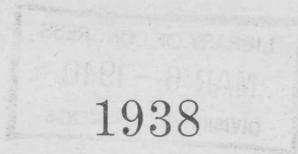


TWENTY-SIXTH
ANNUAL REPORT
OF THE
PUBLIC UTILITIES
COMMISSION
OF THE DISTRICT OF COLUMBIA



1938



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1939

TWENTY-SIXTH
ANNUAL REPORT

OF THE
PUBLIC UTILITIES
COMMISSION

OF THE PUBLIC UTILITIES COMMISSION

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WASHINGTON, D. C.

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LETTER OF TRANSMITTAL

PUBLIC UTILITIES COMMISSION
OF THE DISTRICT OF COLUMBIA,
Washington.

*To the Senate and House of Representatives of the United States of
America in Congress assembled:*

Pursuant to the provisions of paragraph 20 of section 8 of an act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ended June 30, 1914, and for other purposes, approved March 4, 1913, the Public Utilities Commission of the District of Columbia herewith submits for the information of Congress a report of its official proceedings for the year ended December 31, 1938, with other information relating to the regulation and operation of the public utilities in the District of Columbia under the jurisdiction of the Commission.

There are also included the balance sheets and other financial and statistical data of the several public utilities for the year ended December 31, 1938, required by the provisions of paragraph 14 of section 8 of the above-mentioned act to be transmitted to Congress.

Very respectfully,

RILEY E. ELGEN,
RICHMOND B. KEECH,
DAVID McCOACH, JR.,

Public Utilities Commission of the District of Columbia.

TWENTY-SIXTH ANNUAL REPORT OF THE PUBLIC UTILITIES COMMISSION OF THE DISTRICT OF COLUMBIA

THE COMMISSION

PERSONNEL

Riley E. Elgen, chairman, and Richmond B. Keech, vice chairman, were members of the Commission throughout the year. Col. Dan I. Sultan, engineer commissioner, District of Columbia, was succeeded by Col. David McCoach, Jr., who took oath of office September 7, 1938.

The position of people's counsel was vacant.

Elwood H. Seal was general counsel, and Lloyd B. Harrison was special assistant corporation counsel on public-utility matters.

The following officers were on duty during the year: James L. Martin, executive secretary; Byers McK. Bachman, chief accountant; Fred A. Sager, chief engineer; Elwin A. Potter, inspector of gas and meters; and Elmo J. Milligan, chief clerk.

Members of the Commission since its creation in 1913, together with periods of service and occupations, are listed below:

Name	Period of service	Occupation
Cuno H. Rudolph	Mar. 10, 1913, to July 19, 1913	Banker.
Chester Harding	Mar. 15, 1921, to Dec. 3, 1927 Mar. 10, 1913, to Oct. 31, 1914	Lieutenant Colonel, Corps of Engineers, U. S. Army.
Oliver P. Newman	July 19, 1913, to Aug. 31, 1917	Newspaperman.
Frederick L. Siddons	July 19, 1913, to Jan. 20, 1915	Lawyer.
Charles W. Kutz	Oct. 31, 1914, to July 16, 1917 Dec. 16, 1918 to Oct. 5, 1921	Colonel, Corps of Engineers, U. S. Army.
Louis Brownlow	Jan. 26, 1915, to Sept. 15, 1920	Lawyer.
J. G. D. Knight	July 16, 1917, to Dec. 16, 1918	Brigadier General, Corps of Engineers, U. S. Army.
W. Gwynn Gardiner	Oct. 9, 1917, to Nov. 22, 1919	Lawyer.
J. Thilman Hendrick	Sept. 17, 1920, to Mar. 4, 1921	Banker.
Miss Mabel T. Boardman	Sept. 25, 1920, to Mar. 4, 1921	
Charles Keller	Oct. 6, 1921, to Apr. 11, 1923	Colonel, Corps of Engineers, U. S. Army.
James F. Oyster	Mar. 15, 1921, to May 19, 1925	Merchant.
J. Franklin Bell	June 25, 1923, to June 23, 1927	Colonel, Corps of Engineers, U. S. Army.
Frederick A. Fenning	June 5, 1925, to Aug. 2, 1926	Lawyer.
Sidney F. Taliaferro	Dec. 11, 1926, to Mar. 7, 1927	Do.
Proctor L. Dougherty	Aug. 4, 1926, to Mar. 7, 1927	Engineer.
John W. Childress	Mar. 7, 1927, to May 31, 1929	Manufacturer.
Harrison Brand, Jr	Mar. 7, 1927, to Mar. 4, 1929	Lawyer-engineer.
William B. Ladue	June 23, 1934, to July 21, 1930	Colonel, Corps of Engineers, U. S. Army.
Mason M. Patrick	June 1, 1929, to Sept. 30, 1933	Major General, Corps of Engineers, U. S. Army, retired.
Harleigh H. Hartman	May 31, 1929, to Dec. 15, 1931	Lawyer.
John C. Gotwals	July 21, 1930, to Aug. 22, 1934	Major, Corps of Engineers, U. S. Army.
Riley E. Elgen	Jan. 20, 1932, to June 30, 1940 ¹	Engineer.
Richmond B. Keech	May 2, 1934, to June 30, 1941 ¹	Lawyer.
Dan I. Sultan	Aug. 22, 1934, to Sept. 5, 1938	Colonel, Corps of Engineers, U. S. Army.
David McCoach, Jr.	Sept. 7, 1938, to	Do.

¹ Appointment expires.

UTILITIES SUBJECT TO JURISDICTION OF COMMISSION, DECEMBER 31,
1938

Baggage: Railway Express Agency, Inc., Second and I Streets NE., Washington, D. C.

Electric: Potomac Electric Power Co., Tenth and E Streets NW., Washington, D. C.

Gas: Washington Gas Light Co., 411 Tenth Street NW., Washington, D. C.

Holding: Washington Railway & Electric Co., Tenth and E Streets NW., Washington, D. C.

Interstate bus:

Alexandria, Barcroft & Washington Transit Co.,¹ 127 North Pitt Street, Alexandria, Va.

Arlington & Fairfax Motor Transportation Co.,¹ 1006 North Glebe Road, Arlington, Va.

Atlantic Greyhound Corporation, 1407 New York Avenue NW., Washington, D. C.

A. A. B. National Capitol Bus Co., 301 Constitution Avenue, Washington, D. C.

Blue Ridge Transportation Co., 55 East Washington Street, Hagerstown, Md.

Capitol Greyhound Lines, 1407 New York Avenue NW., Washington, D. C.

Montgomery Bus Lines, Inc., Thirty-sixth and M Streets NW., Washington, D. C.

Nevin-Midland Lines, 1201 New York Avenue NW., Washington, D. C.

Pan-American Bus Lines, Charlotte, N. C.

Peninsula Transit Corporation, 3210 Huntington Avenue, Newport News, Va.

Pennsylvania Greyhound Lines, Inc., 1407 New York Avenue NW., Washington, D. C.

Richmond-Greyhound Lines, Inc., 1407 New York Avenue NW., Washington, D. C.

Safeway Trails, Inc., 1201 New York Avenue NW., Washington, D. C.

Virginia Stage Lines, Inc., Charlottesville, Va.

Washington, Marlboro & Annapolis Motor Lines, Inc.,¹ Star Building, Washington, D. C.

Washington, Virginia & Maryland Coach Co., Inc., 2601 Wilson Boulevard, Arlington, Va.

Sightseeing vehicles (less than 8 passengers): As of December 31, 1938, 138 of such vehicles were licensed.

Sightseeing and charter vehicles (8 passengers or more):

Blue & Grey Sight Seeing Tours, Inc., 1417 Pennsylvania Avenue NW., Washington, D. C.

Green Line, Inc., The, 4 F Street NW., Washington, D. C.

White Line Tours, Continental Hotel, Washington, D. C.

¹ Permitted to do limited intra-District business.

Street railway and bus: Capital Transit Co., Thirty-sixth and M Streets NW., Washington, D. C.

Taxicabs: As of June 30, 1938, and December 31, 1938, the licensed taxicabs were as follows:

	June 30, 1938	Dec. 31, 1938
Associations:		
American (white).....	96	54
Bell (white).....	251	271
Bison (colored).....	35	25
Blue Light (white).....	108	63
Capitol (colored).....	66	53
City (white).....	96	198
Consolidated (white).....	127	99
Diamond (white).....	1,310	1,169
Diplomat (colored).....		87
District (white).....	119	2
Dixie (colored).....	34	29
Federal (white).....		72
General (colored).....	88	40
Globe (white).....		108
Harlem (colored).....	174	149
Lincoln (colored).....	118	89
Premier (white).....	409	345
State (colored).....	22	18
Terminal (white).....	52	45
Union (white).....	97	94
Washington (white).....	213	179
	3,415	3,189
Independent fleets (20 or more cabs):		
Arrow.....	243	196
Checker.....	42	30
District Cab Co.....		21
Hayes.....	27	34
Yellow.....	34	22
	346	303
Independents (less than 20 cabs).....		
	679	294
Grand total.....	4,440	3,786

It is estimated that the taxicab industry represented at least 3,000 owners of taxicabs as of June 30, 1938.

Under the law, taxicab licenses were issued each year beginning July 1, the maximum number being reached at the end of the license year on June 30. This explains the totals as of the two dates.

Telegraph:

Postal Telegraph-Cable Co., Washington Building, Washington, D. C.

Western Union Telegraph Co., The, 708 Fourteenth Street NW., Washington, D. C.

Telephone:

Chesapeake & Potomac Telephone Co., The, 725 Thirteenth Street NW., Washington, D. C.

MEETINGS

Formal public hearings were held on 12 different days during the year, for the taking of testimony on matters concerning rates, service, etc., of utilities under the jurisdiction of the Commission.

Seventy-nine executive meetings for the transaction of regular business and consideration of evidence in formal cases were also held.

FORMAL CASES

The following formal cases were active during the year. Orders issued are identified by their respective numbers.

Formal case No. 247.—In the matter of valuation of the properties of the Capital Transit Co. used and useful for the convenience of the public at the fair value thereof at the time of said valuation. Orders Nos. 1713 and 1727.

Formal case No. 250.—Rerouting, Capital Transit Co. Orders Nos. 1652 and 1700.

Formal case No. 275.—In the matter of rates, tolls, charges, rules, regulations, and conditions of service, and related matters of the Potomac Electric Power Co. Orders Nos. 1650, 1659, 1665, 1671, 1687, 1691, and 1708.

Formal case No. 276.—In the matter of investigation of rates, tolls, charges, tariffs, rules, regulations, and conditions of service of the Washington Gas Light Co. Orders Nos. 1657 and 1711.

Formal case No. 277.—In the matter of application of the Capital Transit Co. for authority to discontinue operation of the streetcar line on California Street, Second Street, and F Street NE., between Union Station Plaza and Eighth and F Streets; and in the matter of a proposal for abandonment of streetcar tracks of the company on the Potomac Heights-Cabin John car line west of Georgetown. Orders Nos. 1661, 1703, and 1707.

Formal case No. 278.—In the matter of operation of bus service by the Capital Transit Co. along Benning Road and Central Avenue NE. Orders Nos. 1663 and 1701.

Formal case No. 279.—In the matter of application of the Capital Transit Co. for change of route of the Rhode Island Avenue bus line between the intersection of Fourth Street and Rhode Island Avenue NE., and the intersection of Twelfth and Franklin Streets NE. Orders Nos. 1670, 1702, and 1720.

Formal case No. 280.—In the matter of A. Application of the Capital Transit Co. for change of route and schedule of the Massachusetts Avenue bus line in order to provide service to and from Westmoreland Circle. B. Operation of a crosstown bus line by the Capital Transit Co. between Westmoreland Circle or other terminus, on the west, and Michigan Avenue at Catholic University, Rhode Island Avenue, Bladensburg Road or other terminus, on the east, following generally the routes of the Bureau of Standards and Park Road bus lines. Orders Nos. 1699 and 1741.

