coal from mines in the northern Colorado coal fields to Denver, Colorado.


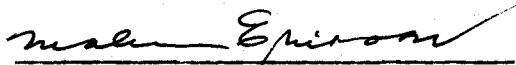
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 23rd day of December, 1946.

MW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ALVIN HEDSTROM AND JACK A. HEDSTROM,)
OWL CANYON STATION, LA PORTE, COLO-)
RADO, FOR A CLASS "B" PERMIT TO OP-)
ERATE AS PRIVATE CARRIERS BY MOTOR)
VEHICLE FOR HIRE.)

APPLICATION NO. 8066-PP

December 23, 1946.

S T A T E M E N T

By the Commission:

Applicants herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of sand, gravel, and other materials used in making up the surface of the roads, from pits and supply points within a radius of fifty miles of their home, to road and building construction jobs in said area, excluding service in Boulder, Clear Creek, and Gilpin Counties; rock from Clark Quarries Corporation quarry, located about thirteen miles northwest of La Porte, to the cement plant, located about two miles east of La Porte.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicants, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Alvin Hedstrom and Jack A. Hedstrom, La Porte, Colorado, be, and they hereby are, authorized to operate as Class "B"

private carriers by motor vehicle for hire for the transportation of sand, gravel, and other materials used in making up the surface of the roads, from pits and supply points within a radius of fifty miles of their home, to road and building construction jobs in said area, excluding service in Boulder, Clear Creek, and Gilpin Counties; rock from Clark Quarries Corporation quarry, located about thirteen miles northwest of La Porte, to the cement plant, located about two miles east of La Porte.

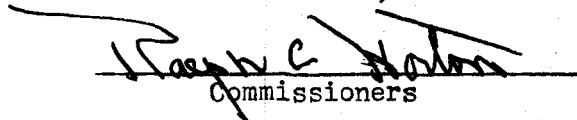
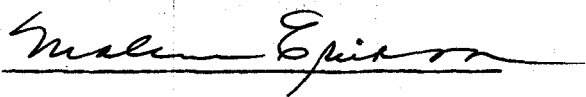
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 23rd day of December, 1946.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
J. W. HAYDEN, DOING BUSINESS AS
UINTAH STAGE LINE, GRAND JUNCTION
COLORADO, FOR AN EXTENSION OF HIS
CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY NO. 6.

APPLICATION NO. 7865
(Extension)

December 23, 1946

Appearances: Helman & Young, Esqs., Grand
Junction, Colorado, for
applicant;
T. A. White, Esq., Denver,
Colorado, for Rio Grande
Motor Way, Inc.;
T. L. Brook, Esq., Montrose,
Colorado, for Wm. E. Faast
and Delta Taxi Company;
John Adams, Esq., Denver, Colo-
rado, for Dummer Hansen.

S T A T E M E N T

By the Commission:

Applicant, J. W. Hayden, doing business as Uintah Stage Line, holder of certificate of public convenience and necessity No. 6, which includes taxicab authority, authorizing the transportation of passengers from point to point within a radius of fifty miles of Grand Junction, Colorado, now asks to have said taxicab authority extended.

The matter was set for hearing in Grand Junction, Colorado, on September 5, 1946, and there taken under advisement.

At the hearing, applicant's attorney asked for permission to limit and amend his application. He is now asking to extend his taxicab service, on call and demand, for the transportation of passengers to and from a five-mile radius of Grand Junction, Colorado, to points and places within a 100-mile radius of Grand Junction, Colorado, but excluding service from point to point in the area beyond the 50-mile radius of

Grand Junction, Colorado. Applicant also asks leave to substitute the following rates for service for the rates now authorized under his present authority and mentioned in the application, as follows:

25 cents per mile, one way, for 1 to 4 passengers;
5 cents per mile for each additional passenger;
Round trip $1\frac{1}{2}$ times one-way fare, and the
service to be confined to Sedan-type cars
of not to exceed six-passenger capacity.

Wesley E. Hayden, General Manager of Uintah Stage Lines, testified that they operate under PUC No. 6, but, recently, Western Air Lines, Inc., has instituted three trips daily into and out of Grand Junction, Colorado, on its main line between Los Angeles, California, and Denver, Colorado, and Monarch Air Lines will commence operations in and out of Grand Junction daily, beginning September 15, 1946, on its line between Salt Lake City, Utah, and Albuquerque, New Mexico; that, as a result of Western Air Lines' schedules, passengers who desire emergency service, have requested service to points within a radius of 100 miles of Grand Junction. Witness stated they have had numerous requests for service to Glenwood Springs, Meeker, Paonia, and have had requests for service to Rangely, Gunnison, Telluride, and Craig. These requests have been made since Western Air Lines instituted their service to Grand Junction. Witness further stated that, in his judgment, the demand for this service will increase when the Monarch Air Line institutes its service, and he feels they have ample equipment at present to take care of the increased business and are in a position financially to add to their present equipment if necessary.

Sid Heel, of Grand Junction, Colorado, stated that he is connected with Biggs-Kurtz Hardware Company and is president of the Grand Junction Chamber of Commerce; that he had made an investigation of the taxi business; that he was familiar with the above applicant, and it was his judgment that the service was badly needed.

James Cole, District Captain of the Colorado Courtesy Patrol, also testified as to the need for applicant's proposed service, stating

he felt the service was needed for emergency calls - that is, sickness and death calls,-and he personally had received many calls from persons requesting this service.

Joe Schlangen, who operates the Delta Taxi Company, and Willard Faast, who operates taxi service in Montrose, testified that they did not need additional taxi service in their area, and they felt a transfer service could be made that would prove satisfactory to taxicab operators on the Western Slope.

A taxicab service frequently is an emergency, luxury service, and rates are considerably more than those charged by authorized scheduled common carriers. It appears to the Commission that the public does not, ordinarily, use this service and only uses it when it becomes necessary. The basis of all regulation is to better serve the public. In the instant matter, it appears that many people using air service are endeavoring to arrive at their destinations in the shortest possible time; that fares or charges are of secondary importance, and the Commission can see no good reason why they should not be entitled to this service if they are willing to pay for it. Such persons would not be adequately served by a two-cab transfer service, for which arrangements could not be made speedily or conveniently.

After careful consideration of the record, the Commission is of the opinion, and finds, that applicant's proposed service is needed; that the application, as amended, should be granted, and that a certificate of public convenience and necessity should issue therefor. The Commission further finds that the proposed rates of applicant are fair, and conform to the rates of similar carriers serving the area; and that service proposed by protestants is not adequate.

O R D E R

THE COMMISSION ORDERS:

That the public convenience and necessity require the proposed extension of applicant's motor vehicle service under Certificate No. 6

to include the transportation of passengers from points within a five-mile radius of Grand Junction, Colorado, to points and places within a 100-mile radius of Grand Junction, Colorado; and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

IT IS FURTHER ORDERED, That permission be given applicant to file rates as asked for in his appended application, as more particularly referred to in this order.

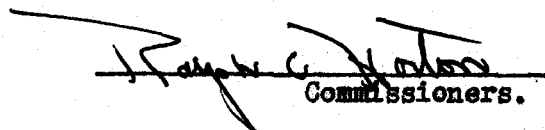
The applicant shall file tariffs of rates, rules, and regulations and time and distance schedules, as required by the rules and regulations of this Commission, within twenty days from date.

The applicant shall operate his carrier system according to the schedule filed except when prevented by Act of God, the public enemy, or extreme conditions.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners.

DATED at Denver, Colorado,
this 23d day of December, 1946.

EHC

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
T. J. DIAL, 5635 FEDERAL, DENVER,)
COLORADO, FOR A CLASS "A" PERMIT)
TO OPERATE AS A PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 7509-PP

December 23, 1946

Appearances: S. F. Davis, Esq., Symes Bldg.,
Denver, Colorado, for applicant;
Myron H. Burnett, Esq., Denver,
Colorado, for Foster Truck Line
and David Small;
Harold Swena, Golden, Colorado,
for Swena Truck Service.

S T A T E M E N T

By the Commission:

As limited by the testimony offered at the hearing held in Denver, Colorado, on October 18, 1946, applicant T. J. Dial asks for authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of bottled gas to customers of the Colorado Natural Gas and Fuel Company, and return with empties.

F. N. Mabee, President of the Colorado Natural Gas and Fuel Company, stated that he sold gas in containers for cooking and heating purposes; that his company was distributor for this area, and, in addition, serves individual customers within a 15-mile radius of Denver, Colorado; that they operate several Ford trucks in the business, but, due to the shortage of containers and trucks, it was necessary for him to have the service of a "for hire" carrier. He further stated that they require a man with a truck who can deliver a bottle of gas to the consumer and return with the empty. In delivering the bottle of gas, it requires a man with experience in connecting the container, adjusting the

gas appliance, and one especially trained in this service. The witness further stated that his immediate concern is to have delivery to his individual customers residing within a 15-mile radius of Denver.

T. J. Dial, the applicant, testified that he is the owner of a Chevrolet truck and is financially able to carry on the operation; that he wished to amend his application to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of bottled gas within a 15-mile radius of Denver, Colorado, to the individual customers of The Colorado Natural Gas and Fuel Company, and return with empties. He agreed not to serve any dealers, the only service he would render being to individual customers of the above-named company which require installation of a gas container.

Protestants objected very strenuously to any service to dealers in nearby towns and also to certain deliveries made by applicant in the past. The question as to whether applicant had temporary authority for service, was gone into in detail, and it appears that applicant had an erroneous idea as to his temporary authority. We cannot say that he was wilfully at fault but, nevertheless, he was performing a service which he was not authorized to perform. After applicant amended his application, protestants withdrew their objections.

Harold Swena, who operates under PUC No. 701, stated that he could give service in his territory and he desired and needed the business. He stated, however, that he did not connect the containers to the appliances and was not in a position to give this service.

Some objections were made to the rates of applicant. Applicant, of necessity, will have to file schedules of rates which will have to conform to the Commission's prescribed rates, so it would appear to us that this will take care of protestants' objections.

The evidence before the Commission indicates to us that the common carriers are not in a position to give this specialized service. Applicant has only one customer who needs his service. We cannot say, after considering all the evidence on the amended application, that it will impair the efficiency of presently authorized carriers. Frequently,

we have granted similar applications where the contracts for hire also involved some special service which is not within the "profession of service" of the common carrier in the territory.

After careful consideration of the record and the evidence submitted at the hearing, the Commission is of the opinion, and finds, that the instant application should be granted, as limited in the order following.

O R D E R

THE COMMISSION ORDERS:

That T. J. Dial, of 5635 Federal Boulevard, 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 bottled gas in containers, and return with empties, between points within a radius of fifteen miles of Denver, Colorado, for the Colorado Natural Gas and Fuel Company, of 5635 Federal Boulevard, Denver, Colorado, only, to their retail customers; such cartage service to be performed in those instances, only, where applicant also installs and connects the containers as a part of the transportation service, without the right to engage in town to town service in competition with authorized line haul motor vehicle common carriers.




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

This order is the permit herein provided for, but it shall not become effective until applicant has filed statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, 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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

DATED at Denver, Colorado,
this 23d day of December, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
W. S. LEMMON, DOING BUSINESS AS)
"W. S. LEMMON TRUCKING COMPANY,")
SALEM, ILLINOIS, FOR A CERTIFICATE)
OF PUBLIC CONVENIENCE AND NECESSITY.)

APPLICATION NO. 7669

January 6, 1947

Appearances: Ralph L. Carr, Esq., Denver,
Colorado, and
Wilbur E. Rocchio, Esq., Den-
ver, Colorado, for applicant;
Truman A. Stockton, Jr., Esq.,
Denver, Colorado, and
Marion F. Jones, Esq., Denver,
Colorado, for Watson Truck
Line, Comet Motor Express,
Larson Transportation Company,
Nelson Brothers, Dawson &
Corbett, Siler Drilling
Company;
Harold Torgan, Esq., Denver,
Colorado, for Gallagher
Transfer and Storage Company,
Duffy Storage and Moving
Company.

S T A T E M E N T

By the Commission:

Applicant, W. S. Lemmon, doing business as "W. S. Lemmon Truck-
ing Company," herein seeks a certificate of public convenience and neces-
sity to operate as a common carrier by motor vehicle for hire for the trans-
portation, on call and demand, of:

Machinery, materials, equipment, supplies, and
facilities used in or incidental to, or in
connection with:

- (a) The discovery, development, production, and
preservation of natural gas and petroleum.
- (b) The construction, dismantling, repair, servico-
ing, and maintenance of pipe lines.
- (c) The construction, operation, repair, servicing,
dismantling, and maintenance of facilities for the

storage of natural gas, gasoline, and petroleum.

(d) The construction, operation, repair, servicing, dismantling and maintenance of plants and facilities for refining, recycling, processing, repressuring and blending gasoline, natural gas, and petroleum,

between all points in the State of Colorado.

The application was opposed by Comet Motor Express, Larson Transportation Company, Nelson Brothers, Dawson & Corbett, Siler Drilling Company, Gallagher Transfer and Storage Company, and Duffy Storage and Moving Company, who operate under authority issued by this Commission as carriers for hire of heavy commodities in the territory which applicant proposes to serve -- all of them having common carrier certificates from the Commission except Siler Drilling Company, a private carrier.

For himself, Mr. Lemmon testified that he has been engaged in trucking service in the oil fields since the Year 1937, and for many years prior to that time worked "all capacities" in numerous oil fields throughout the oil-bearing territories of the United States. He owns and operates in Illinois, a large amount of equipment, consisting of about thirteen tractors and trucks, twelve trailers, a caterpillar tractor, a bulldozer, tractor wagon, four automobiles, and other equipment. Trucks are winch-equipped, and include jacks, gin poles, chains, and other special equipment used in oil field service. If the certificate is granted, he will continue operations in other oil fields, but expects to send equipment of the value of approximately \$50,000.00 to the Rangely Field, and will discontinue his business in Illinois and move to Colorado. His net worth, as shown by financial statement, being Exhibit No. 2, is approximately \$150,000.00. He has made some five or six trips to the Rangely Field, and has contacted a number of contractors in the field to determine whether additional service is or is not required. At least five contractors have requested him to furnish service. Noble Drilling Company has established headquarters in the Rangely Field. Haliburton Drilling Company and Brinker-Hoff Drilling Company superintendents told him the service was very poor. While he seeks to furnish service between all oil fields in the State of Colorado, on account of the fact that a number of operating companies have operations in

different fields and necessarily must move equipment from field to field, he has not checked other oil areas in the state, and does not have any definite information about demands for service therein, thereto, or therefrom, his knowledge about for-hire carrier service being limited to Rangely Field.

Herb Sager, of Vernal, Utah, Drilling Superintendent for Brinkerhoff Drilling Company, has been in the Rangely Field for about sixteen months. He stated that it takes about ninety to one hundred days to drill a well; that when the sand is reached, about eight to sixteen hours' time will be required to complete the well -- that is, to develop a flow; that rig then must be moved immediately to another location, and necessarily the interval between the release of the drill and the movement to the new location must be short; that they have found present service by carriers to be inadequate; that fifteen men are carried on the payroll, and when it is impossible to get a rig moved, "dead expense" runs high. For instance, his company has a truck of 45,000 pounds capacity. The well was completed. The truck broke down the first day. The second day he called and solicited all heavy haulers whom he knew, and finally located a carrier who agreed to handle the job the following day. The equipment was not in condition, and the rear end of the truck furnished went out. The following day, he borrowed a truck and equipment from the California Company, and in time the job was completed. He stated that many truckers now authorized to serve, in his opinion, are competent and have good equipment, but cannot take care of the business; that it should be possible to get a rig moved and re-set and ready to go in about five days; that, frequently, the elapsed time has amounted to ten days, and as a rule, he has been compelled to pay fifteen men from one to three days' extra time on every job; that, at the time of hearing, about fifty rigs were operating in the field; that it is impossible to place an order in advance for a moving job, because one does not know when the well will be completed; that his company is building living quarters for employees in the field; that he operated four and one-half years in Illinois, and Lemmons, along with other carriers, moved his rigs "all over the State of Illinois."

Upon cross-examination, he stated that he had contacted Watson, Nelson Brothers, Galloping Swede, Stanton, L. C. Jones, and Dawson & Corbett for service, and from time to time, these carriers, except Watson, had served him; that he had been unable to get service from Watson.

Messrs. Keiser and Loper made substantially the same statements as to the requirements of operating companies in the field, the carrier service available, and the fitness of applicant to perform the service. Mr. Keiser is Drilling Superintendent for Gardner Brothers Drilling Company, and has been in Rangely Field since April. Mr. Loper operates a machine shop doing oil field work exclusively, and has been in the field a year. He has drilling in Oklahoma, Illinois, and Texas, and has known Mr. Lemmon for seven years. While Loper was operating in Illinois, Mr. Lemmon made five hundred rig moves for him, and was an efficient operator. Numerous delays in movement of machinery, pumps and tools have been experienced by him. He has found that trucks apparently are not authorized to or do not care to perform short haul service -- such as trips from and to the field, to and from Craig. All service in oil fields must be expedited -- that is, as stated by Witness Loper, "We want him right away or we wouldn't call him." This type of service he has been unable to get, and on another occasion, Toler unloaded some pipe which Stanton was unable to haul, and which Siler moved after ten days' time. The elapsed time between arrival of pipe and delivery to the field was thirty days. Watson's trucks were occupied. The trucks of L. C. Jones and the Galloping Swede were out of the state.

C. A. Nelson, of Nelson Brothers, testifying in opposition to the granting of the authority sought, stated that his company had three tractors with flat beds, winch-equipped, and otherwise furnished with gin poles and other facilities required in the oil fields, and has eight additional tractors which ordinarily he uses for peak service. He stated that apparently work in the field has lessened, because his equipment was not in use as much of the time, comparatively, as it was a year preceding the hearing; that, in the past, on occasions, they have been unable to handle all the business offered -- that is, apparently everyone wants

service at the same time, and on other days trucks were idle; that he has a place of business located at Rangely, in addition to his main depot in Craig; that four pieces of equipment are kept at Rangely; that he has I.C.C. authority which coincides with his intrastate authority, so far as movement in intrastate commerce is concerned.

Mr. Siler stated that he has six units, equipped for oil field service; that he moved to the Rangely area in April, 1945, and maintains a garage at Craig, has a telephone, etc., and furnishes service intrastate as a private carrier, and interstate as a common carrier; that he does not maintain an office in the field, and stated that it was not practical to handle service that Brinker-Hoff Drilling Company wants -- that is, the movement of rigs from point to point in the field and the servicing of the wells from Craig; that besides his six pieces of equipment, Corbett, with eight pieces of equipment, Jones with six trucks, Stanton, with sixteen, the Galloping Swede with four, are available for service in the field, although said carriers' equipment is also used in other service. He added that short-notice service was what the operators wanted, and is the kind of service he holds himself out to furnish; that service has been adequate; that he does not anticipate a large increase in volume of business in the territory.

Chester Watson, for Watson Truck Line, stated that Watson Truck Line had certificated authority to serve the oil fields; that presently it had four units of oil field equipment and a new one on order which will be used at Rangely. In addition, they have a large number of trucks equipped with dump beds, etc., which can be used for some oil field work. He stated that, in his opinion, the carrier service in the field had been greatly improved since November, 1945; that additional operators have been certified, and they have more and better equipment; that it is adequate to satisfy all reasonable demands.

Max Dawson, of Craig, of Dawson & Corbett, stated that they had net assets of \$150,000.00, with equipment as follows: twenty-four trucks, twenty-nine trailers, ten cars and pickups, twelve tractors, oil and water tanks, welding machines, air compressors, cement mixers, water pumps,

trenching machines, house-moving equipment, etc.; that some of the equipment is kept in the Rangely Field; that they maintain an office in Craig, and have telephones at each location; that a man is on duty twenty-four hours; that Dawson & Corbett -- either directly or with the help of others -- have been able to handle all business offered.

As stated by witnesses testifying for protestants, a large number of carriers who are equipped to do heavy hauling are now authorized to furnish the service which applicant seeks authority to furnish. Of these, Dawson & Corbett, "The Galloping Swede," Nelson Brothers, C. L. Tyrrell, Mildred Watson, E. L. Miller, L. C. Jones, and Toler, are specialists in oil field transportation who have been authorized to serve specifically in the Rangely territory. Most of them have interstate, as well as intrastate, authority. Comet Motor Express, of Craig, G. & S. Heavy Hauling Company, Weicker Transfer and Storage Company, Gallagher Transfer and Storage Company, all of Denver, while not specializing in oil field work, are specialists in heavy hauling, and furnish that type of service throughout the state. Hilkey Brothers, Janes Brothers, and Harp Brothers, of Meeker, are authorized to furnish call and demand service in Rio Blanco County, and are equipped to do some types of oil field work. Numerous other carriers in the State of Colorado -- like Pople Transfer and Storage, of Trinidad, Amick Transfer & Storage, Bekins Moving & Storage Company, and Duffy, of Denver, Gottula, of Pueblo, Jackson, of Rocky Ford, Cornelius, of Lamar, Levy's Transfer and Storage Company of Walsenburg, also do heavy hauling.

It would seem that the testimony of protestants to the effect that the common carrier service in the field is adequate, is correct. The law is well settled that where the service is adequate, or can be made adequate under the direction of the Commission, additional certificates should not be granted. Apparently, demands for service are decreasing. On account of lack of marketing facilities and operating conditions in the field due to weather, drilling activities have diminished.

Experience has shown that too many carriers means poor service. No carrier is able to maintain the necessary equipment, working force, or facilities unless he has business enough to justify the original investment

and the over-head expense of maintaining such equipment and facilities.
Too many carriers, in the end, means poor service for the public.

Upon the record made, we cannot say that the service is inadequate, or cannot be made adequate. Therefore, the application should be denied.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity do not require the proposed common carrier motor vehicle operation of applicant, and that said application should be denied.

O R D E R

THE COMMISSION ORDERS:

That the above-styled application be, and the same hereby is, denied.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. O. Thomas

Wm. E. Smith

Wm. E. Smith
Commissioners

Dated at Denver, Colorado,
this 6th day of January, 1947.

EW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
RICHARD SHAKLEE AND WALTER I. SHAKLEE,)
JR., ROUTE 2, FORT LUPTON, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE AS)
A PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8083-PP

January 7, 1947.

Appearances: Richard Shaklee and Walter I.
Shaklee, Jr., Fort Lupton,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

Applicants herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of farm produce between farms within a 20-mile radius of Fort Lupton, and from and to points in said area to and from Denver; coal from mines in the northern Colorado coal fields to points within said twenty-mile radius of Fort Lupton, with no point to point service. The matter was set for hearing, and heard, in Denver, Colorado, on December 17, 1946, and there taken under advisement.

The evidence disclosed that applicants plan to operate as a co-partnership under the firm name of Shaklee Truck Service; that the partnership presently owns one 1940 Ford 1½-ton truck, and is financially able to buy further equipment and to carry on its proposed operations. Both partners have had experience in driving trucks and have customers in the Fort Lupton area who desire their service.

No one appeared protesting the granting of the proposed authority, and it would appear to the Commission that the service is needed, and it does not appear that the granting of the authority sought would impair the efficiency of any authorized common carrier service now serving the area.

After careful consideration of the record, the Commission is of the opinion, and finds, that the application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Richard Shaklee and Walter I. Shaklee, Jr., doing business as Shaklee Truck Service, Route 2, Fort Lupton, Colorado, be, and they hereby are, authorized to operate as Class "B" private carriers by motor vehicle for hire for the transportation of farm produce between farms within a radius of twenty miles of Fort Lupton, Colorado, and from and to points in said area to and from Denver, Colorado; coal from mines in the northern Colorado coal fields to points in said 20-mile radius of Fort Lupton, with no point to point service in competition with regularly authorized line-haul common carriers.


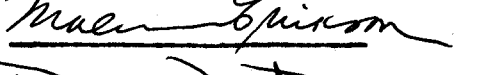

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

This order is the permit herein provided for, but it shall not become effective until 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.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF
C. B. RICKMAN, LOUISVILLE, COLORADO,
FOR A CLASS "B" PERMIT TO OPERATE AS
A PRIVATE CARRIER BY MOTOR VEHICLE
FOR HIRE.

APPLICATION NO. 8075-PP

January 7, 1947.

Appearances: C. B. Rickman, Louisville, Colorado,
pro se;
Marion F. Jones, Esq., and
Truman A. Stockton, Jr., Esq.,
Denver, Colorado, for Britt
Truck Service;
Harold Swena, Golden, Colorado,
for Swena Truck Service;
Myron H. Burnett, Esq., Denver,
Colorado, for the Common Carrier
Division of The Colorado Motor
Carriers' Association;
Harold D. Torgan, Esq., Denver,
Colorado, for the Colorado Transfer
and Warehousemen's Association.

S T A T E M E N T

By the Commission:

As limited by the testimony at the hearing, applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal, wood and ashes between points in Boulder, Weld and Jefferson Counties; farm produce, excluding livestock, between points in that part of Boulder, Weld and Jefferson Counties which lies north of Highway No. 72.

The matter was set for hearing, and heard, in Denver, Colorado, on December 17, 1946, and there taken under advisement.

The evidence disclosed that applicant is the owner of a 1942 1½-ton truck, and has a net worth of approximately \$5,000.00.

All objections to the granting of the authority as now limited were withdrawn, and it now appears that the granting of the permit will not impair the efficient public service of any authorized motor vehicle common carrier or

carriers now serving the area.

After careful consideration of the record, the Commission is of the opinion, and finds, that the application, as now limited, should be granted.

O R D E R

THE COMMISSION ORDERS:

That C. B. Rickman, of Louisville, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal, wood and ashes, between points in Boulder, Weld, and Jefferson Counties; farm produce (excluding livestock) between points in that part of Boulder, Weld and Jefferson Counties which lies north of Highway No. 72.

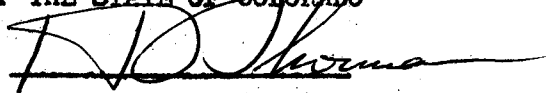
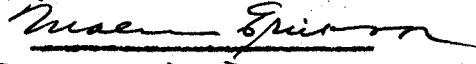
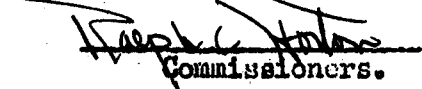
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE FREE OF CHARGE TRANSPORTATION BY)
THE DENVER AND SALT LAKE RAILWAY)
COMPANY OF TWO CARLOADS OF COAL FROM) MISCELLANEOUS DOCKET NO. 228
HAYBRO, COLORADO, TO THE DENVER COM-)
MUNITY CHEST.)

January 3, 1947

S T A T E M E N T

By the Commission:

This matter is before the Commission upon a letter from The Denver and Salt Lake Railway Company, by F. J. Toner, its Traffic Manager, dated December 11, 1946, requesting authority to transport two carloads of coal from Haybro, Colorado, free of charge, on account of charity.

The shipments in question have been donated by one of the operators on the line of The Denver and Salt Lake Railway Company for use of various agencies of the Denver Community Chest, a charitable institution, and are to be used for charity.

Section 17, paragraph (c) of The Public Utilities Act provides that the Commission may, by rule or order, authorize carriers to depart from their published tariff rates.

After full consideration of the facts as set forth, the Commission finds that the request should be authorized.

O R D E R

IT IS ORDERED:

That The Denver and Salt Lake Railway Company be, and it is hereby, authorized to protect a free rate on two carloads of coal from Haybro, Colorado, consigned to the Denver Community Chest in care of the United Fuel & Equipment Company, Denver.

That this order shall not be used as a precedent for other cases
of a similar nature.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

D. O. Shuman

Member

Robert C. Shuman
Commissioners

Dated at Denver, Colorado,
this 3rd day of January, 1947.

jh

27287
m 10-228**THE DENVER AND SALT LAKE RAILWAY CO.**F. J. TONER
TRAFFIC MANAGER

822 DENVER NATIONAL BUILDING

ZONE 2

F. H. BOOTH
ASST. TO TRAFFIC MANAGER**DENVER, COLORADO**

December 11, 1946

File: 35-2



The Public Utilities Commission of the
State of Colorado,
State Office Building,
Denver, Colorado.

Gentlemen:

Two carloads of coal have been donated by one of the operators on our line to the Denver Community Chest, a charitable institution, for the benefit of the different agencies of the Chest. These cars will be consigned to the Denver Community Chest in care of the United Fuel & Equipment Co., Denver.

We shall be pleased to haul these cars of coal free of charge on account of charity from the mine at Haybro, Colo. to Denver and we request your authority in line with Section 17-C of the Public Utilities Act to grant this free billing.

If consistent, we shall appreciate receiving this authority in duplicate.

Yours truly,

F. J. Toner

H

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE FREE OF CHARGE TRANSPORTATION BY
THE DENVER AND SALT LAKE RAILWAY
COMPANY OF ONE CARLOAD OF COAL FROM
MT. HARRIS, COLORADO, TO THE DENVER
COMMUNITY CHEST.

MISCELLANEOUS DOCKET NO. 229

January 3, 1947

S T A T E M E N T

By the Commission:

This matter is before the Commission upon a letter from The Denver and Salt Lake Railway Company, by F. J. Toner, its Traffic Manager, dated December 16, 1946, requesting authority to transport one carload of coal from Mt. Harris, Colorado, to Denver, Colorado, free of charge, on account of charity.

The shipment in question has been donated by one of the operators on the line of The Denver and Salt Lake Railway Company for use of The Young Women's Christian Association, an agency of the Denver Community Chest, a charitable institution, and is to be used for charity.

Section 17, paragraph (c) of The Public Utilities Act provides that the Commission may, by rule or order, authorize carriers to depart from their published tariff rates.

After full consideration of the facts as set forth, the Commission finds that the request should be authorized.

O R D E R

IT IS ORDERED:

That The Denver and Salt Lake Railway Company be, and it is hereby, authorized to protect a free rate on one carload of coal from Mt. Harris, Colorado, consigned to the Denver Community Chest, in care of the Fuel Service Company, 864 So. Broadway, Denver.

That this order shall not be used as a precedent for other cases
of a similar nature.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

D. D. Homan

Walter S. Smith

Ralph C. Hotal
Commissioners

Dated at Denver, Colorado,
this 3rd day of January, 1947.

jh

THE DENVER AND SALT LAKE RAILWAY CO.822 DENVER NATIONAL BUILDING
ZONE 2F. J. TONER
TRAFFIC MANAGERF. H. BOOTH
ASST TO TRAFFIC MANAGER**DENVER, COLORADO**

December 16, 1946

File: 35-2

The Public Utilities Commission of the
State of Colorado,
State Office Building,
Denver, Colorado.

Gentlemen:

One carload of coal has been donated by one of the operators on our line to the Denver Community Chest, a charitable institution, for the benefit of The Young Women's Christian Association, an agency of the Chest. This car will be consigned to the Denver Community Chest in care of the Fuel Service Company, 864 So. Broadway, Denver.

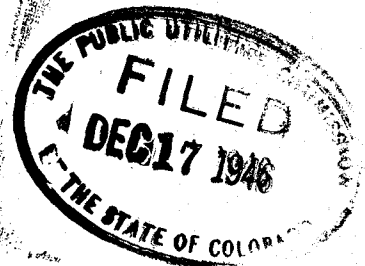
We shall be pleased to haul this car of coal free of charge on account of charity from the mine at Mt. Harris, Colo. to Denver and we request your authority in line with Section 17-C of the Public Utilities Act to grant this free billing.

If consistent, we shall appreciate receiving this authority in duplicate.

Yours truly,

F. J. Toner

H



BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
CHARLES WILLARD OVERHULTS, 6337 NO.)
FEDERAL BOULEVARD, DENVER, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE)
AS A PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8072-PP

January 9, 1947.

Appearances: Charles Willard Overhults, Denver,
Colorado, pro se;
Marion F. Jones, Esq., Denver,
Colorado, for Sorenson Truck
Service, Yockey Brothers, Morse
Truck Line, and Deertrail Truck Line;
Myron H. Burnett, Esq., Denver,
Colorado, for the Common Carrier
Division of The Colorado Motor
Carriers Association and David Small.

S T A T E M E N T

By the Commission:

As limited by the testimony offered at the hearing, applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of livestock, only, from an area extending 10 miles south, 35 miles north, 35 miles east and 35 miles west of Denver to and from the Penred salesring at 5705 North Federal Boulevard, the Jack Browne Auction Yard on Sheridan Boulevard, and the Hawley Livestock Salesyard on North Federal Boulevard.

The matter was set for hearing, and heard, in Denver, Colorado, on December 17, 1946, and there taken under advisement.

At the hearing, the evidence disclosed that applicant desires to render a livestock hauling service for the above-named salesrings. He owns a 1937 Dodge straight truck and plans on operating a small livestock truck for the delivery of small loads of cattle from farms and feed lots in the area above described to salesrings above named, and from salesrings back to farms and feed lots in above-described area. Applicant further stated that he is willing to limit

his operations to use of one straight truck. He also stated that he has been requested by the salesyard operators to render this service, and he plans to attend all sales at the above named yards. The salesrings he wishes to serve are small, and from his observation he does not believe any of the authorized livestock carriers make a practice of attending these sales. It appears that each yard has a weekly sale, and his desire is to take care of small shipments from and to the yards.

Applicant further stated that he will familiarize himself with the rules, regulations and rates prescribed by the Commission, and will comply with same. It further appears that applicant is financially responsible and is experienced in this type of operation.

Protestants represented by Mr. Jones withdrew their protest to the granting of the application, as amended, and other protestants failed to show that the granting of the proposed application would impair the efficiency of their operation.

After careful consideration of the record, the Commission is of the opinion, and finds, that the application, as hereinafter limited, should be granted.

O R D E R

THE COMMISSION ORDERS:

That Charles Willard Overhults, of 6337 N. Federal Boulevard, 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 livestock, only, from and to points in an area extending 10 miles south, 35 miles north, 35 miles east, and 35 miles west of Denver, to and from the Penrod Salesring, 5705 Federal Boulevard, Jack Browne Auction Yard, on Sheridan, and the Hawley Livestock Sales Yard on North Federal Boulevard, applicant to be limited to use of one straight truck in his operation under this authority.

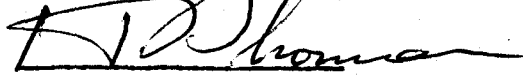
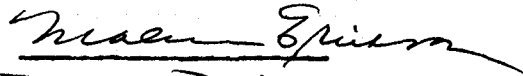

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
FRANK E. MILLER AND KEITH MILLER,)
DOING BUSINESS AS FRANK E. MILLER &)
SON, BOX 332, WRAY, COLORADO, FOR)
A CLASS "B" PERMIT TO OPERATE AS)
PRIVATE CARRIERS BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8056-PP

January 9, 1947.

Appearances: Frank E. Miller, Wray, Colorado,
for applicants;
Marion F. Jones, Esq., Denver,
Colorado, for Thompson and Jones,
Paul Hickman, Martin Wilshusen,
and Joe Intermill.

S T A T E M E N T

By the Commission:

As limited by the testimony at the hearing on the above-styled matter in Akron, Colorado, on December 10, 1946, 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 within a radius of fifty miles of Wray, Colorado, to road and construction jobs within said area; coal from Wray to points in Wray and points within a 15-mile radius thereof; garbage, trash and ashes between points within said 15-mile radius of Wray.

The evidence disclosed that applicant is a co-partnership, consisting of Frank E. Miller and Keith Miller, doing business as "Frank E. Miller & Son", and have the following equipment: One 1941 Chevrolet 1½-ton truck; one 1935 1½-ton Diamond-T; one 1½-ton International, and one 1936 1½-ton Dodge, all equipped with dump bodies.

It further appears that applicants have temporary authority for hauling sand and gravel, and have customers who desire their service hauling coal in Wray and territory adjacent thereto. It also appears that presently

authorized call and demand common carriers do not object to the granting of the authority as now limited, and it does not appear to the Commission that the proposed service will impair the efficiency of any authorized common carrier service.

After careful consideration of the record, the Commission is of the opinion, and finds, that a private carrier permit, limited as set forth in the order following, should issue.

O R D E R

IT IS ORDERED:

That Frank E. Miller and Keith Miller, doing business as "Frank E. Miller & Son, of Wray, Colorado, be, and they hereby are, authorized to operate as Class "B" private carriers 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 Wray, Colorado, to road and building construction jobs within said area; coal from Wray to points in Wray and points within a 15-mile radius thereof; and garbage, trash and ashes between points within said 15-mile radius of Wray, Colorado.

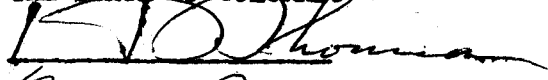
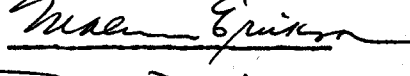

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
CLIFFORD CAMPBELL, ROUTE 1, BOX 519,) APPLICATION NO. 7690-PP
WHEATRIDGE, COLORADO, FOR AN) Extension
EXTENSION OF PERMIT NO. B-3352.)

January 11, 1947.

Appearances: Clifford Campbell, Wheatridge,
Colorado, pro se;
Myron H. Burnett, Esq., Denver,
Colorado, for Tiller Cash Coal
and Feed Company.

S T A T E M E N T

By the Commission:

On August 8, 1946, by Decision No. 26342, applicant herein was authorized to extend his operations under Permit No. 3352 to include the right to transport hay, alfalfa, pea vines, etc., from points within a radius of 25 miles of Longmont, to Wheatridge Farm Dairy, on West 44th Avenue, Denver, Colorado, only, without the right to furnish such service between towns served by line-haul common carriers operating on schedule.

On November 7, 1946, the Commission received the following communication from the above-named applicant:

"The reason I haven't filed the tariff for hauling loose hay, pea vines and ground hay for Wheatridge Farm Dairy, is because they got them another truck and do not need mine. I have got my two trucks delivering coal for the Routt County Coal Yard in Arvada and I will be all winter if nothing happens. Cancel the extension on the B permit."

It appears from this letter that applicant no longer desires his proposed extension and asks that our Decision No. 26342 be cancelled and set aside.

After careful consideration of the record, the Commission is of the opinion, and finds, that applicant's request should be granted.

O R D E R

IT IS ORDERED:

That our Decision No. 26342 be, and the same hereby is, cancelled,

set aside, and held for naught.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

[Signature]

[Signature]

[Signature]
Commissioners.

Dated at Denver, Colorado,
this 11th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
C. RAYMOND WOODWARD, AKRON, COLORADO,) APPLICATION NO. 8063-PP
FOR AN EXTENSION OF PERMIT B-2956.) Extension

January 7, 1947.

Appearances: C. Raymond Woodward, Akron, Colorado,
pro se;
Marion F. Jones, Esq., Denver,
for H. C. Rorabaugh, Paul Hickman,
Martin Wilshusen, Joe Intermill,
Harry Atteberry and E. F. Anderson.

S T A T E M E N T

By the Commission:

On June 21, 1942, by Decision No. 19165, applicant, C. Raymond Woodward, was authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of:

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 jobs within a radius of fifty miles 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, Colorado.

On May 5, 1943, by Decision No. 20889, applicant was authorized to extend his operations under his private carrier authority to include the right to transport grain during the period extending from July 15 to September 15 of each year between points within a radius of fifty miles of Akron, Colorado.

Applicant now asks to extend his authority under Permit B-2956 to include the right to transport grain within a fifty-mile radius of Akron for the balance of the year.

The matter was set for hearing, and heard, in Akron, Colorado, on December 10, 1946, and there taken under advisement.

Applicant, testifying in his own behalf, stated that under his present authority he hauls grain for his customers during the harvest season and has many calls from his customers during the balance of the year; that he desires authority

to give this service and feels that he is entitled to same, as there are many truckers in his area who are hauling grain unlawfully.

Protestants stated that there was ample equipment in the territory to take care of all needs of the territory except during the harvest season, and they said that the granting of additional authority would impair their present operations.

The Commission has only the testimony of applicant as to the need for his service. None of his customers appeared urging the granting of the extension, while on the other hand, several protestants appeared stating that it would impair their present service. Where it does not appear that common carrier service is inadequate, the Commission must be convinced, before private carrier authority is granted, that the proposed operation will not impair the efficient public service of any authorized motor vehicle common carrier then adequately serving the territory applied for.

After careful consideration of the record, the Commission is of the opinion, and finds, that the instant application should be denied.

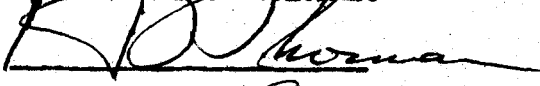
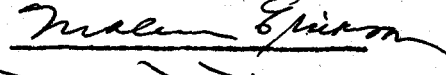

O R D E R

THE COMMISSION ORDERS:

That the instant application be, and the same hereby is, denied.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of January, 1946.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HIAWATHA TOURS COMPANY, MANITOU)
SPRINGS, COLORADO, FOR AUTHORITY TO)
TRANSFER PUC NO. 112 TO H. L.)
HODGES AND M. L. HODGES, CO-)
PARTNERS, DOING BUSINESS AS "HODGES)
& SON," MANITOU SPRINGS, COLORADO.)

APPLICATION NO. 8102-Transfer

January 9, 1947

S T A T E M E N T

By the Commission:

Heretofore, Hiawatha Tours Company, Manitou Springs, Colorado, was authorized to operate as a common carrier by motor vehicle for hire, and PUC No. 112 issued to it.

Said certificate-holder now seeks authority to transfer said operating rights to H. L. Hodges and M. L. Hodges, co-partners, doing business as "Hodges & Son," Manitou Springs, Colorado, operators of "Hiawatha Tours," and "Navajo Garage," said H. L. Hodges being principal stockholder of transferor corporation.

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 the 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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Hiawatha Tours Company, Manitou Springs, Colorado, be, and it hereby is, authorized to transfer all its right, title, and interest in and to PUC No. 112 to H. L. Hodges and W. L. Hodges, co-partners, doing business as "Hodges & Son," Manitou Springs, Colorado.

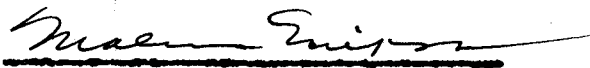
The tariff of rates, rules and regulations of the transferor shall become and remain those of the transferees until changed according to law and the rules and regulations of this Commission.

That passenger-mile tax deposit of transferor be transferred to the account of transferees.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO







Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947.

mw

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
FRED MESTAS, MESITA, COLORADO, FOR)
AUTHORITY TO TRANSFER PERMIT NO.)
B-1787 TO HENRY OZAWA, MESITA, COLO-)
RADO.)

APPLICATION NO. 8098-PP-Transfer

January 9, 1947

STATEMENT

By the Commission:

By Decision No. 8302, of date August 24, 1936, Fred Mestas, Mesita, Colorado, was authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of:

livestock, grain and potatoes from points within a radius of 30 miles of Mesita, Colorado, to points in the San Luis Valley and to Pueblo, with back-haul of coal, only, from mines in the Walsenburg coal fields to points within a radius of 30 miles of Mesita.

By Decision No. 20772, of date April 9, 1943, said operating rights (Permit No. B-1787) were extended to include the right to transport:

farm products, including livestock, from points within a radius of 15 miles of Mesita to Denver and Alamosa, and mill products from Alamosa and Denver to points in said 15-mile radius, without the right to serve between towns served by line-haul motor vehicle carriers operating on schedule.

Said permit-holder now seeks authority to transfer said Permit No. B-1787 to Henry Ozawa, Mesita, Colorado.

Inasmuch as the files of the Commission and the verified 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 the account of transferee; that there are no outstanding unpaid operating obligations against said permit; 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 the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Fred Mestas, Mesita, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to Permit No. B-1787 to Henry Ozawa, Mesita, Colorado.

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.

This order is made a part of the permit authorized to be transferred.

That ten-mile tax deposit of transferor be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. D. Sherman

Wm. E. Eason

Ralph C. Watson
Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
J. M. MC DEVITT, 2555 KENDALL)
STREET, DENVER, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8104-PP

IN THE MATTER OF THE APPLICATION OF)
KENNETH O. DE PRIEST, 2618 WEST)
10TH AVENUE, DENVER, COLORADO, FOR)
A CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8105-PP

IN THE MATTER OF THE APPLICATION OF)
EARL M. CHANDLER, 346 FILLMORE)
STREET, DENVER, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8106-PP

January 9, 1947

S T A T E M E N T

By the Commission:

The above-styled applicants, and each of them, herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to

the service herein sought to be performed by applicants, the Commission determined to hear, and has heard, said matters, forthwith, without formal notice, upon the records and files herein.

FINDINGS

THE COMMISSION FINDS:

That the applications should be granted.

ORDER

THE COMMISSION ORDERS:

That J. M. McDevitt, Kenneth O. DePriest, and Earl M. Chandler, all of Denver, Colorado, and each of them, should be, and they hereby are, authorized to severally operate as Class "B" private carriers by motor vehicle for hire for the transportation of 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, and to points within a radius of five miles of Denver, Colorado.

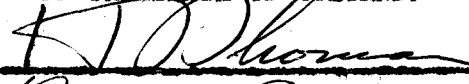


All operations hereunder shall be construction contract operations, the Commission retaining jurisdiction to make such amendments to these permits deemed advisable.

This order is the permits 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, and the required insurance, and have secured identification cards.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947.

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
GUSTAVE VANDERSTRAETEN AND CARL)
PARKS, DOING BUSINESS AS "LAKEWOOD)
SCAVENGER SERVICE," 9390 WEST 11TH)
AVENUE, LAKEWOOD, COLORADO, FOR)
AUTHORITY TO TRANSFER PUC NO. 1669)
TO ROBERT B. CAROTHERS AND WILLIAM)
R. BENNETT, JR., 165 SOUTH WADS-)
WORTH, LAKEWOOD, COLORADO.)

APPLICATION NO. 8101-Transfer

January 9, 1947

STATEMENT

By the Commission:

On April 15, 1946, by Decision No. 25814, Gustave Vanderstraeten and Carl Parks, doing business as "Lakewood Scavenger Service," Lakewood, Colorado, were authorized to operate as common carriers by motor vehicle for hire for the transportation of:

garbage and trash between points in an area in Jefferson County, Colorado, from Sheridan Boulevard west to Kipling Street, and from Alameda Avenue north to Twenty-Ninth Avenue; coal from mines within a radius of fifty miles of Lakewood to points within said fifty-mile radius of Lakewood.

Said certificate-holders now seek authority to transfer said operating rights (PUC No. 1669) to Robert B. Carothers and William R. Bennett, Jr., Lakewood, Colorado.