Formal case No. 281.—In the matter of rates, tolls, charges, rules, regulations, and conditions of service, and related matters of the Potomac Electric Power Co. Order No. 1712.

Formal case No. 282.—In the matter of application of the Arlington & Fairfax Auto Railroad Co. for approval of an interstate bus route within the District of Columbia. Orders Nos. 1715 and 1737.

Formal case No. 283.—In the matter of route of the Glover Park-Trinidad bus line of the Capital Transit Co. Orders Nos. 1719, 1730, and 1731.

Formal case No. 284.—In the matter of system of uniform zones and rates and regulations applicable thereto for taxicabs operated within the District of Columbia. Order No. 1740.

INFORMAL CASES

The number of informal complaints received was 157. Such complaints during the years 1937 and 1938 are classified below:

Utilities	1938	1937
Bus.....	64	78
Railway.....	23	33
Bus-railway.....	6	18
Electric.....	32	31
Gas.....	10	6
Interstate buses, taxicabs, etc.....	15	33
Telephone.....	7	8
Total.....	157	207

DIGEST OF ORDERS AND OPINIONS, 1938

A digest of orders issued by the Commission appears in appendix A.

RATES

CAPITAL TRANSIT CO.

The rates of the Capital Transit Co. were not changed during the year. The rates, following the promulgation of order No. 1634, November 3, 1937 (printed in the annual report for 1937), were:

Cash fare, 10 cents, for both streetcars and buses, with free transfers to and from all lines except the Hains Point bus line.
Token rate, 8½ cents (sold 6 for 50 cents), for both streetcar and bus lines, with free transfers to and from all lines except the Hains Point bus line.

Weekly pass, \$1.25, good on all lines except the Hains Point bus line.

Special fare of 5 cents, without transfer privilege, on the Bureau of Engraving & Printing, Bureau of Standards, and Chevy Chase Loop bus lines. Cash, token, and pass rates also applied to the three lines.

Special fare on Hains Point bus line, 25 cents per passenger for a round trip between the Treasury Building and Hains Point in East Potomac Park, with stop-over privileges at the Lincoln Memorial, rose gardens, golf courses, and Hains Point, the last named at the junction of the Anacostia and Potomac Rivers. Operation of line during spring, summer, and fall only. No transfer privileges.

School ticket fare, 3 cents.

THE CHESAPEAKE & POTOMAC TELEPHONE CO.

By order No. 1684, April 28, 1938, the Commission ordered an investigation relative to rates, tolls, charges, rules, regulations, and conditions of service, and related matters of The Chesapeake & Potomac Telephone Co. The study involved original cost and other phases of value for rate-making purposes. The work was still under way at the end of the year.

Several tariff changes of a relatively minor nature were accepted and filed during the year.

POTOMAC ELECTRIC POWER CO.

Pursuant to orders Nos. 1617, July 12, 1937, and 1646, November 29, 1937, an investigation of rates, tolls, charges, rules, regulations, and conditions of service, and related matters, and rate of return of the Potomac Electric Power Co. was made and public hearing held on January 25 and 27, 1938.

The Commission found the amount available for reduction in rates, tolls and charges for the year 1938 to be \$769,634.06. Order No. 1650, February 2, 1938, was issued. The following amending orders were issued during the year: 1659, February 21, 1938; 1665, March 10, 1938; 1671, April 7, 1938; 1687, May 2, 1938; 1691, May 16, 1938; and 1708, July 21, 1938.

Electric rates in effect from 1914 to 1937, both inclusive, were printed in the annual report for 1937 (appendix B). Rate schedules effective February 1, 1938, contained in order No. 1650 as amended follow:

RESIDENTIAL SCHEDULE A

Available for electric service furnished to individual residences for any purpose. Schedule A may not be used for auxiliary, emergency, or break-down service. Schedule A shall not be available for buildings in which there are five (5) or more rooms for hire as lodgings.

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 50 kilowatt-hours, monthly consumption.....	3.9
Next 50 kilowatt-hours, monthly consumption.....	1.8
Electricity consumed monthly in excess of 100 kilowatt-hours.....	1.5

RESIDENTIAL SCHEDULE K

Available for separately metered electric service furnished to individual residences for any purpose other than lighting, as, for instance, heating, cooking, battery charging, electric motors, etc. Schedule K may not be used for auxiliary, emergency, or break-down service.

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 10 kilowatt-hours, monthly consumption.....	3.9
Electricity consumed monthly in excess of 10 kilowatt-hours.....	2.0

COMMERCIAL SCHEDULE C

Available for separately metered low voltage electric service for public lighting and motors in apartment houses and office buildings only, and is applicable to public portions of the buildings for the lighting of lobbies, halls, corridors, stairways, exits, and reception rooms; and for the operation of elevators, house pumps, multiple refrigerator systems, oil-burner and stoker motors, and other motor applications used in the general operation of the building. Schedule C is available only where the electric service furnished to or used by individual tenants is separately contracted for with the company and individually metered and charged for by the company under the schedule which applies to the purpose for which the service is furnished or used. Schedule C is not available for auxiliary, emergency, or break-down service.

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 100 kilowatt-hours, monthly consumption.....	3.8
Next 150 kilowatt-hours, monthly consumption.....	3.1
Next 1,600 kilowatt-hours, monthly consumption.....	2.9
Electricity consumed monthly in excess of 1,850 kilowatt-hours.....	2.0

Standard Rider No. 1.

COMMERCIAL SCHEDULE D

Available for low-voltage electric service used for general lighting, power, industrial motors, battery charging, and other commercial purposes. Schedule D is not available for auxiliary, emergency, or break-down service.

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 100 kilowatt-hours, monthly consumption-----	3.8
Next 150 kilowatt-hours, monthly consumption-----	2.8
Next 4,300 kilowatt-hours, monthly consumption-----	2.5
Electricity consumed monthly in excess of 4,550 kilowatt-hours-----	2.0

Standard riders Nos. 1 and 10.

COMMERCIAL SCHEDULE E

Available for electric service used for general lighting, power, industrial motors, battery charging, and other commercial purposes. Schedule E is available for auxiliary service when modified by rider 11.

ENERGY CHARGE

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 80 kilowatt-hours, monthly consumption-----	3.8
Next 170 kilowatt-hours, monthly consumption-----	2.6
Next 330 kilowatt-hours, monthly consumption-----	2.4
Next 5,170 kilowatt-hours, monthly consumption-----	2.2
Next 33,000 kilowatt-hours, monthly consumption-----	1.3
Next 150,000 kilowatt-hours, monthly consumption-----	0.7
Excess 188,750 kilowatt-hours, monthly consumption-----	0.6

DEMAND CHARGE

Rate

Monthly charges for peak-period demands

	<i>Per kilowatt</i>
First 72.5 kilowatts of consumer's demand in excess of 27.5 kilowatts-----	\$2.00
Excess of 100 kilowatts of consumer's demand-----	1.30

APPLICATION

The demand charge is determined each month by applying the above schedule to the maximum demand which the consumer imposes on the company's system during its peak period (4:30 p. m. to 8:30 p. m.) during that month, subject to the following provisions:

During the off-peak months (March to October, inclusive) the peak-period demand charge shall not exceed the charge for the highest peak-period demand for any of the 4 previous on-peak months (November to February, inclusive) and shall be not less than the charge for two-thirds ($\frac{2}{3}$) of the said highest peak-period demand.

During the on-peak months the peak-period demand charge shall be not less than the charge for two-thirds ($\frac{2}{3}$) of the highest peak-period demand occurring during the 3 previous on-peak months.

MINIMUM DEMAND CHARGE

The minimum monthly demand charge is \$1 per kilowatt for the first 45 kilowatts of the consumer's maximum demand in excess of 55 kilowatts and 85 cents per kilowatt of the consumer's maximum demand in excess of 100 kilowatts, irrespective of the time during the month when this maximum demand occurs.

CHARGES

The demand and energy charges included in this schedule are independent of each other, together covering the cost to the consumer of the service which the company furnishes.

MEASUREMENT OF MAXIMUM DEMAND

The maximum demand on which charges under this schedule are based are 30-minute rather than instantaneous demands and are measured by a demand meter or meters suitable for determining the average demand for 30-minute periods.

When a consumer commences to use service under this schedule, the maximum peak-period and off-peak demands may at first be estimated and used as the basis for the demand charge until such time as the actual demands are obtained.

In case service is begun during an off-peak month, the demand charge will be based each month, until an on-peak month has elapsed, upon the maximum demands which occur in each month, without maximum or minimum limitation upon the peak-period demand charge.

In cases where the peak-period demand during the on-peak months is consistently lower than 27.5 kilowatts and the demand at other times is consistently lower than 55 kilowatts these demands may simply be checked from time to time by meter readings.

The "peak-period" and "on-peak" and "off-peak" months are determined by the load conditions on the company's system.

When a consumer takes both alternating and direct current, the simultaneous demand will be applied.

Standard riders, Nos. 1, 10, and 11.

GENERAL TERMS AND CONDITIONS

Where more than one class of service is being furnished to the same consumer at the same location under Schedules E and L, the billing is consolidated and the charges are computed at the rates which apply to each particular class of service in the following order: Low-tension service, primary service, and high-tension service. The minimum monthly demand charge applies to the combined demands under the two schedules, but is not less than \$55 for Schedule L.

COMMERCIAL SCHEDULE L

Available for high tension electric service used for any commercial purpose, the consumer providing at his own expense all necessary transformers or other converting apparatus, switches, disconnectors, regulators, etc. Schedule L is available for auxiliary service when modified by rider 11.

The class of electric service furnished under this schedule is 3-phase, 25-cycle at 6,600 or 13,200 volts (nominal) or 60-cycle at 13,200 volts (nominal). This class of electric service is not "regulated" for lighting purposes.

DEMAND CHARGE

Rate

(Monthly charges for peak-period demands)

	<i>Per kilowatt</i>
First 100 kilowatts of consumer's demand.....	\$1.60
Excess of 100 kilowatts of consumer's demand.....	1.10

APPLICATION

The demand charge is determined each month by applying the above schedule to the maximum demand which the consumer imposes on the company's system during its peak-period (4:30 p. m. to 8:30 p. m.) during that month, subject to the following provisions:

During the off-peak months (March to October, inclusive) the peak-period demand charge shall not exceed the charge for the highest peak-period demand for any of the 4 previous on-peak months (November to February, inclusive)

and shall be not less than the charge for two-thirds ($\frac{2}{3}$) of said highest peak-period demand.

During the on-peak months the peak-period demand charge shall be not less than the charge for two-thirds ($\frac{2}{3}$) of the highest peak-period demand occurring during the 3 previous on-peak months.

MINIMUM CHARGE

The minimum monthly demand charge is 75 cents per kilowatt for the first 100 kilowatts of the consumer's maximum demand and 65 cents per kilowatt in excess of the first 100 kilowatts of the consumer's maximum demand, irrespective of the time during the month when this maximum demand occurs, but not less than \$55 for any month; except that in case service is used only during certain consecutive off-peak months, being disconnected at other times, there will be no minimum monthly demand charge for the months during which it is not available.

ENERGY CHARGE

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 13,750 kilowatt-hours, monthly consumption-----	1.4
Next 25,000 kilowatt-hours, monthly consumption-----	0.9
Next 150,000 kilowatt-hours, monthly consumption-----	0.6
Excess of 188,750 kilowatt-hours, monthly consumption-----	0.5

CHARGES

The demand and energy charges included in this schedule are independent of each other, together covering the cost to the consumer of the service which the company furnishes.

MEASUREMENT OF MAXIMUM DEMAND

The maximum demands on which charges under this schedule are based are 30-minute rather than instantaneous demands and are measured by a demand meter or meters suitable for determining the average demand for 30-minute periods.

When a consumer commences to use service under this schedule, the off-peak and maximum peak-period demands may at first be estimated and used as the basis for the demand charge until such time as the actual demands are obtained.