Inasmuch as the files of the Commission and the verified 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 the 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 matter for

formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Gustave Vanderstraeten and Carl Parks, doing business as "Lakewood Scavenger Service," Lakewood, Colorado, be, and they hereby are, authorized to transfer all their right, title, and interest in and to PUC No. 1669 to Robert B. Carothers and William R. Bennett, Jr., Lakewood, Colorado.

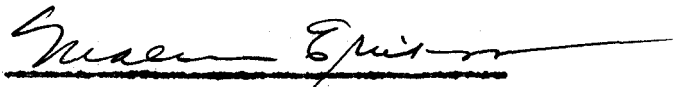
The tariff of rates, rules and regulations of the transferors shall become and remain those of the transferees until changed according to law and the rules and regulations of this Commission.

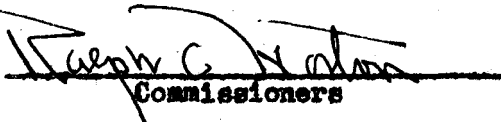
That ton-mile tax deposit of transferors be transferred to the account of transferees.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO







Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HARRY H. HARBISON, ROUTE 1, WEL-)
LINGTON, COLORADO, FOR AUTHORITY TO)
TRANSFER PERMIT NO. B-2440 TO)
GEORGE C. DEANEY, 808 SHERIDAN,)
LARAMIE, WYOMING.)

APPLICATION NO. 8100-PP-Transfer

January 9, 1947

STATEMENT

By the Commission:

On December 29, 1938, by Decision No. 12781, Harry H. Harbison and Henry Hauser, doing business as "Hauser & Harbison," were authorized to operate as Class "B" private carriers by motor vehicle for hire for the transportation of:

farm products, including livestock and feed, between points in the Laramie River Country and the Red Feather Country, being that area in northwestern Larimer County west of U. S. Highway No. 287, and north of State Highway No. 14, both highways not included, and Fort Collins and Greeley; coal from the northern Colorado coal fields to users in Fort Collins and the described Laramie River Country and the Livermore and Red Feather Country, provided no cement shall be transported in competition with Ted Carpenter and Son as authorized by PUC No. 1017, and no intermediate points between Fort Collins and Greeley, nor between Fort Collins and Livermore shall be served by applicants.

On August 9, 1939, by Decision No. 13848, said authority was extended to include the right to transport:

livestock, only, from that part of Larimer County lying west of U. S. Highway No. 287, known as the Laramie River Country and the Red Feather Lakes Section, to Denver, with no back-haul.

On March 9, 1940, by Decision No. 15020, said authority was amended to include the right to transport:

cement from the cement plant at Boettcher to users in the Laramie River Country and the Red Feather-Livermore Country.

By Decision No. 15509, of date June 7, 1940, said authority was extended to include the right to transport:

fresh cucumbers, only, from points within the so-called "Red Feather territory," described in Decision No. 12781, and from points within a radius of 25 miles of Fort Collins to processing plants of said Drehr Pickle Company in said original and extended territory.

On May 17, 1943, by Decision No. 20934, said permit-holders were authorized to transfer said operating rights (Permit No. B-2440) to Harry H. Harbison, who, by the instant application, seeks authority to transfer Permit No. B-2440 to George C. Degney, Laramie, Wyoming.

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 the account of transferee; that there are no outstanding unpaid operating obligations against said permit; 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 the transfer of said permit, 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 authority sought should be granted.

ORDER

THE COMMISSION ORDERS:

That Harry H. Harbison, Wellington, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to Permit No. B-2440 to George C. Degney, Laramie, Wyoming.

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.

This order is made a part of the permit authorized to be transferred.

That ton-mile tax deposit of transferor be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO.

K. D. Shuman

Malcolm Epison

Ralph C. Weston
Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947.

EW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HENRY G. BENSON AND FRED DEHECK, CO-)
PARTNERS, DOING BUSINESS AS "DENVER-)
ALBUQUERQUE MOTOR TRANSPORT," 1072)
JOSEPHINE STREET, DENVER, COLORADO,)
FOR AUTHORITY TO TRANSFER INTERSTATE)
OPERATING RIGHTS TO DENVER-)
ALBUQUERQUE MOTOR TRANSPORT, INC.,)
3434 WALNUT STREET, DENVER, COLORADO.)

PUC NO. 925-I

January 11, 1947

S T A T E M E N T

By the Commission:

Heretofore, Henry G. Benson and Fred Deheck, co-partners, doing business as "Denver-Albuquerque Motor Transport," Denver, Colorado, were authorized, subject to the provisions of the Federal Motor Carrier Act of 1935, to operate as common carriers by motor vehicle for hire in interstate commerce, and PUC No. 925-I issued to them.

Said certificateholders now seek authority to transfer said operating rights to Denver-Albuquerque Motor Transport, Inc., Denver, Colorado.

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

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 G. Benson and Fred Deheck, co-partners, doing business as "Denver-Albuquerque Motor Transport," Denver, Colorado, be, and they hereby are, authorized to transfer all their right, title,

and interest in and to PUC No. 925-I to Denver-Albuquerque Motor Transport, Inc., Denver, Colorado, said transfer to be subject to the provisions of the Federal Motor Carrier Act of 1935.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

K. J. Phelan

Wm. E. Quinn

Ralph C. Horton
Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

EW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
GUSTAFSON TRANSPORTATION LINES, INC.,
P. O. BOX 122, SIDNEY, NEBRASKA,
FOR AUTHORITY TO TRANSFER INTERSTATE
OPERATING RIGHTS TO C. B. HERBERTSON,
DOING BUSINESS AS "DIAMOND FREIGHT
LINES," P. O. BOX 899, CHEYENNE,
WYOMING.

PUC NO. 741-I

January 11, 1947

Appearances: Marion F. Jones, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

Heretofore, Gustafson Transportation Lines, Inc., 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. 741-I issued to it.

Said certificate-holder now seeks authority to transfer said operating rights to C. B. Herbertson, doing business as "Diamond Freight Lines," Cheyenne, Wyoming.

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

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 Gustafson Transportation Lines, Inc., Sidney, Nebraska, should be, and it hereby is, authorized to transfer all its right, title, and interest in and to PUC No. 741-I to C. B. Herbertson, doing business

as "Diamond Freight Lines," Cheyenne, Wyoming, said transfer to be subject to the provisions of the Federal Motor Carrier Act of 1935.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

H. D. Thomas

Wm. E. Brown

Robert C. Horton
Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
BENJAMIN HERDER, 129 SOUTH MONROE)
STREET, LOVELAND, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8110-PP

IN THE MATTER OF THE APPLICATION OF)
THOMAS BROWN, 1861 LARIMER STREET,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8111-PP

January 11, 1947

S T A T E M E N T

By the Commission:

The above-styled applicants, and each of them, herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicants, the Commission determined to hear, and has heard, said matters, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the applications should be granted.

O R D E R

THE COMMISSION ORDERS:

That Benjamin Herder, Loveland, Colorado, and Thomas Brown,

Denver, Colorado, and each of them, should be, and they hereby are, authorized to operate severally as Class "B" private carriers by motor vehicle for hire for the transportation of coal from mines in the northern Colorado coal fields to Denver and to points within a radius of five miles of Denver, Colorado.

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this order advisable.

This order is the permits 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, and the required insurance, and have secured identification cards.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. J. Shuman

Walter E. Eason

Walter C. Horton
Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

HW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
DONALD WESLEY WILSON, 410 SOUTH)
GRANT STREET, FORT COLLINS, COLO-)
RADO, FOR A CLASS "B" PERMIT TO OP-)
ERATE AS A PRIVATE CARRIER BY MOTOR)
VEHICLE FOR HIRE.)

APPLICATION NO. 8108-PP

January 11, 1947

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Donald Wesley Wilson, Fort Collins, 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 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, 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.

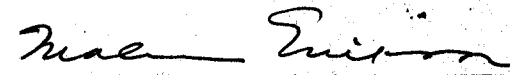
This order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, and the required insurance, and has secured identification cards.

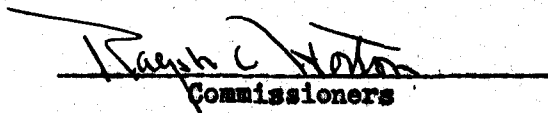
The right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
EDMUND HOFF, 1436 EAST EVANS AVENUE,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8109-PP

January 11, 1947

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 coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Edmund Hoff, 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 coal from mines in the northern Colorado coal fields to 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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

HT Thomas

Maen E. Quinn

Ralph C. Norton
Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
MRS. ALICE SCHRAEDER, 603 EAST)
RALSTON, ARVADA, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8107-PP

January 11, 1947

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Mrs. Alice Schraeder, Arvada, Colorado, be, and she 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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to 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 her 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 her compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * * *

RE MOTOR VEHICLE OPERATIONS OF)
MORRIS R. CHRISTIE, RURAL)
ROUTE 1, BOX 76, MONTROSE,) PERMIT NO. B-1330
COLORADO)

January 14, 1947

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-1330, be suspended for the duration of his military service and six months thereafter.

F I N D I N G S

THE COMMISSION FINDS:

That the request should be granted.

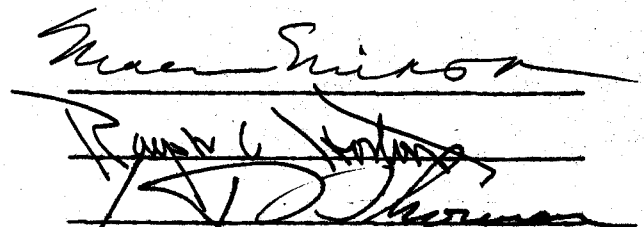
O R D E R

THE COMMISSION ORDERS:

That Morris R. Christie be, and he is hereby, authorized to suspend his operations under Permit B-1330, for the duration of his military service and six months thereafter.

Applicant should furnish his military address to the Commission, and advise date of discharge, in order that the Commission may take such further action as may be necessary.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado
this 14th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
LOUIS J. SAINDON, ROCKVALE, COLO-)
RADO, FOR AUTHORITY TO OPERATE AS)
A CLASS "B" PRIVATE CARRIER BY)
MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8103-PP

January 11, 1947

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 firewood from Rockvale to points within a radius of fifty miles of Rockvale; coal from mines in Fremont County to Florence, Canon City, Penrose, and surrounding districts, without any service from, to, or between points in Teller County.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O V E R

THE COMMISSION ORDERS:

That Louis J. Saindon, Rockvale, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of firewood from Rockvale to points within a radius of fifty miles of Rockvale; coal from mines in

Fremont County to Florence, Canon City, Penrose, and surrounding districts, without any service from, to, or between points in Teller County.

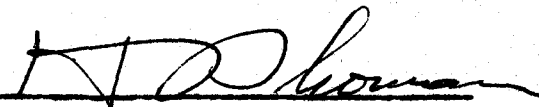
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

This order is the permit herein provided, 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.

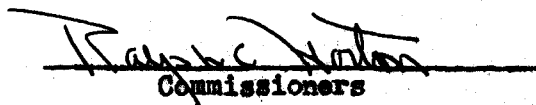
The right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

nw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
THE VICTOR CAB COMPANY, VICTOR,
COLORADO, OWNED AND OPERATED BY
LAWRENCE MARION, FOR AN ORDER AUTH-
ORIZING THE OPERATION OF A TAXICAB
SERVICE IN VICTOR, COLORADO, AND
WITHIN A TEN-MILE RADIUS THEREOF.

APPLICATION NO. 7981

January 11, 1947

Appearances: Sam Nickel, Esq., Cripple
Creek, Colorado, for ap-
plicant;
Thomas M. Burgess, Esq.,
Colorado Springs, Colo-
rado, for Cripple Creek-
Victor-Colorado Springs
Stage Company.

S T A T E M E N T

By the Commission:

On August 8, 1946, Lawrence Marion, doing business as "Victor Cab Company," filed his application for a certificate of public convenience and necessity to operate a motor vehicle service for the transportation of passengers for hire in the Town of Victor, Colorado, and the area within a radius of ten miles thereof.

At the hearing, in Colorado Springs, Colorado, on November 15, 1946, applicant stated that he is the owner of a 1937 Ford passenger car which he plans to use in his proposed service, and will add other vehicles of the same type if the service requires same. He further stated that he has a net worth of approximately \$1500.00, and is an experienced driver, but has had no past experience in operating a taxicab; that before filing his application, he investigated the need for taxicab service in Victor and vicinity, and from his investigation, determined that his proposed service is needed and, in his judgment, would be a profitable operation; that his

7.
proposed rates to points in the area sought to be served will be 50 cents for the first mile, or fraction thereof, and 20 cents for each additional mile. He indicated at the hearing that he would charge fare and one-half for each passenger in addition to a single passenger, either one way or round trip, and \$2.00 per hour waiting time; that he will file tariff of rates, rules and regulations, as required by the Commission.

No protests were made to the granting of the proposed authority, and the Commission is informed that applicant has secured the necessary license from the Town of Victor.

After careful consideration of the record and the evidence submitted at the hearing, the Commission is of the opinion, and finds, that the public convenience and necessity require the proposed operation of applicant, 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 the proposed common carrier motor vehicle taxicab service, on call and demand, of Lawrence Marion, doing business as "Victor Cab Company," of Victor, Colorado, for the transportation of passengers in cabs of not to exceed five-passenger capacity, between points within a ten-mile radius (and including) the Town of Victor, with offices to be maintained only in the Town of Victor.

That applicant shall file tariffs of rates, rules and regulations, as required by the rules and regulations of the Commission within twenty (20) days from the date hereof, said tariffs and regulations to be in substantial conformity with the proposed tariffs submitted at the hearing -- that is, 50 cents for the first mile, or fraction thereof, and 25 cents for each additional mile, or fraction thereof.

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.

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 affective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

[Signature]

[Signature]

[Signature]
Commissioners

Dated at Denver, Colorado,
this 11th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
RICHARD D. LIEBER, BOX 426, LAFAYETTE,) APPLICATION NO. 7966.
COLORADO, FOR A CERTIFICATE OF PUBLIC)
CONVENIENCE AND NECESSITY.)

January 11, 1947.

Appearances: Richard D. Lieber, Box 426, Lafayette,
Colorado, pro se;
A. J. Fregeau, Denver, Colorado,
for Weicker Transfer and Storage
Company;
Marion F. Jones, Esq., Denver, Colorado,
for Britt Truck Service and
Sorenson Truck Service.

S T A T E M E N T

By the Commission:

The above-styled application was set for hearing in the Hearing Room of the Commission at Denver, Colorado, on October 29, 1946, at 10:00 o'clock A. M., due notice of the time and place of hearing being forwarded to all parties in interest.

As limited by the testimony introduced at the hearing, applicant seeks a certificate of public convenience and necessity to establish service for the transportation of sand, gravel and cinder blocks between points within a 15-mile radius of Lafayette and from and to points in said area to and from Denver; coal from mines in the northern Colorado coal fields to Lafayette and the area extending 9 miles west, 15 miles north, 15 miles east and 15 miles south of Lafayette; farm products, excluding livestock, between points within a 15-mile radius of Lafayette and from and to points in said area to and from Denver; and livestock from and to points within said 15-mile radius of Lafayette to and from salesrings located on North Federal Boulevard north of the city limits of Denver, Colorado, on U. S. Highway No. 87.

The evidence disclosed that applicant is the owner of a 1½-ton International truck, equipped with a 12-foot body; that he has had numerous requests for

service from the Lafayette area, that is, for hauling livestock, sand, gravel, coal, and farm products, and he feels the service is badly needed.

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

All protests to the granting of the application, as now amended, were withdrawn by all persons appearing at the hearing.

It would appear from the evidence before the Commission that the granting of the authority asked for is needed and that the present common carrier service is not adequate to take care of the territory sought to be served by applicant.

After careful consideration of the record, the Commission is of the opinion, and finds, that the public convenience and necessity require the granting of the application as amended, and that certificate of public convenience and necessity should issue therefor.

O R D E R

IT IS ORDERED:

That the public convenience and necessity require the proposed motor vehicle operations of applicant for the transportation of sand, gravel, and cinder blocks, between points within a 15-mile radius of Lafayette, Colorado, and from and to points in said area to and from Denver; coal from mines in the northern Colorado coal fields to Lafayette, Colorado, and to points in the area extending 9 miles west, 15 miles north, 15 miles east, and 15 miles south of Lafayette, Colorado; farm products (excluding livestock) between points within a 15-mile radius of Lafayette, and from and to points in said area to and from Denver; livestock from and to points in said 15-mile radius of Lafayette to and from salesrings located on North Federal Boulevard north of the city limits of Denver on U. S. Highway No. 87, and this order shall be taken, deemed and held to be a certificate of public convenience and necessity therefor.


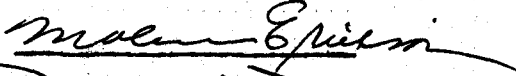
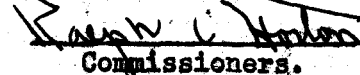
Applicant shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission, within twenty days from date.

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.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 9th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
C. R. BRYANT, EVERGREEN, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE)
AS A PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8074-PP

January 11, 1947.

Appearances: C. R. Bryant, Evergreen, Colorado,
pro se;
Marion F. Jones, Esq., Denver,
Colorado, for Sorenson Truck Service
and Yockey Truck Company;
Harold Swena, Golden, Colorado,
for Swena Truck Line;
Myron H. Burnett, Esq., Denver, Colorado,
for the Common Carrier Division of
The Colorado Motor Carriers
Association.

S T A T E M E N T

By the Commission:

The above matter was set for hearing in Denver, Colorado, on December 17, 1946. When said matter was called for hearing, applicant asked to have the hearing vacated, as he was not prepared to proceed with same.

All protestants agreed to a postponement, and the Commission can see no reason why applicant's request should not be granted.

After careful consideration of the record, the Commission is of the opinion, and finds, that the request of applicant should be granted.

O R D E R

THE COMMISSION ORDERS:

That the hearing on Application No. 8074-PP, set for December 17, 1946, be vacated, to be set at some future time convenient to the Commission, with notice to all parties in interest.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

[Signature]
[Signature]
[Signature]
Commissioners.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION)
OF HARLAN CHRISTENSEN, WIGGINS,)
COLORADO, FOR A CLASS "B" PERMIT)
TO OPERATE AS A PRIVATE CARRIER)
BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 7953-PP

January 11, 1947.

Appearances: Harlan Christensen, Wiggins,
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 seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of new and used building materials from Denver to Wiggins; feed from Denver to Wiggins; coal from mines in the northern Colorado coal fields to Wiggins; beets from farms within a 10-mile radius of Wiggins to railroad loading docks in said area, and livestock between points within said 10-mile radius of Wiggins and from and to points in said area to and from Denver.

The matter was set for hearing, and heard, in Denver, Colorado, on October 29, 1946.

The evidence disclosed that applicant is the owner of a 1941 Dodge 1½-ton truck with 14-foot body; that he is qualified by experience and is financially able to carry on his proposed operation.

Protestant, Weicker Transfer and Storage Company, objected very strenuously to transportation of new and used building material, but had no objection to the other authority asked for. A. J. Fregeau, of the Weicker Company, testified that his company had equipment for that service and that they were ready and willing at all times to serve; that the granting of additional

authority to haul building material would take business from them, thereby impairing their service.

Applicant had no shipper-witnesses testifying that the present service was inadequate.

No application to operate as a private carrier by motor vehicle for hire shall be granted where the proposed operation will impair the efficient public service of authorized motor vehicle common carriers then adequately serving the territory.

From the record and evidence before us, we cannot say that there is not adequate service for the transportation of building material. No objection was made to the granting of the authority for balance of the application, so we cannot see any good reason why that authority should not be granted.

After careful consideration of the record, the Commission is of the opinion, and finds, that limited authority should be granted.

O R D E R

IT IS ORDERED:

That Harlan Christensen, of Wiggins, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of coal from mines in the northern Colorado coal fields to Wiggins; beets from farms within a 10-mile radius of Wiggins to railroad loading docks in said area, and livestock between points within said 10-mile radius of Wiggins to Wiggins, and from and to points in said area to and from Denver, Colorado.

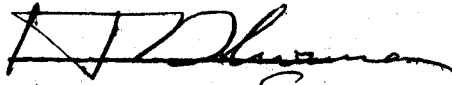
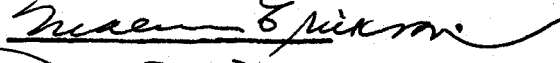
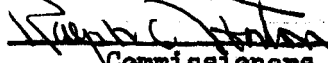
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 11th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF
CLARENCE ACHZIGER AND WILLIAM HARKALIS,
DOING BUSINESS AS "ACHZIGER AND
HARKALIS," LONGMONT, COLORADO, FOR A
CLASS "B" PERMIT TO OPERATE AS A
PRIVATE CARRIER BY MOTOR VEHICLE FOR
HIRE.

APPLICATION NO. 7955-PP

January 11, 1947.

S T A T E M E N T

By the Commission:

Clarence Achziger and William Harkalis, doing business as "Achziger and Harkalis," Longmont, Colorado, herein seek authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of horses between points within a 25-mile radius of Estes Park, and from and to said radius to and from points in the State of Colorado.

William Harkalis testified as to the need for this service, stating that it was difficult to secure trucks for this service, and he felt that the proposed operation would not impair the efficiency of any common carrier service.

No one appeared in opposition to the granting of the authority sought. The Commission, therefore, assumes, and finds, that the service is needed and is in the public interest, and further that it will not impair existing common carrier service.

Applicant is the owner of an International 1941 1½-ton truck, equipped with a 12-foot stock rack, and it also appears that applicants have had considerable experience handling horses and are financially responsible.

After careful consideration of the record, the Commission is of the opinion, and finds, that the application should be granted.

O R D E R

THE COMMISSION ORDERS:

That Clarence Achziger and William Harkalis, doing business as

"Achziger and Harkalis," be, and they hereby are, authorized to operate as Class "B" private carriers by motor vehicle for hire for the transportation of horses between points within 25 miles of Estes Park, Colorado, and from and to points within said radius to and from other points in the State of Colorado.


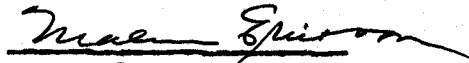

All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

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

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 11th day of January, 1947.

BH

(Decision No. 27311)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE SUSPENSION OF CERTAIN RATES ON ORE
AND CONCENTRATES, VIA THE CREEDE
TRANSPORTATION COMPANY.

} INVESTIGATION AND SUSPENSION
DOCKET NO. 261.

January 7, 1947

S T A T E M E N T

By the Commission:

By schedules filed to become effective on the tenth day of June, 1945, respondent, A. E. Fairchild, doing business as Creede Transportation Company, Creede, Colorado, proposed certain changes which had the effect of increasing rates on ore and concentrates on intrastate transportation.

Upon request of a shipper, this Commission suspended the operation of said schedules until the 9th day of October, 1945, which suspension has voluntarily been extended.

On July 19, 1946, this Commission received an application from respondent, requesting authority to file a new schedule of rates which was agreeable to the shipper; the proposed new schedule accompanied the application, and was advertised to become effective July 25, 1946.


Inadvertently the file was misplaced in the office of the Commission, and no action was taken on the matter.

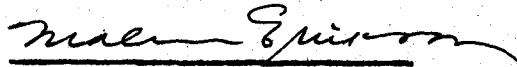
Inasmuch as the new schedule apparently is in accord with all concerned, the Commission feels that the proposed new schedule, designated as Supplement No. 3 to Freight Tariff No. 1 of Creede Transportation Company, Colorado P.U.C. No. 1, Arthur E. Fairchild, Owner, Creede, Colorado, should be accepted and filed, effective, nunc pro tunc, as of date July 25, 1946.

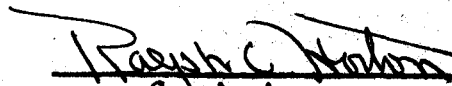
O R D E R

IT IS ORDERED, That the order heretofore entered in this proceeding suspending the operation of said schedules, be, and it is hereby, vacated, and set aside, and that the above designated supplement be, and it hereby is, made effective nunc pro tunc as of date July 25, 1946, and that this proceeding be, and it hereby is, discontinued.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 7th day of January, 1947.

JH

(Decision No. 27312)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
ED TARMAN, 722 WEST CUCHARRAS STREET,
COLORADO SPRINGS, COLORADO, FOR AUTH-
ORITY TO TRANSFER PUC NO. 1505 TO ED
TARMAN AND MABEL TARMAN, 722 WEST
CUCHARRAS STREET, COLORADO SPRINGS,
COLORADO.

APPLICATION NO. 7718-Transfer
SUPPLEMENTAL ORDER

IN THE MATTER OF THE APPLICATION OF
ED TARMAN, 722 WEST CUCHARRAS STREET,
COLORADO SPRINGS, COLORADO, FOR AUTH-
ORITY TO TRANSFER PUC NO. 704 TO ED
TARMAN AND MABEL TARMAN, 722 WEST
CUCHARRAS STREET, COLORADO SPRINGS,
COLORADO.

APPLICATION NO. 7724-Transfer
SUPPLEMENTAL ORDER

January 9, 1947

S T A T E M E N T

By the Commission:

By Decisions Nos. 26301 and 26306, the Commission authorized the transfer of certain certificates of public convenience and necessity from Ed Tarman to Ed Tarman and Mabel Tarman, co-partners, Colorado Springs, Colorado.

It now appears that applicants desire to have the transfer made to "Ed Tarman and Mabel Tarman, as joint tenants with the right of survivorship."

F i n d i n g s

THE COMMISSION FINDS:

That said decisions should be amended, so as to show that transfers are to be made from Ed Tarman to Ed Tarman and Mabel Tarman, as joint tenants with right of survivorship.

O R D E R

THE COMMISSION ORDERS:

That the first paragraph of the Order contained in Decision No. 26301 be, and the same hereby is, amended, nunc pro tunc, to read:

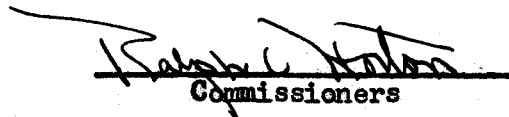
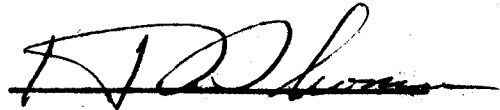
"That Ed Tarman, Colorado Springs, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 704 to Ed Tarman and Mabel Tarman, as joint tenants with the right of survivorship."

That the first paragraph of the Order contained in Decision No. 26306 be, and the same hereby is, amended, nunc pro tunc, to read;

"That Ed Tarman, Colorado Springs, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 1505 to Ed Tarman and Mabel Tarman, as joint tenants with the right of survivorship."

That said Decisions Nos. 26301 and 26306, except as herein amended, shall remain in full force and effect.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO


Commissioners

Dated at Denver, Colorado,
this 9th day of January, 1947

JH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
RIO GRANDE MOTOR WAY, INC., 1531)
STOUT STREET, DENVER, COLORADO, FOR)
AUTHORITY TO TRANSFER PUC NOS. 6)
AND 149 TO JOHN HANSSEN, DOING BUSI-)
NESS AS "HANSEN TRUCK LINE," WEST-)
CLIFFE, COLORADO.)
- - - - -

APPLICATION NO. 7970-Transfer

- - - - -
January 13, 1947
- - - - -

Appearances: T. A. White, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

Applicant, Rio Grande Motor Way, Inc., a Colorado corpora-
tion, herein seeks authority to transfer the certificates of public con-
venience and necessity issued to it, authorizing the transportation of:

passengers, baggage, mail, express, and
freight in intrastate commerce, between
Texas Creek and Westcliffe and all inter-
mediate points over and upon State High-
way No. 69,

as more particularly described in Decision No. 3403, dated May 20, 1931,
in Application No. 1787, and Decision No. 11667, dated April 2, 1938, in
Application No. 1787-B of this Commission, and that portion of Certifi-
cate No. MC-60012, issued by order of the Interstate Commerce Commission,
to Rio Grande Motor Way, Inc., dated September 25, 1943, authorizing
transportation, in interstate commerce, of:

general commodities, except those of un-
usual value and except dangerous explosives,
commodities in bulk, commodities requiring
special equipment, and those injurious or
contaminating to other lading, between
Texas Creek, Colorado, and Westcliffe, Colo-
rado, as follows: from Texas Creek over
Colorado Highway No. 69 to Westcliffe, and
return over the same route. Service is
authorized to and from all intermediate
points,

and that portion of Certificate in Docket No. MC-2863 (BMC-2) of the Interstate Commerce Commission, dated May 10, 1945, authorizing the transportation, in interstate commerce, of:

passengers and their baggage, and express, mail, and newspapers in the same vehicle with passengers, over the following route: between Texas Creek and Westcliffe, Colorado; from Texas Creek over Colorado Highway No. 69 to Westcliffe, return over said route to origin point. Service is authorized to and from all intermediate points,

upon the terms and conditions, and for the consideration set forth in written agreement, dated February 6th, 1946 between said parties, being Exhibit No. 1 offered at the hearing, on November 7, 1946, which agreement, by reference, is made a part hereof.

No one appeared in opposition to the granting of the authority sought. It appeared that the operation sought to be transferred is a branch operation of applicant transferor, extending from Texas Creek to Westcliffe, and from a part of its main line operations; that transfer of said intrastate operating rights would be consistent with the public interest; that the Interstate Commerce Commission has approved the transfer of said interstate operating rights.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity require the proposed transfer by Rio Grande Motor Way, Inc., of the operating rights heretofore described, upon the terms and conditions set forth in said Sale and Purchase Agreement, of date February 6, 1946 (Exhibit 1), and that said transfer should be authorized.

O R D E R

THE COMMISSION ORDERS:

That Rio Grande Motor Way, Inc., a Colorado corporation, Denver, Colorado, be, and it hereby is, authorized to transfer to John Hanssen, doing business as "Hanssen Truck Line," Westcliffe, Colorado, all its right, title, and interest in and to the operating rights described in the Statement preceding, which, by reference, is made a

part hereof, transfer of interstate operating rights to be subject to the provisions of the Federal Motor Carrier Act of 1935.

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

That ton-mile tax deposit and passenger-mile tax deposit of transferor be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. D. Thomas

Walter E. Quinn

Ralph C. Norton
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JULIUS BUSSARD, 3395 SOUTH LINCOLN)
STREET, ENGLEWOOD, COLORADO, FOR A)
CERTIFICATE OF PUBLIC CONVENIENCE)
AND NECESSITY.)

APPLICATION NO. 8036

January 13, 1947

Appearances: Worth Allen, Esq., Denver,
Colorado, for applicant.

S T A T E M E N T

By the Commission:

By the above-styled application, Julius Bussard seeks a certificate of public convenience and necessity, authorizing him to exercise certain rights and privileges granted to him by the City Council of the City of Westwood, County of Arapahoe, State of Colorado.

The said application was heard at Denver, Colorado, pursuant to prior setting and after appropriate notice to all parties in interest, on December 30, 1946, and taken under advisement.

It appeared that the franchise described in said Application No. 8036 was granted by Ordinance No. 33, on August 6, 1946, and provides, among other things, that said Julius Bussard, his heirs, successors, and assigns, are granted the privilege and right to transport passengers by taxicab from point to point in the City of Westwood, County of Arapahoe, State of Colorado, and any and all additions thereto, for a period of twenty-five (25) years from the date of final passage of the ordinance, subject to certain conditions and requirements as to fares, compliance with general and police ordinances, etc., set forth therein. It also appeared that said ordinance was duly published, was lawfully passed, and was approved and signed by the Mayor, and attested by the Clerk and Re-

corder of said City, in the manner required by law, and thereafter was duly accepted, in writing, by said Julius Bussard.

The testimony also showed that the granting of said franchise was in the public interest, and that public convenience and necessity required the operation by said Bussard of the proposed taxicab service in the City of Westwood, as provided in the franchise.

The pecuniary responsibility of applicant, and his ability to furnish proper and adequate equipment and service were established to the satisfaction of the Commission.

FINDINGS

THE COMMISSION FINDS:

That public convenience and necessity require the exercise by applicant, Julius Bussard, of the rights and privileges granted to him by the City of Westwood, County of Arapahoe, State of Colorado, in and by said Ordinance No. 38, and that certificate of public convenience and necessity should issue therefor.

ORDER

THE COMMISSION ORDERS:

That public convenience and necessity require the exercise by applicant, Julius Bussard, of the rights and privileges granted to him in and by Ordinance No. 38 of the City of Westwood, Arapahoe County, Colorado, entitled:

"AN ORDINANCE GRANTING TO JULIUS BUSSARD, HIS HEIRS, SUCCESSORS AND ASSIGNS THE RIGHT, PRIVILEGE AND AUTHORITY TO ENGAGE IN THE TRANSPORTATION OF PASSENGERS BY TAXICABS FROM POINT TO POINT IN THE CITY OF WESTWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO, AND IN ANY AND ALL ADDITIONS THERETO, AND REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith,"

which, by reference, is made a part hereof, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

The applicant 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 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.

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 (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

H. J. Thomas

Maureen Quinn

Ralph C. Johnson
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mf

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JULIUS BUSSARD, DOING BUSINESS AS)
"BUSSARD BUS COMPANY," 3395 SOUTH)
LINCOLN STREET, ENGLEWOOD, COLORADO,)
FOR A CERTIFICATE OF PUBLIC CONVEN-)
IENCE AND NECESSITY.)

APPLICATION NO. 8037 ✓

January 13, 1947

Appearances: Worth Allen, Esq., Denver,
Colorado, for applicant.

S T A T E M E N T

By the Commission:

By the above-styled application, Julius Bussard seeks a certificate of public convenience and necessity, authorizing him to exercise certain rights and privileges granted to him by the City Council of the City of Westwood, County of Arapahoe, State of Colorado.

Said application was heard at Denver, Colorado, pursuant to prior setting and after appropriate notice to all parties in interest, on December 30, 1946, and taken under advisement.

It appeared that the franchise described in said Application No. 8037 was granted by Ordinance No. 39, on August 6, 1946, and provides, among other things, that said Julius Bussard, his heirs, successors, and assigns, are granted the privilege and right to transport passengers by bus from point to point in the City of Westwood, County of Arapahoe, State of Colorado, for a period of twenty-five (25) years from the date of final passage of the ordinance, subject to certain conditions and requirements as to fares, compliance with general and police ordinances, etc., set forth therein. It also appeared that said ordinance was duly published, was lawfully passed, and was approved and signed by the Mayor, and attested by the Clerk and Recorder of said City, in the manner required

3

by law, and thereafter was duly accepted, in writing, by said Julius Bussard.

The testimony also showed that the granting of said franchise was in the public interest, and the public convenience and necessity required the operation by said Bussard of the proposed bus service in the City of Westwood, as provided in the franchise.

The pecuniary responsibility of applicant, and his ability to furnish proper and adequate equipment and service were established to the satisfaction of the Commission.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity require the exercise by applicant, Julius Bussard, of the rights and privileges granted to him by the City of Westwood, County of Arapahoe, State of Colorado, in and by said Ordinance No. 39, 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 the exercise by applicant, Julius Bussard, doing business as "Bussard Bus Company," of the rights and privileges granted to him in and by Ordinance No. 39 of the City of Westwood, Arapahoe County, Colorado, entitled:

"AN ORDINANCE GRANTING TO JULIUS BUSSARD, DOING BUSINESS AS BUSSARD BUS COMPANY, HIS SUCCESSORS AND ASSIGNS, THE RIGHT TO MAINTAIN AND OPERATE A BUS LINE IN THE CITY OF WESTWOOD, COUNTY OF ARAPAHOE, STATE OF COLORADO,"

which, by reference, is made a part hereof, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

The applicant shall file tariffs of rates, rules and regulations, and time and distance schedules, as required by the rules and regulations of this Commission, within twenty (20) days from date.

The applicant shall operate his carrier system according to the schedule filed, except when prevented by Act of God, the public enemy,

or extreme conditions.

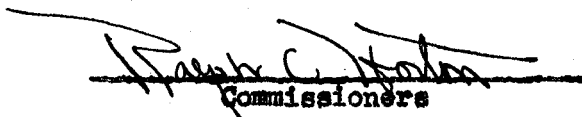
This order is subject to compliance by applicant with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






_____ Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mw

(Decision No. 27316)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
COLORADO RAILROADS FOR INCREASES IN
INTRASTATE RATES AND CHARGES AND
PASSENGER FARES, IN LINE WITH INCREASES
IN INTERSTATE RATES AND CHARGES AND
PASSENGER FARES AND CHARGES AUTHORIZED
BY THE INTERSTATE COMMERCE COMMISSION
IN DOCKETS EX PARTE 148 AND 162.

APPLICATIONS NOS. 5819
AND 8087.

January 13, 1947

Appearances: W. M. Campbell, Esq. and T. K. Earley, Denver,
Colorado, for D&RGW RR Co. and all Colorado
Lines in general;
J. L. Goree, Esq. and Wm. V. Hodges, Esq.,
Denver, Colorado, for CRI&P Ry Co.;
James M. Bann, 601 17th St., Denver, Colorado,
for CRI&P Ry Co.;
Al W. Pagel, Assistant Traffic Mgr., Armour
& Co., Denver, Colorado;
Lowe P. Siddons, Esq. and J. R. Copeland,
Colorado Springs, Colorado, for Holly
Sugar Company;
Caldwell Martin, Esq. and M. P. Hester,
Denver, Colorado, for Great Western Sugar
Company;
Frank J. Rebhan, Denver, Colorado, for the
American Crystal Sugar Company;
W. W. Anderson, Denver, Colorado, for Dour
Company and Colorado Shippers Conference;
T. C. Taylor, Denver, Colorado, for Ideal
Cement Company;
Don L. McCarl, Denver, Colorado, for Colorado
Potato Growers Exchange;
T. J. Fitzgerald, Denver, Colorado, for Lumber
Dealers, Inc.;
R. L. Ellis, Denver, Colorado, for Kumer-
Empson Company;
Ray Lentz, Denver, Colorado, for Swift & Co.;
E. Robert Baker, Denver, Colorado, for the
Motor Truck Common Carriers Ass'n.;
J. W. Hawley, Esq. and T. S. Wood, Denver,
Colorado, for the Public Utilities Com-
mission of the State of Colorado.

S T A T E M E N T

By the Commission:

On February 4, 1942, Decision No. 18332, Application No. 5819,

this Commission authorized the Colorado rail carriers to increase their passenger fares on intrastate traffic ten (10) per cent, with no expiration date. On March 16, 1942, under Special Permission No. 11949, the Pullman Company was authorized to publish on less than statutory notice an increase of ten (10) per cent in its fares. Similar action having been taken by the Interstate Commerce Commission in Ex Parte No. 150. On March 17 and 18, 1942, under Special Permission Numbers 11953 and 11955, the Denver & Rio Grande Western Railroad Company and the Denver & Salt Lake Railway Company respectively were authorized to publish on less than statutory notice an increase of ten (10) per cent in their sleeping and parlor car rates or fares.

On March 16, 1942, Decision No. 18523, Application No. 5819, the Commission authorized, with certain exceptions, the rail carriers to increase their freight rates and charges on Colorado intrastate traffic to the same extent as had been authorized by the Interstate Commerce Commission in Ex Parte No. 148 on interstate traffic.

Various subsequent orders have been issued, the history of which is set forth in Decision No. 26221, dated June 26, 1946, and Decision No. 26623, dated September 5, 1946, and need not be repeated here.

By petition dated Washington, D. C., April 15, 1946, the rail carriers sought authority from the Interstate Commerce Commission to increase freight rates and charges twenty-five (25) per cent, with certain stated modifications specifically set forth in the petition and to maintain their present passenger fares and charges. This petition was assigned Docket No. Ex Parte 162. In assigning the matter for hearing, the Interstate Commerce Commission reopened Ex Parte 148 for further hearing in connection with Ex Parte 162.

On May 2, 1946, the Colorado rail lines filed a petition with this Commission, docketed as Application No. 8087, requesting authority to increase their rates and charges to the same extent as sought in Ex Parte 162. On May 9, 1946, the Colorado rail lines requested for the same authority in Application No. 5819 as might be authorized by the Interstate Commerce Commission in Ex Parte 148-Reopened.

On December 5, 1946, the Interstate Commerce Commission rendered its mimeographed report and order in these dockets wherein it granted a general increase of twenty (20) per cent in the basic rates, i.e., without the Ex Parte 148 increases. Certain exceptions being provided on Products of Agriculture, Animals and Products, Products of Mines, Products of Forests and Manufacturers and Miscellaneous Commodities.

On December 23, 1946, a hearing was had on the petition covered by Application No. 8087.

At the hearing, the records in Application No. 5819, Ex Parte 148 and Ex Parte 162 were made a part of the record in Application No. 8087.

The carriers introduced six (6) exhibits, four (4) of which are statistical exhibits dealing with revenues, various incomes from major sources, farm prices and values, etc., for years 1939 to 1945, inclusive. The revenue per ton-mile and per passenger-mile has been practically on an even keel for this period, while the prices on Agricultural Products, viz.: Wheat, Corn, Oats, Livestock, Dairy Products, including Poultry, Sugar Beets; also Coal, Copper and Petroleum have shown quite substantial increases.

In 1940, the number of railroad employees in Colorado was 14,912, and their compensation was \$24,661,586 and the estimate for 1946 is 17,628 employees and \$51,483,600 compensation. To state it differently, the number of employees has increased approximately 18 per cent and the compensation approximately 108 per cent based on the estimate for 1946. All materials and supplies as of August 15, 1946 compared with December, 1939, shows an increase of 48.6 per cent. An exhibit of record shows the following estimated effect of the proposed increases on Colorado intrastate traffic:

Products of Agriculture	\$111,550
Animals and Products	60,782
Products of Forests	10,164
Products of Mines	429,134
Manufactures and Miscellaneous	283,900
Total carload	895,530
Less Carload	69,034
Total Carload and Less Carload	964,564.

The carriers have requested that the increases authorized by the Interstate Commerce Commission on interstate traffic be authorized by this Commission on intrastate traffic without exception. In support of their position they state:

"It may be that, as in the past, certain interests will advance contentions with respect to the proposed increases in rates as they relate to a few commodities. We meet these contentions with the statement that in a proceeding such as this, known as a general revenue case, the procedures are sharply distinguished from an ordinary rate case. The two classes of cases involve different issues and are controlled by wholly different considerations. In ordinary rate cases, the Commission is called upon to perform a duty which can be discharged only by determining the reasonableness and propriety of the particular rates under consideration. This, however, is a revenue case, the principal issue of which, although not the only one, is, 'What is the revenue need of the carriers and how shall that need be fulfilled.' Detailed proof with respect to individual rates of the kind that is ordinarily submitted in complaint and suspension cases has no place here. Railroad rates have become completely out of line with railroad costs and also out of line with the prevailing price structure in the economy of the country. While traffic will probably remain for a time at a relatively high level, it is declining, and the costs are mounting."

Holly Sugar Company requested that no increase be authorized on wet beet pulp, beet sugar final molasses, and sugar beets, and similar requests were made by Great Western Sugar Company, National Sugar Company, and American Crystal Sugar Company, except Great Western did not include wet beet pulp in its request.

Lumber Dealers, Inc., Dorr Company, and Colorado Shippers Conference objected to the proposed minimum rate of 50 cents where pick-up and delivery service is performed, and the minimum charge of \$1.00 per shipment.

An exhibit introduced by Holly Sugar Corporation witness in Application No. 5819 shows various statistical matters, on sugar beets, from 26 points(Beet Dumps) of origin to the sugar factory at Swink, Colo., ranging in distance from four (4) to 91 miles. Also from 20 points (beet dumps) of origin to the sugar factory at Delta, Colo., ranging in distance from two (2) to 126 miles. The weighted average distance per ton mile being 47.9 miles to Swink and 63.55 miles to Delta; the weighted average distance per car mile being 49.5 miles to Swink and

66.07 miles to Delta; the weighted average rate per ton of 2,000 pounds being 53.49 cents to Swink and 65.68 cents to Delta; the weighted average earnings per car mile and per ton mile to Swink being 43.54 cents and 11.16 mills, respectively, and to Delta 45.77 cents and 10.33 mills, respectively; the average revenue per car to Swink is \$21.59 and to Delta, \$30.24; the car mile earnings to Swink range from 29.3 cents for 91 miles to \$3.0520 for 4 miles, and to Delta from 34.43 cents for 119 miles to \$630.80 for 2 miles. The total production at the 26 points is 112,651 tons and at the 20 points 58,057 tons.

The weighted average distances per ton mile and per car mile on the highway distance from points not exceeding 50 miles (available for trucking) to Swink are 20.9 and 21.5 miles, respectively, and to Delta 20.23 and 18.76 miles, respectively; the weighted average rate to Swink is 40.3 cents per net ton and 44.65 cents per net ton to Delta; the weighted average earnings per car mile and per ton mile to Swink are 77.9 cents and 19.3 mills, respectively, and to Delta, 121.05 cents and 220.70 mills, respectively; the tonnage now trucked into Swink is 16,810 tons, which represents approximately 15 per cent of the total production at the 26 points and 11,566 tons into the Delta factory or approximately 20 per cent of the total production at the 20 points.

A petition by "The Great Western Sugar Company" for suspension of the application of the proposed increases on sugar beets and beet sugar final molasses contains the following statement of comparative figures of costs for The Great Western Sugar Company:

Delivered Costs of Coal			
Base - 1940	1946	-	140.0%
Delivered Costs of Coke			
Base - 1940	1946	-	172.0%
Delivered Costs of Lime Rock			
Base - 1940	1946	-	164.3%
Invoice Price of 33" Cotton Duck			
Base - 1940	1945	-	197.0%

(Does not include July 1, 1946 increase in freight rates.)

Factory Operating Labor Per ton of Beets			
Base - 1939	Oct. 1, 1946	-	183.1%

The said petition states, "that sugar is one of the few commodities still under rationing and under price control. That the Government Agencies in charge of sugar price control are not known to have ever given consideration to the costs of the sugar-beet processor in making price adjustments on sugar."

In regard to the proposed 50-cent rate in connection with the pick-up and delivery service and the \$1.00 minimum charge per single shipment, except on single shipments of milk and cream, Exhibit No. 7, introduced by the Lumber Dealers, Inc., shows that from Denver to 10 points the percentage increase on third and fourth class rates on a 50-cent rate would range, on 3rd class from 0 to 31.6 and on 4th class from 0 to 66.6, and to avoid the payment of the \$1.00 minimum charge the weight on single 3rd class shipments would range from 137 pounds to 263 pounds, and on 4th class shipments, from 178 pounds to 333 pounds. Also, from Pueblo to eight points, the percentage increase on 3rd class ranges from 0 to 13.6 and on 4th class from 0 to 42.8 and on the \$1.00 minimum charge the weight on single 3rd class shipments ranges from 137 pounds to 227 pounds, and on 4th class shipments from 179 pounds to 285 pounds.

Representatives of Armour & Company and Swift & Company, request that the increase on fresh meat, packing house products, etc., be held to the same increase as that applicable on livestock, pending disposition of a petition filed by the packers with the Interstate Commerce Commission for similar treatment on interstate traffic.

Effective December 1, 1946, on statutory filing, the Midland Terminal Railway Company increased its rates on ore and concentrates, carloads, from Cripple Creek District Points to Aysee and Colorado City, Colorado, twenty (20) cents per ton of 2,000 pounds. It is not its intention to further increase these rates under this proceeding.

The "Financial Position of the Railroad Carriers," "Income and Rate of Return," "Estimates of Railroad Revenues, Expenses and Income," "Effect of Land Grant Repeal," and "Positions of Interveners with Respect to the Increases Sought," are discussed in the report of the Interstate Commerce Commission and any discussion herein would be only a repetition.

With some exceptions, and as stated in Decision No. 18528, Application No. 5819, dated March 16, 1942, "the Commission is of the opinion that

State regulatory bodies should, within reasonable limits, assist in producing a pattern of unified national transportation. The Interstate Commerce Commission has deemed it wise, after investigation, to allow certain increases. While it might appear, after further investigation, that these increases may not be justified in certain specific instances, so far as intrastate traffic in Colorado is concerned, we believe it to be the best policy and less disturbing to vital transportation to allow these increases at the present time, retaining jurisdiction for the purpose of correcting such inequalities and hardships as may exist or may arise in the future if adjustments are not made by the rails voluntarily.

F i n d i n g s

THE COMMISSION FINDS:

After full consideration of the matters presented in the instant petition and the decision of the Interstate Commerce Commission in Ex Parte No. 162, Increased Railway Rates, Fares, and Charges, 1946, Ex Parte No. 148, Increased Railway Rates, Fares and Charges, 1942, the Commission is of the opinion, and so finds, except as otherwise provided for herein, that the applicants should be authorized to make the same relative increases in rates and charges on Colorado intrastate traffic as authorized by the Interstate Commerce Commission in Ex Parte 162 and Ex Parte 148 on interstate traffic; that no increase should be made in connection with line-haul carload rates on sugar beets, nor on line-haul carload rates on ore and concentrates from Cripple Creek District Points to Aysee and Colorado City, Colorado, where such rates were increased effective December 1, 1946; that where through rates are made by combining separately stated rates (two-factor or multiple-factor rates), such combination should not be increased separately, except as otherwise provided as to rates on grain and grain products, but a single increase should be applied to the entire through rate, such increase not to exceed the maximum or specific increases authorized by the Interstate Commerce Commission in Appendix 1 of its findings; that all outstanding unexpired orders of the Commission authorizing or prescribing rates should be modified to the extent necessary to

permit the increases herein authorized to be applied; that jurisdiction should be retained in order that consideration may be given to any necessary adjustments or corrections which the circumstances may warrant as to any individual rate or rates.

O R D E R

IT IS ORDERED, 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, according as they participate in the transportation, be, and they are hereby, authorized, except as otherwise provided for herein, to apply the increases in rates and charges as approved by the Interstate Commerce Commission in its report and findings in Ex Parte 162, Increased Railway Rates, Fares and Charges, 1946, Ex Parte 148, Increased Railway Rates, Fares and Charges, 1942, which report and findings, to the extent that same are applicable on Colorado intrastate traffic, are hereby adopted and made a part hereof; that said increases may be made effective during the period from January 15, 1947 to February 28, 1947, upon notice to this Commission and to 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; that any subsequent modification of the report and findings by the Interstate Commerce Commission reducing the rates or basis of rates shall be made applicable on Colorado intrastate traffic without further order of this Commission; that no increase shall be made in connection with line-haul carload rates on sugar beets, or on line-haul carload rates on ore and concentrates from Cripple Creek District Points to Aysee and Colorado City, Colorado, where such rates were increased effective December 1, 1946; that where through rates are made by combining separately stated rates (two-factor or multiple-factor rates) such combination shall not be increased separately, except as otherwise provided as to rates on grain and grain products, but a single

increase shall be applied to the entire through rate, such increase not to exceed the maximum or specific increases authorized by the Interstate Commerce Commission in Appendix 1 of its findings; that all outstanding unexpired orders of the 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 the Commission to determine, if need be, the lawfulness or reasonableness of any particular rate or rates resulting from this order.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. D. Thomas

W. A. Egan

Ralph C. Horton
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

JH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
JULIAN PAYNE, DOING BUSINESS AS)
"IGNACIO TRANSFER," IGNACIO, COLO-)
RADO, FOR AUTHORITY TO TRANSFER PUC)
NO. 469 TO JAMES R. NEHER AND HELEN)
BODNAR, IGNACIO, COLORADO.)

APPLICATION NO. 8053-Transfer

IN THE MATTER OF THE APPLICATION OF)
JULIAN PAYNE, DOING BUSINESS AS)
"IGNACIO TRANSFER," IGNACIO, COLO-)
RADO, FOR AUTHORITY TO TRANSFER PUC)
NO. 1044 TO JAMES R. NEHER AND HELEN)
BODNAR, IGNACIO, COLORADO.)

APPLICATION NO. 8054-Transfer

January 13, 1947

Appearances: North Allen, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

The above-styled applications, pursuant to prior setting and after appropriate notice to all parties in interest, were heard at Denver, Colorado, December 9, 1946, and taken under advisement.

By Application No. 8053-Transfer, Julian Payne, of Ignacio, Colorado, seeks authority to transfer to James Neher and Helen Bodnar, his certificate of public convenience and necessity, No. 469, with operating rights as set forth in Decision No. 2827, granted to A. C. Thompson, as extended by Decision No. 7998, being the right to transport:

freight, on schedule, between the Town of Ignacio and the Station of Ignacio, between the station and town of Ignacio and the Indian Agency situated in the vicinity thereof, and between the Town of Ignacio and the City of Durango, and on call and demand between Durango and points within a radius of 10 miles of the Towns of Ignacio and Bayfield; freight, on schedule, between Durango and Arboles and intermediate points, via Ignacio, over Colorado State Highway No. 172.

By Application No. 8054-Transfer, authority is sought by said Julian Payne to transfer to James R. Neher and Helen Bodnar, the certificate of public convenience and necessity (PUC No. 1044), which authorizes the transportation, on schedule, by motor vehicle, of:

farm products (including livestock) from point to point within a radius of 15 miles of Ignacio, and farm products in bulk (including livestock) from farms in said area to Durango and Denver, and the transportation of farm supplies, machinery, and equipment from Ignacio to farms in said area, and farm machinery and equipment, including furniture, from farm to farm in said area, provided that said applicant, under this certificate, shall not engage in the transportation of such commodities as are ordinarily handled by line-haul motor vehicle common carriers between towns served by such carriers,

being the operating rights granted by Decision No. 7991, of date July 13, 1936.

At the hearing, it appeared that Transferees Neher and Bodnar, pecuniarily and otherwise, are able and qualified to carry on the proposed operation.

The terms of sale and purchase are set forth in a written contract attached to the applications, which is marked "Exhibit A," and which, with the exhibits thereto attached, is made a part hereof, by reference. It appears that the total purchase price for certificates, trucks, and other equipment is the sum of Six Thousand Dollars (\$6,000.00), of which \$3,000.00 was paid at the time of the signing of said contract on October 17, 1946. The balance of \$3,000.00 is payable in 30 monthly installments of \$100.00 each, payments to commence 30 days after the final approval of the transfer by this Commission. Unpaid principal is to bear interest at the rate of six percent per annum, interest payments being payable monthly. Buyers are to have the privilege of paying additional installments on any installment-paying date, if they so desire.

It further appeared that there are no outstanding unpaid operating obligations against the operation, and that ton-mile tax deposits are to be transferred to the account of transferees.

FINDINGS

THE COMMISSION FINDS:

That the proposed transfers are in the public interest, and

should be authorized.

ORDER

THE COMMISSION ORDERS:

That Julian Payne, doing business as "Ignacio Transfer," Ignacio, Colorado, be, and he hereby is, authorized to transfer to James R. Neher and Helen Bodnar, Ignacio, Colorado, all his right, title, and interest in and to PUC Nos. 469 (being the authority granted by Decisions Nos. 2381 and 15434), and No. 1044 (being the authority granted by Decision No. 7991).

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

That ten-mile tax deposits of transferor be transferred to the account of transferees.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

H. D. Roman

Maureen E. Quinn

Robert C. H. H. H.
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mw

original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
J. A. HOCKETT AND S. C. HOCKETT,)
DOING BUSINESS AS "THE HAYDEN TRANS-)
FER COMPANY," HAYDEN, COLORADO, FOR)
AN EXTENSION OF PUC NO. 1057.)

APPLICATION NO. 7790-Extension

January 13, 1947

Appearances: John Tippit, Esq., Denver,
Colorado, for applicant;
Truman A. Stockton, Jr.,
Esq., Denver, Colorado,
for Comet Motor Express,
Siler Drilling Company,
Nelson Brothers, Watson
Truck Line, Dawson &
Corbett, Leonard Gray;
J. H. Shepherd, Esq., Denver,
Colorado, for The Denver
and Salt Lake Railway
Company.

S T A T E M E N T

By the Commission:

J. A. Hockett and S. C. Hockett, doing business as "The Hayden Transfer Company," Hayden, Colorado, call and demand common carriers operating under PUC No. 1057, herein seek authority to extend service to include the transportation, on call and demand, of farm products, including livestock, farm supplies, farm equipment, including furniture, oil products, construction, building, oilfield, and drilling material and supplies, between points in the area which includes Routt County, Moffat County, and that part of Rio Blanco County lying north of the White River, and from and to points in said area, to and from points in the State of Colorado, for customers residing in said area, with the proviso that applicants will not engage in any town to town service between points on U. S. Highway No. 40, or in competition with other carriers furnishing line-haul service on schedule between points in said area without first

obtaining the consent of the line-haul carrier involved.

Under their certificate, applicants are now authorized to:

conduct a general cartage and transfer business in the Town of Hayden, and to transport, on call and demand, farm products, including livestock, farm supplies and farm equipment, including furniture, between ranches, farms, and mines situated in that part of Routt County lying west of the eastern boundary line of Range 86 on the one hand, and, on the other, Hayden, Steamboat Springs, Craig, and railroad loading points within said area, and from points in the area to points outside of said area, for customers residing therein, and the transportation of freight for Routt County from points in said area to Williams Fork, and the transportation of freight for Wilson Cary, in connection with his ranch operations, with the proviso that they shall not engage in any transportation service of a competitive character along the route of scheduled common carriers now serving said area without first obtaining the consent of the line-haul carrier involved.

J. A. Hockett, testifying for applicants, stated that Hayden Transfer Company had been in business at Hayden since the Year 1880; that, at the time of hearing, they were operating five trucks, consisting of two tractors with semi-trailers and three trucks equipped with flat beds and stock racks; that, for some time, they had been seeking to expand their operations, had been actively soliciting new business, and had received a number of requests for service from residents of the area; that among others, W. E. Connoley, a contractor, and Milton Yost, a contractor, both of whom operate in northwestern Colorado, have asked them to move construction machinery, including shovels, caterpillars, and bulldozers; that more recently, Jones and Laughlin, oilwell drillers, had asked them for service, and in May, 1946, Harry Paulis, a sheep raiser, had asked them to move sheep from Craig to a point in Routt County located about seventeen miles south of Hayden, on account of inability to get water in his pastures near Craig; that similar service had been under consideration for Seeley and John Papulis, sheep men, but it rained and the service was not required.

J. F. Miller, a rancher of Hayden, who produces pure-bred hereford cattle, and Pat Temple, of Hayden, who raises sheep, at times, have sought the service of applicants, who have special equipment to

handle cattle and sheep. Bolton and Davis, of Denver, livestock growers, on two occasions have used their service. They moved some mud for Jones and Laughlin, beginning in the Spring of 1945, ten cars of mud being moved from Hayden, and two truckloads from Craig to the Phillips Well, near Trappers Lake. At the request of Cecil Gardner, Manager of Jones-Laughlin Supply Company, they also moved some mud under Stanton's permit from Craig to the Rangely Field. Most of the mud moved from Hayden moved directly from the rail car to the Phillips Well, without being warehoused. They do not have interstate authority. During the winter, and until about July 10 each year, the road from Meeker to Phillips location is impassable.

Applicant stated that Kenneth Carroll, of Hayden, breeder of pure-bred sheep, needs the service to and from livestock shows and sales, and from the sales and his ranches to purchasers; that numerous ranchers, at times, may want farm machinery hauled from Denver to ranches in Moffat and Routt Counties, and on occasions, may want some livestock back-hauled from Denver and other markets to their ranches.

Harry Temple, a rancher and wool dealer who lives at Hayden, has a ranch twenty miles south of Hayden, and another ranch seventy miles northeast of Craig. He stated that he had some difficulty getting Gray to move some sheep from his ranch south of Hayden to Phippsburg and some cattle moved in the fall preceding from his ranch at Slater, on Snake River, a distance of seventy miles, to Craig; that Hayden Truck Line was authorized to furnish the Hayden Ranch-Phippsburg service, but did not have the necessary equipment; that apparently the Slater ranch movement was handled by Voeltzel, under the Jessup Permit, by way of Baggs, Wyoming, which made it an interstate haul.

One Barker, an operator of a milk farm about five miles east of Craig, who was dock foreman for Larson at Craig for a number of years, testified that Larson had so much freight on the docks at the time he left, about two months prior to the hearing, that it could not be handled; that trucks were not available to move freight to the oil fields; that he thought more equipment was needed at Craig to handle freight.

Mr. Tyler, Rig Superintendent for Phillips Petroleum Company, stated that Phillips has a location about thirty-seven miles south of Hayden, on Trappers Lake; that, on numerous occasions, it had been necessary to have pipe, mud, and other supplies moved from Hayden, and occasionally from Craig, to the field; that most of the supplies are shipped from points without the state to Hayden, and are moved directly to the field; that, at times, Phillips purchases supplies at Craig -- such as chemicals and mud, which move to location from Craig. He stated that he thought it would be desirable to have Hayden service to move such commodities from Craig, as well as from Hayden, although he admitted that he does not know anyone at Craig, does not know anything about the carrier service available from Craig, and has never sought the service of truckers at Craig.

Cecil Gardner, Store Manager for Jones-Laughlin Supply Company at Craig, stated that his company serves the oil fields in Rio Blanco, Moffat, and Routt Counties, out of Craig; that, when orders are obtained, he calls truck companies at Craig for service; that, on some occasions, he has not been able to get service promptly, and has waited as long as three days; that Hayden Transfer, at his request, has hauled drilling mud on flat beds to Walden, and to the Phillips Petroleum Rig, on Pousse Creek; that mud moves from many points in the United States by rail to Craig, where it is warehoused or sent directly to location without being warehoused, the two movements being about fifty-fifty; that Comet Motor Express maintains daily line-haul service to Rangely, which is excellent; that while business has increased, equipment and carrier service also have been improved greatly in the past two years; that Dawson & Corbett, on the day preceding hearing, moved mud to Walden from Craig; that a wait of only four or five hours was experienced after the order was given.

Leonard Gray, of Craig, in opposition, testified that he had been trucking since 1931, except for the period 1944-46, when his operation was leased to George Voeltzel; that in February, 1946, he resumed active management of the operation; that he has authority to serve in Moffat County and the western portion of Routt County; that he was con-

tacted by Papulis to haul 1100 pair of ewes and lambs two days before the haul was to be made; that he made arrangements with Janes to handle the movement, but the request for service was cancelled by Papulis, who told him that he decided to drive them. Gray stated that his only back-haul is farm machinery and supplies and livestock, and he needs the business to make expenses; that he has oil field carrier authority, and has hauled three loads to Piceance Creek.

Mildred Watson (PUC No. 1610) testified that she has eight tractors, eight semi-trailers, eight straight jobs -- long wheel bases; that all equipment is suitable for work in the oil fields; that, on some equipment, 50,000 to 60,000 pounds can be handled; that practically ninety percent of the business to and from the oil fields is interstate transportation; that she has served Jones and Laughlin regularly -- frequently on short notice; that Watson Truck Line equipment, at the time of hearing, was idle; that drilling at Wilson Creek was discontinued ten days prior to the hearing, and it was witness's understanding that it is not to be renewed; that a number of companies have equipment which they use in their operations; that some maintain docks at Rangely; that, in her opinion, common carrier equipment available in the fields is five times as much as was available a year prior to the hearing; that, in her opinion, the situation is well in hand, and the carrier service is adequate.

Arthur C. Burgees, partner in Nelson Brothers, stated that they have a large number of heavy-duty trucks, equipped for service in the oil fields, including liquid mud tanks and a six-wheel-drive Corbett Truck, bought especially for service to Pousse Creek; that they maintain a garage and headquarters in Craig, and have a terminal at Rangely; that they solicited Pousse Creek job, and did not get it; that this involved movement of machinery and mud; that they were told that they would get the job, and so bought the truck mentioned; that they bought a new truck the day before the hearing for oil field service.

Mike Reed, of Comet Motor Express, a common carrier at Craig with authority to serve the territory generally, said his company had been in business many years; that it has nine straight units, eleven tractors,

eleven trailers, and maintain at least nine schedules weekly to Rangely; that they have hauled mud and other equipment and supplies on this operation for all companies in the field; that they have never been contacted by Phillips for service to or from Craig, but have sought business to Phillips location at Yellow Jacket, without getting it; that ninety percent of the business is interstate in character.

The Commission recently has had occasion to thoroughly consider the transportation situation in Rio Blanco, Moffat, and Routt Counties. We have denied some four or five applications upon the ground that the service is adequate, and that under the law we cannot grant a certificate of public convenience and necessity where the service is adequate, or can be made adequate under the direction of the Commission. Many carriers, including Toler, a private carrier, Stanton, a private carrier located at Craig, L. C. Jones, Pople Transfer and Storage, of Trinidad, Amick Transfer & Storage, Bekins Moving & Storage Company, and Duffy, of Denver, Gottula, of Pueblo, Jackson, of Rocky Ford, Cornelius, of Lamar, Levy's Transfer and Storage Company of Halesburg, "The Galloping Swede," C. L. Tyrrell, E. L. Miller, Weicker Transfer and Storage Company, Gallagher Transfer and Storage Company, G. & S. Heavy Hauling, Hilkey Brothers, James Brothers, and Harp Brothers, also do heavy hauling. These carriers have equipment at Craig or Rangely, representing an investment of many thousands of dollars. In addition, they have equipment in Wyoming, Oklahoma, Texas, and Illinois oil fields, and at other points in the State of Colorado, which can be used if the business available justifies moving it to Craig or Rangely, which represents an investment of perhaps a million dollars. While applicants could furnish some service, they do not have specially-equipped trucks, tractors, trailers, etc., available. If these companies are to maintain such equipment, they must not only have enough business requiring use of such equipment, but business such as applicants would handle, to justify maintenance of equipment and other facilities to serve the needs of operators in the field. If we were to grant additional authority, in the end, it would mean less business to such carriers.

We do not think that the record justifies the granting of the authority sought by applicants to serve between points in Rio Blanco and Moffat Counties, or the transportation of oil products or construction, building, oilfield and drilling material and supplies from points in said counties to any points in the State of Colorado. The existing service is adequate. A contrary conclusion can be reached as to part of the extended service proposed in Routt County, or rather that part of Routt County which they are now authorized to serve, and from and to points in said area, to and from points in the State of Colorado. The record did not show any dearth of common carrier service in the area around Steamboat Springs, or southeastern Routt County, which areas are now served by a number of common carriers by motor vehicle. However, the people of the Hayden area are entitled to a common carrier service which generally can satisfy the needs of the community.

FINDINGS

THE COMMISSION FINDS:

That public convenience and necessity require the proposed extended service of applicants, as common carriers by motor vehicle for hire, limited to the conduct of a general cartage and transfer business in the Town of Hayden, and the transportation, on call and demand, of farm products, including livestock, farm supplies, farm equipment, including furniture, coal, oil products, construction, building, oilfield and drilling materials and supplies, between points in that part of Routt County which lies west of the Range Line between Ranges 85 and 86, and from and to points in said area, to and from points in the State of Colorado, without the right to furnish service between points served by line-haul motor vehicle common carriers, in competition therewith, and without the right to transport oil products or construction, building, oilfield and drilling materials and supplies from points in said counties to points in the State of Colorado, or to transport farm supplies and farm equipment, including furniture, between points served by Leonard Gray under his PUC No. 880 (except service applicants heretofore have been authorized to perform under their present authority), and that a certificate of public

convenience and necessity should issue therefor.

ORDER

THE COMMISSION ORDERS:

That public convenience and necessity require the proposed extended service of applicants, as common carriers by motor vehicle for hire, for the conduct of a general transfer and cartage business in the Town of Hayden, and the transportation, on call and demand, of farm products, including livestock, farm supplies, farm equipment, including furniture, coal, oil products, construction, building, oilfield, and drilling materials and supplies, between points in that part of Routt County which lies west of the Range Line between Ranges 85 and 86, and from and to points in said area, to and from points in the State of Colorado, without the right to transport oil products or construction, building, oilfield, and drilling materials and supplies from points in said counties to points in the State of Colorado, or to transport farm supplies and farm equipment, including furniture, between points served by Leonard Gray under his PUC No. 880 (except service applicants heretofore have been authorized to perform under their present authority), and without the right to furnish service between points served by line-haul motor vehicle common carriers, in competition therewith, 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.

That said application, in all other respects, should be, and the same hereby is, denied.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

K. J. Thomas

Mal. Epikrom

Ralph C. Weston
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

HW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN RE RATES, PRACTICES, RULES,
AND REGULATIONS OF THE CITIZENS
UTILITIES COMPANY.

CASE NO. 4932

January 14, 1947

Appearances: E. L. Evans, Esq., Denver, Colorado,
for the Commission;
Harold Mudge, Esq., Denver, Colorado,
for the Veterans Bureau;
Lawrence Thulemeyer, Esq., La Junta,
Colorado, and
J. L. Rice, Esq., Denver, Colorado,
for Respondent, Citizens
Utilities Company.

S T A T E M E N T

By the Commission:

The Citizens Utilities Company, Respondent, is a public utility corporation, having its principal office at 125 East Putnam Avenue, Greenwich, Connecticut. It operates plants in different states, including one for distribution of natural gas at retail to consumers in and near the towns of La Junta, Swink, Rocky Ford, Las Animas, Ordway, Manzanola, Ft. Lyon, and Fowler, Colorado, serving some 3600 consumers. (The Colorado property is herein referred to as "Colorado District.") It is a public utility, as defined in Section 3, Chapter 137, 1935 Colorado Statutes Annotated, and is subject to the jurisdiction of this Commission.

Since 1935, Respondent has purchased its supply of natural gas from the Colorado Interstate Gas Company, which, for convenience, we shall call the "Wholesale Company."

Early in 1939, the Federal Power Commission instituted an investigation as to the reasonableness of the gas rates charged by the Wholesale Company to Respondent and other companies engaged in retailing natural gas. The result was an order by the Power Commission that the Wholesale Company should so reduce its rates as to diminish its annual

income from the sale of gas by at least \$2,065,000. On appeal, the order was sustained. (Colorado Interstate Gas Co. v. Federal Power Commission, 142 F. (2d) 943; 324 U. S. 581; 65 S. Ct. 829; 89 L. Ed. 1206).

When the appeal was taken from the Power Commission to the Tenth Circuit Court of Appeals, the Wholesale Company obtained a stay of the Commission's order reducing the rates pending the appeal, on condition that the Wholesale Company deposit with a depository designated by the Court the difference between the rates then charged by the Wholesale Company to Respondent and others and the new lowered rates prescribed by the Power Commission. The deposits were made by the Wholesale Company during the period the appeals were pending from May 20, 1942, to September 25, 1945 (which we shall call the "Impoundment Period"), whereby a fund of several million dollars was accumulated, which contained \$176,278.82, or thereabout, on account of excessive rates charged for gas purchased by Respondent from the Wholesale Company during the Impoundment Period.

When the matter of distribution of the accumulated fund came before the Circuit Court of Appeals in the case of Colorado Interstate Gas Company v. Federal Power Commission, et al., No. 2550, pending in that Court, the Respondent sought to have paid to it the part of the impounded fund collected from Respondent by the Wholesale Company. This Commission thereupon instituted this proceeding with a view to seeing that such part of the impounded fund was properly applied as between Respondent and its customers, and to inquire generally as to the Respondent's practices relating to accounting, capital structure, etc., affecting rates charged customers, as authorized by the Public Utilities Act (Chap. 137, 1935 Colorado Statutes Annotated). To keep the impounded fund intact until this proceeding could be determined, this Commission intervened and requested the Court to hold the part of the fund here involved until the Commission could act in this matter. The Court made the requested order, and the part of the fund with which we are here concerned still remains in the hands of the Court's depository.

In its answer in this proceeding, Respondent claimed to be the owner of all the impounded fund insofar as collected from it; but proposed that, if paid to it, after deducting the fees of the Clerk of the Court and depository, it, in turn, would distribute therefrom one-half of the remaining amount among the customers who purchased gas from it during the Impoundment Period, and would devote the remaining half, less Respondent's additional income taxes attributable to the portion so retained by it, to replacing gas mains and service connections in the communities served by it in Colorado. Hearings were had January 18 and June 10, 1946.

It was shown by oral and documentary evidence, and by samples of removed pipe, at the first hearing, that, in about eighty-five per cent of the territory served by Respondent, a peculiar soil condition exists, which causes underground gas pipe to deteriorate very rapidly, due, apparently, to galvanic and electrolytic action and oxidation. Samples of pipe removed from Respondent's mains were badly corroded and eaten, and contained numerous holes. Although records have not been kept of the exact time within which pipe thus became useless, its Manager testified that, in a number of areas involved, the life of pipe has not exceeded six to ten years. He estimated that 112,862 m.c.f. of gas had escaped from the mains and service connections, during the Impoundment Period, resulting in a loss to Respondent of some \$28,000. The Commission's Utility Engineer made an extensive examination of Respondent's mains in situ. His report is a part of the record and fully corroborates the Respondent's evidence as to corrosive soil conditions and the deteriorated and leaky state of large amounts of its pipe. Respondent's Manager testified to industrious effort made to overcome the rapid pipe impairment, which had not been successful. However, it was thought that methods of covering the pipe have now been developed that will stop the trouble to a large extent. He estimated it would cost Respondent about \$80,000. to replace pipe no longer usable with new covered pipe, and to cover the still usable pipe.

In determining this matter, the Respondent's depreciation reserve account should be considered. As of December 31, 1945, the balance in that account, as shown by Respondent's books, was \$118,117.88. A study of this account during the period February 1, 1928 to December 31, 1945, shows a disregard of the System of Accounts for Gas Utilities promulgated by this Commission. For instance, in 1932, the Respondent added \$126,000. to this account. This was prior to the reorganization of Respondent under the Bankruptcy Act in 1935. In 1935, the Respondent withdrew \$80,000. of this advance, and, in 1936, it withdrew the remaining \$46,000. No explanation has been offered by Respondent to explain the reasons prompting the addition of the \$126,000. to this account. After having once been credited to this account, the amount should not have been removed therefrom without this Commission's approval.

The Respondent contends that the unusual situation relative to the short life of pipe in much of its Colorado property entitles it to lay claim to all, or at least to a part, of the refund. However, it proposes to use only half of said sum, or \$88,139.42, for rehabilitating its property, i.e., replacing pipe and other items of property deteriorated by the peculiar soil conditions. This corresponds closely to the estimate of \$80,000. made by Respondent's Manager. It should be here noted that the depreciation reserve account, as of December 31, 1945, contains \$118,117.88, to take care of that expense.

Respondent contends that the amounts charged to depreciation expense, and credited to depreciation reserve in its Colorado accounts, fell considerably below the actual depreciation in mains and service connections caused by the peculiar soil conditions. Its rate of depreciation charged to expenses is that ordinarily applied in localities where adverse soil conditions are not encountered. The very purpose of depreciation has here been defeated because the Respondent has not sought an order from this Commission allowing it to charge to expenses a sufficient amount to rehabilitate the property when the same becomes no longer usable. When the question has come before the courts and commissions, varying

rates of depreciation have been allowed, depending on varying conditions, and different rates have been allowed on different items of property. Ordinarily, the rate allowed on pipe is 2½%, based upon an average life of forty years. Here, the evidence shows that the life of pipe, due to peculiar soil conditions in many places, does not exceed ten years. The Respondent has no records to show the actual life of pipe. The only evidence is that certain sections of pipe removed were known by the Respondent's witness to have been put in six to ten years ago. What is a reasonable rate of depreciation cannot be determined from this record. The Respondent should keep more detailed records and should later present evidence to this Commission so that the Commission can determine the correct rate Respondent should apply to its Colorado properties.

Even if the Respondent could show definitely what the correct depreciation rate should be, the customers should not now be penalized by having to make up for the past inadequacy. That is a loss which the Respondent should stand, but it undoubtedly should be entitled to insist upon a reasonable rate of depreciation to be applied in the future. An application to this Commission, under the provisions of Section 35, Chapter 137, 1935 C. S. A., is the correct procedure for Respondent to follow in securing an adequate rate of depreciation.

In considering the depreciation reserve account, it appears that Respondent's practices as to charges thereto have not been in accordance with the System of Accounts and has resulted in an unreasonable depletion of that account. Respondent admits that, when replacements of pipe have been made in the past, the entire cost of the replacement has been charged to the reserve, whereas the reserve should have been charged with only the amount which had previously been credited thereto for the item replaced. During the four years, 1942 to 1945, \$23,679.20 (including cost of removal) was charged against the depreciation reserve account, whereas only a portion of that amount could have been credited to the reserve. This practice seems to have been a continuing one since Respondent acquired the property. If the Respondent, in past years, had made proper charges against the reserve account, that account would be materially larger today.

For extraordinary expenses in replacing property, the System of Accounts provides a procedure whereby a utility can obtain authority to make extraordinary charges against expenses and not against the depreciation reserve account. In that way, both the utility and the customers are protected. Instead of following that procedure, the Respondent, without authority, charged the total cost of replacements to the reserve account, thereby unreasonably depleting that account.

The basis of this proceeding is to determine whether or not the rates charged by the Respondent are reasonable or excessive or discriminatory during the period from March 18, 1942, the date of the decision of the Federal Power Commission in the proceedings heretofore mentioned. Subsequently, during the period of the pendency of the proceedings in the Federal Courts, the Colorado Interstate Gas Company deposited, in the depository designated by the Courts, on account of gas sold to Respondent, the sum of \$176,278.82. The Respondent now contends that it is the owner of the whole of that amount. However, it has offered to pay one-half, or \$88,139.41, to its customers. Insofar as this Commission is concerned, the question is whether or not the acceptance of said sum by the Respondent will result in an unreasonably high return having been earned on its investment during the period in question which will result in its customers having been charged excessive rates. To determine that question, the earnings and practices of the Respondent should be considered.

During the years 1942 to 1945, inclusive, the net profits of the Respondent were as follows:

<u>Year</u>	<u>Net Profits before Other Income Deductions (Financial Charge)</u>	<u>Per Cent to Net Investment</u>
1942	\$ 18,962.41	6.55
1943	18,060.50	7.11
1944	21,937.14	8.14
1945	<u>28,205.46</u>	9.37
	\$ 87,165.56	

If one-half of the refund (\$88,139.41) is added to that amount, the Respondent will have earned \$175,304.97, or an average of \$43,826.24. That amounts to an average annual return of 15.73% on its investment.

The Commission should not overlook the fact that the Respondent has transferred to its home office, and charged the Colorado District, certain amounts which it calls "Financial Charges." Those charges for the four years in question, together with the percentages to the Colorado District investment and the net profits claimed by Respondent, which were also transferred to the home office, are as follows:

Year	Financial Charges	Per Cent to Net Investment	Net Profit Credited to Home Office
1942	\$ 24,062.39	8.31	* \$ 5,099.98
1943	12,714.79	5.00	5,345.71
1944	12,438.91	4.61	9,498.23
1945	<u>13,200.28</u>	4.39	<u>15,005.18</u>
	\$ 62,416.37		\$24,749.14

(* denotes deficit)

Add to those profits one-half of the refund, and the net profits shown above for the four years is \$112,888.55, or an average of \$28,222.14. This represents an average annual return of 10.13% upon Respondent's net Colorado investment. If the full amount of the refund were paid to Respondent, the net profit for those years is \$291,027.96, or an average of \$50,256.99, which represents an average annual return of 18.04% upon the investment.

In considering this matter, the Commission is using the amount of investment claimed by Respondent. This amount may or may not be correct, and, by accepting or using that figure for the purpose of early disposition of this matter, the Commission reserves the right to adopt a different figure in any future proceedings where value may be in issue. The Respondent has not furnished the Commission any figures showing original costs, as required by the System of Accounts and by Case No.

4693. Its claimed investment is based entirely upon book value as obtained from the annual reports filed by Respondent's predecessors with this Commission.

The Respondent contends that, subsequent to the order of the Federal Power Commission, it voluntarily reduced its rates to such an extent that a saving of some \$81,000. was accorded to its customers during the Impoundment Period. But, immediately upon the affirmance of the Federal Power Commission's order by the Federal Courts, the Respondent made a further rate reduction of about 22%. This, in our opinion, amounts to an admission that the rates assessed and collected during the Impoundment Period were excessive and unreasonable, to the extent that those rates exceeded the rates after the 22% reduction was made.

It follows, as a natural conclusion, that, if the Respondent accepts any part of the impounded refund, the rates charged its customers will be excessive by that amount.

Respondent claims that, at the hearings held on this matter, a number of written statements were introduced, signed by public officials, service clubs, civic associations, and individuals in the territory served by Respondent, requesting the Commission to approve the division of the impounded fund in the manner proposed by Respondent. Those statements were obtained by Respondent. Respondent did not show that the matters set out above were communicated to the signers. Respondent also contends that no customer or consumer appeared at the hearings to oppose the division. The Commission feels duty bound to disregard this contention. It is also of the opinion that the statements requesting approval of the division should be disregarded. Had the communities in question been fully advised, the Commission is of the opinion that such signed requests may not have been procured. The rights of the customers of the Respondent must be protected. Even though no customers appeared, claiming that the rates of Respondent were unreasonable or excessive or discriminatory, still the rights of such customers are not barred, and the Commission can order reparation.

Respondent may contend that the provisions of Section 56, Chap. 137, 1935 C. S. A., can come into operation only on the "complaint" of a community or customer of the utility. Under Sections 24, 25, and 35, Chap. 137, 1935 C. S. A., the Commission may make the "complaint" on its own motion. It need not wait until a customer makes the "complaint." Many times, the customers are not in possession of, and cannot procure, sufficient information to determine whether or not they have cause for complaint. Here, the Commission proceeded upon its own "complaint" and may thereby enter such orders as will protect the customers' rights.

The authority of this Commission to enter an appropriate order in this proceeding is to be found in the Public Utilities Act (Chap. 137, 1935 C. S. A.) By Section 24, Chap. 137, the Commission is authorized to hold a hearing upon its own motion or complaint relative to the rates, charges, classifications, etc., of utilities, and, if it shall find any such rates, charges, etc., unjust, unreasonable, discriminatory, or preferential, it is the duty of the Commission to determine just, reasonable, or sufficient rates, and it may establish new rates, charges, etcetera.

Under Section 35, this Commission has power to prescribe proper and adequate rates of depreciation for any utility. Each utility shall conform its depreciation accounts to the rates prescribed; shall set aside the moneys so provided in a fund; and shall expend the same only for such purposes and under such rules and regulations as the Commission may prescribe.

Section 14(a) reads:

"All charges, made, demanded or received by any public utility, or by any two or more public utilities, for any rate, fare, product or commodity furnished or to be furnished or any service rendered or to be rendered shall be just and reasonable. Every unjust or unreasonable charge made, demanded or received for such rate, fare, product or commodity or service is hereby prohibited and declared unlawful."

Here, as we have hereinbefore demonstrated, we find that the Respondent, during the period in question, made more than a reasonable return upon its investment. If the amount of the fund now in the hands of the depository be paid to Respondent, its earnings for the period will

greatly exceed a reasonable return on its investment. The charges heretofore made by Respondent to its customers will thereby become unreasonably high and excessive, to the extent of the "windfall" received by Respondent.

Section 56(a) provides that, if this Commission finds that a utility has charged an excessive or discriminatory amount for any product, commodity, or service, it may order the utility to make due reparation therefor; and Section 56(b) provides that suit may be instituted in any court of competent jurisdiction to recover such reparation.

Section 56 has been before the Commission many times. The decision in the case of Granada v. Lamar, No. 5352, October 26, 1933, 5 P.U.R. (N.S.) 519, is particularly instructive. There, the Commission found that the charges made by Lamar to Granada for electricity furnished were excessive and discriminatory, but did not find that the rates were unreasonable. In the order, Lamar was required to make reparation to Granada.

The power of this Commission to award reparation under Section 56 was sustained by the Supreme Court in Bonfils v. Public Utilities Commission, 67 Colo. 563, 575, P.U.R. 1920D, 961, 973, 189 Pac. 775.

Our Supreme Court cited and relied upon the case of Southern Pacific Co. v. Darnell-Taenzer Lumber Co., 245 U.S. 531, 62 L. Ed. 451, 38 S. Ct. 186.

In Darnell-Taenzer Lumber Co., supra, the Court pointed out that plaintiffs there have paid cash out of pocket which should not have been required of them, and the amount of the proximate loss is not in doubt. Here, the customers of Respondent have paid charges out of their own pockets which should not have been required of them had Respondent's tariffs properly reflected the savings which ultimately resulted from the Federal Power Commission's order. If the Respondent does receive the fund now on deposit with the depository, it will have received, for the period mentioned, an amount which is in excess of a reasonable return. Its customers are, therefore, entitled to reparation by that amount.

That this Commission, and not the Federal Courts, has jurisdiction to determine to whom the fund now on deposit belongs has been sus-

tained by the following decisions, among others: Central States Elec. Co. v. City of Muscatine, 324 U.S. 138, 65 S. Ct. 565, 89 L. Ed. 801; Public Utilities Commission of Ohio v. United Fuel Gas Co., 317 U.S. 456, 63 S.Ct. 368, 87 L. Ed. ____; Natural Gas Pipeline Company of America v. Federal Power Commission (7th C.C.A.), 141 F. (2d) 27, 55 P.U.R.(N.S.) 392.

In the case last cited, the identical question was involved, and the Court held that, since the Illinois Public Utilities Commission only has authority in respect to reparations, the application should have been there made.

The primary aim of the Natural Gas Act, Title 15, U.S.C.A., Section 717 a-u, was to protect consumers against exploitation at the hands of natural gas companies and holding companies -- Federal Power Commission v. Hope Natural Gas Co., 320 U.S. 591, 64 S. Ct. 281, 88 L. Ed. ____; and is designed to protect the ultimate consumer rather than the intermediate utility -- Mississippi River Fuel Corp. v. Federal Power Commission, 121 F. (2d) 159; and that the ultimate consumers, and not the distributing utilities, are entitled to the refund -- Natural Gas Pipe Line Co. v. Federal Power Commission, 131 F. (2d) 137.

Based on the foregoing, the Commission is of the opinion that the ultimate consumers of Respondent, and not Respondent, are equitably entitled to the refund now in the hands of the depository designated by the Federal Court in the proceeding above mentioned; and is further of the opinion that, if the Respondent accepts any portion of said fund for its own use, the rates of the Respondent, during the period mentioned, charged and collected from its ultimate consumers, were, to that extent, excessive and unlawful; and said customers are entitled to reparation for the amount so received by Respondent.

F I N D I N G S

In the record and evidence herein, the Commission finds:

(a) That it has jurisdiction of this proceeding, and has jurisdiction to make an order or orders awarding reparation to the customers of the Respondent.

(b) That the Respondent, during the period involved herein, charged its customers in the Colorado District excessive amounts for natural gas sold to them to the extent of the amount of the fund now impounded by the Circuit Court of Appeals for the Tenth Circuit in the case of Colorado Interstate Gas Company v. Federal Power Commission, et al., No. 2550, pending in said Court, which was collected from and is allocable to the Respondent, and that Respondent should consent to the distribution of said fund to its customers in accordance with appropriate order to be made by said Circuit Court of Appeals.

(c) That, on account of such excessive charges, said customers became entitled to reparation from the Respondent in an amount equalling said fund, less any charges or expenses allowed by said Circuit Court of Appeals against Respondent's allocable portion thereof.

(d) That the Respondent, after such conferences with the Utility Engineer, Auditor and Statistician, and other officers of the Commission, as may be necessary, should, within sixty days from the effective date hereof, set up and keep such records and accounts with respect to the installation, life, and replacements of its Colorado District property, and the component parts thereof, and containing such other information and matters relating thereto, as may be necessary to the ultimate establishment of proper rates of depreciation therefor.

(e) That the Respondent shall comply with the requirements of this Commission's order in Case No. 4693, and furnish information as to the original cost of Respondent's Colorado District property, within six months after the effective date hereof.

(f) That no final order awarding reparation to Respondent's customers shall be entered at this time, but that jurisdiction of this proceeding should be retained in order that, if Respondent should fail or refuse to authorize the distribution by the Circuit Court of Appeals of said fund among its customers, as directed in sub-paragraph (b) of these findings, and should accept all or any part of the said fund herein mentioned, further proceedings may be had herein in harmony with the foregoing.

ORDER

IT IS ORDERED:

1. That the Respondent, during the period involved herein, charged its customers in the Colorado District excessive amounts for natural gas sold to them to the extent of the amount of the fund now impounded by the Circuit Court of Appeals for the Tenth Circuit in the case of Colorado Interstate Gas Company v. Federal Power Commission, et al., No. 2550, pending in said Court, which was collected from and is allocable to the Respondent, and should be repared, pro rata, to its customers.

2. That the Respondent shall, within sixty days from the effective date hereof, set up and keep such records and accounts with respect to the installation, life, and replacements of its Colorado District property, and the component parts thereof, and containing such other information and matters relating thereto, as may be agreed upon by the Respondent and the Utility Engineer, Auditor and Statistician, and other officers of the Commission.

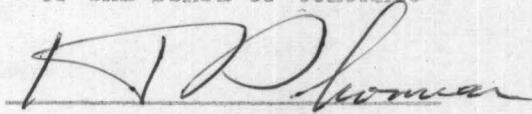
3. That the Respondent shall comply with the requirements of this Commission's order in Case No. 4693 and furnish information as to the original cost of the Respondent's Colorado District property within six months after the effective date hereof.

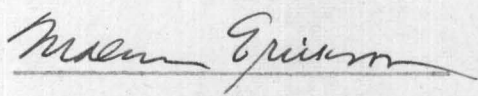
4. That jurisdiction of this proceeding is hereby retained, and, should Respondent accept all or any part of the fund now impounded by the United States Circuit Court of Appeals for the Tenth Circuit in the case of Colorado Interstate Gas Company v. Federal Power Commission, et al., No. 2550, collected by the Colorado Interstate Gas Company from, and allocable to, the Respondent, then further proceedings shall be had herein as shall be in harmony with the findings hereof.

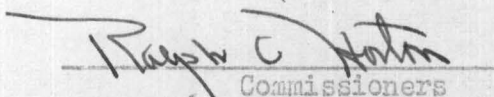
5. That this order shall become effective twenty days from the date hereof.

DATED at Denver, Colorado,
this 14th day of January, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
PULA PADILLA, 2934 MARION STREET,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8112-PP

IN THE MATTER OF THE APPLICATION OF)
MAURICE W. EDWARDS, 1121 GARFIELD)
STREET, DENVER, COLORADO, FOR A)
CLASS "B" PERMIT TO OPERATE AS A)
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8113-PP

January 13, 1947

S T A T E M E N T

By the Commission:

The above-styled applicants, and each of them, herein seek authority to operate as Class "B" private carriers by motor vehicle for hire for the transportation of sand, gravel, dirt, 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicants, the Commission determined to hear, and has heard, said matters, forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the applications should be granted.

O R D E R

THE COMMISSION ORDERS:

That Pula Padilla and Maurice W. Edwards, Denver, Colorado, and

each of them, should be, and they hereby are, authorized to severally operate as Class "B" private carriers by motor vehicle for hire for the transportation of sand, gravel, dirt, 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, excluding service in Boulder, Clear Creek, and Gilpin Counties; coal from mines in the northern Colorado coal fields to Denver, Colorado.

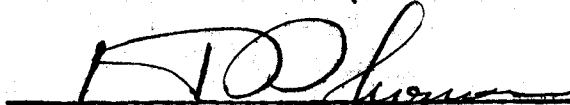
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to their permits deemed advisable.

This order is the permits herein provided for, but they 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.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners.

Dated at Denver, Colorado,
this 13th day of January, 1947.

mcw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
G. W. CONNIFF, 66 LOGAN STREET, DEN-)
VER, COLORADO, FOR A CLASS "B" PER-)
MIT TO OPERATE AS A PRIVATE CARRIER)
BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8114-PP

January 13, 1947

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 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, excluding service in Boulder, Clear Creek, and Gilpin Counties.

Inasmuch as the motor carrier associations, heretofore, have indicated they have no objection to the granting of permits, limited to the service herein sought to be performed by applicant, 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That G. W. Conniff, 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, 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, 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, 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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

FD Shuman

Walter Emerson

Harold C. Watson
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mcw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
DAN BENSON, IMPERIAL, NEBRASKA, FOR)
A CLASS "B" PERMIT TO OPERATE AS A) APPLICATION NO. 6750-PP
PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

January 13, 1947

Appearances: Dan Benson, Imperial, Neb-
raska, 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 buildings, between points within a radius of 35 miles of Holyoke, Colorado.

At the hearing, it appeared that Benson, a resident of Imperial, Nebraska, has authority to transport houses, in interstate commerce, and has been engaged in such service for a number of years, moving houses, chicken coops, barns, garages, etc., between points in Colorado and New Mexico. He has a complete outfit, and devotes his entire time to such service. He is able to move buildings as large as 28 x 30 feet. At the time of the hearing, he had eight customers who desired service.

F I N D I N G S

THE COMMISSION FINDS:

That the proposed operation will not impair the efficiency of any now-authorized common carrier service; that the authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Dan Benson, Imperial, Nebraska, be, and he hereby is,

authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of buildings, between points within a radius of 35 miles of Holyoke, Colorado.