In case service is begun during an off-peak month, the demand charge will be based each month, until an on-peak month has elapsed, upon the maximum demands which occur in each month, without maximum or minimum limitation upon the peak period demand charge.

In cases where the peak-period and/or off-peak demand are/is found to be consistently lower than the demands provided for by the \$55 minimum demand charge, these demands may simply be checked from time to time by meter readings.

The "peak-period" and "on-peak" and "off-peak" months are determined by the load conditions on the company's system.

When a consumer takes both alternating and direct current, the simultaneous demand will be applied.

Standard riders Nos. 1 and 11.

GENERAL TERMS AND CONDITIONS

Where more than one class of service is being furnished to the same consumer at the same location under Schedules E and L, the billing is consolidated and the charges are computed at the rates which apply to each particular class of service in the following order: Low tension service, primary service, and high-tension service. The minimum monthly demand charge applies to the combined demands under the two schedules, but not less than \$55 for Schedule L.

COMMERCIAL SCHEDULE P

Available for high-tension electric service used for any commercial purpose, the consumer providing at his own expense all necessary transformers or other

converting apparatus, switches, disconnectors, regulators, etc. Schedule P is available for auxiliary service when modified by rider 11.

The class of electric service furnished under this schedule is 3-phase, 60-cycle, at 13,200 volts (nominal). This class of electric service is not "regulated" for lighting purposes.

DEMAND CHARGE

Monthly charges for peak-period demand rate

First 2,000 kilowatts or fraction thereof of consumer's demand	-----	\$2,250.00
Excess of 2,000 kilowatts of consumer's demand, per kilowatt	-----	1.10

APPLICATION

The demand charge is determined each month by applying the above schedule to the maximum demand which the consumer imposes on the company's system during the peak period (4:30 p. m. to 8:30 p. m.) during the month; provided that the peak-period demand charge in any month shall be not less than the charge for two-thirds ($\frac{2}{3}$) of the highest peak-period demand occurring during the previous 11 months.

The minimum monthly demand charge is 75 cents per kilowatt for the first 100 kilowatts of the consumer's maximum demand and 65 cents per kilowatt in excess of the first 100 kilowatts of the consumer's maximum demand, irrespective of the time during the month when the maximum demand occurs.

ENERGY CHARGE

Rate

First 1,000,000 kilowatt-hours or fraction thereof	-----	\$5,374.00
Kilowatt-hours in excess of 1,000,000 kilowatt-hours, monthly consumption, per kilowatt-hour	-----	0.5¢

The charge for monthly kilowatt-hour consumption in excess of 1,000,000 kilowatt-hours is subject to a discount amounting to 0.009 cent per kilowatt-hour for each percent by which the consumer's monthly load factor exceeds 40 percent, but not more than a total discount of 0.180 cent per kilowatt-hour for a monthly load factor of 60 percent or over. The monthly load factor is the percentage obtained by dividing the number of kilowatt-hours consumed during the monthly billing period by the product of the total number of hours in that period and the maximum demand which occurred during that period, irrespective of the time of day.

CHARGES

The demand and energy charges included in this schedule are independent of each other, together covering the cost to the consumer of the service which the company furnishes.

MEASUREMENT OF MAXIMUM DEMAND

The maximum demand on which charges under this schedule are based are 30-minute rather than instantaneous demands and are measured by a demand meter or meters suitable for determining the average demand for 30-minute periods. The "peak period" is determined by the load conditions on the company's system.

Standard riders Nos. 1 and 11.

COMMERCIAL SCHEDULE H

Available for low-voltage electric service used for commercial heating and cooking purposes only. Schedule H is not available for auxiliary, emergency, or break-down service.

	<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 10 kilowatt-hours, monthly consumption	-----	3.9
Electricity consumed monthly in excess of 10 kilowatt-hours	-----	2.0

Standard rider No. 1.

RIDERS

Rider No. 1—Weekly payments

If the bills for electric service are to be rendered weekly, the word "monthly" wherever it appears in the schedule, is changed to the word "weekly," and the kilowatt-hours in each block of the rate are changed to seven-thirtieths ($7/30$) thereof, except that the weekly demand charge under schedule E, schedule L, or schedule P will be seven-thirtieths ($7/30$) of the amount that would have been paid on a monthly basis. The time within which bills may be paid at the schedule rates is changed from 20 days to 10 days.

Rider No. 10—Primary Service

When the company furnishes primary current (60-cycle current, either single or 3-phase, at 2,300 volts nominal or 4,000 volts nominal, as may be available at the premises served) directly from its distribution system, the consumer providing at his own expense all necessary transformers or other converting apparatus, switches, disconnectors, regulators, etc., the current is metered on the primary side and the company allows a discount of 10 percent of the amount of the bill at the schedule rate. The minimum bill rendered under this rider will be \$200 each month.

Rider No. 11—Auxiliary Service

This rider is applied to and becomes a part of commercial schedule E, commercial schedule L, or commercial schedule P in the case of any consumer purchasing electric service under any one of the schedules where part or all of the electric or other power used by the consumer is ordinarily produced by the consumer.

Service furnished by the company under these conditions is called "auxiliary service" and comprises service used regularly from day to day to supplement the consumer's own power-producing equipment and/or service used when part or all of such equipment is not available for use.

There is a minimum monthly energy charge equal to the charge for 150 hours use of the metered monthly maximum demand.

In cases where physical conditions are such that a part or all of the consumer's electric or other power requirements can be supplied in the peak months (November to February, inclusive) either by his own power-producing equipment or from the company's service, according to his convenience, and the company is to be ready to supply during the said peak months a greater number of kilowatts than is required by the consumer for regular use to supplement his own power-producing equipment, the consumer contracts in advance for the greater number of kilowatts agreed upon between the consumer and the company, this number of kilowatts being called the "contract peak demand." In case the monthly maximum metered demand during a peak month exceeds the contract peak demand, this metered demand becomes the contract peak demand.

For service under schedule L or schedule P the number of kilowatts of the contract peak demand less the monthly peak billing demand for the metered service is charged for each month at the rate of $37\frac{1}{2}$ cents per kilowatt. For service under schedule E the kilowatts of the contract peak demand less the monthly peak period billing demand for the metered service in excess of 27.5 kilowatts are charged for each month at the rate of 50 cents per kilowatt with a minimum charge at this rate of \$10 per month.

An automatic circuit breaker limiting the consumer's demand to the contract peak demand during the peak months may be installed by the company at the consumer's expense and controlled by the company.

TAXICAB

Acting upon petitions bearing the signatures of a substantial number of independent taxicab operators and operators affiliated with a majority of taxicab associations, the Commission issued order No. 1740, December 8, 1938, giving notice of intention to hold a formal public hearing relative to uniform taxicab zones and rates and regulations applicable thereto. Hearing was not held before the close of the year.

WASHINGTON GAS LIGHT CO.

On February 17, 1938, the Commission ordered an investigation, in conformity with the sliding-scale arrangement established by order No. 1458, December 13, 1935, relative to rates, tolls, charges, tariffs, rules, regulations, and conditions of service of the Washington Gas Light Co., to become effective September 1, 1938. Hearing was held on August 2, 3, and 9, 1938.

The Commission found the amount of \$52,505.81 to be reflected in reduction of rates for the rate year beginning September 1, 1938. Order No. 1711, August 15, 1938, was issued.

Gas rates in effect from 1914 to 1937, both inclusive, were printed in the annual report for 1937 (appendix C). Rate schedules contained in order No. 1711 follow:

SCHEDULE A—GENERAL DOMESTIC SERVICE RATE—AVAILABILITY

This rate is available for gas service in a single residence for any purpose.

<i>Rate</i>	<i>Net</i>	<i>Gross</i>
First 800 cubic feet or less per month-----	\$0.75	\$0.83
Next 2,700 cubic feet per month-----	8.0¢ per 100 cf.	8.8¢ per 100 cf.
Next 4,500 cubic feet per month-----	7.0¢ per 100 cf.	7.5¢ per 100 cf.
Excess over 8,000 cubic feet per month-----	6.6¢ per 100 cf.	6.9¢ per 100 cf.

SCHEDULE B—GENERAL BUILDING HEATING RATE—AVAILABILITY

This rate is available for house or building heating where gas is the principal fuel used for such heating, but not for any other gas service.

<i>Rate</i>	<i>Net</i>	<i>Gross</i>
All gas used per month-----	6.0¢ per 100 cf.	6.3¢ per 100 cf.

SCHEDULE C—COMMERCIAL AND INDUSTRIAL SERVICE RATE—AVAILABILITY

This rate is available for commercial and industrial uses of gas in bakeries, restaurants, hotels, churches, manufacturing establishments, and the like.

<i>Rate</i>	<i>Net</i>	<i>Gross</i>
First 900 cubic feet or less per month-----	\$0.75	\$0.83
Next 9,100 cubic feet per month-----	7.9¢ per 100 cf.	8.5¢ per 100 cf.
Next 90,000 cubic feet per month-----	6.1¢ per 100 cf.	6.4¢ per 100 cf.
Next 900,000 cubic feet per month-----	5.4¢ per 100 cf.	5.7¢ per 100 cf.
Excess over 1,000,000 cubic feet per month--	4.5¢ per 100 cf.	4.6¢ per 100 cf.

SCHEDULE E—SEASONAL OFF PEAK RATE—AVAILABILITY

This rate is available for water heating, air cooling, air conditioning, and generation of power by the use of gas. It is limited to those installations in which the customer normally has no service requirements, or limited service requirements, during the months when the company experiences maximum load conditions.

Consumption charge:

First 25,000 cubic feet per month-----	5.9¢ per 100 cf.	6.3¢ per 100 cf.
Excess over 25,000 cubic feet per month--	3.7¢ per 100 cf.	3.9¢ per 100 cf.

Maximum use charge:

Payable in December, January, and February only if consumption exceeds 25 percent of average monthly sum- mer use.	\$3.65 per 100 cf. of maximum hourly use.	\$3.85 per 100 cf. of maximum hourly use.
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Payable in November and March only if consumption exceeds 50 percent of average monthly summer use.	\$2.75 per 100 cf. of maximum hourly use.	\$2.85 per 100 cf. of maximum hourly use.
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SCHEDULE F—WHOLESALE APARTMENT HOUSE SERVICE RATE—AVAILABILITY

This rate is available for apartment houses of 4 apartments or more in which gas for domestic service is supplied to all domestic tenants as a part of the landlord's service, provided the gas is not remetered by the landlord nor apportioned to the individual tenants and that there is no definite and separate charge to the tenants for gas service.

<i>Rate</i>	<i>Net</i>	<i>Gross</i>
First 5,000 cubic feet per month-----	8.0¢ per 100 cf.	8.8¢ per 100 cf.
Next 5,000 cubic feet per month-----	7.5¢ per 100 cf.	8.0¢ per 100 cf.
Excess over 10,000 cubic feet per month-----	6.5¢ per 100 cf.	6.8¢ per 100 cf.

VALUATIONS

By order No. 1713, August 29, 1938, the Commission found value for rate-making purposes of the property of the Capital Transit Co. used and useful for the convenience of the public in the District of Columbia as of December 31, 1935, to be \$24,000,000. Formal case No. 247.

In its investigation of rates of the Potomac Electric Power Co., based upon operations during the year 1937, the Commission, in its order No. 1650, February 2, 1938, found the rate base (weighted), under the sliding-scale arrangement, as of December 31, 1937, to be \$73,792 841.76. Formal case No. 275.

A rate base of \$23,145,728 40 for determining rates to be charged by the Washington Gas Light Co. under the sliding-scale arrangement for the 12-month period beginning September 1, 1938, was stated in order No. 1711, August 15, 1938. Formal case No. 276.

Pursuant to order No. 1684, April 28, 1938, engineering and accounting studies were begun for the purpose of obtaining up-to-date information and data on value for rate-making purposes of The Chesapeake & Potomac Telephone Co.