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

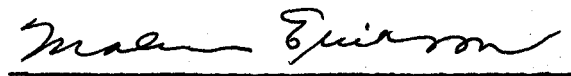
This order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

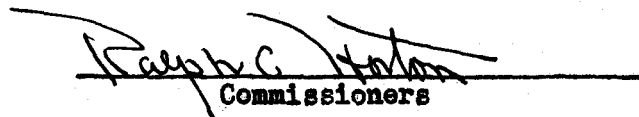
The right of applicant to operate hereunder shall depend upon his compliance with all present and future laws and rules and regulations of the Commission.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mcw

(Decision No. 27323)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE FREE OF CHARGE TRANSPORTATION BY
THE DENVER AND SALT LAKE RAILWAY
COMPANY OF TWO CARLOADS OF COAL FROM
OAK HILLS, COLORADO, TO THE DENVER
COMMUNITY CHEST, AND ONE CARLOAD OF
COAL FROM MT. HARRIS, COLORADO, TO
THE TABERNACLE COMMUNITY CHURCH, DENVER)

MISCELLANEOUS DOCKET NO. 230

January 13, 1947

S T A T E M E N T

By the Commission:

This matter is before the Commission upon one letter from The Denver and Salt Lake Railway Company, by F. J. Tener, its Traffic Manager, dated January 7, 1947, requesting authority to transport two carloads of coal from ^{* Harding} ~~Oak Hills~~, Colorado, and another letter dated January 7, 1947, requesting authority to transport one carload of coal from Mt. Harris, Colorado, free of charge, on account of charity.

The shipments in question have been donated by two of the operators on the line of The Denver and Salt Lake Railway Company for use of the Denver Community Chest agencies and The Tabernacle Community Church, charitable institutions, and are to be used for charity.

Section 17, paragraph (c) of The Public Utilities Act provides that the Commission may, by rule or order, authorize carriers to depart from their published tariff rates.

After full consideration of the facts as set forth, the Commission finds that the requests should be authorized.

O R D E R

IT IS ORDERED:

That The Denver and Salt Lake Railway Company be, and it is hereby, authorized to protect a free rate on two carloads of coal from ^{* Harding} ~~Oak Hills~~, Colorado, consigned to the Denver Community Chest, in care of the United Fuel and Equipment Company, Denver, and one carload of

coal from Mt. Harris, Colorado, consigned to the Tabernacle Community Church, in care of the Colorado & Utah Coal Company, Denver.

That this order shall not be used as a precedent for other cases of a similar nature.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

H. H. Shoren

Maclan Emerson

Ralph C. Horton
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947

JH

* - See attached letter from the United Fuel & Equipment Co. requesting this change. The OTS L have corrected their copies per phone advise Mr. Groth this date. 1/20/47-Wood.

THE DENVER AND SALT LAKE RAILWAY CO.F. J. TONER
TRAFFIC MANAGER822 DENVER NATIONAL BUILDING
ZONE 2F. H. BOOTH
ASST TO TRAFFIC MANAGER**DENVER, COLORADO**

January 7, 1947

File: 35-2



The Public Utilities Commission of the
State of Colorado,
State Office Building,
Denver, Colorado.

Gentlemen:

Two carloads of coal have been donated by one of the operators on our line to the Denver Community Chest, a charitable institution, for the benefit of the different agencies of the Chest. These cars will be consigned to the Denver Community Chest in care of the United Fuel & Equipment Co., Denver.

We shall be pleased to haul these cars of coal free of charge on account of charity from the mine at Oak Hills, Colo. to Denver and we request your authority in line with Section 17-C of the Public Utilities Act to grant this free billing.

If consistent, we shall appreciate receiving this authority in duplicate.

Yours truly,

A handwritten signature in dark ink, appearing to read "F. J. Toner".

H

THE DENVER AND SALT LAKE RAILWAY CO.F. J. TONER
TRAFFIC MANAGER822 DENVER NATIONAL BUILDING
ZONE 2F. H. BOOTH
ASST TO TRAFFIC MANAGER**DENVER, COLORADO**

January 7, 1947

File: 35-2



The Public Utilities Commission of the
State of Colorado,
State Office Building,
Denver, Colorado.

Gentlemen:

A carload of coal has been donated by one of the operators on our line to the Tabernacle Community Church, 20th and Lawrence Streets, Denver, a charitable institution. This car will be consigned to the Tabernacle Community Church in care of the Colorado & Utah Coal Co.

In view of the above, we shall be pleased to haul this car of coal free of charge from the mine at Mt. Harris, Colorado to Denver, and we request your authority in line with Section 17-C of the Public Utilities Act to grant this free billing.

If consistent, we shall appreciate receiving this authority in duplicate.

Yours truly,

A handwritten signature in dark ink, appearing to read "F. J. Toner". The signature is fluid and cursive, with a large initial "F" and a stylized "J".

H

February 8, 1947

Mr. H. F. Newman, President
The United Fuel & Equipment Co.
1729 California St
Denver 2, Colorado

Dear Mr. Newman:

Referring to your letter of January 29, 1947, relative to changing the origin of the two carload shipments of coal from Oak Hills, Colorado, to Harding, Colorado:

The records of the Commission have been changed to Harding, and the Denver & Salt Lake have been advised to do likewise, which they state will be done.

Yours very truly,

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

By:

Rate Expert

TSW-H

THE UNITED FUEL & EQUIPMENT CO.

1729 CALIFORNIA STREET — KEYSTONE 6391

DENVER, COLORADO

January 29, 1947



Public Utilities Commission
State Office Building
Denver, Colorado

Attention: Mr. Pollock

Gentlemen:

*Tom - He called me about this and I
told him to send this letter.*

Making reference to Community Chest letter dated January 6, 1947 addressed to Mr. F. J. Toner of the Denver & Salt Lake Railroad in which request was made to arrange for free freight on two cars of coal to be shipped from Oak Hills, Colorado. *EP*

Having received information this date from the Salt Lake Railroad that permission had been granted by the Public Utilities of Colorado to move same under Docket # 230, Decision # 27323, I find that an error was made on my part in requesting that the shipping point be from Oak Hills.

This is to request your authority that the same two cars of coal be allowed to move from Harding, Colorado. The freight rate is the same in both cases.

Thanking you in advance for your permission to the Denver & Salt Lake Railroad to make this change.

Yours very truly,

THE UNITED FUEL & EQUIPMENT COMPANY

H. F. Newman

H. F. NEWMAN, President

HPN:zv

CC: F. J. Toner

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
ROBERT C. APPLGATE, 205 WEST,)
ALAMOSA, COLORADO, FOR AUTHORITY TO)
TRANSFER PERMIT NO. B-3016 TO)
RICHARD COHN, ROUTE 2, BOX 205,)
ALAMOSA, COLORADO)

APPLICATION NO. 8116-PP-Transfer

January 13, 1947

S T A T E M E N T

By the Commission:

By Decision No. 21582, of date November 8, 1943, Robert C. Applegate, Alamosa, Colorado, was authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of:

livestock between points within the area extending 7 miles west, 10 miles east, 10 miles north, and 10 miles south of Center, and from and to points in said area, to and from Alamosa, Pueblo, Colorado Springs, and Denver; farm products between points in the same area, and from points in said area to Monte Vista and Alamosa, with the right to haul farm supplies between points in said pick-up area, and to back-haul farm supplies from Alamosa and Monte Vista, said authority to extend for the duration of the war and six months thereafter, only, with the right granted to applicant, if he desires to continue operations, to renew his application at or prior to that time, said applicant to be limited in performing said service to the use of 1 truck of the type and capacity heretofore referred to which he now contemplates using.

Said permit-holder now seeks authority to transfer said operating rights (Permit No. B-3016) to Richard Cohn, Alamosa, Colorado.

Inasmuch as the files of the Commission and the verified 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 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 the granting of the authority sought, 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 authority sought should be granted.

ORDER

THE COMMISSION ORDERS:

That Robert C. Applegate, Alamosa, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to Permit No. B-3016, being the authority granted by Decision No. 21582, to Richard Cohn, Alamosa, 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, 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.

That ten-mile tax deposit be transferred to the account of transferee.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Wm. E. Quinn

Ralph C. Hutton

L. J. D. Sharma
Commissioners.

Dated at Denver, Colorado,
this 13th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HETTIE REED AND ROLAND REED, 1928)
LAKE AVENUE, PUEBLO, COLORADO, FOR)
AUTHORITY TO TRANSFER PERMIT NO.) APPLICATION NO. 8115-PP-Transfer
B-3533 TO CLIFFORD E. GRAVES, 2794)
WEST DENVER PLACE, DENVER, COLORADO.)

January 13, 1947

S T A T E M E N T

By the Commission:

By Decision No. 26878, of date October 21, 1946, Hettie Reed and Roland Reed, Pueblo, Colorado, were authorized to operate as Class "B" private carriers by motor vehicle for hire for the transportation of:

coal from Canon City-Florence coal fields to Pueblo; dirt between points within a radius of fifty miles of Pueblo, Colorado.

Said permit-holder now seeks authority to transfer said operating rights (Permit No. B-3533) to Clifford E. Graves, 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 permit; 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 the transfer of said permit, the Commission determined to hear, and has heard, said matter, forthwith, without formal

hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That Hettie Reed and Roland Reed, Pueblo, Colorado, be, and they hereby are, authorized to transfer all their right, title, and interest in and to Permit No. B-3533, being the operating rights granted by Decision No. 26878, to Clifford E. Graves, 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 applicants have filed a statement of their customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

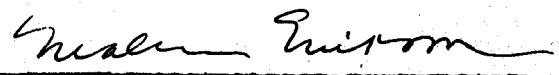
The right of applicants to operate hereunder shall depend upon their compliance with all present and future laws and rules and regulations of the Commission.

That ten-mile tax deposit be transferred to account of transferee.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO







Commissioners.

Dated at Denver, Colorado,
this 13th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

IN THE MATTER OF THE APPLICATION OF)
F. A. HILL AND S. I. HILL, DOING)
BUSINESS AS "HILL & HILL TRUCK)
LINE," 4400 COCHRAN STREET,)
HOUSTON, TEXAS, FOR AUTHORITY TO)
TRANSFER INTERSTATE OPERATING)
RIGHTS TO HILL & HILL TRUCK LINE,)
LTD., 4400 COCHRAN STREET, HOUSTON,)
TEXAS.)

PUC NO. 1670-I

January 13, 1947

S T A T E M E N T

By the Commission:

Heretofore, F. A. Hill and S. I. Hill, doing business as "Hill & Hill Truck Line," Houston, Texas, were authorized, subject to the provisions of the Federal Motor Carrier Act of 1935, to operate as common carriers by Motor vehicle for hire in interstate commerce, and PUC No. 1670-I issued to them.

Said certificate-holders now seek authority to transfer said operating rights to Hill & Hill Truck Line, Ltd., Houston, Texas.

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

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 F. A. Hill and S. I. Hill, doing business as "Hill & Hill Truck Line," Houston, Texas, be, and they hereby are, authorized to transfer all their right, title, and interest in and to PUC No. 1670-I to Hill & Hill Truck Line, Ltd., Houston, Texas, 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 is subject to the provisions of the Federal Motor Carrier Act of 1935.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

K. J. Johnson

Walter E. Smith

Ralph C. Weston
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

mcw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
CONTINENTAL OIL COMPANY AND UNION)
PACIFIC RAILROAD COMPANY FOR AUTH-)
ORITY TO CONSTRUCT A STANDARD GAUGE)
RAILROAD TRACK AT GRADE ACROSS)
STATE HIGHWAY NO. 265 IN ADAMS)
COUNTY, COLORADO.)

APPLICATION NO. 8122

January 13, 1947

Appearances: L. L. Aitken, Jr., Esq.,
Denver, Colorado, for
Continental Oil Company;
Mark U. Watrous, Denver,
Colorado, for State High-
way Department;
L. I. Hammond, Division
Engineer, Denver, Colo-
rado, for Union Pacific
Railroad Company.

S T A T E M E N T

By the Commission:

On November 16, 1946, Continental Oil Company, a Delaware Cor-
poration, and Union Pacific Railroad Company, a Utah Corporation, made
application to this Commission for the opening of a railroad crossing at
grade over Colorado State Highway No. 265 (formerly U. S. Highway No. 85),
generally known as "Brighton Boulevard," in Adams County, Colorado.

Said applicants, subject to the approval of the Commission,
contemplate the construction of a standard gauge railroad track by the
Union Pacific Railroad Company from a point on said Union Pacific Rail-
road Company line known as "Station 14 plus 88.9" to the north end of
said Continental Oil Company's present refining plant, the exact location
of said Union Pacific Railroad track, said point "14 plus 88.9," and
proposed line of said spur track being shown on a map attached as "Ex-
hibit A" to the application herein.

It appears from the application that Continental Oil Company, for many years, has been operating a refinery near Sand Creek, in Adams County, Colorado; that said oil company desires to, and has planned to, expand its refinery by adding thereto, at an estimated cost of approximately four million dollars, a new catalytic cracking unit, which, for the most part, is to be constructed upon that portion of said Continental Oil Company's property lying to the north of its oil refining plant. One of the main features of the new unit will be a regenerating and catalyst tower, which, when completed, will be 175 feet in height. One part of this tower -- approximately 103 feet in length -- must be shipped intact as a single unit to its point of installation. In order that this may be accomplished, it is necessary that there be a railroad spur to the point of installation. In addition to said use, the proposed spur track will be used for the delivery of a large quantity of other heavy material and equipment for the new catalytic cracking plant, and after the completion thereof, the spur will be used on the average of about once monthly for the delivery of catalytic material to the new plant.

It further appears from the application that the highway in question is not a main highway; that travel on said highway is not extensive; that said spur is to be constructed at a point over said highway where the view is open and unobstructed, and that travelers on the highway will be able to observe locomotives and cars upon said spur from a considerable distance in ample time to meet all safety requirements.

Copies of the application were forwarded to the County Commissioners of Adams County, who have not indicated that they have any objection to the granting of the authority sought, and the State Highway Department. The State Highway Department, in writing, has indicated that it does not have any objection to the construction and maintenance of said standard gauge railroad track at grade across said State Highway No. 265 at the point contemplated, in the manner proposed in the application, provided that:

1. Plans for the crossing showing proposed grades of pavement and the plan of warping grades are delivered to the Highway Department prior to construction.

2. That wherever concrete pavement is removed, said pavement will be replaced with plain cement concrete pavement, as covered by specifications of the Colorado State Highway Department, said pavement to be 20 feet in width, shoulders adjacent thereto to be furnished in accordance with type of shoulders now in place.

3. That, inasmuch as the use of asphalt pavement at crossing, in the opinion of Highway Department, would not be satisfactory, said crossing and space between the tracks should be filled with railroad rails with asphalt between them, or in lieu thereof, and as an alternate thereto, metal type crossing of type to be approved by the Highway Department is to be used on crossing over highway.

Applicants have indicated that they have no objection to the granting of the application, conditioned upon compliance by them with requirements of the State Highway Department.

In view of the action of the Highway Department in the premises, it would seem that no useful purpose would be served by setting said matter for formal hearing.

FINDINGS

THE COMMISSION FINDS:

That the construction and operation of said proposed spur tracks across said State Highway No. 265 is, and will be, reasonable, necessary, and proper for the construction and operation of said new catalytic cracking plant; that the construction and operation thereof in the manner proposed will not be unduly hazardous or dangerous to travelers traveling on said highway; that public convenience and necessity require the establishment of said spur track across said highway, said spur track crossing to be constructed by the Union Pacific Railroad Company upon a cost basis, as agreed in its contract with Continental Oil Company, from a point on said railroad line known as "Station 14 plus 88.9" to the north end of said oil company's present refining plant, over and across State Highway No. 265, known as "Brighton Boulevard," as more particularly set forth in "Exhibit A" attached to the application herein, which, by reference, is made a part hereof, said proposed spur to be constructed

in accordance with the aforestated requirements of the Highway Department of the State of Colorado, and when constructed to be the property of said Oil Company, and to be operated by Union Pacific Railroad.

O R D E R

THE COMMISSION ORDERS:

That a railroad crossing at grade be, and the same hereby is, permitted to be opened and established by Union Pacific Railroad Company and Continental Oil Company, at their expense, upon, over, and across State Highway No. 265, known as "Brighton Boulevard," said spur track crossing to be constructed by the Union Pacific Railroad Company upon a cost basis, as set forth in its contract with Continental Oil Company, from a point on said railroad line known as "Station 14 plus 88.9" to the north end of said oil company's present refining plant, as shown on "Exhibit A" attached to the application herein, which, by reference, is made a part hereof, said proposed spur to be constructed in strict compliance with the aforestated requirements of the Highway Department of the State of Colorado, and when constructed to be the property of said Oil Company, and to be operated by Union Pacific Railroad Company; that the customary railroad warning sign shall be installed at said crossing for the protection of travelers and other persons using said highway.

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 13th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
G. A. KEISER, 2227 EIGHTH AVENUE,)
GREELEY, COLORADO, FOR AUTHORITY TO)
TRANSFER PUC NO. 774 TO RAY W.)
BAILEY, 2106 SEVENTH AVENUE,)
GREELEY, COLORADO.)

APPLICATION NO. 8088-Transfer

January 13, 1947

S T A T E M E N T

By the Commission:

Heretofore, G. A. Keiser, Greeley, Colorado, was authorized to operate as a common carrier by motor vehicle for hire for the transportation of:

livestock from point to point in the territory within a radius of 15 miles of Kersey, also 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 certificate-holder now seeks authority to transfer said operating rights (PUC No. 774) to Ray W. Bailey, 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 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 the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

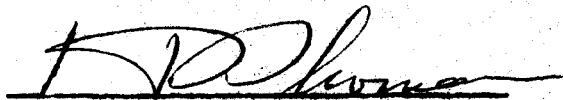
That G. A. Keiser, Greeley, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 774 to Ray W. Bailey, Greeley, Colorado.

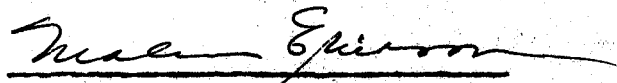
The tariff of rates, rules and regulations of the transferor shall become and remain those of the transferee until changed according to law and the rules and regulations of this Commission.

That ten-mile tax deposit of transferor shall be transferred to the account of transferee.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

HW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HOWARD C. THOMPSON, ROUTE 4, BOX 48,)
GREELEY, COLORADO, FOR AUTHORITY TO)
TRANSFER INTERSTATE OPERATING)
RIGHTS TO RAY W. BAILEY, 2106 SEVENTH)
AVENUE, GREELEY, COLORADO.)

PUC NO. 1666-I

January 13, 1947.

S T A T E M E N T

By the Commission:

Heretofore, Howard C. Thompson, Greeley, Colorado, was authorized, subject to the provisions of the Federal Motor Carrier Act of 1935, to operate as a common carrier by motor vehicle in interstate commerce, only, for the transportation of:

freight between all points in Colorado and
the Colorado State Boundary Line where all
highways cross the same,

said operating rights having been designated as "PUC No. 1666-I."

Howard C. Thompson now seeks authority to transfer PUC No. 1666-I to Ray W. Bailey, Greeley, Colorado.

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

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 Howard C. Thompson, Greeley, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 1666-I to Ray W. Bailey, Greeley, Colorado, said transfer to be

subject to the provisions of the Federal Motor Carrier Act of 1935,
and said operating rights, in the future, to be known as "PUC No. T74-I."

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

H. D. Phelan

Maec E. Quinn

Robert C. Watson
Commissioners

Dated at Denver, Colorado,
this 13th day of January, 1947.

HW

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
R. D. ELMORE, DOING BUSINESS AS)
"THE ARTESIAN WATER SERVICE COMPANY,")
EASTLAKE, COLORADO, FOR AUTHORITY TO)
TRANSFER THE WATER WORKS SYSTEM OPER-)
ATED UNDER SAID NAME AND TITLE TO)
THOMAS W. BRANSON, DOING BUSINESS AS)
"THE ARTESIAN WATER SERVICE COMPANY,")
EASTLAKE, COLORADO.)

APPLICATION NO. 1182-A

January 17, 1947.

Appearances: R. D. Elmore, Eastlake, Colorado,
pro se;
Thomas W. Branson, Eastlake,
Colorado, pro se;
C. L. Flower, Denver, Colorado,
for The Public Utilities
Commission of the State of
Colorado.

S T A T E M E N T

By the Commission:

On October 11, 1928, by Decision No. 1953, R. D. Elmore was granted a certificate of public convenience and necessity to construct and operate a system for the furnishing of water to the residences and business houses of the Town of Eastlake, Colorado, under the name and style of "The Artesian Water service Company."

Said Elmore now seeks authority to transfer said certificate of public convenience and necessity, and his system, to Thomas W. Branson, Eastlake, Colorado.

The matter, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, December 20, 1946, and taken under advisement.

It there appeared that the consideration for the transfer of the certificate, the water system, consisting of certain buildings and improvements located on Lots 8, 9, and 10, in Block 4, of Eastlake, Colorado, with said lots, steel storage tanks, pressure tanks, air compressor pumps, electric motor, one

deep well, and the mains, distribution lines, and all other equipment used in connection with the operation of his water works and water system, is the sum or Eighty-five Hundred Dollars (\$8500.00), payable Fifteen Hundred Dollars (\$1500.00) in cash upon approval of said sale by The Public Utilities Commission, the balance of Seven Thousand Dollars (\$7,000.00), with interest on said unpaid balance at the rate of five per cent (5%) per annum from January 1, 1947, to be payable in monthly installments of Seventy-Five Dollars (\$75.00) per month, commencing February 1, 1947, and continuing on the first day of each month thereafter until purchase price and interest shall be paid in full, all of which is more particularly set forth in copy of written agreement between the parties attached to the application, and which, by reference, is made a part hereof.

In the event said payments and the other terms and conditions of said agreement are not satisfied by transferee, as provided in the agreement, property is to be returned to transferor, payments made to be retained as rent.

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

No one appeared in opposition to the authorization of the proposed transfer.

The Commission has carefully examined said agreement and sale and purchase, and is of the opinion that it is proper and equitable.

F I N D I N G S

THE COMMISSION FINDS:

That the transfer proposed should be authorized upon the terms and conditions set forth in said agreement; that said transfer is in the public interest.

O R D E R

THE COMMISSION ORDERS:

That the public convenience and necessity require the proposed transfer by R. D. Elmore, doing business as "The Artesian Water Service Company," Eastlake,

Colorado, to Thomas W. Branson, doing business as "The Artesian Water Service Company," Eastlake, Colorado, upon the terms and conditions and in the manner set forth in the agreement of sale and purchase between said parties, which was filed with the application herein on December 2, 1946, and which, by reference, is made a part hereof.

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

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

[Signature]

[Signature]

[Signature]
Commissioners.

Dated at Denver, Colorado,
this 17th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
D. (DEWITT) T. DRAKE, CRAWFORD,)
COLORADO, FOR AUTHORITY TO TRANSFER) APPLICATION NO. 8119-Transfer
PUC NO. 579 TO HAROLD L. GREENE,)
CRAWFORD, COLORADO.)

January 17, 1947

S T A T E M E N T

By the Commission:

By Decision No. 3536, of date July 15, 1931, as amended by Decision No. 11449, of date February 19, 1938, D. T. Drake, Crawford, Colorado, was authorized to operate as a common carrier by motor vehicle for hire for the transportation of:

freight and express between Hotchkiss and
Maher, and intermediate points.

Said certificate-holder now seeks authority to transfer said operating rights (PUC No. 579) to Harold L. Greene, Crawford, Colorado.

Inasmuch as the files of the Commission and the verified application herein show that said certificate is in good standing; that road tax has been paid; that ten-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 the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:

That D. (Dewitt) T. Drake, Crawford, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 579 to Harold L. Greene, Crawford, Colorado.

That ton-mills tax deposit of transferor be transferred to the account of transferee.

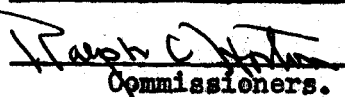
The tariff of rates, rules and regulations of the transferor shall become and remain those of the transferee until changed according to law and the rules and regulations of the Commission.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners.

Dated at Denver, Colorado,
this 17th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE MOTOR VEHICLE OPERATIONS OF)
FRED W. SCHULTS, DOING BUSINESS)
AS "DENVER-PUEBLO TRUCK LINES,")
1940 BLAKE STREET, DENVER COLO-)
RADO.)

PERMIT NO. A-607

January 17, 1947.

S T A T E M E N T

By the Commission:

Heretofore, Fred W. Schultz, doing business as "Denver-Pueblo Truck Lines," Denver, Colorado, acquired Permit No. A-607, which authorizes the transportation of:

Freight between Denver and Colorado Springs, Pueblo, Fowler, Rocky Ford, Walsenburg, and Trinidad, and from Pueblo to Colorado Springs, Denver, Fowler, Rocky Ford, Swink, La Junta, Las Animas, Lamar, Springfield, Walsenburg and Trinidad, and from Lamar to Holly and intermediate points.

By the instant application, he seeks authority to mortgage said permit to First Industrial Bank, to secure payment of the sum of Sixteen Thousand Eight Hundred Twenty-five Dollars (\$16,825.00), payable in installments of Nine Hundred Thirty-five Dollars (\$935.00) per month for a period of seventeen (17) months, commencing January 20, 1947, with the final payment of \$930.00 on the eighteenth month.

It appears that said indebtedness is the same indebtedness, with some additions, heretofore evidenced by certain promissory notes given to one Clyde A. Rice, of Littleton, Colorado, which was secured by mortgage authorized and approved by the Commission in its Decision No. 25426.

It appears that there is no other substantial outstanding unpaid indebtedness against the operation, and it does not appear that the authority sought should not be granted.

F I N D I N G S

THE COMMISSION FINDS:

That Fred W. Schultz, doing business as "Denver-Pueblo Truck Lines,"


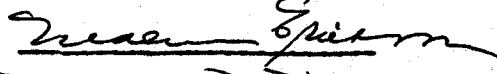
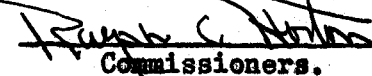
Denver, Colorado, should be authorized to mortgage his operating rights to secure payment of his indebtedness of \$16,825.00 to First Industrial Bank, upon the terms set forth in the Statement preceding.

O R D E R

THE COMMISSION ORDERS:

That Fred W. Schultz, doing business as "Denver-Pueblo Truck Lines," Denver, Colorado, be, and he hereby is, authorized to execute and deliver chattel mortgage, mortgaging his Private Carrier Permit No. A-607, and operating rights and privileges enjoyed by him thereunder, to First Industrial Bank, Denver, Colorado, to secure payment of his promissory note in the sum of \$16,825.00, payable in installments of \$935.00 per month for a period of 17 months, commencing January 20, 1947, with the final payment of \$930.00 on the eighteenth month.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 17th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
W. E. SCHATTINGER AND EDWARD A.)
SCHATTINGER, DOING BUSINESS AS)
"SCHATTINGER & SON," JEFFERSON,)
COLORADO, FOR AN EXTENSION OF PUC)
NO. 1518.)

APPLICATION NO. 7957-Extension

January 17, 1947.

Appearances: Worth Allen, Esq., Denver, Colorado,
for applicants.

S T A T E M E N T

By the Commission:

The above-styled application, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, December 23, 1946, and taken under advisement.

Applicants, W. E. Schattinger and Edward A. Schattinger, doing business as "Schattinger & son," Jefferson, Colorado, herein seek authority to extend their operations under PUC No. 1518 to include the right to transport, on call and demand, cement, gravel, and other commodities and materials to be used in the construction of the water tunnel now being constructed by the City and County of Denver, near Grant, Colorado, to the east portal of said tunnel.

At the hearing, it appeared that recently the City and County of Denver commenced the construction of a so-called water tunnel from the Western Slope through the mountains, to bring water from rivers of the Western Slope to the City and County of Denver, the east portal of said tunnel being located near Grant, Colorado, which is in South Park, and is in the general territory now served by applicants under their certificate of public convenience and necessity, being about eleven miles from their home; that a substantial amount of material, consisting largely of cement, sand, gravel, and building materials, generally, will be used in the construction of said tunnel; that all thereof must be moved from supply points in the State of Colorado to said point; that applicants, under

their certificate of public convenience and necessity, have been furnishing a farm service from and to points in the South Park, and do not now have authority to haul cement, sand, gravel, and other commodities and materials to be used in connection with the construction of said tunnel to said east portal.

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

FINDINGS

THE COMMISSION FINDS:

That public convenience and necessity requires the proposed extended motor vehicle common carrier service of applicants, and that certificate of public convenience and necessity should issue therefor.

ORDER

THE COMMISSION ORDERS:

That public convenience and necessity require the proposed extended motor vehicle common carrier service of applicants, on call and demand, for the transportation of cement, gravel, and other commodities and materials to be used in the construction of the water tunnel now being constructed by the City and County of Denver, near Grant, Colorado, to the east portal of said tunnel, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.


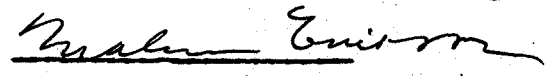

Applicants shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission, within twenty days from date.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 17th day of January, 1947.
BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
TRANSPORTERS, INC., 1271 BROADWAY,)
DENVER, COLORADO, FOR A CLASS "B")
PERMIT TO OPERATE AS A PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

Permit
APPLICATION NO. 7856-PP

January 17, 1947

Appearances: E. B. Evans, Esq., Denver,
Colorado, for applicant;
A. J. Fregeau, Denver, Colo-
rado, for Weicker Trans-
fer and Storage Company;
Myron H. Burnett, Esq., Den-
ver, Colorado, for the
Common Carrier Division
of The Colorado Motor
Carriers' Association,
Arvada Truck Line;
Harold Torgan, Esq., Denver,
Colorado, for Colorado
Transfer and Warehouse-
men's Association, North
Denver Transfer, Gal-
lagher Transfer;
Harold Swena, Golden, Colo-
rado, for Swena Transfer
& Express.

S T A T E M E N T

By the Commission:

The above matter was heard at Denver, Colorado, August 30, 1946.

Applicant, a Colorado corporation, whose principal place of business is at 1271 Broadway, Denver, Colorado, seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of wines and liquors between the City and County of Denver, on the one hand, and points within a radius of five miles of the City and County of Denver, on the other.

The financial responsibility and operating experience of ap-
plicant were established to the satisfaction of the Commission.

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23	rut 30
22	78/21
15	16/1/1
10	27/1/1
8	1-27/1
6	1-27/47
5	1-27-47H
14	1-28/47
25	1-28

C. A. Robinson, President of applicant, testified that applicant was incorporated in 1945, with capital stock of 50,000 shares, no par value, of which only 13,000 shares had been issued; that it owned Permit No. B-1650 for the transportation of sand and gravel and towing service; that it has fifteen dump truck trailers, and is purchasing fifteen tractors; that it operates some trucks under lease and owns some; that it also has some pick-up trucks; that applicant now transports liquor and wine in Denver, and nothing but liquor and wines; that its drivers are trained for this particular service; that if a truck is being tampered with, a siren sounds, so that highjacking may be eliminated totally or partially; that trucks used in this particular service have van bodies leased to applicant by Baker Truck Rental; that all drivers are bonded and each truck is insured for \$8,000.00 against highjacking. Witness stated that applicant would serve five distributors in the requested area, viz., Leo F. Sullivan & Company, E. J. Campbell Company, United Liquor Corporation, Mountain States Distributors and Colorado Beverage Company, and that these five serve retail users in the five-mile area outside of Denver; that applicant handles from 400 to 800 cases per day, each shipment ranging from one to 100 cases. Witness testified that applicant has had requests for extension outside of Denver and into the fringe territory, but did not know whether any of the retail customers were off the line of any scheduled carriers. He stated that orders made ready for delivery one evening will be delivered the next morning. Those made ready for delivery in the morning will be delivered in the afternoon. There will also be special deliveries.

The witness testified that Carbone, Midwest, McKesson-Robbins, Davis Brothers, and other liquor distributors operate their own trucks, and that the service of applicant would be similar and comparable with that of dealers owning their own trucks, whereas without such service, it was difficult for other distributors (applicant's customers) to compete against them.

The proposed charges are as follows:

Minimum, 1 case or less	25¢ per case
Up to 7 cases	20¢ per case
8, 9, 10 cases.	\$1.50, flat
11 to 20 cases.	15¢ per case
21 to 24 cases.	\$3.00, flat
25 to 41 cases.	12¢ per case
42 to 100 cases.	\$5.00, flat
Over 100 cases.	5¢ per case.

There will also be a 15¢-charge for collections and volume discount of 20% for 3,000 cases or more per month.

The witness has been in the transportation business for 25 years, and was Vice-President of the Baker Truck Rental Company for 11 years.

Under cross-examination, witness testified that firms who own their own trucks probably would deliver about 75% of liquors and wines themselves, the rest going by authorized truck lines.

James A. Sullivan, of Leo F. Sullivan and Company, wholesale liquor dealers, testified that his company sold only to dealers, and that it does not have any trucks of its own; that they have sold to dealers in the fringe territory around Denver for two and one-half years, and know the service of applicant and do use applicant's service in Denver. Witness testified that his company needs and would use applicant's service in fringe territory.

Witness further testified that there were a great many instances in which one customer is in the city, and another customer merely across the street is outside the city. The customer in the city can get quicker service, and the customer across the street wants to know why. Sullivan and Company have been able to compete with other dealers in delivery in Denver, but are not competitive with others outside of Denver because the others have their own trucks, such as Ruler-Lewan, Carbone, and McKesson. Sullivan now ships into fringe territory by truck lines. If application is granted, it will not be necessary for Sullivan and Company to make bills of lading.

The witness testified further that Bankers' Warehouse, whose facilities his company uses, handles other commodities besides liquor. Applicant picks up at the warehouse at hours when it is not crowded.

Orders taken one day are delivered the next morning. Carbone and other distributors owning their own trucks get about the same service, so Sullivan and Company would be able to compete with them. Applicant handles breakage through its drivers just the same as though they were the drivers of Sullivan and Company. When present truck facilities are used, it is necessary to make out claims for breakage. Sales are made where the customers request delivery at a certain time or on certain days, and applicant will deliver at the time designated.

The witness further stated that it had complaints that truck lines set deliveries on the floor and would not deliver it where the retailers wanted it delivered. He said that if his company had the service of Transporters, Inc., it would enable retailers (his customers) to cut down on their inventories. He stated that Leo Sullivan, in whose behalf he testified, was his brother, and that Leo Sullivan is a Director of Transporters, Inc.

Edward Perry, Office Manager of Mountain States Distributors, liquor dealers in Denver, testified that Transporters, Inc., had been making deliveries in Denver for them; that outside of Denver they had used common carrier service such as Weicker, Arvada Truck Line, Foster, and Denver Cartage. He stated that there is less speed in service by common carriers because applicant is in the warehouse every day and knows the customers of his company; that with the common carriers, a delay of one or two days has occurred, due to inability of the common carriers to get into the warehouse. His largest shipment has been from 75 to 100 cases, and these are few and far between. He stated that there was an advantage to having shipments picked up by one truck, due to the fact that otherwise one customer out of Denver would not be getting his shipment and other customers two or three blocks away in Denver would be receiving theirs. He further stated that in the fringe territory his company is at a disadvantage, due to charges and delays in shipment, and that with the service of applicant, his company will compete on better terms. His feeling was that if the application was granted, Transporters, Inc., would be "our" delivery service. Applicant goes into the Bankers' Warehouse twice

a day, and will go in at any time or at a moment's notice. He stated that he felt that his company had lost business to others, due to the lack of adequate shipping facilities.

E. M. Randall, the Office Manager of E. J. Campbell, wholesale liquor dealers, testified that he had used service of applicant in Denver for one and one-half years, and would use it in the fringe territory. He uses the Bankers' Warehouse, as do the other shippers, and his testimony with respect to the desirability of service by applicant and lack of convenient service of others was substantially the same as the former witnesses. He felt that there was a distinct advantage to have one truck line, and stated that "a good delivery man is as good as a salesman to any liquor house."

Witness testified, however, that he did get good service from the North Denver Transfer Company.

C. A. Foster, protestant, testified that he was owner of PUC No. 73, performing the same service that applicant would perform, and that he served all of the fringe territory southeast and west of Denver. He has been in business since July, 1919. His trucks are not busy all of the time, and he said that he would lose from 40,000 to 50,000 pounds of freight per month if this business went to applicant, which would amount to a loss of about \$400.00 per month gross. He has daily service to Aurora, Englewood, Westwood, and other places, and can handle c.o.d.s. No complaints have been made as to his service, nor have any requests been made to change any schedules. He stated that he had no difficulty in picking up orders at the Bankers' Warehouse, and that he would always stop at the Bankers' Warehouse, even to pick up one shipment. He further stated that he hauled for Carbone and those having their own trucks, and said that they only ship by their own trucks once a week.

Mrs. Orville Jenkins, of Westminster, the owner of PUC No. 47, Arvada Transfer Company, stated that she has a 1946 Chevrolet one and one-half-ton truck; that she handles liquor shipments into the fringe territory for all six of the proposed customers of applicant; that liquor was delivered the same day it was picked up; that she handles c.o.d.s, and

tries to get the money back in about 48 hours. She stated that liquor shipments constituted about two percent of her business. She said that her trucks leave Denver at 2:00 o'clock P. M. each day, and finish deliveries about 5:30 o'clock P. M. of the same day.

Harold Swena, owner of PUC No. 701, testified that he serves Lakewood twice a day, on schedule; that he has 17 trucks, and uses 3 closed trucks west of Denver. He said that if he could get into the dock one day, he could get delivery the next morning; that, recently, it has been hard to get into the docks, and lots of times calls do not come in on liquor shipments until after 3:00 o'clock P. M. He stated that he handles c.o.d.s, and would deliver anywhere on the premises — even into basements; that he hauled for the six proposed customers of applicant, and also others. He further said that when he transported liquor for Carbone, the consignee pays the freight. He said that he noticed the difference in liquor shipments in the metropolitan area in the last three months, and said that if it continued, his business would be impaired.

James J. Finn, of the North Denver Transfer Company, owner of PUC No. 475, testified that he delivered liquor since before repeal, on call and demand; that he has forty trucks; that the day prior to the hearing, he handled four hundred cases for Campbell; that he has hauled quite a bit for the Colorado Beverage Company. He said that when Campbell calls, he goes and gets the shipment, and does not pool it with others; that he handles c.o.d.s, makes deliveries wherever on the premises consignee wants them delivered; that when he comes in competition with line-haul truck common carriers operating on schedule, he charges twenty percent more. He calls at the Bankers' Warehouse two or three times a day, and never has any trouble; that his equipment is not busy right now. He said that he could handle all of the fringe territory business, and that the liquor business was very profitable. He further testified that he did not have to bond his men; that while applicant had testified that it had \$8,000.00 cargo insurance, he had \$10,000.00; that, in some instances, he has \$25,000.00 and \$50,000.00

cargo insurance, and in some instances, \$50,000.00 to \$100,000.00. He said that he had been in business many years, and that his drivers were well trained.

A. J. Fregeau, testifying for Weicker Transfer and Storage Company, stated that to grant the requested permit would establish a dangerous precedent; that it would deprive protestant of the traffic necessary to justify its operation. He pointed out that in Case No. 1585, common carriers on call and demand, and Class "B" private carriers competing with common carriers, must charge twenty percent more when competing with line-haul carriers, and that the instant application is for call and demand service.

From the evidence, it appears to the Commission that the service of protestants is adequate, or can be made adequate under the direction of the Commission. Protestants' evidence indicates that they perform service in the fringe territory, or can perform service in the fringe territory, with about as much dispatch and convenience to customers as could applicant. Applicant's case seemed to be based chiefly upon a need for a personalized service, and a situation different in the transportation of liquor from that obtaining in the transportation of other commodities. The Commission does not believe that a sufficient showing was made to justify the granting of the permit upon these bases, inasmuch as practically all the personalized service and convenience to customers could be amply supplied by those already authorized to serve the territory requested. The Commission further is of the opinion that the granting of a permit to applicant would impair the efficiency of presently authorized common carriers.

In view of the conclusion, above reached, and inasmuch as the Commission is of the opinion that the presently authorized service is adequate, or can be made adequate, the Commission believes that the application should be denied.

F I N D I N G S

THE COMMISSION FINDS:

That the instant application should be denied.

O R D E R

THE COMMISSION ORDERS:

That the instant application is hereby denied.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

(S E A L)

Henry C. Sherman
HENRY C. SHERMAN

Malcolm Erickson
MALCOLM ERICKSON

Ralph G. Horton
RALPH G. HORTON
Commissioners

ATTEST: A true copy:

G. E. Follock
Secretary

Dated at Denver, Colorado,
this 17th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
HARRY E. SMITH AND MARY I. SMITH,)
DOING BUSINESS AS "SKYLINE AUTO)
LIVERY," LEADVILLE, COLORADO, FOR)
AUTHORITY TO EXTEND THEIR OPERA-)
TIONS UNDER PUC NO. 1536.)

APPLICATION NO. 6373-AB
SUPPLEMENTAL ORDER

January 17, 1947.

Appearances: Marion F. Jones, Esq., Denver, Colorado, for applicants;
John Boyle, Esq., Salida, Colorado, for Sam Hunnicutt.

S T A T E M E N T

By the Commission:

By Decision No. 26832, of date October 9, 1946, Harry E. Smith and Mary I. Smith, doing business as "Skyline Auto Livery," Leadville, Colorado, were authorized to extend their operations under PUC No. 1536.

It now appears that said extension should have included the right to use equipment in addition to that specifically set forth in the Order contained in said Decision No. 26832.

F I N D I N G S

THE COMMISSION FINDS:

That Decision No. 26832 should be amended, as set forth in the Order following.

O R D E R

THE COMMISSION ORDERS:

That Decision No. 26832, of date October 9, 1946, be, and the same hereby is, amended, nunc pro tunc, as of the 9th day of October, 1946, by inserting after the word "driver" at the end of the 19th line of the Order contained in said decision, the following:

"and the use in mountain service, only, of so-called 'four-wheel-drive equipment' with capacity not in excess of 13 passengers and driver."

That said decision, in all other respects, shall remain in full force and effect.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

K. D. Shuman

Wm. E. Epison

Ralph C. Johnson
Commissioners

Dated at Denver, Colorado,
this 17th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
ALBERT ANCELL AND HENRY M. ANCELL,)
COMO, COLORADO, FOR AUTHORITY TO) APPLICATION NO. 8094-PP-Transfer.
TRANSFER PERMIT NO. B-2268 TO W. E.)
SCHATTINGER AND E. A. SCHATTINGER,)
DOING BUSINESS AS "SCHATTINGER &)
CON," JEFFERSON, COLORADO.)

January 20, 1947.

Appearances: Worth Allen, Esq., Denver,
Colorado, for applicants.

S T A T E M E N T

By the Commission:

The above-styled application, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, December 23, 1946, and taken under advisement.

By Decision No. 10988, of date November 20, 1937, B. S. Spindle, Jefferson, Colorado, was authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of:

Livestock, hay, grain, and ranch supplies between points within the following described area: East from Hartsel to a line running north and south through Tarryall, south from Hartsel a distance of 18 miles, west from Hartsel a distance of 8 miles, and north from Hartsel to Kenosha Pass, and from and to points in said area, to and from Buena Vista, Divide, Colorado Springs, San Luis Valley and the City and County of Denver; provided applicant will not engage in any transportation of livestock and farm machinery between Colorado Springs and that part of his area overlapped and served by Jim's Truck Line or service of competitive character between points on Highway No. 8 and U. S. Highways Nos. 24 and 50, along the scheduled route of common carriers.

By Decision No. 25812, of date April 10, 1946, said permit-holder was authorized to transfer these operating rights (Permit No. 2268) to Henry M. Ancell and Albert G. Ancell, doing business as "Ancell Bros.," Como, Colorado,

who, by the instant application, seek authority to transfer Permit No. B-2268 to W. E. Schattinger and E. A. Schattinger, doing business as "Schattinger & Son," Jefferson, Colorado.

At the hearing, it appeared that transferees, pecuniarily and otherwise, are qualified and able to carry on the operation; that ten-mile tax deposit of transferors is to be transferred to the account of transferees.

It also appeared that transferees operate under PUC No. 1518 in a portion of the territory they will be authorized to serve as private carriers, in the event transfer here sought is authorized. However, said transferees stated that in the event they acquire said permit, they will continue their operations thereunder, and under said certificate of public convenience and necessity, in strict compliance with the rules and regulations of the Commission, and will not, directly or indirectly, combine said operations so that they will be operating as common carriers and as private carriers over the same route with the same equipment at the same time.

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 Albert Ancell and Henry M. Ancell, doing business as "Ancell Bros.," Como, Colorado, be, and they hereby are, authorized to transfer all their right, title, and interest in and to Permit No. B-2268 to W. E. Schattinger and E. A. Schattinger, doing business as "Schattinger & Son," Jefferson, Colorado.

That said transferees be, and they hereby are, required to conduct their operations hereunder and under their certificate of public convenience and necessity No. 1518 in strict compliance with the rules and regulations of the Commission, and shall not, at any time, combine their said operations.


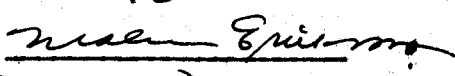
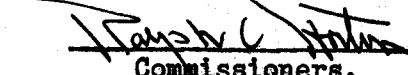
That ten-mile tax deposit of transferors be transferred to the

account of transferees.

The right of transferees to operate under this order shall depend upon their compliance with all present and future laws and regulations of the Commission.

This order is made a part of the permit authorized to be transferred, and shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 20th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * * *

RE MOTOR VEHICLE OPERATIONS)
OF ELDON E. ISELI, 5525 WEST) PERMIT NO. B-3366
COLFAX AVENUE, DENVER 15,)
COLORADO)

January 18, 1947

S T A T E M E N T

By the Commission:

On November 12, 1946, the Commission authorized Eldon E. Iseli to suspend operations under his permit No. B-3366 until April 9, 1947.

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-3366 should be, and the same hereby is, reinstated as of January 18, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Wm. E. Spink

Ralph L. Harkins
R. D. Johnson

Commissioners

Dated at Denver, Colorado
this 18th day of January, 1947.

Original

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
PARCO GARAGE COMPANY, CASPER,)
WYOMING, FOR CERTIFICATE OF PUBLIC)
CONVENIENCE AND NECESSITY.)

APPLICATION NO. 7339

January, 20, 1947

Appearances: Bryant T. Cromer, Esq., Casper,
Wyoming, for applicant;
Marion F. Jones, Esq., Denver,
Colorado, for Earl F. Siler,
Dawson & Corbett, Nelson
Brothers;
T. A. Stockton, Jr., Esq.,
Denver, Colorado, for Watson
Truck Line, Comet Motor Ex-
press, Weicker Transfer and
Storage 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:

Applicant herein seeks authority to operate as a common
carrier by motor vehicle for hire for the transportation, on call and
demand, of machinery, materials, equipment, supplies, and facilities
used in, or incidental to, or in connection with:

- (a) The discovery, development, production,
and preservation of natural gas and petroleum;
- (b) The construction, stringing, operation,
repair, servicing, maintenance, dismantling,
and picking up of pipe lines, telephone lines,
telegraph lines, and other communication
lines;
- (c) The construction, operation, repair, servic-
ing, maintenance and dismantling of storage
tanks and facilities for the storage of natural
gas, gasoline, petroleum, and petroleum products;
- (d) The construction, operation, repair, servic-
ing, maintenance and dismantling of plants and
facilities for refining, recycling, processing,

repressuring, and blending of gasoline, natural gas and petroleum, or other processing unit, or marketing branch of the oil industry,

between Craig, Meeker, and Rifle, Colorado, to the oil fields and pipe line rights-of-way in Moffat, Rio Blanco and Garfield Counties, and from one oil field to another in the same counties, and from Las Animas and Hasty in Bent County to oil field and pipe line projects in the same county.

Thomas Weadick, President of Parco Garage Company, stated that his firm had been in business since 1924; that it maintains headquarters at Parco, Wyoming; that it has interstate authority, being Docket No. MC-68250, with Colorado Permit No. 1380-I. The asset statement offered at the hearing shows Parco Garage Company has net assets in excess of \$40,000.00, which includes six heavy-duty trucks, four trucks, a low-boy trailer, three semi-trailers, six pole trailers equipped with winches, cranes, gin poles, etc., of book value of \$23,372.00, and miscellaneous tools, tanks, blocks, parts, etc., worth in excess of \$6,000.00. With this equipment, applicant can haul tools and pipe, string pipe, move oil field rigs, drilling equipment, machinery, etc. Primarily, applicant proposes to furnish service for oil companies between Craig, Rifle, and Meeker on the one hand, and, on the other, points in the Rangely and other oil fields, and between oil fields in the state, and from location to location in the several fields. They do not contemplate opening an office in Craig. They have furnished service interstate for Noble Drilling Company, Stanolind Pipeline Company, and General Petroleum Company, from and to operations in the Iles, Wilson Creek, and Wellington Fields. Witness had been informed that considerable oil development work is about to be undertaken by the major oil companies in southeastern Colorado, and for that reason, wants to be able to serve that area, if authority is granted. He was unable to offer any testimony as to the volume of business there available, or any information about the trucking service, if any, now furnished. In the past, from time to time, in order to satisfy customers' requirements, it perhaps has been necessary -- or at least applicant has thought it desirable, in order to satisfy the customer -- to perform some

service in the field which, strictly speaking, was intrastate service, and now seeks to perform legally what heretofore he has been doing illegally. This service has been furnished only at times when company trucks were in the state, due to previous interstate transportation. During six months prior to the hearing, company has been in Colorado probably fifty times, and on occasions, has had as many as five pieces of equipment in the field. At times, in passing through Craig on the way to the field, or from the field on the way to Wyoming, driver has picked up a small shipment in Craig. He conceded that it would not be economically possible for a customer in the field to send to Parco for trucks to handle a job between Craig and the field, or between locations in the field. He thought that equipment of authorized carriers, ordinarily, was now available in the field for work between locations.

H. C. Smith, Purchasing Agent and Store-Keeper for General Petroleum Company, who resides in Casper, Wyoming, stated that his company has two leases in Rio Blanco County -- one on Piceance Creek, fifty miles from Meeker, the other on West Douglas Creek, twenty miles southwest of Rangely; that some service is required between locations; that pipe has been stock-piled at Rifle, a rail-head, and ordinarily company has experienced about a day's delay in getting pipe moved from Rifle to location; that it would be convenient to use Parco's Service, if its trucks were in the state on another job. Parco has moved equipment from Wyoming to Piceance Creek on some eight or ten occasions immediately prior to the hearing. Manning and Brown are the drilling contractors. He admitted that there were some local carriers in Meeker and Rifle who could furnish some service, although not equipped for, or experienced in, oil field work.

John M. Roe, Field Superintendent for Stanolind Oil and Gas Company, located at Craig, stated that he had been in Craig since 1925; that his company has been operating on the Iles Dome, located twenty-five miles south of Craig, and at Rangely Field, 115 miles from Craig; That, occasionally, equipment must be moved between the two fields for a fishing job or other emergency service. He stated that when Keadick's

trucks have been in the state, Parco, at times, has hauled for their drilling contractor, and if they happen to need a carrier when Parco Garage equipment is in the state, it would be convenient to use its trucks, although he would not want to see local service "put out of business." He thought it would be convenient for his company, and all oil field operators, to have a great number of carriers authorized to perform service, so that companies always would be in a position to get someone immediately -- that is, have many trucks and drivers standing by, ready to serve on a moment's notice.

Mr. Jarman, for twenty years with the Traffic Department of Stanolind Pipeline Company and Utah Oil and Refining Company, stated that companies had used Parco service, had maintained warehouses at Casper, Craig, and Rangely, and had found Parco equipment to be excellent for pipeline work; that it would be convenient to have a large number of experienced truckers in the field, because, at times, it has been difficult to get truckers to haul and string pipe on short notice.

E. P. Rosser, Drilling Superintendent for Noble Drilling Company for ten years, stated that his company is operating two rigs in Wilson Creek Field, and four rigs in the Rangely Field; that it headquarters at Casper; that it is necessary to haul equipment in and out of fields for repairs; that, at times, there has been some delay in getting service, and it would be convenient to have a large number of carriers authorized so that a truck would always be available; that some waits for truck service have been very costly, on account of the necessity of paying men while waiting for service; that, also, an interstate carrier hauling from or to Casper, to or from Rangely, could pick up some material at Craig, and upon arrival at the field, would be able to furnish some point to point service in the field, if it was required at that time; that most of their hauling work is furnished by Toler, a private carrier who specializes in oil field work, and who has the necessary equipment; that company had not experienced any shut-downs due to lack of service for a period of three or four months prior to the hearing.

The application was opposed by a number of carriers who

specialize in oil field work and some carriers who, while not specializing in oil field work, are authorized to engage in, and do furnish heavy hauling service.

Earl F. Siler, a private carrier in intrastate commerce, and a common carrier in interstate commerce, Dawson & Corbett, Nelson Brothers, Watson Truck Line, all specialize in oil field work. They maintain offices and places of business in Craig. Dawson & Corbett and Nelson Brothers have established places of business and maintain headquarters at Rangely Field. Comet Motor Express, a call and demand common carrier, is equipped to do heavy hauling, but does not specialize in that type of work in the oil fields, although it regularly furnishes service between Craig and the oil fields. Company maintains an office at Craig. Weicker Transfer and Storage Company maintains an office in Denver, but engages in heavy hauling transportation between all points in the State of Colorado. Larson Transportation Company also has heavy-duty trucks, and has headquarters at Steamboat Springs. Siler Drilling Company, Dawson & Corbett, Nelson Brothers, Watson Truck Line, and Weicker, have special oil field equipment, suitable for all kinds of oil field work.

Witness Arthur Burgess, testifying for protestant, stated that he was a co-partner in Nelson Brothers, and had been located at Craig for seven years; that, in addition to the carriers heretofore mentioned, Toler, a private carrier, Stanton, a private carrier, and other carriers located at Craig, Wecker and Rifle have authority to furnish, and did furnish, service in the area. Stanton and Toler have a large amount of special oil field equipment. Nelson Brothers maintain a depot and headquarters at Rangely Field. L. C. Jones, an authorized common carrier with special equipment, has a warehouse and office in the field, and maintains equipment at Rangely and Craig. "The Galloping Swede, C. L. Tyrrell, E. L. Miller, L. C. Jones, Toler, specialists in oil field service, operate in the field. Numerous other carriers in the State of Colorado -- like Pople Transfer and Storage, of Trinidad, Amick Transfer & Storage, Bekins Moving & Storage Company, and Duffy, of Denver, Gottula, of Pueblo, Jackson, of Rocky Ford, Cornelius, of Lamar, Levy's Transfer and Storage Company

of Walsenburg, Weisker Transfer and Storage Company, Gallagher Transfer and Storage Company, G. & S. Heavy Hauling of Denver, and Milkey Brothers, Jones Brothers, and Harp Brothers, of Meeker, Rio Blanco County, also do heavy hauling. These carriers have certificates to perform, and do perform, service in the field, and from and to points in the field, to and from points in the state and numerous oil-producing areas in the United States, in intrastate and interstate service. Nelson Brothers have a six-wheel-drive Corbett Truck, 260 horsepower truck equipped with 75,000-pound winch, heavy eye-beam bed, rolling tail boards, etc., which is stationed at Rangely. They also have a K-11 International Truck, equipped with float, pole trailer, etc. They have the necessary tanks, pumps, etc., to handle oil-base mud. At Craig, they have a garage which is equipped to serve all heavy-duty equipment. Investment of Nelson Brothers amounts to \$20,000.00 to \$25,000.00 in oil field equipment. They have \$3,000.00 to \$10,000.00 invested in shop, and their inventory of large parts, etc., would total about \$13,000.00. While drilling operations are somewhat extensive in the summertime, thirty-six rigs being in operation at the time of hearing, in winter, due to weather conditions, operations are greatly curtailed. The field is about ten miles in diameter. Besides Nelson Brothers and Jones, Stanton and Dawson and Corbett have heavy equipment stationed in the Rangely Field. All equipment maintained by operators is costly. Due to poor roads, weather conditions, type of material handled, etc., operating costs are heavy. Overhead expense is large. In his opinion, the service is adequate.

Mildred Watson, with nine White units equipped for oil field work, representing an investment of \$50,000.00, testified in opposition. She stated that in August, 1945, she had three trucks in service, and due to the apparent demand for additional trucks, added six units in November, 1945 and February, 1946; that, for a period of three months prior to the hearing, with seven trucks licensed which are designed to furnish oilfield work, she had only two units in service.

R. H. Reed, Manager of Comet Motor Express, authorized to furnish line-haul and call and demand service between Craig and points

in the Rangely Field and elsewhere, stated that his company had all types of equipment; that it furnished line-haul service regularly between Craig and the field; that the granting of additional authority would, in his opinion, adversely affect the line-haul service which, in his opinion, is efficient.

Max Dawson, of Dawson & Corbett, who operate under PUC No. 1653 and 1653, I, stated that his company has twelve oil field units -- four of which are kept at Craig and Rangely Field; that, in addition, they have a mud truck and five gravel trucks at Rangely; that other equipment is kept in Wyoming, but moves in and out of the Rangely Field daily; that two caterpillar trucks are kept at Craig; that he has an investment of \$100,000.00; that, in his opinion, business at Craig in volume has increased over the volume in the Fall of 1945, but trucks available also have increased; that Dawson and Corbett could furnish twenty-five trucks if they were required, within a few hours; that he has a camp at Rangely; that he believes the service is adequate.

Earl Siler, a private carrier, for many years has specialized in oilfield work. He has common carrier interstate authority. He stated that ninety percent of the business from and to the oil fields, to and from Craig and other points, is interstate in character; that he has an investment of approximately \$50,000.00, with six tractors, eight or ten trailers equipped with winches, rolling tail boards, etc.; that, on account of developments in the field, many carriers have been furnishing service -- especially interstate service; that he maintains a garage which cost him \$25,000.00 at Craig, in order to have a place to store trucks; that, in his opinion, the number of trucks available for service has doubled within eight months; that in the same period of time, his business has decreased fifty percent; that he expects to establish an office in the Rangely Field soon.

The Commission cannot grant a certificate to a carrier to furnish service where the service then available in the area applicant seeks to serve is adequate, or can be made adequate under the direction of the Commission. Upon the record here made, we cannot say that the service is

inadequate. A large number of carriers have been authorized to serve in the area. In addition, many carriers located in Denver and other points in the state are authorized to, and do, furnish heavy-hauling service. Their trucks are available to haul material between oilfields in the State of Colorado, if such service is required, although no testimony was offered on that point. According to protestants, too many carriers have been authorized to serve in the field. Obviously, if the oil companies are to have adequate service, the carriers authorized must be able to meet the expense incident to maintaining the equipment that is required. Definitely, if they do not have business for the equipment, they will not be able to keep it in service, and will not be able to furnish any service when required. We do not think the delays mentioned -- when considered in the light of the probability that authorization of additional carrier service in the end would mean less service in the field -- are material, or of such character that the granting of additional authority would be justified. To require carriers to keep large numbers of trucks and many men idle so they can answer calls on a minute's notice, would be an unreasonable requirement. If companies want "instant service," they should make the necessary investment in equipment, or contract for such service with Stanton, Toler, Siler, or some other equally capable contract carrier, for such specialized service.

F I N D I N G S

THE COMMISSION FINDS:

That the common carrier service now available in the Rangely oil field and in the territory generally that applicant seeks authority to serve, is adequate; that the application herein for a certificate of public convenience and necessity should be denied.

O R D E R

THE COMMISSION ORDERS:

That the above-styled application be, and the same hereby is, denied.

This order shall become effective twenty (20) days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Walter E. Smith

Ralph C. Hutton
Commissioners

Dated at Denver, Colorado,
this 20th day of January, 1947.

mw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

1947

* * *

IN THE MATTER OF THE APPLICATION OF)
FRANK S. JEFFRIES, DOING BUSINESS)
AS "UNIVERSITY BUS COMPANY," DEN-)
VER, COLORADO, FOR A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY.)

Permitted
APPLICATION NO. 7866

January 20, 1947

23	12/24
22	12/18
15	11/15
16	11/15
8	2-5 47
6	2-5 47
5	2-19-42H
14	2-15 47
25	2-17

Appearances: E. B. Evans, Esq., Denver,
Colorado, for applicant;
J. L. Rice, Esq., Denver,
Colorado, and
John C. Street, Esq., Denver,
Colorado, for The Colo-
rado and Southern Railway
Company, Burlington Trans-
portation Company;
H. T. Newcomb, 506 South
Wabash Street, Chicago,
Illinois, for Burlington
Transportation Company.

S T A T E M E N T

By the Commission:

The above matter was heard at Boulder, Colorado, Septem-
ber 12, 1946.

Applicant seeks a certificate of public convenience and ne-
cessity, or authority to operate as a private carrier by motor vehicle
for hire, for the transportation of students, faculty members, and
officers of the University of Colorado, between the campus of the
University of Colorado, at Boulder, Colorado, and points within the
limits of the City and County of Denver, Colorado.

Protestant, Burlington Transportation Company, in its written
protest, filed August 29, 1946, set forth that, by virtue of a certi-
ficate of public convenience and necessity issued by this Commission,
it is a common carrier by bus of passengers and property between the
City and County of Denver and Boulder, and that together with other

rail and motor vehicle carriers now authorized to transport passengers and property between said points, it can and will provide, and has been providing, all carrier service needed or required between said points. It further protested upon the ground that the proposed service is not needed; that it would be an economic waste, and that if the application is granted, the business, traffic, and service of protestant and all other rail and motor vehicle carriers operating between these points would be adversely affected, and such carriers would be less able to properly serve the shippers and the public.

Protestant, The Colorado and Southern Railway Company, by its written protest, filed August 31, 1946, stated that it is a common carrier by rail, of passengers and property, between Denver and Boulder, and that it, together with other rail and motor vehicle carriers now authorized, can and will provide, and have been providing, all carrier service needed or required between said points. The remainder of the protest of The Colorado and Southern Railway Company is identical to that filed by Burlington Transportation Company.

John C. Street moved that applicant be required to elect whether he would apply for a certificate of public convenience and necessity, or for a private carrier permit. The motion was taken under advisement. That motion is now denied.

Ralph Prater, Director of Admissions at the University of Colorado since 1942, testifying in behalf of applicant, stated that the registration for the Spring Quarter of 1946 at the University was 5,280, being the largest enrollment in the history of the school, and that of these, 1500 are from Denver. He testified that the Fall Registration, up to date, had been 6,300, with about 500 new students from Denver; that class schedules begin September 23, and continue from 8:00 o'clock A. M. to 10:00 o'clock P. M.; that Tuesdays, Thursdays, and Saturdays were light school days, but they will not be so light in the future. He stated that the University expected students to stay on the campus and study during the light days, but said that, of course, a lot of them would like to go home, apparently chiefly to Denver. He said that the

bus stop of the Burlington on University Hill in 1942 was a convenience. Upon cross-examination, he stated that an overwhelming number of the 1500 students from Denver live in Boulder, and that the University expects the vast majority of new students to live in Boulder. He indicated clearly that it was the desire of the University that the students stay in Boulder. He said that the Housing Department of the University expected that about 200 students would have to commute from Denver.

George Lessor, the Supervisor of the Housing Department for men at the University, stated that the University is doubling the men's dormitory, in the capacity of 400 to 800, and the women's dormitory, in the capacity of from 290 to 580. He said that it would be a convenience to have bus service earlier in the morning. Upon cross-examination, he stated that of the 200 commuting between Denver and Boulder, a portion will share rides, some will use present schedules, and some will hitchhike. He stated that the University is now constructing three men's residence halls of 110 units each, and a women's residential hall for about 250 and two 46-unit apartment buildings; that the first possibility of completing any of these will be during the spring term of 1947. This witness also stated that the University definitely does not want students to commute; that it wants them to stay on the campus. He did say that there will be more Saturday travel in the future than in the past.

F. W. Reich, Secretary of the Boulder Chamber of Commerce, stated that traveling today is not a luxury, but a necessity; that the Burlington Transportation Company has done a good job, in view of its handicaps.

George Louis Cramer lives in Boulder, and attends the University. He testified that he has used the Burlington Transportation Company's service about six times a month for four years going to Denver; that the service is not entirely adequate; that the busses are definitely over-crowded. He complained that the bus depot was down in the City of Boulder, and not upon University Hill, and that he was compelled to walk five blocks to the bus terminal from the campus.

Arthur Boss testified that he would be a student at the

University beginning the week following the hearing. He entered school in September, 1942, and left in 1943. He now expects to re-enter. He lives in Denver. He stated that he had had no recent experience with bus travel, but that he believed the proposed service would be a great convenience.

Gerald Dick testified that he lived in Denver; that he attended the University from September, 1942 for about one and one-half years, and expects to attend again. He intends to live in Boulder. He thought the proposed service would be convenient.

Thereupon, it was stipulated between counsel that the following witnesses, who were present, would testify substantially to the same facts that the student witnesses who had already testified: Hayes Bakewell, Bill Sherman, Dave Ebaugh, Dick Hackstaff, Bob Levy, King Smith, Jack Phillips, S. White, John Falconberg, and Roy Scott.

H. F. Phelps, Jr. testified that he is a student at the University of Colorado, living in Denver; that he re-entered the University in March, 1946; that he used the Burlington Transportation service to Denver for the past summer and spring; that the schedules do not jibe with getting to Denver. He stated that if he did not leave until after lunch, which was impossible for him to do, there would be a delay of one-half to three-quarters of an hour in getting a bus to Denver. He stated, also, that it would be a convenience if they had a bus stop at the campus, rather than down town.

George W. Crowder testified that he is in the Extension Division of the University of Colorado at Denver, but that in order to get his desired credits, he wants to go to Boulder for certain credits, and thus he will have to commute. He said that others also would want to commute. His testimony in other respects was substantially the same as the other students.

Frank S. Jeffries, Jr., applicant, testified that he lives in Denver; that he thinks he could get capacity loads on his proposed schedules, which are incorporated in Exhibit 2, which was introduced in evidence. He said that this showed the most convenient schedules. He

said, however, that the first schedule from Monday through Friday would have to leave Denver at 6:35 A. M., rather than at 7:35 A. M., but that he would still retain the 7:35 schedule. He has never been in the transportation business, but expects to have experienced men associated with him. He stated that the transportation would be limited solely to the transportation of students, faculty members, and officers of the University of Colorado.

Exhibit 3, which was introduced in evidence, shows the route of the proposed bus line in the City of Denver, with stops, to which applicant testified.

Applicant testified that he proposed to charge for such transportation service rates of 92¢ one way, and \$1.61 round trip, and that he proposed to use three Transit type busses, having a value of approximately \$10,000.00. He stated that he was in sole ownership of the business, and proposed to use the name "University Bus Company." He said that there is a critical housing shortage in Boulder; that a large number of students who attend the University of Colorado reside in Denver; that many of the prospective students residing in Denver are, and will be, unable to find housing facilities in Boulder, and if transportation facilities having time schedules so arranged that the arrival at and departure from the campus would be governed by the schedules of classes at the University, the convenience of those students would be served, and the University would be able to accommodate more students. He stated that the time schedules he proposed, he believed, would be of the greatest service to students desiring to live in Denver. He proposed to have proper identification cards exhibited by all passengers, so as to prevent the use of such service by anyone who is not a student, faculty member, or officer of the University. He stated that he was informed that no consent, franchise, permit, ordinance, vote, or other authority is required from any municipality authorizing the proposed service.

Exhibit 4, a Boulder city map, was received in evidence, to show the proposed route of the requested service.

Exhibit 5, a financial statement of applicant, showing net

worth of \$4500.00, was received in evidence.

Applicant stated that the Zone Cab Company, in Denver, would allow him space to be used as a terminal, and that he can unload and pick up passengers on the campus at Boulder. He said that his proposed rates are the same as the Burlington Transportation Company's rates. He stated that he had delivery of busses from the Transit Bus Sales Company, of Milwaukee, promised within a few days, and that these busses are now in Denver.

Exhibit 6, received in evidence, was a letter from the Transit Bus Sales Company, with reference to the financing and delivery of the busses, and Exhibit 7, to which applicant testified, and which was received in evidence, was an estimate of expenses and income per week from the proposed operation. He anticipated net weekly income of \$173.13.

Applicant proposes to use six drivers in his operation, and estimates that the busses will be full every Friday night to Denver, and the same on Sunday nights, from Denver to Boulder. He believed that he would have 115 daily commuters from Denver to Boulder, and said that in making these estimates, he had contacted between 90 and 100 people, so he believed them to be accurate.

Upon cross-examination, in reference to the transportation of only students, faculty members, and officers of the University, he said that he would require identification cards to be issued by the Business Manager of the University, and if no identification card is produced, transportation will be refused. The busses which he proposed to purchase had been driven approximately 490,000 miles. He is planning on no new equipment immediately.

There was considerable testimony with reference to estimated income and expenses. However, in view of the findings to be hereafter made, it is not deemed necessary to go into this testimony in detail. It also is not deemed necessary to discuss proposed fares, inasmuch as the fares proposed by applicant are the same for single one-way passage and single round-trips as those now maintained by Burlington Transportation Company. There is an exception with respect to twenty-ride commutation

tickets, now issued by Protestant Burlington Transportation Company, which will be referred to later.

Don Pennington, testifying for applicant, said that he had been in the sightseeing business, and that he had been with Pingsby Truck Line for eight years, and had serviced and maintained trucks. He said that he had been in the trucking business, driving, since 1921, and testified that he would have charge of all operations of applicant.

James Angus, Foreman at the Denver Tramway Company for 22 years, testified that the busses which applicant proposed to purchase are in good mechanical condition; that they can maintain a speed of 60 miles per hour. He said that the Tramway Company gets 150,000 to 175,000 miles per bus between over-haul jobs. These are the busses which applicant proposes to purchase.

Henry Nier, of Denver, a student at the University, testified that each student gets a matriculation card, which could be used as an identification card, showing authorization to travel by the proposed bus service.

For protestant, T. L. James, President of the Burlington Transportation Company, of Chicago, testified that his company operates across the country. He said that he was Superintendent of the Denver and Inter-urban prior to its purchase by the Burlington in October, 1942; that the present service of Burlington Transportation Company, effective February 1, 1946, between Denver and Boulder, is as shown on Exhibit 8, which was received in evidence. Witness James testified that busses leave Boulder daily at 6:30 A. M., 7:45 A. M., 9:55 A. M., 10:50 A. M., 1:20 P. M., 2:15 P. M., 4:05 P. M., 5:15 P. M., 7:00 P. M., and 10:15 P. M.; that is, ten schedules between Boulder and Denver -- five of which operate through Louisville, and five of which operate via Boulder Junction. Busses leave Denver daily at 8:25 A. M., 9:25 A. M., 11:50 A. M., 12:45 P. M., 2:40 P. M., 3:50 P. M., 5:30 P. M., 7:05 P. M., 8:50 P. M., and 12:10 A. M. Four busses daily from Denver operate through Louisville. He stated that busses going into Boulder come into the city on Arapahoe Street and make a right-hand turn to the bus station; that going into Denver, they go on

Federal Boulevard to 38th Avenue, thence to 23rd, thence to Broadway, thence to 17th and Glenarm Streets, the terminal; that they pick up and deliver at any point in the City of Denver on the route; that busses which have been in use cost in excess of \$12,000.00. He stated that he has been in Boulder on occasions when it took five or six busses to handle the students for a single trip to Denver -- this was particularly true at the end of the quarters.

Exhibit 9, which was introduced in evidence, shows the type of bus now being used by Protestant Burlington Transportation Company. James testified that two of these busses were placed in service between Denver and Boulder in 1946; that they have 41 seats, and cost \$21,200.00 each. These two busses will handle all schedules. He stated that his company had four additional busses which could be used on the Boulder schedule, if necessary, and that it will even be possible to schedule 10 busses at one time, if necessary.

Exhibit 10, which was introduced in evidence and testified to by applicant, shows a twenty-ride individual commutation ticket good for passage in either direction between Boulder and Denver, at a fare of \$9.30, provided that such twenty-ride tickets are used within thirty days from date of sale. This results in a single-way fare of forty-nine cents, if all tickets are used.

Exhibit 11, which was introduced in evidence, is the general balance sheet of the Burlington Transportation Company, as of July 31, 1946, which shows to the satisfaction of the Commission protestant's ability to continue to render present or required service between Boulder and Denver.

James testified that operating expenses had been rising, and that he thinks they will continue to rise. He said that on occasions, his company had furnished charter parties for the University on short notice. He said that travel still remains heavy -- even after the war period; that his company has had no requests for earlier service between Boulder and Denver from anyone; that in 1942, a 7:30 o'clock A. M. schedule was adopted, but it did not prove popular, so it was abandoned.

Witness stated that if there was a situation in Boulder requiring an earlier schedule, his company is willing to put it in and give it a fair test, providing for 8:00 o'clock or 9:00 o'clock arrival in Denver. He stated that his company would be willing to test that earlier schedule for a period of 90 days. He also said that his company could re-establish a college stop, if it was necessary, for a portion of the schedules. Witness stated that they would establish an earlier schedule, and would re-establish the college station. He did not believe that applicant could operate on an hour and fifteen-minute schedule between Denver and Boulder, and did not think that his equipment was suitable to do so. He further stated that he did not believe applicant's equipment was as desirable as that of protestant.

K. B. Charlesworth, Superintendent of Division No. 3 of the Burlington Transportation Company, testified that he keeps one spare piece of equipment in Boulder for use; that his company discontinued stopping on University Hill, due to the orders of The Office of Defense Transportation with respect to a 35-mile per hour speed limit. He said that they could not maintain both stations, due to lack of equipment and personnel. This discontinuance occurred in October, 1942. He also stated that if there were 200 commuters between Denver and Boulder, his company could make the service available. He said that usually busses arriving and departing from Boulder and Denver do not have more than a seated load. However, there have been exceptions.

L. S. Vaughan, the railroad agent for Union Pacific and The Colorado and Southern Railway Company, testified that The Colorado and Southern Railway Company has two trains daily between Boulder and Denver, leaving Boulder 6:10 A. M., arriving Denver 7:15 A. M., leaving Boulder 2:49 P. M., arriving Denver 3:50 P. M., and leaving Denver 8:40 A. M., arriving Boulder 9:23 A. M., and leaving Denver 3:00 P. M., arriving Boulder 9:03 P. M.

Summarizing, we would say that the evidence shows that about 1500 students out of the student body of approximately 6,000 at Boulder, are from Denver. Due to personal desires or inability to procure housing,

or on account of nature of courses (extension) taken, a number of students -- perhaps 200 -- have been commuting between Denver and the University Campus. On weekends and holidays, many students in addition make trips to Denver and return. Many of these "hitch-hike" or travel in "share the ride" cars. University authorities, generally speaking, are opposed to students commuting, and want them to stay in Boulder. New construction to be completed in part in the Year 1947, will provide accommodations for about 2,000 students. Bus service and rail service is provided by Burlington Transportation Company and The Colorado and Southern Railway Company, respectively. Bus station in Boulder is located downtown -- five blocks from the campus. Some witnesses would like a campus station, campus bus stops and special busses to and from the campus, from and to Denver. Some students want schedules arranged differently out of Denver, notwithstanding bus company has ten schedules each way daily between Denver and Boulder. Another student suggested carrier's first afternoon schedule (1:15 P. M.) from Boulder is not soon enough after lunch. In addition, protestant railroad has two trains operating daily between Denver and Boulder. There was some testimony to the effect that busses, at times, have been overcrowded, although bus company regularly has in service two practically new forty-one-passenger busses, costing \$21,200.00 each, and has eight additional busses available for use, if needed. At times, it has operated five busses out of Boulder on one schedule to handle the people desiring to go to Denver on some special occasion.

Applicant is without previous experience in transportation field. He proposes to operate busses to suit particular requirements of some students -- that is, he thinks he can get some business now enjoyed by bus company if he arranges schedules to leave Denver at hours somewhat different than leaving time of Burlington busses, and also would have his early morning schedules leave Denver starting at Birch and Colfax and Alameda and South University, Monday through Friday. The two busses would leave Denver at 7:35 A. M., and would leave Boulder at 9:00 and 11:00 A. M. Saturday, he would leave Denver at 7:00 A. M. and 9:15 A. M.,

and would have only one schedule on Sunday, in the morning, at 7:15 A. M. out of Denver. Saturday, he would leave Boulder at 8:30 A. M. and 11:00 A. M. On Sunday, he would not have any morning schedules out of Boulder. He expects to use three second-hand Transit city-type busses formerly used by The Denver Tramway Company in city bus service in Denver. They have been used 490,000 miles. He can get the busses for a downpayment of \$500.00, and expects to pay balance of purchase price out of contemplated profits from operation. Applicant's estimate of income and expense, with an allowance of \$314.50 for wages for six drivers he expects to use, and including the payment of \$19.60, only, per week on busses, shows a profit of \$173.13 a week. He thinks he will handle 115 daily commuters, Denver to Boulder, and, on Friday night out of Boulder, and Sunday night to Boulder, will haul full bus loads. His trip and round-trip rates, which substantially are same as Burlington Bus Company rates, will be \$1.61 for round trip, with one-way fare of 92¢. He does not propose a commutation rate similar to Bus Company rate which reduces the charge to 50¢ per trip if twenty-ride book, useable for a period of thirty days, is purchased. He does not have a garage, maintains no station facilities, but contemplates use of Zone Cab Company Terminal in Denver to pick up and deliver passengers, and will discharge and pick up passengers on campus in Boulder, if certificate is granted. Operation will be managed by one Don Pennington, who has some truck and sightseeing experience.

Upon the whole record, we cannot say present service is inadequate, or cannot be made adequate under the direction of the Commission. Considering the needs of the public as a whole, and fact that common carrier service is provided to meet the demands of the public and not, in effect, to provide special service -- especially if that service does not pay and will be furnished at the expense of the public generally -- the service now provided is far superior to the service proposed by applicant. While not designed to cater especially to the needs of students desiring service from Denver, it would seem that the schedules are as conveniently arranged as those proposed by applicant. In fact --

considered as a whole -- they take care of the situation much better. About the only thing to be desired, from the standpoint of some of the students, would be to start a bus earlier out of Denver, and perhaps start in East Denver and South Denver, as contemplated. If that is done, probably some group will want busses started in West Denver and North Denver. It would be impossible to arrange enough schedules to suit everyone's personal convenience. Protestant railroad has two trains daily between Denver and Boulder. The times of leaving and departure seem to be well selected and designed to suit convenience of most train travelers. (Incidentally, the trains, at one time, passed through University Campus, and stopped at University station. With the help of, or through efforts of University authorities, tracks were removed and that service discontinued.) It was suggested that an earlier schedule out of Boulder might be desirable. Applicant does not propose to meet that suggestion. Bus Company, in the past, has operated earlier schedules out of Boulder which were not patronized, and is willing to try again if service seems to be desirable and also is willing to again stop some busses at University Campus, if such service is warranted, and will establish commuters' service and an earlier schedule out of Denver for students, if enough business is available to justify such service without undue burden on the system or other patrons thereof. Protestant Bus Company seems to be willing to satisfy all proper demands.

We doubt that applicant can furnish the adequate, dependable, and permanent service which should be expected and required of a common carrier. The type of service proposed, the kind of busses to be used and other facilities available, are not such as would appeal to the public, generally. Even though students could get on or off a bus on two schedules in East Denver or South Denver, instead of taking a bus or streetcar to downtown bus station of Burlington Company, we doubt that they would pay more for the service than bus company rates. If they are regular commuters, they want commutation books. If they can ride Burlington Busses for 50¢, they will not ride applicant's busses for 80¢, being one-half round-trip rate -- especially if applicant's equipment does not perform satisfactorily

in the service. On the other hand, applicant might take enough business -- even though he operates at a loss -- from the bus company to make some of its schedules unprofitable, and bring about curtailment of its service offered the public, generally. In the end, the public would not be receiving as good service as is now available, and if applicant did not get enough business to make the operation profitable with students and faculty as customers, he would be applying to the Commission for authority to carry passengers generally, so as to get enough business to continue the operation.

It would seem that the situation which witnesses for applicant attempted to show to justify the granting of the authority sought, properly, might be a matter for complaint against bus and rail company, and could be made the subject of an investigation, and upon a proper showing, an order to institute some new schedules, or to change existing schedules, or to operate some schedules through East Denver or South Denver, or some other part of Denver, might follow. Definitely, in the opinion of the Commission, testimony would not justify a finding that public convenience and necessity require the institution of a new service, by applicant, or others.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity do not require the proposed operation of applicant, and that application should be denied.

O R D E R

THE COMMISSION ORDERS:

That the above-styled application be, and the same hereby is, denied.

This order shall become effective twenty (20) days from date.

(S E A L)

ATTEST: A true copy:
E. E. Pollock, Secretary
Dated at Denver, Colorado,
this 20th day of January, 1947.
mw

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

HENRY S. SHERMAN

MALCOLM ERICKSON

ROBERT C. KORTON
Commissioners

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HERMAN TURNER, 1469 RALEIGH,)
DENVER 4, COLORADO)

PERMIT NO. C-10764

November 27, 1947

S T A T E M E N T

By the Commission:

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

Herman Turner

requesting that Permit No. C-10764.....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-10764....., heretofore issued to.....

Herman Turner.....be,

and the same is hereby, declared cancelled effective December 12, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewis B. Shaw

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HAROLD E. JOHNSTON,)
JOHNSTOWN, COLORADO)
)
)
)
)
)

PERMIT NO. C-11056

January 27, 1947

S T A T E M E N T

By the Commission:

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

Harold E. Johnston

requesting that Permit No. C-11056 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-11056, heretofore issued to.....

Harold E. Johnston

be,

and the same is hereby, declared cancelled effective October 3, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewis D. Shawman

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BEN McALLISTER, IMPERIAL,)
NEBRASKA)

PERMIT No. C-11163

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Ben McAllister.....
requesting that Permit No. C-11163..... 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-11163....., heretofore issued to.....
Ben McAllister..... be,
and the same is hereby, declared cancelled effective November 27, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Bowman
.....
Malcolm Erickson
.....
Ralph C. Horton
.....
Commissioners

Dated at Denver, Colorado,
this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
COCA COLA BOTTLING COMPANY OF)
WALSENBURG, INC., WEST 7TH STREET,
WALSENBURG, COLORADO)

PERMIT NO. C-11379

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Coca Cola Bottling Company of Walsenburg, Inc.
requesting that Permit No. C-11379..... 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-11379....., heretofore issued to.....
Coca Cola Bottling Company of Walsenburg, Inc. be,
and the same is hereby, declared cancelled effective December 9, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Emerson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
A. J. TRYON, 2588 W. HARVARD)
AVENUE, ROUTE # 4, DENVER 10,)
COLORADO)

PERMIT NO. C-11735

January 27, 1947

S T A T E M E N T

By the Commission:

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

A. J. TRYON

requesting that Permit No. C-11735.....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-11735....., heretofore issued to.....

A. J. Tryon

be,

and the same is hereby, declared cancelled effective November 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Brown
Malcolm E. Brown
Ralph C. H. H. H.
Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JESSE GOODIN, 227 INCA STREET,)
DENVER 9, COLORADO)
)
)
)
)
)

PERMIT NO. C-11773

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Jesse Goodin.....
requesting that Permit No. C-11773.....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-11773....., heretofore issued to.....
Jesse Goodin.....be,
and the same is hereby, declared cancelled effective January 2, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,
this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GIBERSON BROTHERS, BOX 95,)
DILLON, COLORADO)
)
)
)

PERMIT NO. C-12206

January 27, 1947

S T A T E M E N T

By the Commission:

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

Giberson Brothers

requesting that Permit No. C-12206.....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-12206....., heretofore issued to.....

Giberson Brothers.....be,

and the same is hereby, declared cancelled effective October 24, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Thomas

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GUNNISON TRUCK LINE,)
GUNNISON, COLORADO)

PERMIT NO. C-12310

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from
Gunnison Truck Line
requesting that Permit No. C-12310 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-12310, heretofore issued to
Gunnison Truck Line be,
and the same is hereby, declared cancelled effective January 13, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shuman
Malcom Erickson
Ralph C. Hart
Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
VALKER-CHRISTENSEN COMPANY,)
MINOT, NORTH DAKOTA)
)
)
)
)

PERMIT NO. C-12347

November 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from
Valker-Christensen Company
requesting that Permit No. C-12347 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-12347, heretofore issued to
Valker-Christensen Company be,
and the same is hereby, declared cancelled effective October 25, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewy D. Shuman

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ORO MINING COMPANY, 514 EQUITA-)
BLE BUILDING, DENVER 2,)
COLORADO)

PERMIT NO. C-12791

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Oro Mining Company.....
requesting that Permit No. C-12791.....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-12791....., heretofore issued to.....
Oro Mining Company.....be,
and the same is hereby, declared cancelled effective November 18, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Shuman
Malcolm Erickson
Ralph C. Weston
Commissioners

Dated at Denver, Colorado,
this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
INTERMOUNTAIN FREIGHT LINES, INC.,)
522 SOUTH TEJON STREET, COLORADO)
SPRINGS, COLORADO, FOR AUTHORITY TO)
TRANSFER PUC NO. 805 TO HARRY A.)
SKILLING AND ROSA E. SKILLING, DO-)
ING BUSINESS AS "INTERMOUNTAIN)
FREIGHT LINES," COLORADO SPRINGS,)
COLORADO.)

APPLICATION NO. 8120-Transfer

IN THE MATTER OF THE APPLICATION OF)
INTERMOUNTAIN FREIGHT LINES, INC.,)
522 SOUTH TEJON STREET, COLORADO)
SPRINGS, COLORADO, FOR AUTHORITY TO)
TRANSFER PERMIT NO. A-12 TO HARRY)
A. SKILLING AND ROSA E. SKILLING,)
DOING BUSINESS AS "INTERMOUNTAIN)
FREIGHT LINES," COLORADO SPRINGS,)
COLORADO.)

APPLICATION NO. 8121-PP-Transfer

IN THE MATTER OF THE APPLICATION OF)
INTERMOUNTAIN FREIGHT LINES, INC.,)
522 SOUTH TEJON STREET, COLORADO)
SPRINGS, COLORADO, FOR AUTHORITY TO)
TRANSFER INTERSTATE OPERATING)
RIGHTS TO HARRY A. SKILLING AND)
ROSA E. SKILLING, DOING BUSINESS)
AS "INTERMOUNTAIN FREIGHT LINES,")
COLORADO SPRINGS, COLORADO.)

PUC NO. 1414-I

January 20, 1947.

S T A T E M E N T

By the Commission:

Intermountain Freight Lines, Inc., Colorado Springs, Colorado,
herein seeks authority to transfer PUC No. 805, Permit No. A-12, and PUC
No. 1414-I to Harry A. Skilling and Rosa E. Skilling, doing business as "Inter-
mountain Freight Lines," Colorado Springs, Colorado.

From applications herein, it appears that Intermountain Freight

Lines, Inc., is a corporation, organized under the laws of the State of Colorado; that Transferee Harry A. Skilling owns practically all the stock of said corporation; that said corporation is about to be dissolved, and it is proposed to transfer the operating rights to Skilling, individually, and said Rosa E. Skilling, his wife, the management of said operations and the beneficial ownership thereof, for practical purposes, remaining as before the transfer.

Inasmuch as the files of the Commission and the application herein show that said operating rights are in good standing; that road tax has been paid; that ton-mile tax deposits are to be transferred to the account of transferees; that there are no outstanding unpaid operating obligations against said operations; 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 matter for formal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the transfer of said operating rights, the Commission determined to hear, and has heard, said matters forthwith, without formal notice, upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the transfers should be authorized, with the proviso that transferees shall conduct their operations under PUC No. 805 and Permit No. A-12 in strict compliance with the rules and regulations of the Commission, and shall not, at any time, combine their said operations.

O R D E R

THE COMMISSION ORDERS:

That Intermountain Freight Lines, Inc., Colorado Springs, Colorado, be, and it hereby is, authorized to transfer all its right, title, and interest in and to PUC No. 805, PUC No. 1414-I, and Permit No. A-12 to Harry A. Skilling and Rosa E. Skilling, his wife, co-partners, doing business as

"Intermountain Freight Lines," Colorado Springs, Colorado.

That transfer of interstate operating rights is subject to the provisions of the Federal Motor Carrier Act of 1935.

That transferees shall conduct their operations under PUC 805 and Permit No. A-12 in strict compliance with the rules and regulations of the Commission, and shall not, at any time, combine their said operations.

That in operating under PUC 805, the tariff of rates, rules and regulations of transferors shall become and remain those of the transferees until changed according to law and the rules and regulations of the Commission.

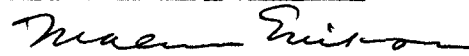
That the right of transferees to operate under Permit No. A-12 under this order shall depend upon their compliance with all present and future laws and rules and regulations of the Commission.

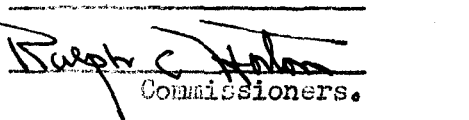
That ton-mile tax deposits be transferred to account of transferees.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO






Commissioners.

Dated at Denver, Colorado,
this 20th day of January, 1947.

BH.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JAMES J. DOTY COMPANY, LTD.,)
SHENANDOAH, IOWA)
)
)
)
)
)

PERMIT NO. C-10679

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
James J. Doty Company, Ltd.
requesting that Permit No. C-10679 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-10679, heretofore issued to.....
James J. Doty Company, Ltd. be,
and the same is hereby, declared cancelled effective November 12, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOE S. REEDER, 2139 - 5th AVE.,)
GREELEY, COLORADO)

PERMIT NO. C-10617

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Joe S. Reeder.....
requesting that Permit No. C-10617.....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-10617....., heretofore issued to.....
Joe S. Reeder.....be,
and the same is hereby, declared cancelled effective November 26, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Bowman
.....
Malcolm Erickson
.....
Ralph C. Norton
.....
Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
F. ERNEST ALLEN, HAY SPRINGS,)
NEBRASKA)
)
)
)
)
)

PERMIT NO. C-10207

January 27, 1947

S T A T E M E N T

By the Commission:

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

F. Ernest Allen-----

requesting that Permit No. C-10207-----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-10207-----, heretofore issued to-----

F. Ernest Allen-----

be,

and the same is hereby, declared cancelled effective December 3, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewy D. Shawman

Malcom Erickson

Ralph C. Hartman

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
L. W. COBB, HAYDEN, COLORADO)
)
)
)
)
)

PERMIT NO. C-10156

January 27, 1947

S T A T E M E N T

By the Commission:

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

L. W. Cobb

requesting that Permit No. C-10156-----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-10156-----, heretofore issued to-----

L. W. Cobb

-----be,

and the same is hereby, declared cancelled effective November 3, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Thurman

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GEORGE F. STRAUSS, 4400 LIPAN)
STREET, DENVER, COLORADO)
)
)
)

PERMIT NO. C-9736

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
George F. Strauss.....
requesting that Permit No. C-9736.....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-9736....., heretofore issued to.....
George F. Strauss.....be,
and the same is hereby, declared cancelled effective November 15, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm E. Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
THOMAS A. WEBB, 533 WEST 3rd,)
LOVELAND, COLORADO)
)
)
)
)
)

PERMIT NO. C-9055

January 27, 1947

S T A T E M E N T

By the Commission:

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

Thomas A. Webb.....

requesting that Permit No. C-9055.....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-9055....., heretofore issued to.....

Thomas A. Webb.....

be,

and the same is hereby, declared cancelled effective November 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
R. J. OVERSTEG,)
GUNNISON, COLORADO)
)
)
)
)

PERMIT NO. C-7853

January 27, 1947

S T A T E M E N T

By the Commission:

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

.....R. J. Oversteg.....

requesting that Permit No. C-7853.....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-7853....., heretofore issued to.....

.....R. J. Oversteg.....be,

and the same is hereby, declared cancelled effective October 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Phelan

Malcolm Erickson

Raymond C. Johnson
Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RUEGER'S COTTAGE CAMP, ROUTE #4,))
GUNNISON, COLORADO)
)
)
)
)

PERMIT NO. C-7806

January 27, 1947

S T A T E M E N T

By the Commission:

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

Rueger's Cottage Camp-----

requesting that Permit No. C-7806-----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-7806-----, heretofore issued to-----

Rueger's Cottage Camp-----be,

and the same is hereby, declared cancelled effective December 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry P. Sherman

Malcolm Erickson

Raymond D. Johnston

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
C. L. & E. O. BRINKLEY,)
SPRINGFIELD, COLORADO)
)
)
)
)
)

PERMIT NO. C-7730

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
C. L. & E. O. Brinkley.....
requesting that Permit No. C-7730.....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-7730....., heretofore issued to.....
C. L. & E. O. Brinkley.....be,
and the same is hereby, declared cancelled effective October 29, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
C. A. HOLMES, MANASSA, COLORADO)
)
)
)
)

PERMIT NO. C-6633

January 27, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
C. A. Holmes.....
requesting that Permit No. C-6633.....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-6633....., heretofore issued to.....
C. A. Holmes.....be,
and the same is hereby, declared cancelled effective October 19, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Henry D. Bowman

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ROE H. MARTIN COMPANY, 1009)
JONES STREET, FORT WORTH, TEXAS)
)
)
)

PERMIT NO. C-5999

January 27, 1947

S T A T E M E N T

By the Commission:

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

Roe H. Martin Company

requesting that Permit No. C-5999.....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-5999....., heretofore issued to.....