A program whereby inventory and original cost of every major utility would be currently complete was begun. With such data available, value for rate-making purposes as of any given date would be practicable of determination without the usual extensive accounting and engineering program for such purpose.

SERVICE

CAPITAL TRANSIT CO.

On January 10, 1938, the Capital Transit Co. was authorized to purchase 50 new streetcars of the Presidents' Conference Committee type. The cars were delivered during the year and, pursuant to authority, placed in operation as one-man cars. With these cars, the total number of new cars of the type purchased in 1935, 1937, and 1938 was 115.

A request from the company for authority to convert 40 four-motor cars of the conventional type for one-man operation was denied on November 21, 1938.

Fifty-eight old cars were retired during the year.

The company applied for and was granted authority to purchase 52 new buses, 42 of which were delivered and placed in service before the close of the year. Twenty old buses were retired.

Reference may be made to the reports of the Chief Engineer and the Chief Accountant and the digest of orders and opinions (appendix A) concerning track, routing, and other changes.

ARLINGTON & FAIRFAX AUTO RAILROAD CO.

The following is quoted from order No. 1737, November 30, 1938:

Formal Case No. 282

IN THE MATTER OF APPLICATION OF THE ARLINGTON AND FAIRFAX AUTO RAILROAD COMPANY FOR APPROVAL OF AN INTERSTATE BUS ROUTE WITHIN THE DISTRICT OF COLUMBIA

BY THE COMMISSION: On September 23, 1937, the Arlington and Fairfax Auto Railroad Co. (hereinafter sometimes referred to as the applicant or the company) requested the Commission to approve a route within the District of Columbia over which it proposed to operate "auto-railer 'pick-up' and 'delivery' service for passengers, express and mail in connection with its * * * railroad operation." The company stated that its service within the District of Columbia would be of an interstate nature only. The Commission, by order No. 1635, dated November 5, 1937, concluded that exercise of its jurisdiction would be futile unless and until the company obtained authority to operate in interstate commerce within the District of Columbia, or determination was made by competent authority that no such authorization was necessary. Petition for writ of mandamus was filed in the District Court of the United States for the District of Columbia, seeking to require the Commission to fix a route. The District Court sustained the Commission's order and denied the writ of mandamus. An appeal was taken to the United States Court of Appeals for the District of Columbia which, on May 2, 1938, affirmed the decision of the lower court. As stated in the opinion of the Court of Appeals, the Commission had expressed a willingness to hold a public hearing upon consummation of necessary preliminary steps.

The Arlington and Fairfax Auto Railroad Co. then applied to the Interstate Commerce Commission for a certificate of convenience and necessity under part I of the Interstate Commerce Act, but contended in its application that no such certificate was necessary. That Commission, by written opinion on July 6, 1938, stated, in part:

"It appears that the proposal of the applicant to operate its vehicles into the District of Columbia over the city streets without extending its rails is not an extension of a line of railroad as contemplated by the section of the act under which the application is filed, but is in the nature of an extension of transportation service by bus. We express no opinion as to whether the proposed bus operation is within the terminal area of the applicant, and otherwise falls within the purview of part I of the act.

"We find that the proposed extension by the Arlington & Fairfax Auto Railroad Co. of its operation by means of autorail cars from the terminus of its present line of railroad at the Virginia-District of Columbia boundary line at Rosslyn, Va., to a designated point in Washington, D. C., is not an extension of a line of railroad within the meaning of section 1 (18) of the Interstate Commerce Act, and the application accordingly must be dismissed. An appropriate order will be entered."

That proceeding was the second one before the Interstate Commerce Commission relating to the proposed operation into the District of Columbia. A predecessor in 1936 applied under part II of the Interstate Commerce Act (Federal Motor Carrier Act, 1935) for a certificate of convenience and necessity authorizing the operation of its auto-railer (bus) equipment into the District of Columbia. The joint board which heard the application of the predecessor found that a certificate of convenience and necessity was not justified by the record, but before the entry of a final order by the Interstate Commerce Commission leave to withdraw the application was granted.

After the decision of the Interstate Commerce Commission on the application under part I of the Interstate Commerce Act, the Arlington and Fairfax Auto Railroad Co., on July 25, 1938, requested that its petition of September 23, 1937, be acted upon, and renewed the request on August 24, 1938. A public hearing was held on October 17 and 18, 1938.

The Capital Transit Co. and the Washington, Virginia, and Maryland Coach Co., both of which operate public transportation service between Virginia and the District of Columbia over the Key Bridge, entered appearances and opposed the

granting of a route to the applicant unless authority was obtained from the Interstate Commerce Commission.

A number of legal questions was presented at the hearing, among others, whether the District of Columbia is in the terminal area of the applicant and whether the proposed service would be in the nature of "pick-up and delivery service" within the terminal area, and whether a certificate under part II of the Interstate Commerce Act is required.

It is not the function of this Commission to determine the terminal area of the applicant or to determine whether a certificate under part II of the Interstate Commerce Act is required. The applicant stated on the record that this Commission is not the proper forum to determine its terminal area.

Another legal question was presented during the hearing. The Merger Act of January 14, 1933, contains the following provision:

"No competitive street railway or bus line, that is, bus or railway line for the transportation of passengers of the character which runs over a given route on a fixed schedule, shall be established without the prior issuance of a certificate by the Public Utilities Commission of the District of Columbia to the effect that the competitive line is necessary for the convenience of the public."

The applicant contended that this provision is not applicable as a matter of law, conceding that its proposed operation, if permitted, would have an adverse effect upon the Capital Transit Co., in that a substantial number of passengers of the Capital Transit Co. would be diverted to the vehicles of the applicant. It is clear from the application that the provision must be given consideration, since the applicant is seeking a given route and proposes to operate its equipment on a fixed schedule.

While specific routing was requested, the applicant during the hearing stated that it was willing for the Commission to fix any route which would accomplish its purpose. The record is replete with testimony with respect to traffic on the proposed route, and particularly on M Street in Georgetown. The Director of Vehicles and Traffic testified that the route proposed by the applicant was probably as good as any that could be selected. The Superintendent of National Capital Parks testified that extension of the Mount Vernon Boulevard to Key Bridge, now in progress would provide a desirable route to the downtown area of the District of Columbia and would result in a considerable amount of traffic using the Boulevard and the Arlington Memorial Bridge.

The vehicles of the applicant were the subject of testimony at the hearing. The Commission has definite regulations governing the construction and equipment of vehicles used by common carriers of passengers. The applicant expressed the opinion that its vehicles complied with the regulations and stated that any changes that might be required would be made prior to operation within the District of Columbia.

The Commission does not determine the terminal area of the applicant whether the proposed operation of the applicant would be "pick-up and delivery service" within its terminal area, or the necessity of the applicant obtaining a certificate of convenience and necessity under part II of the Interstate Commerce Act. These are matters for determination by the Interstate Commerce Commission or other competent authority. It does express the opinion that the Merger Act of January 14, 1933, is applicable to situations of this kind.

It is ordered:

SECTION 1. That, provided the Arlington and Fairfax Auto Railroad Co. complies with existing law, the following routes for the transportation, by the company, of passengers in interstate commerce between the State of Virginia and the District of Columbia be and they are approved:

In-bound.—From the District line, north on Key Bridge to M Street, east on M Street and Pennsylvania Avenue to Twenty-sixth Street, south on Twenty-sixth Street to Virginia Avenue, east on Virginia Avenue and Constitution Avenue to Fourth Street west, south on Fourth Street to terminal on the west side of Fourth Street Northwest, beginning 100 feet south of south curb line of Constitution Avenue and extending south 55 feet (10 feet north of fire hydrant).

Out-bound.—South on Fourth Street to Washington Drive, west on Washington Drive to Ninth Street, north on Ninth Street to Constitution Avenue, west on

Constitution Avenue and Virginia Avenue to Twenty-sixth Street, north on Twenty-sixth Street to Pennsylvania Avenue, west on Pennsylvania Avenue and M Street to Key Bridge, south on Key Bridge to the District line.

SEC. 2. That stops within the District of Columbia shall be limited to the terminal.

SEC. 3. That the buses of this company shall be operated in accordance with orders of this Commission and other orders, regulations, and laws governing the operation of such public vehicles in the District of Columbia.

SEC. 4. That no intra-District passengers shall be carried on the buses of this company.

SEC. 5. That buses operated by this company shall not deviate from the routes hereinbefore described except when required by street work, fire, or other emergency. Where deviation is necessary, buses shall be operated over such routes as may be directed by detour signs, police instructions, or orders of the Commission.

See also annual report for 1937 and report of General Counsel in this report, concerning proposed operation in the District of Columbia.

GREYHOUND BUS TERMINAL

On December 19, 1938, the Commission approved the site on the south side of New York Avenue NW., between Eleventh and Twelfth Streets for use as an off-street bus terminal, in lieu of the terminal in use at 1403-1411 New York Avenue, the companies concerned being Atlantic Greyhound Corporation, Capitol Greyhound Lines, Pennsylvania Greyhound Lines, Inc., Richmond Greyhound Lines, Blue Ridge Transportation Co., and Peninsula Transit Corporation.

POTOMAC ELECTRIC POWER CO.

There is quoted in full order No. 1743, December 19, 1938 (as amended by order No. 1774, April 17, 1939) "in the matter of regulations for electric service in the District of Columbia."

SECTION 1. That, under the authority of Section 8 of the District of Columbia Appropriation Act, approved March 4, 1913, creating the Public Utilities Commission, the following regulations for electric service in the District of Columbia be, and the same are hereby, made and prescribed, and obedience thereto and compliance therewith are hereby required of and enjoined upon all corporations and persons furnishing electric service in the District of Columbia, their officers, agents, and employees.

SEC. 2. That, on application to the Commission and for sufficient cause shown, such modifications and exemptions may be made with reference to these regulations as the facts in each case shall warrant. Noncompliance with any of these regulations will constitute a violation of the law unless such noncompliance is specifically authorized by the Commission.

SEC. 3. The supervision of electric service shall be in charge of the Engineering Bureau of the Commission.

SEC. 4. That these regulations shall take effect January 1, 1939, and shall continue in force until changed or abrogated by further order of the Commission; and that orders Nos. 139, 202, and 545, and any other orders or parts of orders repugnant to or inconsistent with this order be and they are cancelled and superseded by this order.

REGULATIONS

SEC. 5. *Watt-hour meters.*—(a) A meter should be so located as to be as near as possible to the point where the service enters the building, to be accessible with a minimum of annoyance to the tenants, to be easily read, to be surrounded by sufficient space to permit the tester to arrange and use his testing apparatus and to make the necessary inspection and adjustments. A meter should be installed on a stable support, in a clean, dry, safe place, free from vibration and not subject to great variation in temperature, unless compensated for temperature changes.

(b) When two or more meters are installed, the distance between centers of commutator type direct current meters shall not be less than fifteen (15) inches, and the distance between centers of mercury type direct current or induction type alternating current meters shall not be less than ten (10) inches.

(c) If the dial of a watt-hour meter does not read directly in kilowatt-hours, the dial constant shall be clearly indicated on the meter where it can be seen without disturbing any part of the meter.

SEC. 6. *Watt-hour meter testing rules.*—All tests made pursuant to these regulations shall be made in compliance with the following rules:

(a) All instruments used as standard instruments in testing meters shall be equipped with scales properly proportioned to the loads measured.

(b) Tests, except laboratory tests, shall be made with the meter in its permanent position on the consumer's premises, and as nearly as possible under operating conditions as regards voltage, frequency, temperature, stray fields, vibration, etc.

(c) The percentage of accuracy of a meter is the ratio, expressed as a percentage, of the registration in a given time to the true kilowatt-hours and is referred to herein as the "accuracy" of the meter.

(d) When practicable, all meters shall be tested at the following loads: light load (10 percent of rated capacity of meter) and full load (60 percent to 100 percent of rated capacity of meter). The average accuracy of meters so tested shall be computed by multiplying the accuracy at full load by four, and adding the accuracy at light load, and dividing the sum by five. On request tests and on referee tests, however, the meter may also be tested at another load, if in the opinion of the engineer of the Commission, such other load is more representative of the usual use of the meter. The average accuracy of meters so tested shall be computed by multiplying the accuracy at such usual load by three and adding the accuracy at light load and at full load, and dividing the sum by five.

(e) Two tests shall be made at each load at which the meter is tested, but should these two tests fail to agree within 0.3 percent, additional tests shall be made until two results are obtained which do agree within 0.3 percent. On all tests each reading shall cover a period of at least 30 seconds.

(f) Where potential transformers are used in connection with a meter and the line voltage does not exceed 300 volts, the meter shall be tested from the line side of such apparatus. Where current transformers are used in connection with a meter and the line voltage does not exceed 300 volts and the current capacity of the transformer does not exceed 50 amperes, the meter shall be tested from the line side of such apparatus.

Where potential or current transformers are used in connection with a meter and the line voltage exceeds 300 volts or the capacity of the current transformer exceeds 50 amperes, the meter may be tested as a self-contained meter and the ratio certificates of these instrument transformers may be used in calculating the meter's accuracy, provided that, in the case of request and referee tests, said certificates are dated within the year preceding the date of test of the meter.

(g) Where shunts are used in connection with a meter and the current capacity of the shunts does not exceed 300 amperes, the meter shall be tested from the line side of such apparatus.

When the current capacity of the shunts exceeds 300 amperes, the meter may be tested as a self-contained meter, and the calibration certificates of the shunts may be used in calculating the meter's accuracy, provided that, in the case of request and referee tests, said certificates are dated within the year preceding the date of test of the meter. At each test, the voltage drop through the shunt leads, the meter, and their connections should be measured in order to determine whether it has changed since previous tests.

(h) After test all meters in use for billing purposes shall be adjusted by the electrical corporation in comparison with a working standard (using proper corrections), direct current meters so that the error in average accuracy of the meter shall not exceed 1 percent, alternating current meters so that the average accuracy shall not be in excess of 100 percent of the true energy metered, and all meters so adjusted as to be without creep.

(i) Observations for creep shall be made with all house wires removed from the meter.

SEC. 7. *Testing apparatus.*—(a) Each electrical corporation shall provide and maintain suitable apparatus and facilities for testing the accuracy of meters.

(b) All working standards shall be tested for accuracy as often as is necessary to insure their maintenance in proper condition for testing meters. If not

checked in the laboratory of the electrical corporation, working standards shall be tested in a properly equipped laboratory of recognized standing. Each working standard shall at all times be accompanied by a certificate giving date on which it was last checked and the corrections to be applied to various loads, signed by the proper authority. The certificates, when superseded, shall be kept on file in the office of the electrical corporation.

SEC. 8. *Laboratory tests.*—All watt-hour meters, new and/or old, shall be given a laboratory test and inspection, before being installed on customers' premises, to the end that they shall be free from all known mechanical and electrical defects. After such test and inspection they shall be adjusted to register accurately within the limits specified in Section 6. H. All alternating current meters shall also be adjusted so that the accuracy at 100 percent load and 50 percent power factor shall be within 1 percent of the accuracy at 100 percent load and 100 percent power factor.

SEC. 9. *Installation tests.*—All watt-hour meters shall be tested and adjusted to register accurately within the limits specified in Section 6. H. before installation, or within 60 days after installation, except that direct-current meters shall be tested within 60 days after installation.

SEC. 10. *Request tests.*—Each corporation shall, without charge, make a test of the accuracy of a meter upon request of a consumer, provided that the meter in question has not been tested by either the corporation or the Commission within six (6) months previous to such request. A report giving the results of the test shall be furnished to the consumer.

SEC. 11. *Periodic tests.*—All watt-hour meters in use for billing purposes shall be tested periodically at least once in the time given in the following tables:

Rated capacity :

		Time
Meters used on direct current		
0- 6.0 kilovolt-amperes-----		36 months
6.0-60.0 kilovolt-amperes-----		18 months
Over 60.0 kilovolt-amperes-----		12 months

Meters used on alternating current		
0- 6.0 kilovolt-amperes-----		72 months
6.0-60.0 kilovolt-amperes-----		24 months
Over 60.0 kilovolt-amperes-----		12 months

The rated kilovolt-amperes capacity of a polyphase meter shall be considered as the sum of the rated kilovolt-amperes capacities of its separate electric elements or of the current and potential transformers, if any, in use therewith.

SEC. 12. *Records and reports.*—(a) Each corporation shall keep a record of each request, periodic, and inquiry (or office)¹ test made by it of meters installed on consumers' premises. Such records shall include: owning corporation's number, manufacturer's name and number, type, rated volts and amperes, wire, and the accuracy at light load, at full load, and at normal load where taken. Such test records shall be retained for each meter tested until a superseding test is made, and in all cases for at least 6 years.

(b) Each corporation shall keep a record of the dates on which its meters are installed in and removed from the service of consumers.

(c) Each corporation shall submit to the Commission in the form prescribed by the Commission a monthly report of the results of all tests of meters made during that month. Such reports shall be made for the calendar month and shall be submitted not later than the 15th of the month following.

SEC. 13. *Tests by Commission.*—(a) Upon application of any consumer to the Commission, a test shall be made of the consumer's meter by the Engineering Bureau after deposit by the consumer of the prescribed fee. If, upon test, the meter is found to have an error in accuracy of less than two (2) percent, or to read slow, the fee deposited by the consumer at the time of making application for the test will be kept. If, upon test, the meter accuracy is found to be over 102 percent, the fee deposited by the consumer will be returned and the prescribed fee shall be paid by the electrical corporation owning the meter.

¹ An inquiry (or office) test is a test of a watt-hour meter in its permanent position on a consumer's premises made by, and at the instance of, an electrical corporation for the purpose of investigating the cause of apparently abnormal registration.

(b) Upon application of an electrical corporation to the Commission, a meter shall be tested by the Engineering Bureau and the prescribed fee shall be paid therefor by the said corporation.

(c) The prescribed fees for referee tests of meters shall be as follows: One dollar (\$1) for each meter not exceeding 50 amperes rated capacity; two dollars (\$2) for each meter of greater capacity.

(d) The Engineering Bureau shall keep a complete record of each test of a meter made by it. All fees due and received for such testing shall be recorded, and all such fees received shall be paid to the Collector of Taxes of the District of Columbia for payment into the Treasury of the United States to be placed to the credit of the District of Columbia.

SEC. 14. *Bills*.—All bills rendered periodically for service by an electrical corporation shall show on the face thereof the number and kind of units of service supplied, the meter readings, and the dates on which they were taken, and the price per unit of service. On all bills which are computed on any other basis than a definite charge per unit of service, the other factors used in computing the bills shall be clearly stated so that the amount may be readily checked from the information appearing on the bills.

SEC. 15. *Voltage*.—(a) On all constant potential systems, electrical corporations shall maintain at the consumer's service cut-out a standard voltage within the following percentages: three (3) percent from the standard during lighting hours and ten (10) percent from the standard during other hours on systems primarily for lighting; ten (10) percent from the standard on power circuits (trolley circuits excluded).

(b) Variations in voltage of momentary duration which do not occur successively and variations caused by the operation of apparatus on the consumer's premises in violation of the rules of the electrical corporation or due to other causes beyond the control of the corporation shall not be considered a violation of this section.

SECURITY ISSUES

Paragraph 73 of the law provides:

That no public utility shall hereafter issue any stocks, stock certificates, bonds, mortgages, or any other evidences of indebtedness payable in more than 1 year from date until it shall have first obtained the certificate of the Commission showing authority for such issue from the Commission.

The following orders were issued:

Order No. 1658

FEBRUARY 21, 1938.

IN THE MATTER OF APPLICATION OF THE CAPITAL TRANSIT CO. FOR APPROVAL OF EXECUTION OF "PURCHASE MONEY CHATTEL TRUST AGREEMENT BETWEEN CAPITAL TRANSIT COMPANY AND NATIONAL SAVINGS AND TRUST COMPANY, TRUSTEE," DATED FEBRUARY 25, 1938, AND NOTES PROVIDED FOR THEREIN

(P. U. C. No. 3201/1)

BY THE COMMISSION: The Capital Transit Co. by letter dated February 17, 1938, applied to the Commission for certificate of authority to execute a "Purchase money chattel trust agreement between Capital Transit Co. and National

Savings and Trust Co., trustee," bearing date of February 25, 1938, for the purpose of financing the acquisition of 50 new streetcars and 22 new motor coaches. A copy of the proposed agreement is attached to and made part of the application referred to. Briefly, the agreement provides for a total loan of \$991,000, \$313,000 of which is to be made available on April 1, 1938, and \$678,000 on July 1, 1938. Of the amount loaned on April 1, 1938, \$78,000 will be repaid within 5 days, and the remainder in installments over a period of 5 years and 3 months, with interest at the rate of 4 per centum per annum on unpaid balances; and of the amount loaned on July 1, 1938, \$170,000 will be repaid within 5 days, and the remainder in installments over a period of 5 years, with interest at the rate of 4 per centum per annum on unpaid balances.

The purchase of the streetcar and bus equipment has been found by the Commission to be necessary for the furnishing of public transportation in the District of Columbia, and accordingly approved (letters dated January 12 and February 4, 1938). It is the opinion of the Commission that the plan of financing set forth in the "Purchase money chattel trust agreement" should be approved.

It is ordered:

SEC. 1. That the Capital Transit Co. be and it is authorized, to the extent of the jurisdiction of this Commission over the matter, to execute the "Purchase money chattel trust agreement between Capital Transit Co. and National Savings and Trust Co., trustee," bearing date of February 25, 1938, for the purpose of financing the purchase of 50 new streetcars and 22 new motor coaches authorized by the Commission by letters dated January 12 and February 4, 1938, respectively.

SEC. 2. That a certified copy of the executed "Purchase money chattel trust agreement" be filed with the Commission.

SEC. 3. That all expenses incurred by the Capital Transit Co. incident to and connected with the preparation, execution, and recording of the "Purchase money chattel trust agreement" and the notes to be issued thereunder, and the expenses incident to the execution of the trust, shall be amortized through charges to income in such manner that the ratio between the amortization charges and the principal of the notes outstanding will be uniform for all fiscal periods.

Order No. 1667

MARCH 17, 1938.

IN THE MATTER OF APPLICATION OF THE WASHINGTON GAS LIGHT CO. FOR AN ORDER AUTHORIZING IT TO ACQUIRE (a) ALL THE OUTSTANDING CAPITAL STOCK AND CERTAIN OBLIGATIONS OF ALEXANDRIA GAS CO.; AND (b) ALL OF THE OUTSTANDING CAPITAL STOCK AND CERTAIN OBLIGATIONS OF WASHINGTON SUBURBAN GAS CO.

P. U. C. No. 3203

BY THE COMMISSION: On January 15, 1938, the Washington Gas Light Co. filed an application, dated January 13, 1938, for authority (a) to issue 8,100 shares of its \$4.50 cumulative convertible preferred stock directly to the Washington and Suburban Cos. in full payment for the following:

(1) Of the Washington Suburban Gas Co., 8,600 shares of common stock without par value; \$231,000 principal amount of first-mortgage gold bonds, 6½% series, due 1948: note and cash advance outstanding in the aggregate principal amount of \$271,928.37:

(2) Of the Alexandria Gas Co., 2,500 shares of capital stock without par value, and

(b) To reserve 24,300 shares of its common stock without par value for the purpose of satisfying the conversion rights of the said 8,100 shares of \$4.50 cumulative convertible preferred stock and, subject to conversion rights, to issue from time to time shares of such common stock to the holders of the said preferred stock at the rate of three shares of common for one share of preferred. Attached to the application and made part thereof are exhibits 1 to 5, inclusive, with accompanying schedules, relating to the proposed acquisition.