Roe H. Martin Company

be,

and the same is hereby, declared cancelled effective September 1, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
H. L. OLDHAM, 128 EAST NAVAJO,)
COLORADO SPRINGS, COLORADO)
)
)
)
)
)

PERMIT NO. C-5606

January 27, 1947

S T A T E M E N T

By the Commission:

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

H. L. Oldham

requesting that Permit No. C-5606 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-5606, heretofore issued to-----

H. L. Oldham

be,

and the same is hereby, declared cancelled effective December 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Lewy D. Phoruan

Malcom Erickson

Ralph C. Norton
Commissioners

Dated at Denver, Colorado,

this 27th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
W. H. VAN BUSKIRK, 1252)
GLENARM PLACE, DENVER 2,)
COLORADO)

PERMIT NO. C-4989

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.

W. H. VAN BUSKIRK

requesting that Permit No. C-4989 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-4989, heretofore issued to

W. H. Van Buskirk

.be.

and the same is hereby, declared cancelled effective November 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
LUTZ BROTHERS, BELOIT,)
KANSAS)

PERMIT NO. C-4809

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Lutz Brothers.....
requesting that Permit No. C-4809.....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-4809....., heretofore issued to.....
Lutz Brothers.....be,
and the same is hereby, declared cancelled effective September 25, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
NELSON BROTHERS,)
MINTURN, COLORADO)
)
)
)
)
)

PERMIT NO. C-3556

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Nelson Brothers.....
requesting that Permit No. C-3556.....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-3556....., heretofore issued to.....
.....Nelson Brothers.....be,
and the same is hereby, declared cancelled effective October 15, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Wooten

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
COLORADO ANIMAL BY PRODUCTS)
4400 BRIGHTON, DENVER 16,)
COLORADO)
)
)

PERMIT NO. C-2292

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Colorado Animal By Products.....
requesting that Permit No. C-2292.....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-2292....., heretofore issued to.....
Colorado Animal By Products.....be,
and the same is hereby, declared cancelled effective December 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
N. H. SCHAUSTER, 928 PITKIN)
AVENUE, GLENWOOD SPRINGS,)
COLORADO) PERMIT NO. C-2160
)
)
)

November 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
N. H. Schauster-----
requesting that Permit No. C-2160-----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-2160-----, heretofore issued to-----
N. H. Schauster-----be,
and the same is hereby, declared cancelled effective October 5, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
G. K. PRICE, ROUTE NO. 1,)
GRAND JUNCTION, COLORADO)
)
)
)

PERMIT NO. C-1997

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
G. K. Price.....
requesting that Permit No. C-1997.....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-1997....., heretofore issued to.....
G. K. Price.....be,
and the same is hereby, declared cancelled effective December 17, 1946-

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Thaddeus Erickson
Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CARL H. BRANDT, 430 KINZINGTON,)
LONGMONT, COLORADO)
)
)
)
)

PERMIT NO. C-1458

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Carl H. Brandt.....
requesting that Permit No. C-1458.....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-1458....., heretofore issued to.....
.....Carl H. Brandt.....be,
and the same is hereby, declared cancelled effective December 30, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO
.....Malcolm Erickson.....
.....Ralph C. Norton.....
.....Commissioners

Dated at Denver, Colorado,
this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
J. I. ESSEX, 10 SOUTH)
CHESTNUT STREET, COLORADO)
SPRINGS, COLORADO) PERMIT NO. C-1083
)
)
)
)
)

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....J. I. Essex.....
requesting that Permit No.....C-1083.....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-1083....., heretofore issued to.....
.....J. I. Essex.....be,
and the same is hereby, declared cancelled effective December 1, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this.....28th.....day of January....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
C. GOLDMAN, 1580 SOUTH LOWELL)
BOULEVARD, DENVER, COLORADO)
)
)
)

PERMIT NO. C-812

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
C. Goldman.....
requesting that Permit No. C-812..... 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-812....., heretofore issued to.....
C. Goldman..... be,
and the same is hereby, declared cancelled effective December 9, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
R. E. MEINZER, 217 BROADWAY,)
MONTE VISTA, COLORADO)
)
)
)
)

PERMIT NO. C-627

January 28, 1947

S T A T E M E N T

By the Commission:

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

R. E. Meinzer

requesting that Permit No. C-627..... 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-627....., heretofore issued to.....

R. E. Meinzer..... be,

and the same is hereby, declared cancelled effective September 10, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

.....

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
J. C. DENTON, PLEASANT VIEW,)
COLORADO)
)
)
)
)
)

PERMIT NO. C-504

January 28, 1947

S T A T E M E N T

By the Commission:

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

J. C. Denton-----

requesting that Permit No. C-504-----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-504-----, heretofore issued to-----

J. C. Denton-----be,

and the same is hereby, declared cancelled effective December 9, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

William Erickson

Ralph C. Denton

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 194 7

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RUSSELL MCGAHAN AND SON, ROUTE)
NO. 1, FLAGLER, COLORADO)
)
)
)

PERMIT NO.C-15674

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Russell McGahan and Son.....
requesting that Permit No. C-15674.....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-15674....., heretofore issued to.....
Russell McGahan and Son.....be,
and the same is hereby, declared cancelled effective December 30, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson
Ralph C. Norton

Commissioners

Dated at Denver, Colorado,
this 28th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WALTER L. HIATT,)
FRUITA, COLORADO)
)
)
)
)

PERMIT NO. C-17610

January 28, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Walter L. Hiatt.....
requesting that Permit No. C-17610.....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-17610....., heretofore issued to.....
Walter L. Hiatt.....be,
and the same is hereby, declared cancelled effective November 15, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm C. ...
Ralph C. ...
Commissioners

Dated at Denver, Colorado,
this 28th day of January, 1947
S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
LUTHER FOX, BOX 121,)
SEDALIA, COLORADO)

PERMIT NO. C-18554

January 28, 1947

STATEMENT

By the Commission:

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

Luther Fox

requesting that Permit No. C-18554 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-18554, heretofore issued to.....

Luther Fox

be,

and the same is hereby, declared cancelled effective January 18, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

~~SECRET~~

Commissioners

Dated at Denver, Colorado,

this 28th day of January, 1947

S

(Decision No. 27377)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
J. A. HOCKETT AND S. C. HOCKETT,
DOING BUSINESS AS "HAYDEN TRANSFER
CO.," HAYDEN, COLORADO, FOR AU-
THORITY TO TRANSFER PUC NO. 1057 TO
N.E. STALLCUP, HAYDEN, COLORADO.

APPLICATION NO. 8118
(Transfer)

January 28, 1947

S T A T E M E N T

By the Commission:

Heretofore, by Decision No. 8339, of date August 25, 1936,
W. H. Klecker, doing business as "Hayden Transfer Co.," Hayden, Colo-
rade, was authorized to operate as a common carrier by motor vehicle
for hire for:

The conduct of a general cartage and transfer
business in the Town of Hayden; for the trans-
portation of farm products, including livestock,
farm supplies and farm equipment, including
furniture, between ranches, farms and mines
situated in that part of Routt County lying
west of the eastern boundary line of Range 86,
and Hayden, Steamboat, Craig, and railroad load-
ing points within said area, and to points
outside of said area for customers residing
therein; and for the transportation of such
freight as the County Commissioners of Routt
County may order applicant to transport to what
is known as "Williams Fork," and for the trans-
portation of such freight as Wilson Cary may
require in connection with his ranch opera-
tions, provided, however, that applicant will
not engage in any transportation service of a
competitive character along the route of
scheduled common carriers now serving this
area, without first obtaining the consent of
the line-haul carrier involved.

By Decision No. 22254, of date May 3, 1944, W. H. Klecker
was authorized to transfer said operating rights (PUC No. 1057) to
George Watts, doing business as "Hayden Transfer Co.," who, by au-

thority granted by Decision No. 24021, of date January 10, 1945, was authorized to transfer PUC No. 1057 to J. A. Hockett and S. C. Hockett, doing business as "Hayden Transfer Co.," Hayden, Colorado.

By Decision No. 27318, of date January 13, 1947, said operating rights were extended.

Said J. A. Hockett and S. C. Hockett, doing business as "Hayden Transfer Co.," herein seek authority to transfer PUC No. 1057 to N. E. Stallcup, doing business as "Hayden Transfer Co.," Hayden, Colorado.

Inasmuch as the files of the Commission and the verified application herein show that said certificate is in good standing; that road tax has been paid; that ten-mile tax deposit is to be transferred to account of transferee; 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 the 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 authority sought should be granted, transferee to assume and pay all outstanding accounts against transferors' operation.

O R D E R

THE COMMISSION ORDERS:

That J. A. Hockett and S. C. Hockett, doing business as "Hayden Transfer Co.," Hayden, Colorado, be, and they hereby are, authorized to transfer all their right, title, and interest in and to PUC No. 1057, with authority as set forth in Decision No. 8339 and Decision No. 27318, to N. E. Stallcup, doing business as "Hayden Trans-

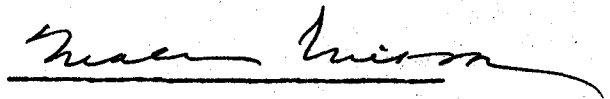

fer Co.," Hayden, Colorado, transferee to assume and pay all outstanding accounts against transferers' operation.

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

That ten-mile tax deposit of transferers be transferred to the account of transferee.

That this order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners

DATED at Denver, Colorado,
this 28th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
IRA O. TOMSON, LOVELAND, COLORADO,)
FOR AUTHORITY TO TRANSFER PUC NO.)
526 TO ERNEST D. WARREN, 805 EAST)
FIFTH, LOVELAND, COLORADO, DOING)
BUSINESS AS "WARREN TAXI.")

APPLICATION NO. 7905

January 28, 1947

S T A T E M E N T

By the Commission:

Pursuant to authority contained in Decision No. 24738, of date July 25, 1945, Ira O. Tomson, Loveland, Colorado, acquired from Bert Masalich the operating rights originally issued to Vena Aggra by Decision No. 3196, of date January 28, 1931, authorizing the transportation of:

Passengers in and out of Loveland, subject to the following conditions: (a) the radius of the territory to which applicant shall confine operations shall not exceed 75 miles from Loveland; (b) the rates of applicant shall, on all trips made to points having a regular service, whether by rail or motor vehicle, be at least $33\frac{1}{3}$ per cent greater per passenger than the effective rates of the regular scheduled carriers; (c) none of applicant's operations shall be on schedule.

Said certificate-holder now seeks authority to transfer said operating rights (PUC No. 526) to Ernest D. Warren, doing business as "Warren Taxi," Loveland, Colorado.

Inasmuch as the files 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 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 for-

mal hearing, there being no one, insofar as the files disclose, who would desire to be heard in opposition to the 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 authority sought should be granted.

O R D E R

THE COMMISSION ORDERS:



That Ira G. Tomson, Loveland, Colorado, be, and he hereby is, authorized to transfer all his right, title, and interest in and to PUC No. 526 to Ernest D. Warren, doing business as "Warren Taxi," Loveland, Colorado.

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

That passenger-mile tax deposit of transferor shall be transferred to the account of transferee.

That this order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners

DATED at Denver, Colorado,
this 28th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF)
WILSON MC CARTHY AND HENRY SWAN,)
TRUSTEES OF THE PROPERTY OF THE)
DENVER AND RIO GRANDE WESTERN RAIL-)
ROAD COMPANY, DENVER, COLORADO, FOR)
AUTHORITY TO ABANDON AND REMOVE)
CERTAIN TRackage IN ASPEN, PITKIN)
COUNTY, COLORADO.)

APPLICATION NO. 7036

January 23, 1947.

Appearances: T. A. White, Esq., Denver,
Colorado, and
Benjamin R. Kobey, Esq.,
Aspen, Colorado, for The
Denver and Rio Grande
Western Railroad Company;
Worth Allen, Esq., Denver,
Colorado, for Herron
Brothers;
William R. Shaw, Aspen, Colo-
rado, for Shaw Coal Com-
pany and Koch Coal and
Lumber Company;
Harry A. Brown, Aspen, Colo-
rado, for Harry R. Brown,
David R. C. Brown, D. C.
Mine Company, Spar Con-
solidated Mine Company;
Samuel Mitchell, 135 South
LaSalle Street, Chicago,
Illinois, for Walter Paepke.

S T A T E M E N T

By the Commission:

Applicants, Wilson McCarthy and Henry Swan, as Trustees of
property of The Denver and Rio Grande Western Railroad Company, herein
seek authority to abandon and remove its industrial trackage at Aspen,
Pitkin County, Colorado, commencing at I. C. C. Station 2181 plus 83,
and ending at I. C. C. Station 2274 plus 01, including spur or yard tracks
connected therewith, as more particularly indicated on Exhibit "A" attached
to the application, which, by reference, is made a part hereof.

The matter was first heard at Aspen, Colorado, on October 5, 1945. A further hearing was had in Denver, Colorado, on January 26, 1946, said matter being then taken under advisement.

The spur or industrial trackage in question extends from the main line of the railroad easterly over the Roaring Fork River, and thence along the canyon east of the river in a southerly direction for some distance, serving a few mines in that territory, and again crosses the river in a westerly direction through the south portion of Aspen, serving the Koch Coal & Lumber Company. The loop is on an up grade which has two percent as a maximum grade, with sixteen percent maximum curve. The so-called main line mentioned is a branch extending from Glenwood Springs to Aspen, and is a part of The Denver and Rio Grande Western system. Rail is from seventy pounds to ninety pounds in weight. Comparatively speaking, a small amount of freight only is handled on the branch. A mixed train is operated daily between Glenwood Springs and Aspen, which is sufficient to handle the livestock, potatoes, and other farm products, lumber, ore, and concentrates which are shipped out, and the small quantity of incoming freight which moves in by rail to Aspen and other points between Aspen and Glenwood Springs. The Herron Brothers Mines and Durant Mines are located on the industrial trackage in question on the easterly side of Roaring Fork River. The two bridges on the Roaring Fork River consist of a wooden trestle, 411 feet long, constructed on a sixteen degree curve on a two percent grade, and a frame trestle 140 feet long, built on an eight degree curve. According to Witness Pearlman, railroad's engineer, the trestles or bridges were built by The Colorado Midland Railroad, predecessor in interest of applicant railroad, about forty-five years prior to the hearing. Considerable maintenance always has been required to keep them in service. Recent examinations have shown that the bridges now are deteriorating very rapidly, and in the opinion of the engineer and his assistants, are not able to withstand the severe wracking due to grade and curve occasioned when locomotives and cars pass over them, without extensive repairs. Light-weight 150-ton locomotives, only, can be used, which is not desirable from an operating standpoint.

An expenditure of \$100,000.00 would be required to make structures capable of handling heavier engines, and an expenditure of \$20,000.00 will be required to place the 411-foot trestle in condition to carry the equipment now used. The smaller trestle could be repaired for a cost of about \$375.00, to carry through the Spring of the Year 1946, but eventually it must be re-built at a cost of approximately \$8,000.00.

The railroad contends that the cost of repairing and maintaining said bridges, and the cost of maintenance of said trackage, together with the expense of the operation thereof -- particularly during the winter-time, when considerable snow falls in the area -- is not justified, in view of the small number of cars of freight transported thereover, and the small amount of revenue accruing therefrom, and is not required to meet the reasonable needs of the shipping public.

According to exhibits offered by the railroad, Herron Brothers shipped thirteen cars of concentrates during the Months of January, 1943 to May, 1945, inclusive, and received three cars of freight during the same period. During said period, 79 cars of ore were shipped by Durant Mine, the last shipment being in May, 1944. No cars were received by said mines during said period. Koch Coal & Lumber Company received 29 cars of coal, and shipped one car of lumber during said months. Herron Brothers' exhibit showed revenue accruing to the railroad system for cars shipped by them from Aspen to Leadville, Colorado Springs, and Salt Lake City between November 13, 1943, and October 4, 1945, of approximately \$3336.97, of which nearly \$2,000.00 accrued during the Year 1945.

It also appeared that the railroad has been endeavoring to strengthen its main line between Aspen and Glenwood to handle heavier tonnage. Bridges have been re-built. Some heavier steel has been laid. The chief business on the branch is movement of livestock for a period of about three months in the fall of the year, and potatoes in February and March. Very little money has been expended in maintenance during recent years.

For protestants, it appeared that Shaw Coal Company and Koch Coal & Lumber Company shipped coal and lumber over spur track, which is

loaded at their places of business in the southern part of Aspen, on the west side of the Roaring Fork, near the end of the spur track. They anticipate some added expense, in the event it is necessary to haul coal from some unloading point near the Aspen Depot, or to load lumber for shipment at said point. They hoped to operate a sawmill during the Summer of 1946, and expected to ship considerable lumber. Until about ten years prior to the hearing, they shipped many carloads of lumber out of Aspen. The team track now available for their use at the lumber company's plant holds four cars, and is a very satisfactory arrangement.

John L. Herron, for forty-five years a resident of Aspen, stated that Herron Brothers were operating the Smuggler-Durant Properties under a five-year lease, and own and operate the Henry Clay; that they also have about 300,000 tons in the dumps in Molly Gibson Properties, which they expect to ship; that they had sub-leased the Durant Tunnel to five miners, who expect to develop the property and ship considerable ore "when deer season is over;" that they also anticipated that the S. and R. Company would take not less than 1,000 tons of limestone rock monthly from the tunnel when operations are under way; that they have a mill which was constructed in the Fall of 1938, and their investment in a mill building, mining machinery, and equipment and a gas shovel is approximately \$38,000.00; that they owe Reconstruction Finance Corporation \$13,000.00; that they believe they will be able to load 150 to 200 tons from dumps per day with the shovel; that in the past, they have had considerable difficulty getting labor, but think the situation will improve -- especially in view of the fact that some miners should be returning from the wars, and they should be able to operate some of the properties "with leasers;" that distance from their mill to Aspen railroad station is approximately six-tenths of a mile; that the grade is down-hill; that in the winter, considerable ice and snow will be encountered; that about two days' time would be required to load a car over that road.

Harry A. Brown, who has been in Aspen for fifty-eight years, operates Durant Mines, known as the "Aspen Leases." He stated that the property is worked through the Durant Tunnel; that approximately 700 to

800 tons of limestone are now ready to ship to A. S. and R. Company, who use it for fluxing; that some lessees are ready to go to work, so shipments should start in the near future; that this limestone, in the opinion of witness, will not stand shipment by truck. Witness believes that if the system of mines can be developed to a point where they can be worked profitably, company will need existing transportation facilities, and spur should be retained. Ore now pays about \$1.00 per ton net to lessee. To truck the ore would mean an additional expense of 25¢, which, in the opinion of Mr. Brown, is too close a margin for lessees to operate, inasmuch as they must pay operating cost out of the net return. To get more money out of the ore, it will be necessary to develop a new process for handling carbonate ores.

Dr. Twining testified generally as to the depressing effect elimination of spur would have upon Leadville people, generally. He thought it might mean less inclination on the part of mine owners and prospective lessees to do development work.

George W. Smith, County Commissioner, thought that anything that imposed additional hardships on operators should be avoided, and that loss of the spur would be an additional burden to be overcome by Herron Brothers and Aspen lessees. He hoped for some additional operations — especially at the Smuggler Property, which has not produced for ten years. It will be necessary to unwater the mines and get to the lower levels before rich ore can be produced. He thought that if prices for silver, lead, and zinc continue as they are, or become better, there would be additional development in the territory.

It was suggested that if the railroad is authorized to remove the spur track, it should be required to extend its lines on the westerly side of the Roaring Fork along Original Street, to tie in with the end of the spur as it now exists on the west side of Roaring Fork, and thence reach the Durant and Herron Brothers Properties over the shorter of the two bridge structures mentioned, which could be repaired and rebuilt.

Alfred E. Robinson, Mayor, said he thought the Council probably would approve a change to Original Street. He did not know what the

position of home-owners along said street would be, or what they would require in the way of payments for damages occasioned by the suggested change. He also stated that the Lions Club had passed a resolution in opposition to removal of the spur.

To meet the objections of the Durant Mines (Aspen Leases), Herron Brothers, Koch Coal and Lumber Company and Shaw Coal Company, railroad witnesses stated that the railroad would construct suitable coal bin and wagon scales to handle lumber and coal of Koch Coal and Lumber Company and coal of Shaw Coal Company, near the Aspen Station, and to build a ramp to be used by Herron Brothers and Durant Mines, in approximately the same location to load ore and concentrates, the expenditure to be incurred by railroad for the construction of said ramp, bin, and necessary service track to be approximately \$8,000.00 to \$10,000.00. Witness Wright, Division Superintendent, thought it would cost Herron about 38¢ to haul from mine to depot ramp -- a distance of about 1200 feet -- along the road which extends from the mill to depot property of the railroad. Durant Mines have not been shipping since May, 1944. Facilities to be constructed for coal companies' use near depot will be of such character that company can distribute its coal from the bin at the depot. He further stated that the Midnight Mine, chief shipper in the territory, now trucks its ores to ramp near present depot, and that V. A. Duff, a scrap dealer in the territory, is willing to load scrap at the depot. Engineers estimated cost of constructing the trackage proposed by Herron Brothers and other protesting witnesses would amount to \$25,315.00. This included the sum of \$10,000.00 for purchase of rights-of-way and damage to adjacent property. Cost of rebuilding the bridge across Roaring Fork would amount to \$8,435.00, or a total cost of approximately \$24,000.00 for construction, and \$10,000.00 for purchase of rights-of-way and damage to adjoining properties.

Action on the application has been long delayed, due to the desire of the Commission to await developments in the territory served. Reports received from the railroad, which were checked by counsel for protestants, indicate that the hoped-for business has not materialized. From October 5, 1945 to the hearing on January 26, 1946,

19 cars of limerock were shipped by Herron Brothers, according to testimony at the January Hearing. Subsequently, Herron Brothers shipped one car each month during the Months of May, August, September, November, and December. No shipments were made from the Durant Mine. During the first five months of the year, Koch Coal and Lumber Company received five cars. We do not have any information since May on their business.

We sympathize with the desires of witnesses for protestants to have the spur continued, but cannot, upon this record, justify an order which will require the railroad to spend a large sum of money to rehabilitate the spur or in lieu thereof, to build new trackage along Original Street. It appeared that development work at Durant Mines, the Smuggler Property, Herron Brothers Properties, and other properties depends on a number of contingencies. If they can produce lime -- if the boys come home from the Army -- and if returning soldiers want to work in the mines -- if the lime can be sold -- if the prices keep up -- if new ore bodies can be developed -- if a new process can be developed to handle the carbonate ores -- if Mr. Paepke or some other persons can be persuaded to put moneys into the properties -- better days would come. But, still there is no assurance that all or any of these things which would bring about the hoped-for increase in volume of ore production will happen. It would seem that, considering the circumstances, the construction of a bin and a ramp and the necessary trackage to serve the bin and ramp, by the railroad, at its expense, is the most the railroad should be required to do. Admittedly, the arrangement will not be as satisfactory as the one that has existed in the past, but it would seem to be all that the business available justifies.

F I N D I N G S

THE COMMISSION FINDS:

That the application should be granted.

O R D E R

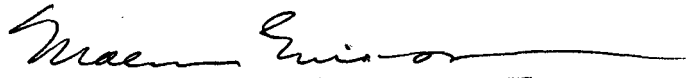
THE COMMISSION ORDERS:

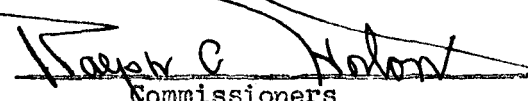
That Messrs. Wilson McCarthy and Henry Swan, as Trustees of

the property of The Denver and Rio Grande Western Railroad Company, applicants herein, be, and they hereby are, authorized to abandon and remove their industrial trackage and bridge structures in Aspen, Pitkin County, Colorado, commencing at Station 2181 plus 33, and ending at Station 2274 plus 01, and the spur or yard tracks connected therewith, as more particularly indicated on Exhibit "A" attached to the application herein, which, by reference, is made a part hereof, provided it constructs, at or near its station at Aspen, at its expense, a loading ramp for the use of Herron Brothers, Durant Mines, and other mines shipping ore, wagon scales, and a coal bin for use of Koch Lumber and Coal Company, and Shaw Coal Company, and necessary and incidental service tracks for their use, and use of other shippers in said area who desire to use the same, the general location thereof being indicated and shown on said Exhibit "A".

That said company shall cancel all rates applicable to properties located on said spur track on one day's notice, in accordance with Section 16 of the Public Utilities Act.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 23rd day of January, 1947.

mw

Original

(Decision No. 27380)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
I. E. STEVENS, DOING BUSINESS AS)
STEVENS TRUCK LINE, OF 244 SOUTH)
AVENUE, GRAND JUNCTION, COLORADO,)
FOR A CLASS "A" PERMIT TO OPERATE)
AS A PRIVATE CARRIER BY MOTOR)
VEHICLE FOR HIRE.)

APPLICATION NO. 7863-PP

January 28, 1947.

Appearances: James K. Groves, Esq., Grand Junction,
Colorado, for applicant;
T. A. White, Esq., Denver, Colorado,
for Rio Grande Motor Way, Inc., and
Denver, Salt Lake Pacific Stages;
Cecil S. Haynie, Esq., Grand Junction,
Colorado, for W. R. Hall Transportation
Service and Milne Transfer and
Storage Company;
J. P. Helman, Esq., Grand Junction,
Colorado, for Uintah Stage Lines.

S T A T E M E N T

By the Commission:

Applicant, I. E. Stevens, doing business as Stevens Truck Line, 244 South Avenue, Grand Junction, Colorado, herein seeks authority to operate as a Class "A" private carrier by motor vehicle for hire for the transportation of freight between Grand Junction, Colorado, and Rangely, Colorado, over U. S. Highway No. 50 and Colorado Highway No. 139, except that he does not desire to compete with common carriers operating between Grand Junction and Loma, Colorado.

The matter was set for hearing, and heard, in Grand Junction, Colorado, on Thursday, September 5, 1946, and there taken under advisement.

At the hearing, the evidence disclosed that applicant now is the owner of private carrier permit No. B-3223, and presently owns a 1934 Chevrolet 1½-ton truck, also a 1933 International 1½-ton truck, and is financially able to carry on his proposed operation.

Applicant stated that he has lived in Grand Junction, Colorado, for the past 20 years and that he has several customers who desire his service hauling

freight from Grand Junction, Colorado, over U. S. Highway 50 and State Highway No. 139; that he personally has gone over the proposed route and is familiar with the territory; that in his opinion he can operate over the route from March 15 to November 1 of each year with light trucks. He further stated that the road is narrow and not improved, but he is convinced that he can operate small or light trucks, that is, trucks of not to exceed 1½-ton capacity, over this road and give his proposed customers a much needed service. He agrees to limit his shipments to less than 2,000 pounds for any individual shipper, and states that his customers will consist of wholesale and retail houses in Grand Junction, Colorado. He further stated that he had made request for this service because his customers demand a faster service than is now provided by other carriers who have to operate over improved routes which delays shipments from one to three days.

Mr. Clinton Biggs, of the Biggs-Kurtz Hardware Company, who appeared for applicant, stated that he would use applicant's service if it were authorized, as he felt they needed a prompt service to Rangely; that some of the shipments they had made recently varied from three to seven days; that they would like to be in a position to give 24-hour service on small shipments and felt that applicant's proposed service would answer their need for the months the road over which applicant proposes to travel is open.

G. J. Rickert, manager of the Grand Junction store of Montgomery Ward & Company, and manager of the Gamble Stores, Inc., of Grand Junction, testified that they were using applicant in a local delivery service around Grand Junction at this time, and they had requested applicant to perform the service he is seeking authority to perform. They stated that they would like a 12-month service, but that was impossible, and this service for a portion of the year would be very beneficial.

Jack Evans, of Grand Junction, Colorado, who operates a retail hardware store, testified that he would use applicant's service, and he felt same would be of benefit during the season when the road is open.

Wesley E. Hayden, of Uintah Stage Lines, testified that they were planning an operation through Utah to Rangely over Baxter Pass and would ask that

State Highway 139 be an alternate route. He testified that he did not think that State Highway 139 was feasible for any truck and objected to the issuance of the authority.

It appears to the Commission that the wholesale and retail business of Grand Junction is entitled to faster service to Rangely. All witnesses agreed that this is not an ideal service, but they felt, and the evidence so indicates, it would be an improvement over the existing service. This is a private carrier application. Applicant's customers who appeared as witnesses felt that the service is needed and will partially solve their transportation problems. Protestant, Uintah Stage Lines, is not as yet rendering service, so we cannot see wherein the granting of this authority would impair any common carrier service. If their route is the only feasible route, they should get the business when they begin their operation.

After careful consideration of the record and the evidence submitted at the hearing, the Commission is of the opinion, and finds, that the instant application should be granted as hereinafter limited.

O R D E R

THE COMMISSION FINDS:

That I. E. Stevens, doing business as "Stevens Truck Line," Grand Junction, Colorado, be, and he hereby is, authorized to operate as a Class "A" private carrier by motor vehicle for hire for the transportation of freight, limited to shipments of not to exceed 2,000 pounds for any one shipper, between Grand Junction, Colorado, and Rangely, Colorado, over U. S. Highway No. 50 and Colorado State Highway No. 139, and intermediate points, except and excluding service from, to or between points on that portion of said route which lies between Grand Junction and Loma, Colorado, on U. S. No. 50.

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

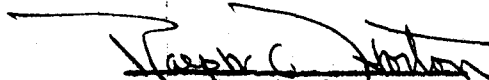
of all special contracts or memoranda of their terms, the necessary tariffs, and the required insurance, and has secured identification cards.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 28th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
J. C. BRIGGS, HOLYOKE, COLORADO,)
FOR A CLASS "B" PERMIT TO OPERATE AS)
A PRIVATE CARRIER BY MOTOR VEHICLE)
FOR HIRE.)

APPLICATION NO. 8071-PP

January 28, 1947.

Appearances: J. C. Briggs, Holyoke, Colorado,
pro se;
Marion F. Jones, Esq., Denver, Colorado,
for E. F. Anderson, Thompson and Jones,
Paul Hickman, Joe Intermill, and
William Schiermeyer.

S T A T E M E N T

By the Commission:

On November 20, 1946, 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 farm produce, used farm equipment and farm supplies, also buildings, between points within a fifty-mile radius of Holyoke, Colorado.

The matter was set for hearing, and heard, on December 10, 1946, at Akron, Colorado, and there taken under advisement.

At the hearing, the evidence disclosed that applicant has customers who are feeders of livestock, and he primarily desires to haul feed and grain from points within a 50-mile radius of Holyoke to said feeders in his area. He also would like to haul grain in said area during the harvest season, and machinery and farm supplies to his customers. He stated that he had a demand for moving of small buildings in his area which covers Phillips County and a ten-mile strip of northern Yuma County.

Protests were made to the grain haul during the harvest season and also to the farm machinery and farm supplies by protestants represented at the hearing, but all objections were withdrawn to the hauling of grain and rough feed to the feeders in the area asked for. No objections were made to the transportation or moving of buildings.

It appears to the Commission that applicant's proposed service to feeders within a 15-mile radius of Holyoke from points within a 50-mile area, is needed, and the existing common carriers represented at the hearing seemed to feel that the granting of this authority would not impair their operations.

After careful consideration of the record, the Commission is of the opinion, and finds, that the application, as hereinafter limited, should be granted.

O R D E R

IT IS ORDERED:

That J. C. Briggs, of Holyoke, Colorado, be, and he hereby is, authorized to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of grain and feed to feeders and stockmen residing within a 15-mile radius of Holyoke, Colorado, from points within a 50-mile radius of Holyoke; buildings between points in Phillips County and a ten-mile strip of northern Yuma County.

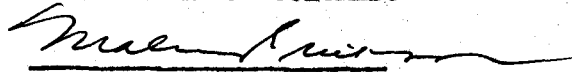
All operations hereunder shall be strictly contract operations, the Commission retaining jurisdiction to make such amendments to this permit deemed advisable.

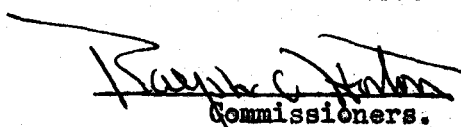
This order is the permit herein provided for, but it shall not become effective until applicant has filed a statement of his customers, copies of all special contracts or memoranda of their terms, the necessary tariffs, required insurance, and has secured identification cards.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 28th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
FLOYD BAILIFF AND BILL FORCE, DOING)
BUSINESS AS "BAILIFF AND FORCE,")
YUMA, COLORADO, FOR A CLASS "B" PER-)
MIT TO OPERATE AS A PRIVATE CARRIER)
BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8058-PP

January 28, 1947.

Appearances: W. W. Williams, Yuma, Colorado,
pro se.

S T A T E M E N T

By the Commission:

Applicants, a partnership, consisting of Floyd Bailiff and Bill Force, doing business as "Bailiff and Force," are asking for authority to operate as private carriers by motor vehicle for hire for the transportation of buildings between points in Yuma, Washington, Kit Carson and Phillips Counties. The matter was set for hearing, and heard, in Akron, Colorado, on December 10, 1946, and there taken under advisement.

At the hearing, the evidence disclosed that applicants are the owners of two trucks and also have equipment for the moving of houses and buildings, consisting of jacks, rollers, etc.

It also appeared that they have had considerable experience in the moving of buildings; that they are financially responsible, and that there is a demand for such service.

No protests were registered to the granting of their application, and from the evidence before the Commission, it would appear that their service is needed and would not impair the present service of any duly authorized carrier.

After careful consideration of the record, the Commission is of the opinion, and finds, that the instant application should be granted.

O R D E R

IT IS ORDERED:

That Floyd Bailiff and Bill Force, doing business as "Bailiff and Force," Yuma, Colorado, be, and they hereby are, authorized to operate as Class "B" private carriers by motor vehicle for hire for the transportation of buildings between points in Yuma, Washington, Kit Carson and Phillips 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, 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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 28th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
M. A. PACKARD, 652 CONCORD AVENUE,)
BOULDER, COLORADO, FOR AN EXTENSION)
OF PERMITS A-3128 AND A-3128-I.)

APPLICATION NO. 7850-PP

IN THE MATTER OF THE APPLICATION OF)
M. A. PACKARD, 652 CONCORD AVENUE,)
BOULDER, COLORADO, FOR A CERTIFICATE)
OF PUBLIC CONVENIENCE AND NECESSITY.)

APPLICATION NO. 7882

January 28, 1947.

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

S T A T E M E N T

By the Commission:

Applications Nos. 7850-PP and 7882 were set for hearing at Denver, Colorado, on October 4, 1946, at 10:00 o'clock A. M. At the request of applicant, the two matters were consolidated for the taking of evidence.

Application No. 7850-PP is an application for an extension of Permits No. A-3128 and A-3128-I, which originally authorized the transportation of:

Newspapers, in intrastate and interstate commerce, between Denver and the Colorado-Kansas State Line, via U. S. Highway 287 to Limon, Colorado, and U. S. Highway 24 from Limon to said Colorado-Kansas State Line, with the right to serve all intermediate points.

On December 31, 1945, an order was issued (Decision No. 25333) extending operations under Permit No. A-3128 to include the right to transport newspapers only from Denver to Holyoke via U. S. Highway 34, with return to Denver from Brush over U. S. Highway No. 6, with the right to serve all intermediate points over said route.

Applicant now asks for an extension to include the transportation of motion picture films and theater supplies over presently authorized routes.

Application No. 7882 is an application by the above applicant for a certificate of public convenience and necessity authorizing the transportation of

newspapers, motion picture films and theater supplies between Denver, Colorado, and Holyoke and Wray, Colorado, and intermediate points, and between Denver, Colorado, and Burlington, Colorado, and Goodland, Kansas, and intermediate points.

Applicant asks to have his private carrier permit extended to include motion picture films, or a common carrier certificate granted authorizing service for newspapers and films as above set forth, and states that if a common carrier certificate is granted, said private carrier permits Nos. A-3128 and A-3128-I may be cancelled.

The evidence disclosed that applicant is the owner of six pieces of equipment suitable for use in his proposed operation, and is financially responsible; that many theater owners along applicant's route, as well as film exchanges and theater supply houses in Denver, Colorado, have requested applicant to transport motion picture films and theater supplies for them from and to Denver, Colorado, as well as between intermediate points along applicant's proposed routes.

The evidence further disclosed that said theater owners, film exchanges and theater supply houses, require speedy and dependable service in the delivery and return of said motion picture films and theater supplies; that the present service is not efficient and causes the theater owners more work and considerable inconvenience; that the proposed service of applicant is designed to cover a transportation need for film deliveries.

No one appeared in opposition to the granting of either the private or common carrier authority.

After considering all the evidence, it appears to the Commission that this service is needed. The question now presents itself as to what type of authority should be given to applicant. While applicant proposes to serve a limited portion of the public, that is, newspaper dealers and distributors of motion picture films, theater and picture show operators, it appears to us that while said service is a specialized and limited service, it is a service for all the people in that class or group, and properly should be considered a common carrier service.

After careful consideration of the record, the Commission is of the

opinion, and finds, that (1) application herein for an extension of Permit No. A-3128 and A-3128-I to include the transportation of motion picture films and theater supplies over presently authorized routes, should be denied, and said Permit No. A-3128 should be cancelled, and (2) that public convenience and necessity require the granting of Application No. 7882 for a certificate of public convenience and necessity for the reasons above set forth.

O R D E R

THE COMMISSION ORDERS:

That Application No. 7850-PP be, and the same hereby is, denied.

That the public convenience and necessity require the proposed motor vehicle operations of M. A. Packard, of 652 Concord Avenue, Boulder, Colorado, for the transportation of newspapers, motion picture films and theater supplies, between Denver, Colorado, and Burlington, Colorado, and the Colorado-Kansas State Line, on U. S. Highway No. 24, and intermediate points, and transportation of said commodities from Denver to Holyoke via U. S. Highway No. 6, Holyoke to Wray via State Highway No. 51, Wray to Brush via U. S. Highway No. 34, with return to Denver from Brush over U. S. Highway No. 6, with the right to serve all intermediate points on said route, and this order shall be taken, deemed and held to be a certificate of public convenience and necessity therefor.

That Private Carrier Permit No. A-3128 be, and same hereby is, cancelled and revoked.

Applicant shall file tariffs of rates, rules and regulations, and time and distance schedules as required by the rules and regulations of this Commission within twenty days from date.

Applicant shall operate his carrier system according to the schedule filed except when prevented by Act of God, the public enemy or extreme conditions.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Stanton
Commissioners.

Dated at Denver, Colorado,
this 28th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
EDWARD F. SULLIVAN, CROOK, COLORADO,)
FOR A CERTIFICATE OF PUBLIC CON-)
VENIENCE AND NECESSITY.)

APPLICATION NO. 7751

January 28, 1947.

Appearances: Marion F. Jones, Esq., Denver,
Colorado, for applicant.

S T A T E M E N T

By the Commission:

Applicant herein seeks a certificate of public convenience and necessity to operate as a common carrier by motor vehicle for hire for the transportation over irregular routes, on call and demand, of houses and other buildings, including railroad and trolley cars, between points in the Counties of Logan, Sedgwick and Phillips, and between points and places in said counties on the one hand, and points and places in the State of Colorado on the other hand.

At the hearing, which was held in Akron, Colorado, on December 10, 1946, it appeared that applicant is financially able to carry on his proposed operation, and has one 1935 GMC truck and one 1936 International dump truck, together with blocks, rollers, jacks, and other necessary equipment for moving of buildings.

It also appeared from the evidence that there is no authorized carrier in the counties applied for performing this service, and it further appeared that there is an extensive demand for the movement of buildings, due to a shortage of buildings in some localities and a surplus in others.

Applicant has had approximately twenty years' experience in loading and moving buildings.

G. S. Elliott, who is in the real estate business in Sterling, Colorado, and A. M. Dickerson, also of Sterling, Colorado, testified as to the need for a local house-mover. Both witnesses stated that they needed the services of applicant

for moving of buildings for themselves, and they felt there was a definite need for applicant's proposed service.

No protests were entered to the granting of the proposed application.

The evidence would indicate that applicant's service is needed in the area sought to be served.

After careful consideration of the record and the evidence introduced at the hearing, the Commission is of the opinion, and finds, that the public convenience and necessity require the granting of the instant application, and that certificate of public convenience and necessity should issue therefor.

O R D E R

THE COMMISSION ORDERS:

That the public convenience and necessity require the establishment by applicant, Edward F. Sullivan, of Crook, Colorado, of a motor vehicle common carrier service, on call and demand, over irregular routes, for the transportation of houses and other buildings and railroad and trolley cars, between points in the Counties of Logan, Sedgwick and Phillips, and between points and places in said counties on the one hand, and points and places in the State of Colorado on the other hand, and this order shall be taken, deemed and held to be a certificate of public convenience and necessity therefor.

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

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.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Wm. J. H. H. H.
Ralph E. H. H.
Commissioners.

Dated at Denver, Colorado,
this 28th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
LESLIE AND HAROLD AAGESON, DOING)
BUSINESS AS AAGESON BROTHERS, YUMA,)
COLORADO, FOR A CLASS "B" PERMIT TO)
OPERATE AS PRIVATE CARRIERS BY)
MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8057-PP

January 28, 1947.

Appearances: Leslie Aageson, Yuma, Colorado,
for applicants;
Marion F. Jones, Esq., Denver,
Colorado, for Harry Atteberry,
E. F. Anderson, Paul Hickman,
Martin Wilshusen, Joe Intermill
and H. C. Rorabaugh.

S T A T E M E N T

By the Commission:

Applicants, a co-partnership, consisting of Leslie and Harold Aageson, doing business as "Aageson Brotherw," are asking for authority to operate as private carriers by motor vehicle for hire for the transportation of buildings between points in Yuma and Washington Counties; farm produce from farms to market and storage points within a radius of fifty miles of Yuma, Colorado - no point to point service.

The matter was set for hearing, and heard, in Akron, Colorado, on December 10, 1946, and there taken under advisement.

At the hearing, the evidence disclosed that applicants are the owners of three pieces of motor equipment and also have other equipment necessary in the moving of buildings.

After cross examination by protestants' attorney, applicants withdrew their application for transportation of farm products.

The operating experience and pecuniary responsibility of applicants were established to the satisfaction of the Commission, they having been engaged in house-moving for several years.

After careful consideration of the record, the Commission is of the opinion, and finds, that said application, as hereinafter limited, should be granted.

O R D E R

THE COMMISSION ORDERS:

That Leslie and Harold Aageson, doing business as Aageson Brothers, of Yuma, Colorado, be, and they hereby are, authorized to operate as Class "B" private carriers by motor vehicle for hire for the transportation and moving of buildings between points in Yuma and Washington 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 applicants have filed a statement of their customers, copies of all special contracts or memoranda of their terms, the necessary tariffs and the required insurance, and have secured identification cards.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Maureen E. Quinn

Ralph C. Horton
Commissioners.

Dated at Denver, Colorado,
this 28th day of January, 1946.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
JIMMY SANCHEZ FOR A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY.)

APPLICATION NO. 7519

January 28, 1947.

Appearances: George Blickhahn, Esq., Alamosa,
Colorado, for applicant;
T. A. White, Esq., and A. J. Tait,
Denver, Colorado, for Rio Grande
Motor Way, Inc.;
J. W. Lanier, Alamosa, Colorado,
for Lanier Taxi Service.

S T A T E M E N T

By the Commission:

On March 4, 1946, applicant herein filed his application for authority to transport passengers by automobile for hire within the corporate limits of the City of Alamosa, Colorado, and the Vicinity thereof, and also to transport passengers generally by motor vehicle for hire to and from all outside points and intermediate points within a radius of fifty miles of the City of Alamosa.

Applicant, appearing as his own witness, testified that he has two 1940 Chevrolet automobiles which he will operate in his proposed service; that he is financially able to carry on the operation, and that the schedule of rates which applicant proposes to use, is as follows:

Within the corporate limits of the City of Alamosa,
25 cents for one person and 10 cents for each
additional person, per one-way trip;

From Alamosa to all outside points, within the
radius mentioned herein, 20 cents per mile, one-way,
with fare and one-half for round trip for one passen-
ger, and half fare extra for each passenger in
addition to a single passenger, either one way or a
round trip, with \$2.00 per hour waiting time.

Applicant stated that he had secured a license from the City of Alamosa,
and a certified copy of the license was placed in the record. He also stated that

J. W. Lanier, who now operates in Alamosa, Colorado, under PUC 1287, was not giving adequate service; that, prior to the time applicant instituted service, he failed to meet the early train from Denver and many passengers had no service at that time, causing them inconvenience; that he plans to give service twenty-four hours a day, and the reason he is asking for the granting of a certificate to him is because the presently authorized carrier is not giving the service the City of Alamosa and surrounding territory are entitled to.

Protestant, Rio Grande Motor Way, Inc., offered no evidence, but J. W. Lanier, the owner of PUC 1287, protested very vigorously the granting of applicant's petition, stating that he operates three taxicabs and, besides himself, employs two other operators; that he is trying to improve his service by adding equipment.

It further appears that both applicant and protestants are laboring under the false impression that applicant, after he has received his city license, has a right to operate within the corporate boundaries of the city of Alamosa. Alamosa is not a home-rule city, and before any taxi operation can be carried on, applicant must first secure authority from this Commission.

The evidence further discloses that since January 1, 1946, and since applicant has instituted service in the city of Alamosa, Lanier has improved his service by adding additional equipment and drivers. The Commission is fully aware of the difficulties encountered in operating a taxi service during the war and the period following thereafter, and the assumption of control by the Office of Defense Transportation has not only been an inconvenience, but at times, service has been wholly inadequate. Our investigations have developed that this condition usually has not been the fault of the carriers. On the whole, they have done well considering the difficulties it has been necessary for them to overcome. This is especially true of taxicab service. The ODT adopted the view that this service was a semi-luxury service. They restricted service to distances within ten miles of the city. They reduced the number of cabs which the operator could continue in service. The number of miles a cab could be operated during a given period was fixed by ODT. Help was scarce and he could not get tires or repair parts when needed. Lanier Taxi Service faced these

conditions but upon release by ODT, they have improved their service by adding some cabs and drivers and it would appear that they are definitely improving their service. This may have been brought on by threatened competition, but it clearly appears that service is being improved.