The Washington and Suburban Cos., a Massachusetts common-law trust, is a holding company as defined in the Public Utility Holding Company Act of 1935. The trust holds 83.99 percent of the outstanding common stock of the Washington Gas Light Co. and all of the outstanding stock of the Washington Suburban Gas Co. and the Alexandria Gas. Co.

The application shows that as part consideration for the acquisition proposed, the Washington and Suburban Companies would agree with the Washington Gas Light Co. to cancel two notes of the Alexandria Gas Co. held by the trust aggregating \$8,600; to reduce the principal amount of a certain outstanding note of the Alexandria Gas Co. from \$675,000 to \$500,000, and to reduce the rate of interest from 6 percent to 5 percent thereon; to cancel all unpaid interest on the three notes described; to give to the Washington Gas Light Co. an option to purchase the said outstanding note not later than March 1, 1939, for 4,400 shares of \$4.50 cumulative convertible preferred stock or for \$427,000 in cash; not to call any part of the said note for payment within 1 year after said purchase of the stock of the Alexandria Gas Co., and not to call in excess of \$250,000 of said note within the second year after the said purchase; and to accept notes of the Alexandria Gas Co. in payment of interest on the said note in lieu of cash payment, on the condition that the Alexandria Gas Co. use such funds for additions to its physical property.

On September 17, 1936, the Washington Gas Light Co. made application for authority to purchase from the Washington and Suburban Cos. the stocks, securities and obligations described in (a) (1) and (a) (2) and an outstanding note in the amount of \$803,320 (together with accrued interest to date of acquisition, interest as of August 31, 1936, amounting to \$249,465.08), for a cash consideration of \$1,375,000. A formal public hearing (Formal Case No. 268) was held upon the said application, and after consideration the Commission issued its order No. 1536, dated October 1, 1936, holding the acquisition at the price stated to be not in public interest and denying the application.

Thereafter, on March 10, 1937, the Washington Gas Light Co. filed another application (amended June 7, 1937) for authority to issue to the Washington and Suburban Cos. 12,500 shares of \$4.50 cumulative convertible preferred stock, in full payment for the securities and obligations of the Washington Suburban Gas Co. included in the 1936 application, and for the stock of the Alexandria Gas Co. and all obligations of the Alexandria Gas Co. to the Washington and Suburban Cos., aggregating \$375,000 as of January 2, 1937. After numerous and lengthy conferences during a period of many months between the Commission and representatives of the Washington Gas Light Co. and the Washington and Suburban Cos., the Washington Gas Light Co., on September 29, 1937, asked permission to withdraw the said application, which was granted by action of the Commission on September 30, 1937.

The application dated January 13, 1938, proposes that the Washington Gas Light Co. issued 8,100 shares of its \$4.50 cumulative convertible preferred stock in exchange for the outstanding capital stock, bonds and certain obligations of the Washington Suburban Gas Co. and the outstanding capital stock of the Alexandria Gas Co. The plan contemplates the acquisition of the same stocks and bonds and substantially the same obligations as the plans of September 17, 1936, and March 10, 1937, as amended, except that the present plan does not provide for the immediate acquisition by the Washington Gas Light Co. of the outstanding note of the Alexandria Gas Co. which would be reduced to \$500,000; but the plan does provide that part of the consideration would be the option of the Washington Gas Light Co. to acquire the said note before March 1, 1939, in exchange for 4,400 shares of the \$4.50 cumulative convertible preferred stock or for \$427,000 in cash. Should the application be approved, the Washington Gas Light Co. would be required to issue 12,500 shares of its \$4.50 cumulative convertible preferred stock or to issue 8,100 shares of said stock plus a payment to the Washington and Suburban Cos. of \$427,000 in cash. Under the option of issuing 4,400 shares or paying in cash \$427,000 for the said note, the equivalent would be a little more than \$97 per share.

The plan contained in the pending application is substantially the same as that in the application of March 10, 1937, as amended, and not materially different from the original application of September 17, 1936.

After careful consideration of the application, including the related exhibits and schedules, the Commission believes and so finds that the acquisition under the terms and conditions proposed would not be in the public interest or in the interest of the Washington Gas Light Co.

On March 14, 1938, counsel for the Washington Gas Light Co. filed with the Commission a motion for a formal hearing on the application. In view of the facts recited, particularly the public hearing on the original application, numerous conferences by the Commission and its staff with representatives of the Washington Gas Light Co. and the Washington and Suburban Cos., and the marked similarity of the applications, the Commission does not deem a formal public hearing necessary and the motion is therefore denied.

It is ordered:

That the application be and the same is hereby denied.

Order No. 1692.

MAY 31, 1938.

IN THE MATTER OF APPLICATION OF WASHINGTON GAS LIGHT CO. FOR AUTHORITY
TO ISSUE AND SELL 15,600 SHARES OF \$4.50 CUMULATIVE CONVERTIBLE PREFERRED STOCK

P. U. C. No. 3204

BY THE COMMISSION: By an application dated May 9, 1938, subsequently amended and supplemented on May 25, 1938 (hereinafter called the "application"), Washington Gas Light Co. (hereinafter called the "company") applied to this Commission for authority (1) to issue and sell 15,600 shares of \$4.50 cumulative convertible preferred stock (hereinafter sometimes referred to as "\$4.50 preferred stock") to a group of local dealers (for resale to the public) subject to the preferential rights of holders of shares of common stock of the company, at a price of not less than \$97.50 per share and accrued dividends, and to pay to such dealers a commission not in excess of \$1.50 for each share sold by the company to said dealers, (2) to issue to such of the holders of shares of its common stock as do not waive their preemptive rights to purchase their proportionate parts of said 15,600 shares of \$4.50 preferred stock, transferable warrants and fractional warrants, exercisable only for full shares of \$4.50 preferred stock, expiring and becoming void on the twentieth day after the record date of such holders of shares of common stock of the company entitled to subscribe for proportionate parts of such \$4.50 preferred stock, such warrants and fractional warrants to evidence the rights of said stockholders respectively to subscribe for and purchase their proportionate parts of said \$4.50 preferred stock, (3) to reserve out of the authorized but unissued shares of common stock of the company and from time to time to issue such number of shares of such common stock as may, in accordance with the conversion rate at the time applicable to the \$4.50 preferred stock, from time to time be required for the purpose of satisfying the conversion rights of the holders of shares of said \$4.50 preferred stock (the number of shares of common stock to be reserved initially for the conversion of said 15,600 shares of \$4.50 preferred stock to be 46,800), and (4) to issue, upon conversion of shares of said \$4.50 preferred stock, transferable scrip certificates, expiring at such time as may be determined by the Board of Directors of the company, in lieu of fractional shares of common stock if such \$4.50 preferred stock be not evenly convertible into shares of common stock.

The company also stated to the Commission that it proposes to offer proportionate parts of said 15,600 shares of \$4.50 preferred stock at a price not less than \$97.50 per share and accrued dividends to such of the holders of shares of common stock of the company as shall not have waived their preemptive rights with respect to said \$4.50 preferred stock, and that the company proposes to sell to said dealers at the same price so much of said 15,600 shares of \$4.50 preferred stock as is not offered to holders of shares of common stock and so much of said 15,600 shares as is offered by the company to but not subscribed for by the holders of shares of common stock.

The company stated in its application that the shares of \$4.50 preferred stock proposed to be issued would constitute additional shares of the \$4.50 preferred stock authorized by a resolution adopted by the stockholders of the company on June 16, 1937, pursuant to authority contained in Public Act No. 577 of the Seventy-fourth Congress of the United States of America, approved May 11, 1936, a copy of which resolution was attached to and made a part of order

No. 1611 of this Commission, and that said 15,600 shares of \$4.50 preferred stock will be entitled to the same rights and privileges as other shares of said \$4.50 preferred stock heretofore issued and sold by the company.

As stated by the company in the application, the proceeds from the sale of said 15,600 shares of \$4.50 preferred stock will be used to reimburse the treasury of the company in part for expenditures made for the acquisition and construction of new property, additions, extensions, improvements, and betterments made prior to December 31, 1937, properly chargeable to capital account. Attached to said application was a certified schedule of such additions to the company's capital accounts representing said expenditures heretofore made prior to December 31, 1937, not covered by a previously authorized bond, note, or stock issue, amounting to a total of uncapitalized expenditures as of December 31, 1937, of \$2,698,090.97, as reported by the company.

The Commission has thoroughly considered said application and is of the opinion and finds that the granting of such application and the certificate of authority requested therein is in the public interest.

It is ordered:

SEC. 1. That Washington Gas Light Co. be and it is authorized to issue and sell 15,600 shares of its \$4.50 cumulative convertible preferred stock with such rights, privileges, and conditions as are set forth in the resolution adopted by the stockholders of Washington Gas Light Co. on June 16, 1937, a copy of which resolution is attached to order No. 1611 of this Commission, at a price not less than \$97.50 per share and accrued dividends from May 1, 1938, or the dividend date next preceding the date of issue of said shares of \$4.50 cumulative convertible preferred stock, and to pay to the dealers purchasing such stock from the company a commission not in excess of \$1.50 for each share of said \$4.50 cumulative convertible preferred stock sold by said company to such dealers.

SEC. 2. That Washington Gas Light Co. be and it is authorized to issue to such of the holders of shares of its common stock as do not waive their preemptive rights to purchase their proportionate parts of said 15,600 shares of \$4.50 cumulative convertible preferred stock, transferable warrants and fractional warrants, exercisable only for full shares of \$4.50 cumulative convertible preferred stock and expiring and becoming void on the twentieth day after the record date of the holders of shares of common stock entitled to subscribe for their proportionate parts of said 15,600 shares of \$4.50 cumulative convertible preferred stock, such warrants and fractional warrants to evidence the rights of said stockholders, respectively, to subscribe for and purchase their proportionate parts of said \$4.50 cumulative convertible preferred stock.

SEC. 3. That Washington Gas Light Co. be and it is authorized, so long as any shares of its \$4.50 cumulative convertible preferred stock are outstanding, to reserve out of its authorized but unissued common stock, and from time to time to issue such number of shares of its common stock as may, in accordance with the conversion rate at the time applicable to said \$4.50 cumulative convertible preferred stock, from time to time be required, for the purpose of delivering to the holders of the shares of the \$4.50 cumulative convertible preferred stock (authorized by sec. 1 of this certificate of authority) the number of shares of common stock to which such holders will be entitled in accordance with the provisions of said resolution (the number of shares of common stock to be reserved initially for conversion of 15,600 shares of \$4.50 cumulative convertible preferred stock to be 46,800), when and as they may elect to exercise their conversion rights applicable thereto and shall surrender such shares of \$4.50 cumulative convertible preferred stock for such conversion.

SEC. 4. That Washington Gas Light Co. be and it is authorized to issue, upon the conversion of shares of \$4.50 cumulative convertible preferred stock, transferable scrip certificates, expiring at such time as may be determined by the board of directors of said company, in lieu of fractional shares of common stock if such \$4.50 cumulative convertible preferred stock be not evenly convertible into shares of common stock.

SEC. 5. That the proceeds received from the issue and sale of said 15,600 shares of \$4.50 cumulative convertible preferred stock herein authorized to be sold are to be used to reimburse the treasury of Washington Gas Light Co. for capital expenditures made prior to December 31, 1937, as hereinbefore mentioned.

SEC. 6. That Washington Gas Light Co. shall keep separate, true, and accurate accounts showing the receipt and application in detail of the proceeds of the sale of the preferred stock herein authorized to be issued; and the company shall make verified reports to this Commission on or before the 15th day of July and the 15th day of January, after the issuance of this order until the \$4.50 cumulative convertible preferred stock shall have been sold and the proceeds thereof expended, stating the sale of the preferred stock, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys.

SEC. 7. That this certificate of authority for the issue and sale of said 15,600 shares of \$4.50 cumulative convertible preferred stock is to be understood to mean that the company may apply, and is required under the penalties prescribed in the Public Utilities Commission law of the District of Columbia to apply, the proceeds of the sale of said shares of \$4.50 cumulative convertible preferred stock to the purposes specified in this order and to no other purposes.

SEC. 8. That nothing in this order or in the proceedings of the Commission shall be taken or understood as a certification by this Commission as to the financial condition of the company or as to its assets or liabilities or as to anything other than as expressly stated in this order.

SEC. 9. That Washington Gas Light Co. shall report to the Commission, as they occur, all conversions of common stock for \$4.50 cumulative convertible preferred stock authorized to be issued by order No. 1611 and this order.

SEC. 10. That this order shall take effect immediately and continue in force until otherwise ordered by this Commission.

Order No. 1696

JUNE 13, 1938.

IN THE MATTER OF CANCELATION OF REACQUIRED CERTIFICATES OF CAPITAL STOCK,
BONDS, OR OTHER LONG-TERM DEBT

P. U. C. No. 2982/3

It is ordered:

SECTION 1. That when certificates of capital stock, bonds, certificates of indebtedness, notes, equipment trust certificates or any other form of indebtedness maturing more than 1 year from date of issue, issued or assumed, or recorded as a liability on the books of any utility under the jurisdiction of the Public Utilities Commission, are reacquired by any such utility for purposes of retirement and cancelation, such cancelation shall be made in the presence of a representative of the Commission, or, in lieu thereof, a properly executed certificate of cremation shall be submitted to the Commission within 10 days.

SEC. 2. That this order take effect immediately and continue in force until otherwise ordered by the Commission.

Order No. 1729

OCTOBER 21, 1938.

IN THE MATTER OF APPLICATION OF WASHINGTON GAS LIGHT CO. FOR AUTHORITY
TO ISSUE AND SELL \$8,500,000 PRINCIPAL AMOUNT OF REFUNDING MORTGAGE
BONDS, 4-PERCENT SERIES DUE 1963

P. U. C. No. 2424/13

BY THE COMMISSION: By an application dated October 6, 1938, (hereinafter sometimes referred to as the "application"), Washington Gas Light Co. (hereinafter sometimes referred to as the "company") applied to the Commission for a certificate of authority authorizing it to execute a new supplemental indenture to be dated as of September 1, 1938, supplemental to its mortgage and deed of trust dated January 1, 1933, creating and defining the terms and provisions of a new issue and series of bonds of the company; and to issue and sell a new issue of bonds to be designated refunding-mortgage bonds, 4-percent series due 1963, in the aggregate principal amount of \$8,500,000, to be issued under and secured by said mortgage and deed of trust dated January 1, 1933, as heretofore supplemented and as proposed to be supplemented by said sup-

plemental indenture, all as more fully described, and upon the terms and in the manner more fully set forth, in the application.

The company stated in the application that the proceeds from the sale of the bonds proposed to be issued and sold are to be used to redeem as soon as practicable all of the outstanding \$8,500,000 aggregate principal amount of refunding-mortgage gold bonds, 5-percent series due 1958 of the company, at 104½ percent of the principal amount thereof, and that the additional funds necessary to effect such redemption at said redemption price would be supplied from the general funds of the company. The new bonds are to be issued under and secured by the mortgage and deed of trust dated January 1, 1933, heretofore created and executed by and between Washington Gas Light Co. and the Chase National Bank of the City of New York, as trustee (under which the Riggs National Bank of Washington, D. C., is successor trustee), a copy of which is on file with the Commission. Said mortgage and deed of trust dated January 1, 1933, provides for the issuance of bonds in series from time to time, all ranking pari passu, upon such terms as may be fixed from time to time by the board of directors of the company. The terms and conditions of the proposed new issue of bonds will be provided for by a new supplemental indenture to be dated as of September 1, 1938, and to be supplemental to said mortgage and deed of trust dated January 1, 1933.

The company stated in the application that it proposes to sell all of said \$8,500,000 principal amount of said refunding-mortgage bonds, 4-percent series due 1963, in varying amounts to six insurance companies, at a price of 101 percent of the principal amount of said bonds together with accrued interest thereon from September 1, 1938, to the date of delivery thereof, subject to the approval of the Commission and of other governmental bodies having jurisdiction thereof.

The Commission has thoroughly considered the said application and is of the opinion that the proposed issuance and sale of said refunding-mortgage bonds, 4-percent series due 1963, in the principal amount of \$8,500,000 to the said insurance companies at a price of not less than 101 percent of the principal amount and accrued interest, and upon the terms and for the purposes stated in the said application, would be in the public interest.

It is ordered:

SECTION 1. That Washington Gas Light Co. is hereby authorized to execute a new supplemental indenture to be dated as of September 1, 1938, to be supplemental to the mortgage and deed of trust dated January 1, 1933, of Washington Gas Light Co. creating and defining the terms and provisions of an issue of refunding-mortgage bonds, 4-percent series due 1963.

SEC. 2. That the form and substance of the proposed new supplemental indenture and of the bonds to be issued thereunder shall accord in form and substance with the copy thereof attached to and filed with the application of the company dated October 6, 1938; and a copy of the executed indenture shall be filed with this Commission.

SEC. 3. That Washington Gas Light Co. is hereby authorized to issue and sell an aggregate of \$8,500,000 principal amount of a new issue and series of bonds, to be designated refunding-mortgage bonds, 4-percent series due 1963, to be issued under and secured by its mortgage and deed of trust dated January 1, 1933 (the said mortgage and deed of trust having been authorized by this Commission in its order No. 1106), as heretofore supplemented and as proposed to be supplemented by said supplemental indenture hereinbefore authorized, such bonds to be sold to the several insurance companies named in the application of the company at a price of not less than 101 percent of the principal amount thereof plus accrued interest from September 1, 1938, to the date of delivery of said bonds.

SEC. 4. That the proceeds from the sale of said \$8,500,000 principal amount of said refunding-mortgage bonds, 4-percent series due 1963 (exclusive of accrued interest), shall be applied only to the redemption of \$8,500,000 outstanding principal amount of refunding-mortgage gold bonds, 5-percent series due 1958 of the company.

SEC. 5. That all commissions and expenses in connection with the issue and sale of said \$8,500,000 Refunding Mortgage Bonds, 4% Series due 1963, authorized under this order shall be amortized out of the income of the company during the life of said bonds.

SEC. 6. That the company shall keep separate, true, and accurate accounts showing the receipt and application in detail of the proceeds of the bonds hereby authorized to be issued; and the company shall make verified reports to the Commission on or before the 15th day of January and the 15th day of July until the bonds shall have been sold and the proceeds thereof expended, stating the sale of the bonds, the moneys realized therefrom, and the use and application of such moneys.

SEC. 7. That this certificate of authority for the issue and sale of the bonds referred to herein is not to be construed as a certification by this Commission of the sufficiency of the security for said bonds, or for any bonds issued by the company, but it is to be understood to mean that the company may apply, and is required under the penalties prescribed in the Public Utilities Law of the District of Columbia to apply, the proceeds from the sale of said bonds to the purposes specified in this order and to no other purposes.

SEC. 8. That this order shall take effect immediately and continue in force until otherwise ordered by this Commission.

UNIFORM CLASSIFICATIONS OF ACCOUNTS

The following systems of accounts were those prescribed for the use of utilities subject to the jurisdiction of the Commission:

Electric companies:

- (1) Title: Federal Power Commission "Uniform System of Accounts Prescribed for Public Utilities and Licensees, Approved June 16, 1936, Effective January 1, 1937."
- (2) Publisher: United States Government Printing Office, Washington, D. C.

Gas companies:

- (1) Title: National Association of Railway and Utilities Commissioners "Uniform Classification of Accounts for Gas Utilities, Revision of 1922, Copyright 1923."
- (2) Publisher: The State Law Reporting Co., New York, N. Y.

Telephone companies:

- (1) Title: Federal Communications Commission "Uniform System of Accounts for Telephone Companies, Issue of June 19, 1935, Effective January 1, 1936" together with order 7-D of the Telephone Division of the Federal Communications Commission dated January 6, 1937.
- (2) Publisher: (a) System of accounts: United States Government Printing Office, Washington, D. C.
(b) Order 7-D: Federal Communications Commission, Washington, D. C.

Transit companies:

(A) Bus:

- (1) Title: National Association of Railroad and Utilities Commissioners "Uniform Classification of Accounts for Bus Companies With Operating Revenues of \$100,000 or more, November 1926."
- (2) Publisher: Press of E. R. Andrews Printing Co., Rochester, N. Y.

(B) Rail:

- (1) Title: Interstate Commerce Commission "Uniform System of Accounts for Electric Railways, Issue of 1914, effective July 1, 1914."
- (2) Publisher: United States Government Printing Office, Washington, D. C.

LEGISLATION

On June 29, 1938, the following Act of Congress requiring insurance for passenger vehicles for hire operated in the District of Columbia was approved:

[PUBLIC—No. 775—75TH CONGRESS]

[CHAPTER 809—3D SESSION]

[H. R. 7084]

AN ACT

To provide that all cabs for hire in the District of Columbia be compelled to carry insurance for the protection of passengers, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the Public Utilities Commission of the District of Columbia is hereby directed to require any and all corporations, companies, associations, joint-stock companies or associations, partnerships, and persons, their lessees, trustees, or receivers, appointed by any court whatsoever, operating, controlling, managing, or renting any passenger motor vehicles for hire in the District of Columbia, except as to operations licensed under paragraph 31 (b) of the Act approved July 1, 1932, known as the License Act, and except such common carriers as have been expressly exempted from the jurisdiction of the Commission, to file with the Commission for each motor vehicle to be operated a bond or bonds, policy or policies, of liability insurance or certificate of insurance in lieu thereof in a solvent and responsible surety or insurance company authorized to do business in the District of Columbia, conditioned for the payment to any person of any judgment recovered against such corporations, companies, associations, joint-stock companies or associations, partnerships, and persons, their lessees, trustees, or receivers, appointed by any court whatsoever, or renters of their cabs, for death or for injury to any person or injury to any property, or both, caused in the operation, maintenance, use, or by reason of the defective construction of such motor cabs or other vehicles. Any such bond or undertaking or policy of liability insurance shall be in such form and on such terms or conditions as the Commission may direct: *Provided*, That such bond or policy may limit the liability of the surety or insurer on any one judgment to \$5,000 for bodily injuries or death and \$1,000 for damage to or destruction of property, and all judgments recovered upon claims arising out of the same subject of action to \$10,000 for bodily injuries or death and \$1,000 for damages to or destruction of property, to be apportioned ratably among the judgment creditors according to the amount of their respective judgments. Any such policy of liability insurance shall be issued only by such insurance companies as may have been authorized to do business in the District of Columbia, and any such bond or undertaking shall be secured by a corporate surety approved by the Superintendent of Insurance of the District of Columbia. The Superintendent of Insurance of the District of Columbia shall be empowered to make all reasonable rules and regulations relating to the writing of taxicab insurance and shall be empowered to govern the maximum rates to be charged on such insurance. No such bond or policy of insurance may be canceled unless not less than twenty days prior to such cancellation or termination notice of intention so to do has been filed in writing with the Commission unless cancellation is for nonpayment of premiums, in which event five days' notice as above provided shall be given. It shall be unlawful to operate any vehicle subject to the provisions of this paragraph unless such vehicle shall be covered by an approved bond or policy of liability insurance as provided herein. The Public Utilities Commission shall have the power to make all reasonable rules and regulations which, in its opinion, are necessary to make effective the purposes of this section.

Any owner of a public vehicle required hereby to file a bond or policy of insurance may, in lieu thereof:

(a) File with the Public Utilities Commission a blanket bond, or a blanket policy of liability insurance, in an amount to be approved by said Commission, but not to exceed \$75,000, conditioned as required by this Act, and covering all vehicles lawfully displaying the trade name or identifying design of any individual, association, company or corporation.