The question facing the Commission in this application is whether or not a duplicate or competing service in Alamosa is in the public interest.

In Re H.P. Lahs, Application No. 2621, where the facts were similar to those offered at the hearing in the instant application, and which application was one seeking a duplicating taxi service in the city of Greeley, the Commission in its decision No. 6846, held:

"The Commission, on a number of occasions, has held that an applicant, in order to secure a certificate of public convenience and necessity, must affirmatively show that the public convenience and necessity, as distinguished from his personal desires, requires his proposed operation, and that before a certificate of public convenience and necessity will issue for an operation which will virtually parallel existing common carrier service, a clear and affirmative showing must be made that the existing transportation facilities are inadequate or unsatisfactory, and that there is no prospect of such service being made better under the orders of the Commission."

The Commission in Application 7525, commenting on the above decision, said:

"While in general the doctrine in this decision is not questioned, it can hardly be accepted without qualification, nor can it be said to be without exception."

In the instant case, our decision must be based upon the record made, and the sole question to be determined is whether this record does or does not justify the contention of applicant that the public convenience and necessity requires the granting of the authority sought. We think applicant has failed and the record does not justify the granting of a certificate for additional taxi service. Applicant's case was based entirely upon his own testimony. He produced no witnesses corroborating his statements as to need for additional service. True, the City Council granted him a license to operate, but no representative from the City appeared requesting additional service, while, on the other hand, Lanier has operated under certificate from this Commission for years. In the instant application, assuming that his service in the past

was not up to the standard we would like to see or that the public is entitled to. He not only promises to improve that service, but has made definite improvement in his service during the last few months. No evidence was introduced that the granting of this certificate would produce more business. To permit more taxicab operators than are reasonably necessary to properly take care of the business to be handled, is definitely not in the public interest, and it would only be a matter of time until the weaker and less able financially to withstand the pressure of little or no business, must apply to the Commission for leave to abandon the public utility service authorized.

F I N D I N G S

THE COMMISSION FINDS:

That public convenience and necessity do not require the proposed taxicab service of applicant, and that the request for a certificate to so operate should be denied.

O R D E R

THE COMMISSION ORDERS:

That the above-styled application be, and the same hereby is, denied.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Maen E. P. [Signature]

Ralph C. [Signature]
Commissioners.

Dated at Denver, Colorado
this 28th day of January, 1947.

mcw

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE RATE ON CANNED GOODS (NOT COLD PACK OR
FROZEN; TRUCKLOADS, MINIMUM WEIGHT 30,000
POUNDS, FROM GRAND JUNCTION, COLORADO TO
DENVER, COLORADO.)

CASE NO. 1585

ALSO TO EXCLUDE THE APPLICATION OF PRE-
SCRIBED RATES WITHIN A FIVE-MILE RADIUS OF
OAK CREEK, COLORADO.)

January 24, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of two petitions, one from the Rio Grande Motor Way, Inc., and the other one from R. L. Ellis, Agent, for N. K. Hoskinson of Oak Creek, Colorado.

The petition from the Motor Way requests the prescription of a rate of 40 cents per 100 pounds on Canned Goods (not cold-pack or frozen), truck-load minimum weight 30,000 pounds, from Grand Junction, Colorado, to Denver, Colorado. The petition for account of Hoskinson requests that the territory within a radius of five (5) miles of Oak Creek, Colorado, be excluded from the application of the prescribed rates.

The present truck rate on canned goods minimum weight 10,000 pounds, from Grand Junction, Colorado, to Denver, Colorado is 69 cents, which is the applicable rate on 30,000 pounds as well as 10,000 pounds.

The petition states that a "shipper states that a considerable quantity of canned goods is available at Grand Junction, Colorado, for immediate movement to Denver, Colorado."

The minimum revenue per vehicle mile under the proposed rate and minimum weight would be approximately 46 cents, and the revenue per ton mile 3.07 cents; for the year 1945, the average freight revenue per

vehicle mile was 31.3 cents and 7.43 cents per ton mile.

The present rail rates on canned goods from Grand Junction, Colo., to Denver, Colo., are 38 cents per 100 pounds, minimum weight 80,000 pounds.

On September 26, 1946, Decision No. 26769, N. K. Hoskinson was issued a certificate of public convenience and necessity authorizing a call and demand service for the conduct of a general cartage and transfer business within and between points within a radius of five miles of the town of Oak Creek, and for the transportation of grain from points within a radius of 10 miles thereof, to said Oak Creek area.

The Commission has heretofore eliminated its prescribed rates on local drayage within the corporate limits of cities or towns or within a radius of one mile from any central location in an unincorporated city or town. Also on traffic (with some exceptions) transported locally between Denver, Colorado, and points located within a radius of five miles of Denver, Colorado, and points located within a radius of five miles of Denver, or between points located within said area. Also for account of George N. Harlan, rendering a drayage service in the town of Cortez, Colo., and between points within a radius of five miles of Cortez.

As was pointed out in the Harland case it is not practical to weigh each shipment in conducting a drayage service of this kind, which would have to be done if the prescribed rates were to be applied.

It does not appear that anything could be added to what is now before us in support of the proposals if a public hearing were had in these matters. Therefore, the matter will be disposed of without a formal hearing as each proposal seems to be in the interest of the public.

F i n d i n g s

THE COMMISSION FINDS:

That the requests should be authorized and that the same will result in just, fair, and reasonable maximum and minimum rates, and just, reasonable and proper rules and regulations for motor vehicle common carriers to the extent they are affected, and minimum rates, rules and

regulations for private carriers by motor vehicle when competing with duly authorized motor vehicle common carriers for substantially the same or similar service.

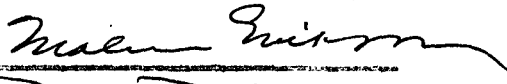

O R D E R

IT IS ORDERED:

That this order shall become effective forthwith; that the above statement and findings are made a part hereof; that all motor vehicle common carriers and all private carriers by motor vehicle operating in intrastate commerce in Colorado, to the extent they are hereby affected, be, and they hereby are, notified and required to cancel all schedules in conflict with the rates, regulations and provisions set forth in the aforesaid statement on February 1, 1947, upon notice to this Commission and to 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 and Section 10, Chapter 120, Session Laws of 1931, as amended; that the rates and regulations prescribed and approved in the aforesaid statement shall be published by all motor vehicle common carriers, and private carriers by motor vehicle, operating in intrastate commerce in Colorado, to the extent they are hereby affected, to become effective February 1, 1947, on notice to this 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 and Section 10, Chapter 120, Session Laws of Colorado, 1931, as amended; that on and after said date, all motor vehicle common carriers, to the extent they are hereby affected, shall cease and desist from demanding, charging, and collecting rates and charges which shall be greater or less than the basis of rates and charges herein prescribed; that on and after said date all private carriers by motor vehicle, to the extent they are hereby affected, shall cease and desist from demanding, charging, and collecting rates and charges which shall be less than those herein prescribed; that on and after February 1, 1947, the rates, rules and regulations prescribed in Case No. 1585 will not apply on local drayage transported within

a five (5) mile radius of Oak Creek, Colorado; that 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 liability applicable to a motor vehicle common carrier; that the order entered in Case No. 1585 on February 5, 1956, as since amended, shall continue in force until the further order of this Commission; that jurisdiction is retained to make such further order or orders as may be necessary and proper.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners

Dated at Denver, Colorado,
this 24th day of January, 1957

JH

(Decision No. 27388)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE DEPARTURE OF PUBLISHED SCHEDULE COVERING MINIMUM WEIGHTS ON TWO CAR- LOAD SHIPMENTS OF COAL FROM BOWIE, COLO. TO GRAND JUNCTION, COLORADO.	}	<u>MISCELLANEOUS DOCKET NO. 231</u>
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January 20, 1947

S T A T E M E N T

By the Commission:

This matter is before the Commission upon a letter from The Denver and Rio Grande Western Railroad Company (Wilson McCarthy and Henry Swan, Trustees), by A. G. Winter, its Assistant General Freight Agent, dated November 30, 1946, requesting authority to assess a rate of \$1.00 per ton of 2,000 pounds, with a minimum weight of 60,000 pounds on UCR 20,288, nut coal, and OSL 27,151, lump coal, from Bowie, Colorado to Grand Junction, Colorado, in lieu of a minimum weight of 100,000 pounds.

U.C.R. 20,288 is a coal dump car and O.S.L., 27, 151 is a gondola car, both cars having a marked capacity of 100,000 pounds. The published tariff provides that the minimum weight will be the marked capacity of the car.

Due to the recent coal miners' strike the shipper was unable to load these two cars to the required minimum weight, and on account of the acute shortage of coal at Grand Junction, it was necessary to move these two cars of coal immediately.

The carrier is agreeable and anxious to aid the shipper in the prevailing emergency and respectfully requests authority to assess freight charges on the basis hereinbefore set forth.

F i n d i n g s

Acting under the authority of Section 17, paragraph (c) of
The Public Utilities Act, the Commission finds that the request should
be granted.

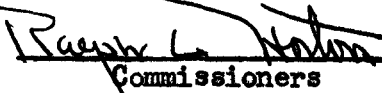
O R D E R

IT IS ORDERED:

That The Denver and Rio Grande Western Railroad Company (Wilson
McCarthy and Henry Swan, Trustees), be, and it is hereby, authorized
to assess freight charges on two carload shipments of coal, viz.: UCR 20288
and OSL 27151, from Bowie, Colorado, to Grand Junction, Colorado, on
the basis of \$1.00 per ton of 2,000 pounds, minimum weight 60,000 pounds;
that this order shall not be used as a precedent for other cases of a
similar nature.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners

Dated at Denver, Colorado,
this 20th day of January, 1947

JH

THE DENVER AND RIO GRANDE WESTERN RAILROAD CO.

WILSON MCCARTHY AND HENRY SWAN, TRUSTEES

DENVER 1, COLORADO

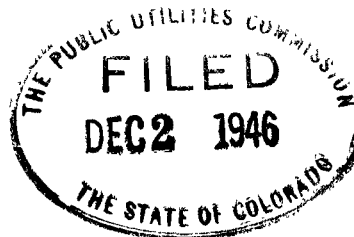
J. G. SIMPSON
GENERAL FREIGHT AGENT

M. G. VAN BROCKLIN
ASSISTANT GENERAL FREIGHT AGENT-DIVISIONS

A. G. WINTER
ASSISTANT GENERAL FREIGHT AGENT-TARIFFS

November 30, 1946

File N-302-12A81



To the Public Utilities Commission
of the State of Colorado
Denver, Colorado

The Denver and Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees, by A. G. Winter, its Assistant General Freight Agent, does hereby respectfully petition the Public Utilities Commission of the State of Colorado that it be permitted under Section 17(c) of the Public Utilities Act, to depart from the minimum weights from Bowie, Colorado to Grand Junction, Colorado, as published in Index 3500, Page 24, and Item 130, page 10, of Colorado P.U.C. No. 384 (D&RGW Freight Tariff No. 6249-D), as amended, enabling your petitioner to assess a rate of \$1.00 per ton of 2,000 pounds, with a minimum weight of 60,000 pounds on UCR 20288, nut coal, and OSL 27151, lump coal, from Bowie, Colorado, to Grand Junction, Colorado, without publication of schedules.

UCR 20288 is a coal dump car and OSL 27151 is a gondola car, with both having 100,000 pound capacity, as shown in the Official Railway Equipment Register of October, 1946, Colorado P.U.C. No. 281. Under Item 130 of Colo. P.U.C. No. 384, minimum weight is the marked capacity of the car.

Shipper has authority from the Solid Fuels Administrator for War to load, and carriers have authority to move, these two cars of coal, but shipper is unable to load them to the required minimum due to the current miners' strike.

Due to the coal miners' strike and in view of the acute shortage of coal at Grand Junction it is necessary that these two cars of coal be moved into that area before the minimum required can be mined and loaded. Carriers are anxious to aid in this emergency and respectfully request the Honorable Commission authority to move these two cars without tariff publication.

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY
Wilson McCarthy and Henry Swan, Trustees

By A. G. Winter
Assistant General Freight Agent

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN ROBERT WATKINS, 1825)
LOGAN, DENVER 5, COLORADO)

PERMIT NO. B-3488

January 31, 1947

S T A T E M E N T

By the Commission:

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

John Robert Watkins

requesting that Permit No. B-3488 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-3488, heretofore issued to.....

John Robert Watkins

be,

and the same is hereby, declared cancelled effective January 24, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 31st day of January, 194 7

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
G. H. HUTTENBOW, 4630 FILLMORE,)
DENVER 16, COLORADO)
)
)
)
)

PERMIT NO. C-14239

January 31, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
G. H. Huttenhow.....
requesting that Permit No. C-14239.....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-14239....., heretofore issued to.....
G. H. Huttenhow.....be,
and the same is hereby, declared cancelled effective November 20, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,
this 31th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
E. F. GARRETT, 319 LINCOLN STREET)
LOVELAND, COLORADO)

PERMIT NO. C-13996

January 31, 1947

S T A T E M E N T

By the Commission:

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

E. F. Garrett.....

requesting that Permit No. C-13996.....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-13996....., heretofore issued to.....

E. F. Garrett.....be,

and the same is hereby, declared cancelled effective September 11, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 31th day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HENRY BLOMGREN,)
NEW CASTLE, COLORADO)
)
)
)

PERMIT NO. C-13865

January 31, 1947

S T A T E M E N T

By the Commission:

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

Henry Blomgren

requesting that Permit No. C-13865.....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-13865....., heretofore issued to.....

Henry Blomgren

be,

and the same is hereby, declared cancelled effective December 5, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Hooten

Commissioners

Dated at Denver, Colorado,

this 31st day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
R. H. FISHER, 467 WEST 9TH,)
WICHITA, KANSAS)
)
)
)

PERMIT NO. C-13748

January 31, 1947

S T A T E M E N T

By the Commission:

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

R. H. Fisher.....

requesting that Permit No. C-13748.....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-13748....., heretofore issued to.....

R. H. Fisher.....be,

and the same is hereby, declared cancelled effective December 1, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 31st day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
IRVIN BLUMENTHAL, 2227 SPRUCE,)
BOULDER, COLORADO)
)
)
)

PERMIT NO. C-13625

January 31, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Irvin Blumenthal.....
requesting that Permit No. C-13625.....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-13625....., heretofore issued to.....
Irvin Blumenthal.....be,
and the same is hereby, declared cancelled effective October 20, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 31st day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOSEPH A. LaCONTE, STOCKYARDS)
STATION, DENVER 16, COLORADO)
)
)
)

PERMIT NO. C-1283

January 31, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Joseph A. LaConte.....
requesting that Permit No. C-1283..... 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-1283....., heretofore issued to.....
Joseph A. LaConte..... be,
and the same is hereby, declared cancelled effective January 22, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 31st day of January, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
L. A. BILLINGS AND M. M. BILLINGS,)
DOING BUSINESS AS "BILLYS CITY TAXI,") APPLICATION NO. 7769
BOULDER, COLORADO, FOR EXTENSION OF)
P.U.C. NO. 177.)

January 27, 1947.

Appearances: E. B. Evans, Esq., Denver, Colorado,
for applicants;
Joseph G. Hodges, Esq., Denver,
Colorado, for Rocky Mountain
Motor Company.

S T A T E M E N T

By the Commission:

On October 9, 1946, the Commission made and entered its Decision No. 26841 in the above entitled proceeding, wherein a certificate of public convenience and necessity was granted to the applicant for the extension of PUC No. 177 to authorize, among other things, the transportation of passengers by taxicabs within a radius of thirty-five miles of Boulder, Colorado, with certain exceptions thereto.

On October 29, 1946, the Rocky Mountain Motor Company filed herein a petition for rehearing in which it requested that a rehearing be granted upon the following points:

(a) To ascertain whether the public convenience and necessity requires any additional transportation service between Boulder and Estes Park, and intermediate points, Lyons to Estes Park, during such periods as Rocky Mountain Motor Company may operate its scheduled service between those points.

(b) If the public convenience and necessity requires such taxi service to place upon such service appropriate additional limitations which are required to protect the scheduled passenger transportation service conducted by Rocky Mountain Motor Company.

Inasmuch as said petition for rehearing was filed less than ten days prior to the effective date of Decision No. 26841, said decision became effective on October 29, 1946, and is now in full force and effect.

Other protestants did not file petitions for rehearing.

F I N D I N G S

THE COMMISSION FINDS:

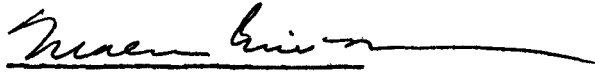
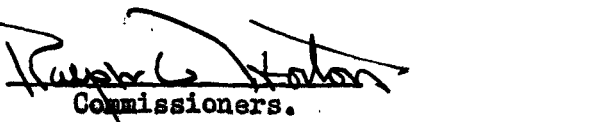
That the petition for rehearing filed herein by Rocky Mountain Motor Company should be granted, and that such rehearing should be limited to the questions raised by said petition for rehearing relative to appropriate additional limitations upon the certificate sought.

O R D E R

THE COMMISSION ORDERS:

That a rehearing be granted herein, limited, however, to the questions raised and set forth in the petition for rehearing filed by the Rocky Mountain Motor Company.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 27th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
L. A. BILLINGS AND M. M. BILLINGS,)
DOING BUSINESS AS "BILL'S CITY TAXI,")
BOULDER, COLORADO, FOR EXTENSION OF)
PUC NO. 177.)

APPLICATION NO. 7769

January 27, 1947.

Appearances: E. B. Evans, Esq., Denver, Colorado,
for applicants;
Joseph G. Hodges, Esq., Denver,
Colorado, for Rocky Mountain
Motor Company.

S T A T E M E N T

By the Commission:

On October 9, 1946, the Commission made and entered its Decision No. 26841 in the above entitled matter, whereby a certificate of public convenience and necessity was granted to the applicant authorizing an extension of PUC Certificate No. 177 to include the transportation of passengers by taxicab within a radius of thirty-five miles of Boulder, Colorado, subject to certain limitations as set forth in said order.

The Rocky Mountain Motor Company, one of the protestants, filed a petition for rehearing limited to the following questions:

(a) To ascertain whether the public convenience and necessity requires any additional transportation service between Boulder and Estes Park and intermediate points, Lyons to Estes Park, during such periods as Rocky Mountain Motor Company may operate its scheduled service between those points.

(b) If the public convenience and necessity require such taxi service to place upon such service appropriate additional limitations which are required to protect the scheduled passenger transportation service conducted by Rocky Mountain Motor Company.

Said petition for rehearing was filed less than ten days prior to the effective date of said decision and therefore said decision became effective on October 29, 1946, and is now in effect.

The other protestants in this proceeding did not file any petition for rehearing.

The Commission has granted a rehearing herein, limited to the question raised in the petition for rehearing filed by Rocky Mountain Motor Company relating to appropriate additional limitations upon the certificate sought.

The applicant and Rocky Mountain Motor Company, being the only parties interested in this rehearing, have agreed that a formal hearing upon such rehearing shall be waived, and further agreed that the Commission may consider this matter upon the record as heretofore made in these proceedings, and have agreed to the following limitations to be placed upon the certificate issued by the Decision No. 26841:

1. In the operation under said Certificate between Boulder and Estes Park, Colorado, and intermediate points Lyons to Estes Park, the applicant shall be limited to the use of not more than two 5-passenger automobiles; and

2. That the fares of applicant for the transportation of persons between Boulder and Estes Park, Colorado, and intermediate points Lyons to Estes Park, during the times said Rocky Mountain Motor Company operates a scheduled service between said points, shall be not less than 120% of the fares charged by said Rocky Mountain Motor Company for transportation between said points.

The Commission, in view of the agreement between the applicant and the said Rocky Mountain Motor Company, has reviewed the record herein and therefrom finds:

That in view of the stipulation and agreement between said applicant and said Rocky Mountain Motor Company, the rehearing herein should be limited to said stipulation and agreement and the record heretofore made in this proceeding.

That the certificate of public convenience and necessity as extended by Decision No. 26841 should be amended in accordance with said agreement between the applicant and the Rocky Mountain Motor Company, and that the

Certificate heretofore entered herein should be limited in accordance therewith.

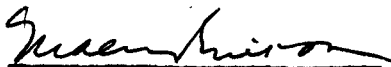
O R D E R

IT IS ORDERED, That the public convenience and necessity require that the certificate heretofore issued herein to applicant by Decision No. 26841 be, and it hereby is, amended by adding thereto the following limitations:

1. In the operation under said Certificate between Boulder and Estes Park, Colorado, and intermediate points Lyons to Estes Park, the applicant shall be limited to the use of not more than two 5-passenger automobiles; and
2. That the fares of applicant for the transportation of persons between Boulder and Estes Park, Colorado, and intermediate points Lyons to Estes Park, during the times Rocky Mountain Motor Company operates a scheduled service between said points, shall be not less than 120% of the fares charged by said Rocky Mountain Motor Company for transportation between said points.
3. That Decision No. 26841, in all other respects, shall remain in full force and effect.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 27th day of January, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
AL STEVENS, 2167 - 15TH STREET,)
DENVER, COLORADO)
)
)
)
)

PERMIT NO. C-16468

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Al Stevens.....
requesting that Permit No. C-16468.....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-16468....., heretofore issued to.....
Al Stevens.....be,
and the same is hereby, declared cancelled effective November 1, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO
Malcolm Erickson
Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 3d day of February, 1947
S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FELIX GALLEGOS, LA JARA,)
COLORADO)
)
)
)
)

PERMIT NO. C-16592

February 3, 1947

S T A T E M E N T

By the Commission:

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

Felix Gallegos

requesting that Permit No. C-16592.....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-16592....., heretofore issued to.....

Felix Gallegos.....be,

and the same is hereby, declared cancelled effective November 21, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Thaddeus C. Jackson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
PAUL'S PRODUCE, 204 MAIN STREET,)
FORT MORGAN, COLORADO)
)
)
)
)

PERMIT NO. C-16451

February 3, 1947

S T A T E M E N T

By the Commission:

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

Paul's Produce-----

requesting that Permit No.C-16451.....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-16451....., heretofore issued to-----

Paul's Produce-----be,

and the same is hereby, declared cancelled effective September 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this.....3d.....day of February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FRED CHAMBERS, ROUTE 2,)
MONTE VISTA, COLORADO)
)
)
)
)
)

PERMIT NO. C-16588

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Fred Chambers.....
requesting that Permit No. C-16588.....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-16588....., heretofore issued to.....
Fred Chambers.....be,
and the same is hereby, declared cancelled effective November 24, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Hart

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HARRY A. POWERS, JR., 215 SOUTH)
FEDERAL BOULEVARD, DENVER 4,)
COLORADO)

PERMIT NO. C-16565

February 3, 1947

S T A T E M E N T

By the Commission:

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

Harry A. Powers, Jr.

requesting that Permit No. C-16565.....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-16565....., heretofore issued to.....

Harry A. Powers, Jr.

be,

and the same is hereby, declared cancelled effective November 19, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GORDON STEWART WEATHERLY,)
3450 SOUTH GRANT STREET,)
ENGLEWOOD, COLORADO)
)
)
)

PERMIT NO. C-16493

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Gordon Stewart Weatherly.....
requesting that Permit No. C-16493.....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-16493....., heretofore issued to.....
Gordon Stewart Weatherly.....be,
and the same is hereby, declared cancelled effective October 3, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm L. Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
MILTON D. STOREY, 427 MADISON,)
MONTE VISTA, COLORADO)

PERMIT NO. C-16571

February 3, 1947

S T A T E M E N T

By the Commission:

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

Milton D. Storey

requesting that Permit No. C-16571.....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-16571....., heretofore issued to.....

Milton D. Storey.....be,

and the same is hereby, declared cancelled effective October 21, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Johnston

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
H. D. White, P.O. Box 948,)
GREELEY, COLORADO)
)
)
)
)
)

PERMIT NO. C-14736

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....H. D. White.....
requesting that Permit No.C-14736.....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-14736....., heretofore issued to.....
.....H. D. White.....be,
and the same is hereby, declared cancelled effective October 28, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm C. Erickson
.....
Ralph C. Norton
.....

Commissioners

Dated at Denver, Colorado,
this.....3d.....day of February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GEORGE H. SMITH, GENERAL)
DELIVERY, CRAIG, COLORADO)
)
)
)
)
)

PERMIT NO. C-14604

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
George H. Smith.....
requesting that Permit No. C-14604.....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-14604....., heretofore issued to.....
George H. Smith.....be,
and the same is hereby, declared cancelled effective January 1, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,
this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
COLORADO EXCAVATING COMPANY)
2154 GRAY STREET, DENVER,)
COLORADO)
)
)
)

PERMIT NO. C-14567

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Colorado Excavating Company.....
requesting that Permit No. C-14567.....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-14567....., heretofore issued to.....
Colorado Excavating Company.....be,
and the same is hereby, declared cancelled effective December 1, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Thomas E. Erickson
Ralph C. Horton
Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

✿ ✿ ✿ ✿

RE MOTOR VEHICLE OPERATIONS OF)
GOOCH FOOD PRODUCTS COMPANY,)
6th & SOUTH STREETS, LINCOLN,)
NEBRASKA)

PERMIT NO. C-13960

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
 Gooch Food Products Company.....
 requesting that Permit No. C-13960.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-13960, heretofore issued to Gooch Food Products Company, be, and the same is hereby, declared cancelled effective October 25, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Walscom, Eric Walscom
Rae-Jane Walscom
Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
HARGUS L. STOUT, WETMORE)
COLORADO)

PERMIT NO. C-16548

February 3, 1947

S T A T E M E N T

By the Commission:

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

Hargus L. Stout

requesting that Permit No. C-16548 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-16548, heretofore issued to.....

Hargus L. Stout

be,

and the same is hereby, declared cancelled effective November 8, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
MAX E. WHISLER, 3879 LOWELL)
BOULEVARD, DENVER 11, COLORADO)
)
)
)

PERMIT NO. C-17649

February 5, 1947

S T A T E M E N T

By the Commission:

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

Max E. Whisler.....

requesting that Permit No. C-17649..... 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-17649....., heretofore issued to.....

Max E. Whisler..... be,

and the same is hereby, declared cancelled effective November 15, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Norton
.....
.....
.....

Commissioners

Dated at Denver, Colorado,

this 5th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
VIRGIL LEE DAVIDSON, 3060)
SOUTH LOGAN STREET, ENGLEWOOD,)
COLORADO)

PERMIT NO. C-17632

February 5, 1947

S T A T E M E N T

By the Commission:

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

Virgil Lee Davidson

requesting that Permit No. C-17632.....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-17632....., heretofore issued to.....

Virgil Lee Davidson

be,

and the same is hereby, declared cancelled effective December 31, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 5.....day of February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WOODROW W. SCOTT, 533 - 14th AVE)
GREELEY, COLORADO)

PERMIT NO. C-17483

February 5, 1947

S T A T E M E N T

By the Commission:

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

Woodrow W. Scott

requesting that Permit No. C-17483 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-17483, heretofore issued to.....

Woodrow W. Scott

and the same is hereby, declared cancelled effective December 6, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN T. SWENNES, 402 EAST)
KIOWA, COLORADO SPRINGS,)
COLORADO)

PERMIT NO. C-17966

February 5, 1947

S T A T E M E N T

By the Commission:

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

John T. Swennes

requesting that Permit No. C-17966 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-17966, heretofore issued to.....

John T. Swennes be,

and the same is hereby, declared cancelled effective December 5, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
VIRGIL BESS,)
PENROSE, COLORADO)
)
)
)
)
)

PERMIT NO. C-17928

February 5, 1947

S T A T E M E N T

By the Commission:

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

Virgil Bess-----

requesting that Permit No. C-17928-----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-17928-----, heretofore issued to-----

Virgil Bess-----be,

and the same is hereby, declared cancelled effective December 13, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of February, 194 7

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
RALPH P. WILLIAMS, ROUTE #2,)
BOX 687, PUEBLO, COLORADO)

PERMIT NO. C-17872

February 5, 1947

S T A T E M E N T

By the Commission:

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

Ralph P. Williams

requesting that Permit No. C-17872.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-17872, heretofore issued to.....

Ralph P. Williams

..be.

and the same is hereby, declared cancelled effective November 20, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

William C. Horton
Commissioners

Dated at Denver, Colorado,

this.....5th.....day of.....February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WORTH KEEN, CASSVILLE,)
MISSOURI)

PERMIT NO. C-17839

February 5, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Worth Keen.....
requesting that Permit No. C-17839.....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-17839....., heretofore issued to.....
Worth Keen.....be,
and the same is hereby, declared cancelled effective November 27, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

.....
Malcolm Erickson
.....
Ralph C. Horton
.....
Commissioners

Dated at Denver, Colorado,
this 5th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

✻ ✻ ✻ ✻

RE MOTOR VEHICLE OPERATIONS OF)
FORTENBERRY DISTRIBUTING)
COMPANY, 618 WEST GRAND,)
OKLAHOMA CITY, OKLAHOMA)

PERMIT NO. C-17806

February 5, 1947

STATEMENT

By the Commission:

The Commission is in receipt of a communication from.

Fortenberry Distributing Co.

requesting that Permit No. C-17806 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-17806, heretofore issued to.

Fortenberry Distributing Co.

..be,

and the same is hereby, declared cancelled effective November 30, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this.....5th.....day of February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
LENA M. GARRETT, 1920 NORTH)
WALNUT STREET, COLORADO SPRINGS,)
COLORADO)
)
)
)

PERMIT NO. C-17793

February 5, 1947

S T A T E M E N T

By the Commission:

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

Lena M. Garrett.....

requesting that Permit No. C-17793.....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-17793....., heretofore issued to.....

Lena M. Garrett.....be,

and the same is hereby, declared cancelled effective November 25, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this.....5th.....day of.....February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
EMIL AND W. H. MAGNUSON,)
ROUTE 1, BOX 70, DENVER 16,)
COLORADO) PERMIT NO. C-17788
)
)
)

February 5, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Emil & W. H. Magnuson.....
requesting that Permit No. C-17788.....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-17788....., heretofore issued to.....
Emil & W. H. Magnuson.....be,
and the same is hereby, declared cancelled effective December 19, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

.....
.....
.....
Commissioners

Dated at Denver, Colorado,
this 5th day of February, 1947
S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
VICENTE G. AYALA, 1702 EAST)
16th STREET, PUEBLO, COLORADO)
)
)
)
)

PERMIT NO. C-17735

February 5, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Vicente G. Ayala.....
requesting that Permit No. C-17735.....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-17735....., heretofore issued to.....
Vicente G. Ayala.....be,
and the same is hereby, declared cancelled effective January 9, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

.....
Ralph C. Norton
Commissioners

Dated at Denver, Colorado,
this 5th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
L. F. HORTON, 3425 MEADE STREET,)
DENVER 11, COLORADO)

PERMIT NO. C-17775

February 5, 1947

S T A T E M E N T

By the Commission:

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

L. F. Horton

requesting that Permit No. C-17775 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-17775, heretofore issued to.....

L. F. Horton

be,

and the same is hereby, declared cancelled effective January 3, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of February, 194 7

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RICHARD O. SHUMWAY, 250 PRATT)
STREET, LONGMONT, COLORADO)
)
)
)

PERMIT NO. C-17695

February 5, 1947

S T A T E M E N T

By the Commission:

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

Richard O. Shumway.....

requesting that Permit No. C-17695.....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-17695....., heretofore issued to.....

Richard O. Shumway.....be,

and the same is hereby, declared cancelled effective December 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 5th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WALTER V. PETERSON, IDLEDALE,)
COLORADO)
)
)
)
)

PERMIT NO. C-17597

February 6, 1947

S T A T E M E N T

By the Commission:

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

Walter V. Peterson

requesting that Permit No. C-17597.....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-17597....., heretofore issued to.....

Walter V. Peterson

be,

and the same is hereby, declared cancelled effective December 18, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
L. W. MORROW, LIMON, COLORADO)

PERMIT NO. C-17596

February 6, 1947

S T A T E M E N T

By the Commission:

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

L. W. Morrow.....

requesting that Permit No. C-17596.....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-17596....., heretofore issued to.....

L. W. Morrow.....be,

and the same is hereby, declared cancelled effective November 12, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this.....6th.....day of.....February....., 194 7

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ALVIN C. BAXTER, BOX 2,)
RANGELY, COLORADO)
)
)
)
)
)

PERMIT NO. C-17554

February 6, 1947

S T A T E M E N T

By the Commission:

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

Alvin C. Baxter.....

requesting that Permit No. C-17554..... 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-17554....., heretofore issued to.....

Alvin C. Baxter.....

be,

and the same is hereby, declared cancelled effective November 18, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ALEXANDER GRIFFIN, 1908)
DALLAS STREET, AURORA 8,)
COLORADO)
)
)
)

PERMIT NO. C-17520

February 6, 1947

S T A T E M E N T

By the Commission:

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

Alexander Griffin.....

requesting that Permit No. C-17520.....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-17520....., heretofore issued to.....

Alexander Griffin.....be,

and the same is hereby, declared cancelled effective November 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

RE MOTOR VEHICLE OPERATIONS OF)
OREN J. STAMM, 4201 CLAY STREET)
DENVER, 11, COLORADO)

PERMIT NO. C-17438

February 6, 1947

S T A T E M E N T

By the Commission:

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

Oren J. Stamm

requesting that Permit No. C-17438 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-17438, heretofore issued to.....

Oren J. Stamm be,

and the same is hereby, declared cancelled effective December 10, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Phalcom Erickson

Ralph C. Hartman

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
H. E. EMERY, 1432 SANTA FE,)
DENVER 4, COLORADO)
)
)
)
)

PERMIT NO. C-17433

February 6, 1947

S T A T E M E N T

By the Commission:

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

H. E. Emery.....

requesting that Permit No. C-17433.....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-17433....., heretofore issued to.....

H. E. Emery.....be,

and the same is hereby, declared cancelled effective January 2, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Harrison

Ralph C. Harrison

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
J. HOMER BRILL AND JOSEPH)
STROVAS, 802 WEST 7th,)
WALSENBURG, COLORADO)
)
)
)

PERMIT NO. C-17416

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
J. Homer Brill and Joseph Strovas.....
requesting that Permit No. C-17416.....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-17416....., heretofore issued to.....
J. Homer Brill and Joseph Strovas.....be,
and the same is hereby, declared cancelled effective January 2, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Phalcom Erickson

Ralph C. Heston

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
CLIFFORD ANDERSON, BOX 171,)
BRUSH, COLORADO)
)
)
)
)
)

PERMIT NO. C-17391

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from-----
Clifford Anderson-----
requesting that Permit No. C-17391-----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-17391-----, heretofore issued to-----
Clifford Anderson-----be,
and the same is hereby, declared cancelled effective December 10, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
AFTEN L. CHENEY, REDMESA,)
COLORADO)
)
)
)
)

PERMIT NO. C-17390

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Aften L. Cheney.....
requesting that Permit No. C-17390.....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-17390....., heretofore issued to.....
Aften L. Cheney.....be,
and the same is hereby, declared cancelled effective December 10, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
MALEN POWELL, 1966 WEST)
WARREN, DENVER, 10, COLORADO)
)
)
)
)

PERMIT NO. C-17386

February 6, 1947

S T A T E M E N T

By the Commission:

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

Malen Powell.....

requesting that Permit No. C-17386.....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-17386....., heretofore issued to.....

Malen Powell.....be,

and the same is hereby, declared cancelled effective November 18, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Ericson
Raymond A. Hunsley
Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
C. N. SCOTT, ROUTE NO. 1,)
BOX 513, CANON CITY, COLORADO)
)
)
)

PERMIT NO. C-17332

February 6, 1947

S T A T E M E N T

By the Commission:

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

C. N. Scott

requesting that Permit No. C-17332.....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-17332....., heretofore issued to.....

C. N. Scott.....be,

and the same is hereby, declared cancelled effective October 14, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm E. Erickson

Ralph C. Notson

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
WILLIAM J. MACKEY AND J. DONALD)
2476 WEST ARGYLE PLACE, DENVER,)
11, COLORADO)

PERMIT NO. C-17293

February 6, 1947

S T A T E M E N T

By the Commission:

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

William J. Mackey & J. Donald

requesting that Permit No. C-17293.....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-17293....., heretofore issued to.....

William J. Mackey & J. Donald.....be,

and the same is hereby, declared cancelled effective October 24, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Madison C. Ellison

Ralph C. Vincent

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
FREED M. KELLY, CORTEZ,)
COLORADO)

PERMIT NO. C-17271

February 6, 1947

S T A T E M E N T

By the Commission:

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

Freed M. Kelly.....

requesting that Permit No. C-17271.....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-17271....., heretofore issued to.....

Freed M. Kelly.....

be,

and the same is hereby, declared cancelled effective November 21, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
RICHARD ALBERT URSICK, 1114)
SCHOOL STREET, PUEBLO,)
COLORADO)

PERMIT NO. C-17253

February 6, 1947

S T A T E M E N T

By the Commission:

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

Richard Albert Ursick

requesting that Permit No. C-17253.....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-17253....., heretofore issued to.....

Richard Albert Ursick.....be,

and the same is hereby, declared cancelled effective November 27, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

(Decision No. 27438)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
THE EURLINGTON TRANSPORTATION COM-
PANY, 506 SOUTH WALASH AVENUE,
CHICAGO, ILLINOIS, FOR AUTHORITY
TO TRANSFER TO THE DENVER-BOULDER
BUS COMPANY, 501 SEVENTEENTH STREET,
DENVER, COLORADO, CERTIFICATE COVERED
IN APPLICATIONS NOS. 454-EBA AND
790-BA, DATED SEPTEMBER 24, 1942.

APPLICATION NO. 8159-
(Transfer)

January 30, 1947

Appearances: J. L. Rice, Esq., Denver, Colorado,
J. C. Street, Denver, Colorado, and
Russell B. James,
for Eurlington Transportation
Company;
T. A. White, Esq., Denver, Colorado,
for Denver-Boulder Bus Company.

S T A T E M E N T

By the Commission:

Eurlington Transportation Company, a corporation, herein seeks authority to transfer to Denver-Boulder Bus Company, a Colorado corporation, the operating rights which it acquired from The Denver and Interurban Motor Company, a corporation, pursuant to Decision No. 19729 of this Commission, reference to which is hereby made, of date September 24, 1942, being the right to transport passengers, baggage, express, mail, and newspapers in intrastate and interstate commerce between Denver and Boulder and all intermediate points, and occasional motor coach service by special charter between points in the State of Colorado.

Prior to the acquisition of operating rights aforesaid, by Eurlington Transportation Company, said operation was conducted by The

Denver and Interurban Motor Company under PUC No. 43.

Said application to transfer, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, January 29, 1947, and taken under advisement.

At the hearing, it appeared that Denver-Boulder Bus Company was incorporated under the laws of the State of Colorado on the 15th day of January, 1947, its authorized capital being \$50,000.00, divided into 500 shares of the par value of \$100.00 each. Of this amount, 450 shares have been issued at par, being 404 shares to I. B. James, 45 shares to Don B. James, and 1 share to Matel M. James, who, respectively, are President, Vice-President, and Secretary-Treasurer of the new company. I. B. James will actively assume the management of Denver-Boulder Bus Company. He is an experienced bus operator, having managed numerous bus operations, beginning with the year 1923.

By contract in writing, dated January 8, 1947, I. B. James obtained an option to be exercised on or before February 15, 1947, to purchase said intrastate operating rights for \$35,000.00, and interstate operating rights granted by the Interstate Commerce Commission over the same territory for \$2,000.00. He also had the right, if he so desired, to purchase 5 pieces of equipment described in Paragraph 6 of said operating agreement, being Exhibit 1, which, by reference, is made a part hereof, upon certain terms and conditions therein set forth.

On January 21, 1947, he assigned said option to Denver-Boulder Bus Company, who elected to exercise it by purchasing the operating rights mentioned for \$35,000.00, and elected not to purchase the equipment. However, Company has purchased five 37-passenger 1947 Aerocoaches, for a total purchase price of \$76,254.00, delivery of four busses to be made on February 1, 1947, the other bus to be delivered on February 10, 1947. Pending delivery of the busses, arrangements have been made to

lease busses from Burlington Transportation Company. In the event the cash funds are not sufficient to make fifteen per cent down payment of \$11,500.00 on said busses and to maintain a satisfactory working fund, I. B. James will advance \$10,000.00 cash to the company.

Transferee also will make the necessary cash deposit to guarantee payment of passenger-mile tax, and will furnish satisfactory insurance covering the operation.

The operating rights are to be transferred free and clear of indebtedness. Burlington Transportation Company assumes and will pay all outstanding indebtedness, which consists only of current bills.

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

The Commission is of the opinion, and finds, that the transferee is able and qualified, pecuniarily and otherwise, to carry on the operation; that the proposed transfer is in the public interest and should be authorized.

O R D E R

THE COMMISSION ORDERS:

That Burlington Transportation Company, Chicago, Illinois, be, and it hereby is, authorized to transfer to Denver-Boulder Bus Company, a Colorado corporation, all its right, title, and interest in and to authority acquired from The Denver and Interurban Motor Company, pursuant to Decision No. 19729 of this Commission, being the right to transport:

passengers, baggage, express, mail, and newspapers in intrastate and interstate commerce, between Denver and Boulder and all intermediate points, and to furnish occasional motor coach service by special ~~charter~~ between points in the State of Colorado, -

Transferor Burlington Transportation Company to assume payment of all outstanding indebtedness against said operation prior to consummation of transfer.



That the operating rights herein authorized to be transferred, in the future, shall be known as "PUC Nos. 43 and 43-I,"

That transfer of interstate operating rights shall be subject to the provisions of the Federal Motor Carrier Act of 1935.

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

That this order shall become effective forthwith.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners

DATED at Denver, Colorado,
this 30th day of January, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ERNEST HARDESTY, BOX 332,)
JOHNSTOWN, COLORADO)
)
)
)

PERMIT NO. C-17236

February 6, 1947

S T A T E M E N T

By the Commission:

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

Ernest Hardesty.....

requesting that Permit No. C-17236.....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-17236....., heretofore issued to.....

Ernest Hardesty.....be,

and the same is hereby, declared cancelled effective December 31, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

MALCOM ERIKSSON

RALPH C. HORTON

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
T. G. CLEEK, BOX 557,)
EATON, COLORADO)
)
)
)
)
)

PERMIT NO. C-17157

February 6, 1947

S T A T E M E N T

By the Commission:

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

T. G. Cleek-----

requesting that Permit No. C-17157-----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-17157-----, heretofore issued to-----

T. G. Cleek-----

be,

and the same is hereby, declared cancelled effective November 20, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

✿ ✿ ✿ ✿

RE MOTOR VEHICLE OPERATIONS OF)
BERNARD BIGHAM, BOX 313,)
BAYFIELD, COLORADO)

PERMIT NO. C-17141

February 6, 1947

STATEMENT

By the Commission:

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

Bernard Bigham

requesting that Permit No. C-17141 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

O R D E R

THE COMMISSION ORDERS:

That Permit No. C-17141, heretofore issued to.....

Bernard Bigham

be,

and the same is hereby, declared cancelled effective January 2, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JACK PETERSON, 924 WEST 24th,)
KEARNEY, NEBRASKA)

PERMIT NO. C-17134

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Jack Peterson.....
requesting that Permit No. C-17134..... 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-17134....., heretofore issued to.....
Jack Peterson..... be,
and the same is hereby, declared cancelled effective September 27, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Michael E. Emerson
Ralph C. Norton
Commissioners

Dated at Denver, Colorado,
this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
ROY E. OWEN, 3127 UMATILLA ST.,)
DENVER 11, COLORADO)
)
)
)
)

PERMIT NO. C-17084

February 6, 1947

S T A T E M E N T

By the Commission:

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

Roy E. Owen-----

requesting that Permit No. C-17084-----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-17084-----, heretofore issued to-----

Roy E. Owen-----be,

and the same is hereby, declared cancelled effective December 27, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 194 7

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
CECIL KENNEDY, WHITEWATER,)
COLORADO)

PERMIT NO. C-17035

February 6, 1947

STATEMENT

By the Commission:

The Commission is in receipt of a communication from.....
.....Cecil Kennedy.....
.....requesting that Permit No. C-17035.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-17035, heretofore issued to
Cecil Kennedy, be,
and the same is hereby, declared cancelled effective December 3, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,
this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
R. J. KITCH, 126 HUNTER ROAD,)
LEADVILLE, COLORADO)

PERMIT NO. C-16999

February 6, 1947

S T A T E M E N T

By the Commission:

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

R. J. Kitch

requesting that Permit No. C-16999 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-16999, heretofore issued to

R. J. Kitch be.

and the same is hereby, declared cancelled effective December 14, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom E. Erickson

Ralph C. Winter

Commissioners

Dated at Denver, Colorado.

this.....6th.....day of.....February....., 194 7

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOE HAHN, BENNETT, COLORADO)

PERMIT NO. C-16945

February 6, 1947

S T A T E M E N T

By the Commission:

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

Joe Hahn

requesting that Permit No. C-16945 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-16945, heretofore issued to.....

Joe Hahn be,

and the same is hereby, declared cancelled effective December 20, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm E. Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
BOULDER CONSUMERS COOP ASSOCIA*)
TION, 2034 ARAPAHOE STREET,)
BOULDER, COLORADO)

PERMIT NO. C-16944

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Boulder Consumers Coop Association.....
requesting that Permit No. C-16944.....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-16944....., heretofore issued to.....
Boulder Consumers Coop Association.....be,
and the same is hereby, declared cancelled effective November 24, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this.....6th.....day of.....February....., 194 7

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN H. JAMES, YODER, COLORADO)
)
)
)
)

PERMIT NO. C-16910

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
John H. James.....
requesting that Permit No. C-16910.....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-16910....., heretofore issued to.....
John H. James.....be,
and the same is hereby, declared cancelled effective November 27, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
WALTER BACHMAN, 1601 HOYT ST.,)
LAKEWOOD, COLORADO)

PERMIT NO. 0-16869

February 6, 1947

S T A T E M E N T

By the Commission:

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

Walter. Bachman

requesting that Permit No. C-16869 be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-16869, heretofore issued to.....

Walter Bachman be.

and the same is hereby, declared cancelled effective December 14, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Mark E. Erickson
Ralph C. Horton
Commissioners

Dated at Denver, Colorado,

this...6th.....day of...February....., 194⁷

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
A. H. LE BEAU, BOX 127,)
MC FADDEN, WYOMING)
)
)
)
)

PERMIT NO. C-16864

February 6, 1947

S T A T E M E N T

By the Commission:

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

A. H. LeBeau

requesting that Permit No. C-16864.....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-16864....., heretofore issued to.....

A. H. LeBeau.....be,

and the same is hereby, declared cancelled effective November 14, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Johnson

Commissioners

Dated at Denver, Colorado,

this 6th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
MERRILL AND BEN WRIGHT,)
WEST HOTEL, 1337 CALIFORNIA)
STREET, DENVER 2, COLORADO)
.....)

PERMIT NO. C-16862

February 6, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Merrill and Ben Wright of Denver, Colorado,
requesting that his Permit No. C-16862 be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16862, heretofore issued
to Merrill and Ben Wright be,
and the same is hereby, declared cancelled effective November 18, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners.

Dated at Denver, Colorado,

this 6th day of February, 1947.

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 PUBLIC CONVEN-)
IENCE AND NECESSITY.)

APPLICATION NO. 7987

February 3, 1947.

Appearances: Lee, Shaw and McCreery, Esqs., Denver,
Colorado, and
Charles Kelly, Esq., Denver, Colorado,
for applicant.

S T A T E M E N T

By the Commission:

This is an application for a certificate of public convenience and necessity, authorizing the exercise by applicant of certain rights and privileges granted by the Town Board of Trustees of the Town of Bonanza City, Colorado, in and by Ordinance No. C-20, Series of 1946, and to transmit, distribute, and supply electric energy and service to the inhabitants of the territory contiguous to the Town of Bonanza City, Colorado, and along the transmission lines of Public Service Company of Colorado in Saguache County, supplying electric service to customers in the Town of Bonanza City, the Town of Saguache, in Saguache County, and the Bonanza Mining District, the Town of Bonanza City and the territory to be served being indicated and shown by exhibits, respectively marked "B" and "C", attached to the application, which, by reference, are made a part hereof.

The matter was heard at Denver, Colorado, pursuant to prior setting and after appropriate notice to all parties in interest, on November 21, 1946, and was taken under advisement.

It there appeared that in the Fall of 1916, the Colorado Power Company, predecessor of Public Service Company of Colorado, in rendering electric service in the Salida District, of which Bonanza City and the territory served under

the proposed certificate is a part, started construction of an electric transmission line, extending from Poncha Springs, in Chaffee County, to the Bonanza Mining District in Saguache County, and since 1917, has been supplying electric service to customers in Bonanza Mining District and along said transmission line; that, pursuant to authority of Decision No. 573, of this Commission, of date October 18, 1922, service was supplied to customers in Saguache and along a transmission line; that, during the period 1926 until June 3, 1946, electric energy for resale had been supplied to the Town of Bonanza City, who, on April 25, 1946, conveyed its electric distribution system in said town to Public Service Company of Colorado; that, on or about the third day of June, 1945, there was passed by the Town Trustees of the Town of Bonanza City, and approved by the Mayor thereof, said Ordinance No. C-2, Series of 1946, granting to applicant, its successors, and assigns, a franchise:

"TO CONSTRUCT, ACQUIRE, MAINTAIN AND OPERATE A PLANT OR PLANTS, AND WORKS, FOR THE GENERATION, TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, AND TO FURNISH, SELL AND DISTRIBUTE SAID PRODUCT TO THE SAID TOWN OF BONANZA CITY AND THE INHABITANTS THEREOF FOR LIGHT, HEAT AND POWER, OR OTHER PURPOSES, BY MEANS OF CONDUITS, CABLES, POLES AND WIRES STRUNG THEREON, OR OTHERWISE, OVER, UNDER, ALONG, ACROSS AND THROUGH ALL STREETS, ALLEYS AND PUBLIC WAYS AND PLACES IN THE TOWN OF BONANZA CITY, AND FIXING THE TERMS AND CONDITIONS THEREOF,"

for a term of twenty (20) years from and after its passage, copy of said Ordinance, marked "Exhibit A," being attached to the application, and by reference, is made a part hereof. Said franchise was duly accepted and approved by Public Service Company of Colorado.

It further appeared that applicant, a Colorado corporation, is duly authorized and empowered under its Certificate of Incorporation to engage in the business of generating electric energy and to transmit and distribute the same by means of transmission and distribution lines for heat, light, power, and other purposes, directly to consumer, or to wholesalers, or to others, for

resale, and is a public utility within the meaning of the Public Utilities Act of the State of Colorado; that no other utility has served said Town of Bonanza City or the territory mentioned in the application; that since the acquiring of electrical system of Town of Bonanza City, applicant has invested the sum of \$522.00 in additions and betterments; that applicant does not contemplate making any additional investment in said territory, other than that which is incidental to extension of service from time to time in the future, its present facilities being adequate and ample to serve the needs of the inhabitants of said territory.

The facts showed, and the Commission finds, that public convenience and necessity require the exercise by applicant of franchise rights granted to it by Town of Bonanza City, by Ordinance No. 2-C, Series of 1946, passed, adopted, and approved by Town Trustees of the Town of Bonanza City, as aforesaid, and duly accepted and approved by Public Service Company of Colorado, applicant herein, and the continued operation of its generating, transmission, and distribution facilities for the supplying and distribution of electric energy for light, heat and power purposes to and among the inhabitants and users of electricity in said town and territory contiguous thereto, and along its transmission lines in Saguache County, as set forth in the application herein; that domestic, industrial, and commercial users of electrical energy - whether purchasers for resale or at retail or wholesale - in said territory require the furnishing of electric energy by applicant; that, pecuniarily and otherwise, applicant is able, willing, and qualified to furnish the proposed service, and that certificate of public convenience and necessity should issue therefor, as requested in the application.

O R D E R

THE COMMISSION ORDERS:

That present and future public convenience and necessity require the exercise by applicant of the franchise rights granted to it by the Town Trustees of the Town of Bonanza City, in and by Ordinance No. C-2, Series of 1946, passed,

adepted, and approved by the Town Board of Trustees of said Town on or about June 3, 1946, and the continued operation of its generating, transmission, and distribution facilities and plant in the Town of Bonanza City, for the supplying and distribution of electric energy for light, heat, and power purposes, to and among the inhabitants and users of electricity in said town and territory contiguous thereto, and along its transmission lines in Saguache County, as set forth in the application herein, and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

That applicant shall file its tariffs, rate schedules, and rules and regulations, as required by this Commission, within twenty (20) days from the date hereof.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 3rd day of February, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
C. B. RODARMEL, P. O. BOX 97,)
WELLINGTON, COLORADO)

PERMIT NO. C-16457

February 3, 1947

S T A T E M E N T

By the Commission:

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

C. B. Rodarmel

requesting that Permit No. C-16457 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-16457, heretofore issued to.....

C. B. Rodarmel

be,

and the same is hereby, declared cancelled effective November 10, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm C. Erickson

Ralph C. Hooten

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

◆ ◆ ◆ ◆

RE MOTOR VEHICLE OPERATIONS OF)
JOHN KATting,)
ROSITA, COLORADO)

PERMIT NO. C-16473

February 3, 1947

STATEMENT

By the Commission:

The Commission is in receipt of a communication from.....
.....John Ketting.....
.....requesting that Permit No. C-16473.....be cancelled.

FINDINGS

THE COMMISSION FINDS:

That the request should be granted.

ORDER

THE COMMISSION ORDERS:

That Permit No. C-16473, heretofore issued to John Katting,
be,
and the same is hereby, declared cancelled effective November 5, 1946

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
O. R. REED, ROUTE NO. 1,)
PALISADE, COLORADO)
)
)
)
)

PERMIT NO. C-16476

February 3, 1947

S T A T E M E N T

By the Commission:

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

O. R. Reed

requesting that Permit No. C-16476.....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-16476....., heretofore issued to.....

O. R. Reed.....be,

and the same is hereby, declared cancelled effective October 29, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Horton

Commissioners

Dated at Denver, Colorado,

this.....3d.....day of February....., 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
G. W. COOPER, 422 JACKSON)
STREET, STERLING, COLORADO)
)
)
)
)
)

PERMIT NO. C-16484

February 3, 1947

S T A T E M E N T

By the Commission:

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

G. W. Cooper-----

requesting that Permit No. C-16484 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-16484, heretofore issued to-----

G. W. Cooper-----be,

and the same is hereby, declared cancelled effective October 4, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
GLEN CARY, P. O. BOX 184,)
MILNER, COLORADO)

PERMIT NO. C-16554

February 3, 1947

S T A T E M E N T

By the Commission:

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

Glen Cary

requesting that Permit No. C-16554 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-16554, heretofore issued to.....

Glen Cary

be,

and the same is hereby, declared cancelled effective October 16, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
PATRICIO S. SANCHEZ,)
CHAMA, COLORADO)
)
)
)

PERMIT NO. C-16578

February 3, 1947

S T A T E M E N T

By the Commission:

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

Patricio S. Sanchez.....

requesting that Permit No. C-16578.....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-16578....., heretofore issued to.....

Patricio S. Sanchez.....be,

and the same is hereby, declared cancelled effective November 17, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Commissioners

Dated at Denver, Colorado,

this 3d day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * * *

RE MOTOR VEHICLE OPERATIONS OF)
DONALD T. BURT, 5405 MORRISON)
ROAD, EDGEWATER POST OFFICE,)
COLORADO.) PERMIT NO.C-16444
)
)
)

February 3, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Donald T. Burt.....
requesting that Permit No. C-16444.....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-16444....., heretofore issued to.....
Donald T Burt.....be,
and the same is hereby, declared cancelled effective December 19, 1946

(S E A L)

ATTEST: A TRUE COPY

Secretary

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

MALCOM ERICKSON

RALPH C. HORTON

Commissioners

Dated at Denver, Colorado,
this 3rd day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)	
JAMES F. FRONEY AND PETE A. FRONEY,)	
CO-PARTNERS, DOING BUSINESS AS)	APPLICATION NO. 8083-PP
"FRED RUSSELL TRANSFER COMPANY,")	Extension
415 NORTH FOUNTAIN, PUEBLO, COLORADO,)	
FOR AN EXTENSION OF PERMIT NO. A-411.)	

February 3, 1947.

Appearances: Marion F. Jones, Esq., Denver,
Colorado, for applicants;
Stanley Blunt, Canon City, Colo-
rado, for Southwestern Trans-
portation Company;
T. A. White, Esq., Denver,
Colorado, for Rio Grande
Motor Way, Inc.

S T A T E M E N T

By the Commission:

By this application, as amended at the hearing, James F. Froney and Pete A. Froney, co-partners, doing business as "Fred Russell Transfer," herein seek authority to extend their operations under Permit No. A-411 to include the right to operate as Class "A" private carriers by motor vehicle for hire for the transportation of auto parts and accessories for customers listed with the Commission, as of date December 19, 1946; paint and glass not to exceed 4 feet x 6 feet in size, for Standard Paint and Glass Company, only, except no paint shall be handled to Canon City or Florence; groceries for Northwest Wholesale Company, of Pueblo, Colorado, only, between Pueblo and Salida, Colorado, via U. S. Highway No. 50 and all intermediate points; bakery goods from Pueblo to Canon City and Florence, only; motion picture film from and to Pueblo, to and from Alamosa and Del Norte and points intermediate between Alamosa and Del Norte on U. S. Highway No. 160; newspapers from Pueblo to Alamosa and Del Norte and points intermediate between Alamosa and Del Norte on U. S. Highway No. 160; with the proviso that in performing said service, applicants shall be limited to the use of "pickups" of three-fourths-ton (or less) capacity.

Said matter, pursuant to prior setting and appropriate notice to all parties in interest, was heard at Pueblo, Colorado, December 19, 1946, and taken under advisement.

Applicants have been doing business under the name and style of "Fred Russell Transfer Company," and at the hearing asked leave to change the name of their operation to "Fronney Transfer."

There was no objection to the granting of the authority sought by the amended application.

It appeared that applicants have two trucks which they use in over-the-road service, being one-half-ton and three-fourths-ton pickups, respectively; that newspapers and other items handled by them require fast service, so they limit their load to commodities which require such handling; that they expect to handle newspapers for Pueblo Star Journal and Pueblo Chieftain; that auto glass for broken windshields and doors require rush handling; that automobile painters, too, desire prompt delivery of paint, for frequently it means a lost day if not delivered promptly; that auto repair parts frequently must be speedily delivered, on account of emergencies.

A number of shipper-witnesses testified in support of the application.

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

It did not appear that the proposed operation, if authorized, will tend to impair the efficiency of any adequate common carrier service.

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:

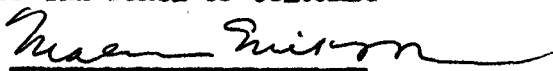

That James F. Fronney and Pete A. Fronney, co-partners, be, and they hereby are, authorized to extend their operations under Permit No. A-411 to

include the right to transport auto parts and accessories for customers listed with the Commission, as of date December 19, 1946, paint and glass, not to exceed 4 x 6 feet in size, for Standard Paint and Glass Company, only, except no paint shall be handled to Canon City or Florence; groceries for Southwest Wholesale Company, of Pueblo, Colorado, only, between Pueblo and Salida, Colorado, via U. S. Highway No. 50 and all intermediate points; bakery goods from Pueblo to Canon City and Florence, only; motion picture film from and to Pueblo, to and from Alamosa and Del Norte and points intermediate between Alamosa and Del Norte on U. S. Highway No. 160; newspapers from Pueblo to Alamosa and Del Norte and points intermediate, Alamosa to Del Norte, on U. S. Highway No. 160; with the proviso that in performing said service, applicants shall be limited to the use of "pickups" of three-fourths-ten (or less) capacity, and without the right to add to number of customers for whom auto parts and accessories, paint, glass and groceries are to be transported without specific authorization of Commission after hearing, on notice.

That the Secretary of the Commission be, and he hereby is, directed to change our files and records to show that James F. Froney and Pete A. Froney, co-partners, doing business as "Froney Transfer," instead of James F. Froney and Pete A. Froney, co-partners, doing business as "Fred Russell Transfer Company," are the owners of Permit No. A-411.

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

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners.

Dated at Denver, Colorado,
this 3rd day of February, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
ED'S SERVICE, HILLROSE,)
COLORADO)

PERMIT NO. C-16840

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from
Ed's Service of Hillrose, Colorado,
requesting that his Permit No. C-16840 be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16840, heretofore issued
to Ed's Service be,
and the same is hereby, declared cancelled effective March 31, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson
Ralph C. Horton
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947
S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
ROBERT E. FERGUSON, 1261 LIPAN,)
DENVER 4, COLORADO)
)
)
)
.....)

PERMIT NO. C-16855

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Robert E. Ferguson.....of.....,
requesting that his Permit No. C-16855.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16855....., heretofore issued
to Robert E. Ferguson.....be,
and the same is hereby, declared cancelled effective January 6, 1947

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Norton
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
PLAIN'S LIQUOR STORE,)
CHEYENNE WELLS, COLORADO)
)
)
)
.....)

PERMIT NO. C-16834

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Plain's Liquor Store.....of Cheyenne Wells., Colorado.....,
requesting that his Permit No. C-16834.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16834....., heretofore issued
to Plain's Liquor Store.....be,
and the same is hereby, declared cancelled effective December 31, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

.....
.....
.....
.....
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
HOWARD H. WEST, ROUTE 2, BOX)
163, LOVELAND, COLORADO) PERMIT NO. C-16811
)
)
)
.....)

.....
February 8, 1947
.....

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Howard H. West of Loveland, Colorado,
requesting that his Permit No. C-16811 be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16811, heretofore issued
to Howard H. West be,
and the same is hereby, declared cancelled effective November 18, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton
.....
.....

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
IVAN C. PAGEL, 615 SOUTH)
COLUMBUS, YUMA, COLORADO)
)
)
)
.....)

PERMIT NO. C-16786

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Ivan C. Pagel..... of Yuma..... Colorado.....
requesting that his Permit No. C-16786..... be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16786....., heretofore issued
to Ivan C. Pagel..... be,
and the same is hereby, declared cancelled effective December 24, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Horton

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
ALFRED GARCIA, 151 SOUTH 8th,)
WEST, SALT LAKE CITY, UTAH) PERMIT NO. C-16781
)
)
.....)

.....
February 7, 1947
.....

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Alfred Garcia.....of Salt Lake City, Utah.....,
requesting that his Permit No. C-16781.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16781....., heretofore issued
to Alfred Garcia.....be,
and the same is hereby, declared cancelled effective November 22, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

.....
Malcolm Erickson
.....
Ralph C. Norton
.....
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
M. E. BRISTOL, 512 GRAND AVE.,)
LARAMIE, WYOMING)
)
)
)

PERMIT NO. C-16778

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
M. E. Bristol.....of Laramie, Wyoming.....,
requesting that his Permit No. C-16778.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16778, heretofore issued
to M. E. Bristol.....be,
and the same is hereby, declared cancelled effective January 13, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Ralph C. Horton

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
CHARLES E. SCHNEIDER, 720 SOUTH)
WALNUT STREET, NORTH PLATTE,)
NEBRASKA)
.....)

PERMIT NO. C-16752

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Charles E. Schneider.....of North Platte, Nebraska.....,
requesting that his Permit No.C-16752.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No.C-16752....., heretofore issued
to.....Charles E. Schneider.....be,
and the same is hereby, declared cancelled effective January 1, 1947.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. A. Jackson
.....
Ralph C. Norton
.....

Commissioners.

Dated at Denver, Colorado,

this.....7th.....day of February....., 1947.....

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
HUSTON A. MARTIN, BOX 62,)
DERBY, COLORADO)
)
)
)
.....)

PERMIT NO. C-16751

.....
February 7, 1947
.....

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Huston A. Martin.....of Derby, Colorado.....,
requesting that his Permit No. C-16751.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16751....., heretofore issued
to.....Huston A. Martin.....be,
and the same is hereby, declared cancelled effective December 26, 1948.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
.....
Ralph C. Norton
.....
.....

Commissioners.

Dated at Denver, Colorado,

this.....7th.....day of.....February....., 1947.....

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
JOHN H. HILL, ROUTE NO. 2,)
STERLING, COLORADO)
)
)
)
.....)

PERMIT NO. C-16749

.....
February 7, 1947
.....

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
..... John H. Hill of Sterling COLORADO
requesting that his Permit No. C-16749 be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16749, heretofore issued
to John H. Hill be,
and the same is hereby, declared cancelled effective November 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

.....
..... Malcolm Erickson
..... Ralph C. Norton
.....
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
AMIEL BAUER, PLEASANTON,)
NEBRASKA) PERMIT NO. C-13087
)
)
)
.....)

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Amiel Bauer of Pleasanton, Nebraska,
requesting that his Permit No. C-13087 be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-13087, heretofore issued
to Amiel Bauer be,
and the same is hereby, declared cancelled effective November 4, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Norton
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
HOWARD C. THOMPSON, ROUTE 4,)
BOX 48, GREELEY, COLORADO)
)
)
)
.....)

PERMIT NO. C-16714

.....
February 7, 1947
.....

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Howard C. Thompson.....of Greeley....., Colorado.....,
requesting that his Permit No. C-16714.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16714....., heretofore issued
to Howard C. Thompson.....be,
and the same is hereby, declared cancelled effective December 9, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Norton
.....
.....

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
ROY W. KIRBY, BOX 937,)
LAMAR, COLORADO)
)
)
)
)

PERMIT NO. C-16711

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
.....Roy W. Kirby.....of Lamar....., Colorado.....,
requesting that his Permit No. C-16711.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16711....., heretofore issued
to Roy W. Kirby.....be,
and the same is hereby, declared cancelled effective December 3, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Horton

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
FRED CRANE, ROUTE 1,)
SPRINGFIELD, COLORADO) PERMIT NO. C-16702
)
)
)
.....)

.....
February 7, 1947.
.....

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
Fred Crane.....of Springfield, Colorado.....,
requesting that his Permit No. C-16702.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16702....., heretofore issued
to Fred Crane.....be,
and the same is hereby, declared cancelled effective December 26, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcom Erickson
.....
Ralph C. Norton
.....

.....
Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
G. C. WAIT, STEAMBOAT SPRINGS,)
COLORADO)
)
)
)
.....)

PERMIT NO. C-16699

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
G. C. Wait.....of Steamboat Springs, Colorado.....,
requesting that his Permit No. C-16699.....be cancelled.

After careful consideration, the Commission is of the opinion, and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16699....., heretofore issued
to.....G. C. Wait.....be,
and the same is hereby, declared cancelled effective December 9, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson

Ralph C. Norton

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

RE MOTOR VEHICLE OPERATIONS OF)
M. C. SMITH, 821 MAIN STREET,)
CANON CITY, COLORADO)

PERMIT NO. C-16694

February 7, 1947

S T A T E M E N T

By the Commission:

The Commission is in receipt of a communication from.....
M. C. Smith of Canon City, Colorado,
requesting that his Permit No. C-16694 be cancelled.

After careful consideration, the Commission is of the opinion; and so
finds, that the request should be granted.

O R D E R

IT IS THEREFORE ORDERED, That Permit No. C-16694, heretofore issued
to M. C. Smith be,
and the same is hereby, declared cancelled effective December 19, 1946.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Malcolm Erickson
Ralph C. Norton

Commissioners.

Dated at Denver, Colorado,

this 7th day of February, 1947.

S

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
W. C. McDONOUGH, STOCKYARDS STATION,)
DENVER, COLORADO, FOR A PERMIT TO)
OPERATE AS A CLASS "B" PRIVATE)
CARRIER BY MOTOR VEHICLE FOR HIRE.)

APPLICATION NO. 8032-PP

February 7, 1947.

Appearances: W. C. McDonough, Denver, 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:

The above-styled application, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, November 29, 1946, and taken under advisement.

Applicant herein seeks authority to operate as a Class "B" private carrier by motor vehicle for hire for the transportation of farm products, except dairy products but including livestock, from points within a radius of ten miles of East Lake, Colorado, to Denver, and new and used building materials, general merchandise, groceries, farm equipment and farm supplies, from Denver to East Lake and points within a radius of ten miles thereof; coal from Weld County mines to points in said area.

It appeared from the testimony that applicant resides about nine miles from Denver, near East Lake, which is twelve miles from Denver; that the area in question is not served by any authorized common carrier; that "the Jewish boys" haul stock to Denver from the territory - one, two or three head at a time; that merchandise will be hauled to the store at East Lake; that building materials will move to farms; that most farmers residing in the vicinity of East Lake have trucks, and chief hauling for hire will be transportation of coal; that

applicant, at present, has only one truck - a 1928 Model A, equipped with stake body.

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

It did not appear that the proposed operation will tend to impair the efficiency of any authorized motor vehicle common carrier service.

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 FINDS:

That W. C. McDonough, 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 farm products, except dairy products but including livestock, from points within a radius of ten miles of East Lake, Colorado, to Denver; new and used building materials, general merchandise, groceries, farm equipment and farm supplies, from Denver to East Lake and points within a radius of ten miles thereof; coal from Weld County mines to points in said area.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

W. C. McDonough

Ralph C. Norton
Commissioners.

Dated at Denver, Colorado,
this 7th day of February, 1947.

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
FRED J. NEVIN, 805 MEEKER STREET,)
FORT MORGAN, COLORADO, FOR AN EX-)
TENSION OF PERMIT NO. A-2131.)

APPLICATION NO. 8034-PP
Extension

February 7, 1947.

Appearances: Fred J. Nevin, Fort Morgan, Colorado,
pro se.

S T A T E M E N T

By the Commission:

The above-styled application, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, November 29, 1946, and taken under advisement.

Applicant, under Permit No. A-2131, now has authority to transport:

Milk and dairy products to Fort Morgan from farms within an area described as: Beginning at Fort Morgan, thence north a distance of 5 miles, thence east 7 miles, thence south 8 miles, thence west 7 miles, thence north 3 miles to the place of beginning, to the Northern Colorado Dairy Company, and to McLagan Brothers Creamery at Fort Morgan, Colorado, and sugar beets from farms within a radius of six miles of Fort Morgan to the factory therein.

By this application, he seeks authority to extend his operating rights to include the right to transport whole milk from the aforescribed area, and from Northern Colorado Dairy Company and McLagan Brothers Creamery in Fort Morgan, to Denver, Colorado.

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

It did not develop that the proposed operation will tend to impair the efficiency of any authorized common carrier motor vehicle service.

F I N D I N G S

THE COMMISSION FINDS:

That the extension sought should be granted.

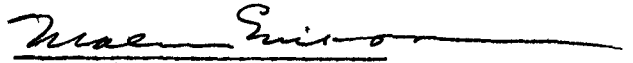
O R D E R

THE COMMISSION ORDERS:

That Fred J. Nevin, Fort Morgan, Colorado, be, and he hereby is, authorized to extend his operations under Permit No. A-2131 to include the right to transport whole milk to Denver, Colorado, from farms within the area described as: Beginning at Fort Morgan, thence north a distance of 5 miles, thence east 7 miles, thence south 8 miles, thence west 7 miles, thence north 3 miles to the place of beginning; and whole milk to Denver, Colorado, from Northern Colorado Dairy Company and McLagan Brothers Creamery in Fort Morgan, Colorado.

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

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of February, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
VERNON CRACRAFT, DOING BUSINESS AS)
"SOUTH DENVER AUTO SERVICE," 2035)
SOUTH BROADWAY, DENVER, COLORADO,)
FOR A CERTIFICATE OF PUBLIC CON-)
VENIENCE AND NECESSITY.)

APPLICATION NO. 7665
SUPPLEMENTAL ORDER

February 7, 1947.

Appearances: Clarence W. Button, Esq., Denver,
Colorado, for applicant.

STATEMENT

By the Commission:

Applicant herein seeks a certificate of public convenience and necessity to operate as a common carrier by motor vehicle for hire, on call and demand, for the transportation, by towing, only, of motor vehicles between points in the State of Colorado.

The matter, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, October 25, 1946, and taken under advisement.

At the hearing, it appeared that applicant is engaged in business at 2035 South Broadway, Denver, Colorado; that he has one Chevrolet towing truck of the value of Seven Hundred Dollars (\$700.00); that, frequently, he has been asked to tow cars - most occasions for the service following wrecks; that he has had considerable experience with such work and carries insurance to protect the shipper and the public.

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

FINDINGS

THE COMMISSION FINDS:

That public convenience and necessity require the proposed motor vehicle common carrier operation of applicant, 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 the proposed common carrier motor vehicle operation of applicant, on call and demand, for the transportation, by towing, only, of motor vehicles between 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.

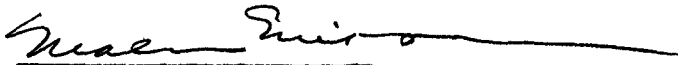
Applicant shall file tariffs of rates, rules and regulations as required by the rules and regulations of this Commission within twenty days from date.

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.

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 days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO




Commissioners.

Dated at Denver, Colorado,
this 7th day of February, 1947.

BH

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

IN THE MATTER OF THE APPLICATION OF)
C. W. KELLEY, 921 EAST FOURTH,)
HUTCHINSON, KANSAS, FOR AUTHORITY) APPLICATION NO. 5324-PP-AA
TO TRANSFER A PORTION OF PERMIT NO.)
B-806 TO F. M. STARK AND JOHN W.)
TODD, DOING BUSINESS AS "STARK &
TODD," LA JUNTA, COLORADO.)

February 7, 1947.

Appearances: T. A. Stockton, Jr., Esq., Denver,
Colorado, and
Marion F. Jones, Esq., Denver,
Colorado, for applicants;
E. B. Evans, Esq., Denver, Colorado,
for The Public Utilities Commission
of the State of Colorado.

S T A T E M E N T

By the Commission:

The above-styled application, pursuant to prior setting and after appropriate notice to all parties in interest, was heard at Denver, Colorado, December 28, 1945, and taken under advisement.

At the same time and place, Case No. 4927 - being a complaint by the Commission, on its own motion, to cancel said permit on the ground of abandonment - was heard.

Said permit, by Order and Decisions Nos. 25522 and 27021 subsequently issued, was cancelled.

F I N D I N G S

THE COMMISSION FINDS:

That the application herein for transfer should be dismissed.

O R D E R

THE COMMISSION ORDERS:

That the above-styled application to transfer to Stark & Todd a

portion of Permit No. B-806 be, and the same hereby is, dismissed.

This order shall become effective twenty days from date.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Wesley C. Horton

Wesley C. Horton
Commissioners.

Dated at Denver, Colorado,
this 7th day of February, 1947.

BH

Original

(Decision No. 27481)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
CHARLES F. BRILEY, LA JUNTA, COLO-
RADO, FOR A CERTIFICATE OF PUBLIC
CONVENIENCE AND NECESSITY.

APPLICATION NO. 1344-AA-E

IN THE MATTER OF THE APPLICATION OF
A. R. MC CUNE, LA JUNTA, COLORADO,
FOR EXTENSION OF SERVICE IN LA
JUNTA, COLORADO, AND VICINITY.

APPLICATION NO. 5907-B

February 7, 1947

Appearances: Clyde T. Davis, Esq., La Junta,
Colorado, for Charles F. Briley;
G. S. Cosand, Esq., La Junta,
Colorado, for A. R. McCune;
Grant, Shafroth and Toll, Esqs.,
Denver, Colorado, and
Miller and Allen, Esqs., La Junta,
Colorado, for The Atchison,
Topeka and Santa Fe Railroad
Company, Santa Fe Trail Trans-
portation Company.

S T A T E M E N T

By the Commission:

The above-styled applications, being, respectively, applications for certificates of public convenience and necessity to perform certain taxicab, bus, and charter service, were heard in La Junta, Colorado, pursuant to prior setting and after appropriate notice to all parties in interest, and were taken under advisement.

Orders were not sooner written on account of the fact that our Inspection Department informed us that the air base near La Junta had been discontinued; that, on that account, additional service to air base from or to La Junta or other points, to and from the air base, was not

required; that, on account of lack of patronage of soldiers, bus service was not needed to Holbrook Lane or "The Inn," a winter resort.

In view of change of circumstances, the Commission is of the opinion that it is unnecessary to write an order formally considering the testimony and disposing of the matter, and therefore has determined to dismiss said applications, without prejudice to right of applicants to apply for reinstatement and further hearing if they so desire.

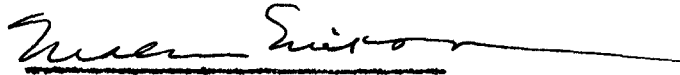
O R D E R

THE COMMISSION ORDERS:

That the above-styled applications, Nos. 1544-AA-B and 5907-B, be, and they hereby are, dismissed, without prejudice.

That this order shall become effective twenty (20) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO





Commissioners

DATED at Denver, Colorado,
this 7th day of February, 1947.

(Decision No. 27482)

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

* * *

IN THE MATTER OF THE APPLICATION OF
JACK FLENNER, 1408 MAIN STREET,
WINFIELD, KANSAS, FOR A CLASS "E"
PERMIT TO OPERATE AS A PRIVATE
CARRIER BY MOTOR VEHICLE FOR HIRE.

APPLICATION NO. 7773-PP

February 7, 1947

Appearances: C. E. Holland, Esq., Russell,
Kansas, and
Harold W. McCombs, Esq., Russell,
Kansas, for Applicant;
T. A. Stockton, Jr., Esq., Denver,
Colorado, for Watson Truck
Line; Comet Motor Express;
Marion F. Jones, Esq., Denver,
Colorado, for Dawson & Corbett;
Nelson Brothers;
A. J. Fregeau, Denver, Colorado,
for Weicker Transfer and Stor-
age Company.

S T A T E M E N T

By the Commission:

By this application, Jack Fleenner seeks authority to operate as a Class "E" private carrier by motor vehicle for hire for the transportation of oilfield equipment, generally, between all present and future oilfields situated in the States of Kansas and Colorado, but not over any regular or established routes, nor between fixed termini, and between all points in the State of Colorado.

This matter was heard, pursuant to prior setting and after appropriate notice to all parties in interest, in Denver, Colorado, August 23, 1946, and taken under advisement.

Applicant testified that he has been engaged in oilfield transportation for a period of twenty years; that he has intrastate authority

in Kansas, and I. C. C. authority, authorizing such service; that he has two tandem trucks, two pole trailers, and two trucks, equipped with heavy winches; that he does not have any floats or low beds. He primarily asked for intrastate authority, in order to perform a rounded service for his customers. His experience has shown that, when he hauls a load from Kansas, or some other point without the State, to points in Colorado, customers frequently want his service for movement of machinery and equipment between points in an oilfield, or from oilfield to oilfield. His customers have asked him to get such authority, so that he will be in a position to serve. At the time of hearing, he contemplated service in Southeastern Colorado and Rangely Field. He conceded that most freight moved by rail to Craig and was then hauled by truck to the field, and that such service is interstate transportation. He has not made any investigation as to the adequacy of service being performed by carriers now serving, but "presumes boys are all right."

He further stated that he wanted to be in a position to serve anyone; that "if anybody calls and I have a truck available, I will send it out for them. It doesn't make any difference who they are."

C. A. Nelson stated that he is one of the firm of Nelson Brothers, authorized to perform heavy hauling service in the Rangely Oilfield; that he is one of many carriers so authorized; that he and others have invested many thousands of dollars in equipment; that equipment is ample to satisfy the requirements in the field; that, during the first fifteen days of August, he had very little business -- notwithstanding he maintains a terminal at Craig and another terminal at Rangely; that if he doesn't get more business, it will be necessary to discontinue the terminal at Rangely and operate out of Craig, only; that Dawson & Corbett, Stanton, Siler Drilling Company, also maintain camps at Rangely, and L. C. Jones has a camp at Artesia, out of which camps all carriers named serve the Rangely area; that Corbett has some special equipment, including one very large unit that is busy only about one-third of the time; that none

of the customers named by applicant is operating in the State of Colorado; that, during the months of December, January, February, and March -- on account of bad weather -- operations are greatly curtailed in Rangely Field.

Chester C. Watson, of Watson Truck Line, stated that his firm has nine heavy-hauling units specially equipped for oilfield work; that volume of transportation work has decreased greatly; that Wilson Creek Field is shut down.

A. J. Fregeau, of Welcker Transfer and Storage Company, stated that his company has an investment of \$50,000.00 in equipment; that, in addition, it has on order seven heavy-duty units which will cost \$125,000.00; that a considerable portion of this equipment is now at Caddoa, in Southeastern Colorado; that business will be light until Spring; that Cornelius, Gottula, and Pople -- all common carriers who conduct separate operations in Southern Colorado -- are experienced in heavy hauling and have equipment; that the granting of the authority sought and loss of business would tend to jeopardize investment of Welcker in the equipment they have purchased to satisfy the needs of the public, generally, and would tend to impair the efficiency of their operation.

Applicant concedes that service furnished by common carriers is adequate -- or, at least, he does not dispute the testimony of protestants to that effect. According to protestants, the granting of the authority sought will tend to impair the efficiency of their respective operations and the efficiency of the operation of other carriers now authorized to serve in the territory applicant seeks to serve. Probably, it would be necessary to deny the application on that ground, but the testimony of applicant, which shows that he contemplates operating as a common carrier, and not as a private (contract) carrier, requires that application be denied. He cannot serve the public generally -- which he desires to do -- under a private carrier permit.

F I N D I N G S

THE COMMISSION FINDS:

That the application should be denied.



O R D E R

THE COMMISSION ORDERS:

That the above-styled application be, and the same hereby is, denied.

That this order shall become effective twenty (20) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO



Commissioners

DATED at Denver, Colorado,
this 7th day of February, 1947.

EHC

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 PUBLIC CON-
VENIENCE AND NECESSITY.

APPLICATION NO. 7986

February 7, 1947

Appearances: Lee, Shaw & McCreery, Esqs.,
Denver, Colorado, and
Charles J. Kelly, Esq.,
Denver, Colorado, for
Applicant.

S T A T E M E N T

By the Commission:

This is an application for a certificate of public convenience and necessity, authorizing the exercise by applicant, Public Service Company of Colorado, a Colorado corporation, of certain rights and privileges granted by the Town Board of the Town of Hillrose, in and by Ordinance No. 28, and to transmit, distribute, and supply electric energy and service in territory contiguous to said Town of Hillrose and to the inhabitants of Morgan County who reside along its transmission and distribution lines in said county. The territory served is indicated and shown by Exhibits "A" and "B" attached to the application, which, by reference, are made a part hereof, Exhibit "B" being a map showing the location of Hillrose in the Sterling District.

The matter was heard at Denver, Colorado, pursuant to prior setting and after appropriate notice to all parties in interest, on November 21, 1946, and taken under advisement.

It there appeared that applicant, on and prior to July 1, 1946, was engaged in the business of generating, transmitting, and distributing electric energy to the Town of Hillrose and the inhabitants

thereof under the terms and conditions of a franchise granted company by Ordinance No. 21, passed and approved by the Town Board of the Town of Hillrose on the 21st day of June, 1926, and a certificate of public convenience and necessity granted by this Commission (Decision No. 1344, of date June 24, 1927), authorizing the exercise by applicant company of said franchise rights; that, on the 1st day of July, 1946, there was passed by the Town Board of the Town of Hillrose and approved by the Mayor thereof said Ordinance No. 28, granting to applicant, its successors and assigns, a franchise granting:

"THE RIGHT, PRIVILEGE AND AUTHORITY TO ERRECT, CONSTRUCT, MAINTAIN AND OPERATE A SUBSTATION OR SUBSTATIONS, ELECTRIC LIGHT AND POWER PLANTS, TRANSMISSION LINES, AND A DISTRIBUTION SYSTEM FOR THE DISTRIBUTION AND SALE OF ELECTRICITY WITHIN THE CORPORATE LIMITS OF THE TOWN OF HILLROSE, MORGAN COUNTY, COLORADO," -

for a term of twenty (20) years from and after the effective date of said ordinance and franchise.

Copy of said ordinance, marked "Exhibit A", is attached to the application herein and, by reference, is made a part hereof. On July 1, 1946, said franchise was accepted and approved by Public Service Company of Colorado.

It further appeared that applicant, a Colorado corporation, is duly authorized and empowered under its Certificate of Incorporation to engage in the business of generating electrical energy and the transmission and distribution thereof by means of transmission and distribution lines for heat, light, power, and other purposes, directly to consumers or to wholesalers; that it is a public utility within the meaning of the Public Utilities Act of the State of Colorado; that it, heretefore, pursuant to its certificate of public convenience and necessity, and the statute in such cases made and provided, has been serving the territory adjacent to and contiguous to said Town of Hillrose and the territory along and contiguous to its transmission and distribution lines in Morgan County; that no other utility has served said town or said territory; that applicant does not contemplate making

any additional investment in said territory other than incidental to extension of service from time to time in the future, its present facilities being adequate and ample to serve the needs of the territory.

The facts show, and the Commission finds, that public convenience and necessity require the exercise by applicant of the franchise rights granted to it by the Town of Hillrose, Colorado, by Ordinance No. 28, passed, adopted, and approved by the Town Board of said Town of Hillrose on July 1, 1946, and the continued operation of its generating, transmission, and distribution facilities and plant in the Town of Hillrose for the supplying and distribution of electric energy for light, heat, and power purposes, to and among the inhabitants and users of electricity in said Town of Hillrose, the territory contiguous thereto, and the territory along its transmission and distribution lines in said Morgan County; that domestic, industrial, and commercial users of electrical energy -- whether purchasers at retail or wholesale -- in said territory require the furnishing of electric energy by applicant; that, pecuniarily and otherwise, applicant is able, willing, and qualified to furnish the proposed service; that certificate of public convenience and necessity should issue therefor as prayed for in the application.

O R D E R

THE COMMISSION ORDERS:

That present and future public convenience and necessity require the exercise of the franchise rights granted to it by the Town Board of the Town of Hillrose, Morgan County, Colorado, in and by Ordinance No. 28, Series of 1946, passed, adopted, and approved by the Town Board of said Town on July 1, 1946, and the continued operation of its generating, transmission, and distribution facilities and plant in the Town of Hillrose, for the supplying and distribution of electric energy for light, heat, and power purposes, to and among the inhabitants and users of electricity -- whether purchasers at retail or wholesale -- in said Town of Hillrose, the territory contiguous thereto and the

territory along its transmission and distribution lines in Morgan County; and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

That applicant shall file its tariffs, rate schedules, and rules and regulations, as required by this Commission, within twenty (20) days from the date hereof.

That this order shall become effective twenty (20) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Wm. E. Quinn

Ralph C. Nelson
Commissioners

DATED at Denver, Colorado,
this 7th day of February, 1947.

EHC

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 PUBLIC CON-)
VENIENCE AND NECESSITY.)

APPLICATION NO. 7985

February 7, 1947

Appearances: Lee, Shaw & McCreery, Esqs.,
Denver, Colorado, and
Charles J. Kelly, Esq., Denver,
Colorado, for Applicant.

S T A T E M E N T

By the Commission:

This is an application for a certificate of public convenience and necessity, authorizing the exercise by applicant, Public Service Company of Colorado, a Colorado corporation, of certain rights and privileges granted by the Town Board of the Town of Brush in and by Ordinance No. 129, passed and approved on the third day of May, 1926, and to transmit, distribute, and supply electric energy and service in territory contiguous to said Town of Brush, and to the inhabitants of Morgan County, who reside along its transmission and distribution lines in said county. The territory served is indicated and shown by Exhibits "A" and "B" attached to the application, which, by reference, are made a part hereof, Exhibit "B" being a map showing the location of Brush in the Sterling District.

The matter was heard at Denver, Colorado, pursuant to prior setting and after appropriate notice to all parties in interest, on November 21, 1946, and taken under advisement.

It there appeared that applicant, on and prior to March 11, 1946, was engaged in the business of generating, transmitting, and distributing electric energy to the Town of Brush and the inhabitants

thereof, under the terms and conditions of a franchise granted company by Ordinance No. 129, passed and approved by the Town Board of the Town of Brush on the third day of May, 1926, and a certificate of public convenience and necessity granted by this Commission (Decision No. 1350, of date June 24, 1927), authorizing the exercise by applicant company of said franchise rights; that on the 11th day of March, 1946, there was passed by the Town Board of the Town of Brush, and approved by the Mayor thereof, said Ordinance No. 163, granting to applicant, its successors and assigns, a franchise:

"THE RIGHT, PRIVILEGE AND AUTHORITY TO ERECT, CONSTRUCT, MAINTAIN AND OPERATE A SUBSTATION OR SUBSTATIONS, ELECTRIC LIGHT AND POWER PLANTS, TRANSMISSION LINES, AND A DISTRIBUTION SYSTEM FOR THE DISTRIBUTION AND SALE OF ELECTRICITY WITHIN THE CORPORATE LIMITS OF THE TOWN OF BRUSH, MORGAN COUNTY, COLORADO,"

for a term of ten (10) years from and after January 1, 1946, the effective date of said ordinance and franchise, with the proviso:

"that said franchise may be terminated and cancelled by the Town on January 1, A. D. 1951, if the Town shall have given written notice on or before July 1, A. D. 1950, of its intention to so terminate and cancel the same; provided further that after January 1, A. D. 1951, said franchise may be terminated and cancelled by the Town at any time, at its option, by giving six months advance written notice to the Company of said termination and cancellation."

Copy of said ordinance, marked "Exhibit A," is attached to the application herein, and, by reference, is made a part hereof. On March 20, 1946, said franchise was accepted and approved by Public Service Company of Colorado.

It further appeared that applicant, a Colorado corporation, is duly authorized and empowered, under its Certificate of Incorporation, to engage in the business of generating electrical energy and the transmission and distribution thereof, by means of transmission and distribution lines, for heat, light, power, and other purposes, directly to consumers, or to wholesalers; that it is a public utility within the meaning of the Public Utilities Act of the State of Colorado; that it,

heretofore, pursuant to its certificate of public convenience and necessity, and the statute in such cases made and provided, has been serving the territory adjacent to and contiguous to said Town of Brush, and the territory along and contiguous to its transmission and distribution lines in Morgan County; that no other utility has served said city or said territory; that applicant does not contemplate making any additional investment in said territory other than incidental to extension of service from time to time in the future, its present facilities being adequate and ample to serve the needs of the territory.

The facts show, and the Commission finds, that public convenience and necessity require the exercise by applicant of the franchise rights granted to it by the Town of Brush, Colorado, by Ordinance No. 163, passed, adopted, and approved by the Town Board of said Town of Brush on the 11th day of March, 1946, and the continued operation of its generating, transmission, and distribution facilities and plant in the Town of Brush, for the supplying and distribution of electric energy for light, heat, and power purposes, to and among the inhabitants and users of electricity in said Town of Brush, the territory contiguous thereto, and the territory along its transmission and distribution lines in said Morgan County; that domestic, industrial, and commercial users of electrical energy — whether purchasers at retail or wholesale — in said territory require the furnishing of electric energy by applicant; that, pecuniarily and otherwise, applicant is able, willing, and qualified to furnish the proposed service; that certificate of public convenience and necessity should issue therefor, as prayed for in the application.

O R D E R

THE COMMISSION ORDERS:

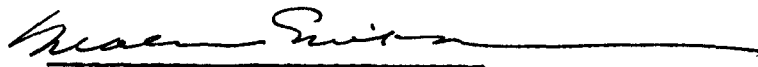
That present and future public convenience and necessity require the exercise by applicant of the franchise rights granted to it by the Town Board of the Town of Brush, Morgan County, Colorado, in

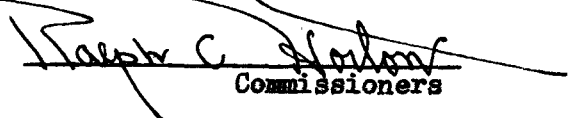
and by Ordinance No. 163, Series of 1946, passed, adopted, and approved by the Town Board of said Town of Brush on the 11th day of March, 1946, and the continued operation of its generating, transmission, and distribution facilities and plant in the Town of Brush, for the supplying and distribution of electric energy for light, heat, and power purposes to and among the inhabitants and users of electricity — whether purchasers at retail or wholesale — in said Town of Brush, the territory contiguous thereto and the territory along its transmission and distribution lines in Morgan County; and this order shall be taken, deemed, and held to be a certificate of public convenience and necessity therefor.

That applicant shall file its tariffs, rate schedules, and rules and regulations, as required by this Commission, within twenty (20) days from the date hereof.

That this order shall become effective twenty (20) days from the date hereof.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO





Commissioners

DATED at Denver, Colorado,
this 7th day of February, 1947.

EHC