(b) Create and maintain a sinking fund in such amount as the Public Utilities Commission may require, but not in excess of \$75,000, and deposit the same, in trust, for the payment of any judgment recovered against such owner, as provided in this Act, with such person, official or corporation as said Commission shall designate.

Provided, That should any such owner elect to comply with the provisions of paragraphs (a) or (b) of this section, such owner shall first file with the Public Utilities Commission an admission of liability, in conformity with the principle of respondent superior for the tortious acts of the driver or drivers of such vehicle or vehicles aforesaid as shall be driven with the trade name or identifying design of such owner.

Any cash or collateral deposit and/or any sinking fund herein provided for shall be exempt from attachment or levy for any obligation or liability of the depositor thereof, save as herein provided.

Within the meaning of this paragraph, the word "owner" shall include any corporation, company, association, joint-stock company or association, partnership or person, and the lessees, trustees, or receivers appointed by any court whatsoever, permitting his, their or its trade name and/or identifying design to be displayed upon vehicles governed by this Act.

Any violation of this section or of the regulations lawfully promulgated thereunder shall be deemed a misdemeanor and upon conviction shall be punishable by a fine of not more than \$300 or by imprisonment for not more than ninety days, and/or cancelation of license.

This Act shall become effective sixty days after final passage.

Approved, June 29, 1938.

Pursuant to authority granted by the Act, the following regulations were promulgated by the Commission (order No. 1710, as amended by orders Nos. 1716 and 1728) :

IN THE MATTER OF RULES AND REGULATIONS NECESSARY TO MAKE EFFECTIVE THE PURPOSES OF "AN ACT TO PROVIDE THAT ALL CABS FOR HIRE IN THE DISTRICT OF COLUMBIA BE COMPELLED TO CARRY INSURANCE FOR THE PROTECTION OF PASSENGERS, AND FOR OTHER PURPOSES" (PUBLIC, No. 775, 75TH CONG., CH. 809, 3D SESS.), APPROVED JUNE 29, 1938

P. U. C. No. 3230

BY THE COMMISSION: The Commission being empowered to make all reasonable rules and regulations necessary to make effective the purposes of "An Act to provide that all cabs for hire in the District of Columbia be compelled to carry insurance for the protection of passengers, and for other purposes" (Public, No. 775, 75th Cong., ch. 809, 3d sess.), approved June 29, 1938, a copy of which is attached to and made part hereof,

It is ordered:

SECTION 1. On and after 12:01 a. m., August 28, 1938, it shall be unlawful to operate within the District of Columbia any vehicle licensed pursuant to subparagraphs (c) and (d), paragraph 31, of the License Act of July 1, 1932, and any vehicle of similar character licensed outside of the District of Columbia, except in compliance with the provisions of the said act of June 29, 1938, the regulations contained in this order, and regulations promulgated, pursuant to the said act, by the Superintendent of Insurance of the District of Columbia. Where used in this order, the word "owner" is as defined in the act; the word "Act" means the act of Congress approved June 29, 1938, as hereinbefore more fully described; and the word "vehicle" means any vehicle as described in this section.

SEC. 2. Every insurance policy, bond, or sinking fund shall be conditioned for the payment of any judgment recovered against the owner of any vehicle, the limit of liability on any one judgment to be not less than \$5,000 for bodily injuries or death and \$1,000 for damage to or destruction of property, and on all judgments recovered upon claims arising out of the same subject of action to be

not less than \$10,000 for bodily injuries or death and \$1,000 for damages to or destruction of property, to be apportioned ratably among the judgment creditors according to the amount of their respective judgments; provided, however, that for any vehicle having a seating capacity of eight passengers or more the limit of liability for bodily injuries or death in any one accident shall be not less than \$20,000.

SEC. 3. Every insurance policy shall be approved by the Superintendent of Insurance and the Commission.

SEC. 4. Every bond shall be in a form approved by the Superintendent of Insurance and the Commission, and shall contain a description of each vehicle covered thereby, giving manufacturer's name and number.

SEC. 5. Should an owner elect to take out a blanket insurance policy or a bond, or to create and maintain a sinking fund, the amount thereof shall be determined by the number of vehicles covered and shall be as set out in the following table:

<i>Vehicles less than 8 passengers</i>		<i>Vehicles 8 passengers or more</i>	
<i>No.</i>	<i>Amount</i>	<i>No.</i>	<i>Amount</i>
1-----	\$11,000	1-----	\$21,000
2-5-----	15,000	2-5-----	29,000
6-15-----	20,000	6-15-----	39,000
16-30-----	25,000	16-30-----	49,000
31-50-----	30,000	31-50-----	59,000
51-80-----	35,000	51-80-----	69,000
81-120-----	40,000	81 or more-----	75,000
121-170-----	45,000		
171-230-----	50,000		
231-300-----	55,000		
301-380-----	60,000		
381-470-----	65,000		
471-570-----	70,000		
571 or more-----	75,000		

SEC. 6. Every owner creating and maintaining a sinking fund shall file with the Commission a description of each vehicle covered thereby, giving manufacturer's name and number. All changes shall be filed in writing with the Commission.

SEC. 7. Compliance with the law shall be evidenced by depositing with the Commission, for each vehicle, a certificate of insurance approved as to form by the Commission, by depositing with the Commission a bond issued by a company certified to the Commission by the Superintendent of Insurance, or by deposit with the Collector of Taxes of the District of Columbia, who shall serve as trustee, of a sinking fund represented by cash or securities of the United States Government. The trustee shall not be obligated to pay interest upon any funds deposited with him.

Notice of cancellation of insurance or bond shall be given in writing to the Commission. A separate notice of cancellation for each vehicle shall be given on a 4"x6" form approved by the Commission. Five (5) days' notice of cancellation shall be given for nonpayment of premium; and twenty (20) days' notice shall be given when cancellation occurs for any other reason. Cancellation shall be effective at 12 midnight on the 5th day following the date of receipt by the Commission of notice of cancellation for nonpayment of premium, and at 12 midnight on the 20th day following the date of receipt by the Commission of notice of cancellation for any other reason.

Withdrawal of notice of cancellation of insurance or bond shall be given in writing to the Commission. A separate withdrawal of notice of cancellation for each vehicle shall be given on a 4"x6" form approved by the Commission. Withdrawal of notice of cancellation shall be valid and acceptable to the Commission only if filed on or before the date of cancellation. If withdrawal of notice of cancellation is not filed within the time prescribed, a new certificate of insurance or bond shall be filed.

When a taxicab association creates and maintains a sinking fund, cancellation by the association of coverage of any vehicle under such sinking fund shall occur when the owner of such vehicle is dropped from membership in the association, and ten (10) days' notice of such cancellation shall be given to the Commission. Such notice shall be effective at midnight on the 10th day

following the receipt of notice by the Commission. Sinking fund coverage shall also cease when a member, authorized by the Commission to do so, has changed the colors and identity lettering on any vehicle or vehicles for operation in another association or independently, and has filed with the Commission a certificate or certificates of insurance or bond, or evidence of sinking fund coverage, if any, by the association to which his vehicle or vehicles has or have been transferred.

An owner who has elected to create and maintain a sinking fund may not terminate such arrangement except by written application to, and written approval of the Commission.

Beginning at 12:01 a. m. Sunday, November 13, 1938, no vehicle subject to the act approved June 29, 1938, shall be operated in the District of Columbia without first having affixed to the lower right-hand side of the windshield an official weekly insurance sticker, approved by the Commission, evidencing the fact that the vehicle is covered by insurance, bond, or sinking fund. Weekly periods shall begin at 12:01 a. m. on Sunday and end at midnight on the following Saturday. Each insurance company, bonding company, or organization maintaining a sinking fund shall, upon written receipt, obtain such stickers from the Commission and supply them to vehicle owners.

Every insurance sticker shall be removed at the expiration of the period for which issued.

No insurance sticker other than one obtained from the Commission shall be displayed.

Insurance stickers shall not be displayed on vehicles subject to the act which are not actually covered by insurance, bond, or sinking fund.

SEC. 8. Each owner shall, on or before the 5th day of each month, file with the Commission, on a form provided for the purpose, a report for the preceding month showing the number of accidents in which any vehicle owned by or operated in the name of such owner was involved, the nature of the damage, if any, to persons or property, resulting therefrom, the names and addresses of any persons having outstanding claims against the owner because of any accident, and the amount so claimed, judgments rendered against the owner, and the amount, if any, paid in settlement of claims, including those in suit.

SEC. 9. Every owner shall give immediate notice to the Commission, by telephone, of each accident occurring within the District of Columbia accompanied with loss of human life or serious personal injury without loss of human life directly or indirectly arising from or connected with the maintenance or operation of any vehicle of such owner. If such accident occurs during other than official working hours of the Commission, such notice shall be given as soon as possible thereafter. Written reports of such accidents, as well as of all other accidents involving personal injury, shall be filed with the Commission on forms furnished by it within 3 days of occurrence of each such accident.

SEC. 10. That this order take effect immediately.

REPORT OF GENERAL COUNSEL

The following cases were pending, acted upon, or terminated in the District Court of the United States for the District of Columbia or the United States Court of Appeals for the District of Columbia during the calendar year 1938:

The Federation of Citizens' Associations and The Central Labor Union of Washington v. Riley E. Elgen et al., equity No. 63215. This case, an appeal from order No. 1541, October 19, 1936, in which the Commission denied a request for reconsideration of order No. 1535, September 23, 1936, authorizing the Capital Transit Co. to operate 20 additional one-man streetcars and to purchase 20 second-hand cars, was filed on December 16, 1936. On December 31, 1936, answer to petition and motion to dismiss was filed by the Commission. On January 5, 1937, an application to be heard as amicus curiae was filed by the Capital Transit Co. The case was still pending at the end of the year 1938.

Potomac Electric Power Co. v. Public Utilities Commission et al., equity No. 65771. This case, which was pending at the beginning of the year, was an appeal to the District Court by Potomac Electric Power Co. from order No. 1627 which denied, as discriminatory and unreasonable, a proposed rule seeking to change the company's schedules. (See annual report for 1937, p. 26.) After the case had been argued and briefs filed, the appeal was dismissed without prejudice on February 18, 1938, upon motion of the appellant.

Nellie E. Emerson v. Public Utilities Commission et al., equity No. 67785. On August 4, 1938, Miss Emerson, as a citizen of the District, filed a petition of appeal from order No. 1703 (see appendix A), which approved an application of the Capital Transit Co. for authority to discontinue its Eighth and F Streets streetcar line. The petition alleged that the Commission's order was unreasonable, arbitrary, not justified by the evidence before the Commission, and deprived the petitioner of reasonable transportation service. On September 8, 1938, the Capital Transit Co. was granted leave to intervene. On August 17, 1938, the Commission answered and moved to dismiss on the jurisdictional ground that appellant had no right of appeal because she had not invoked the administrative remedy of petitioning for reconsideration. She based her right of appeal upon a petition for reconsideration filed by others. The court sustained the motion, and by order dated January 16, 1939, dismissed the appeal and affirmed order No. 1703.

District of Columbia v. Capital Transit Co., law No. 90362 and civil actions Nos. 748, 858, 859, and 1026. All of these suits are claims against the streetcar company for the cost of paving necessitated by removal of its tracks in areas where streetcar service had been abandoned. In each case an answer has been filed by the defendant company, but trial has been held in abeyance pending negotiations for settlement of these claims together with other claims of similar nature.

Independent Taxi Owners' Association, Inc., v. Riley E. Elgen et al., equity No. 67811. On June 30, 1938, the Commission promulgated its order No. 1705 (see appendix A), which, among other things, limited the number of taxicabs in any taxicab association to not more than 1,000, with the provision that the maximum limitation should not apply to any association with a fleet in excess thereof on the effective date of the order, but such association should not be permitted to add any additional cabs until the number in such association should fall below 1,000. This order was challenged by the Independent Taxi Owners' Association as unreasonable, invalid, and outside the power of the Commission, in a petition for reconsideration, which was denied by order No. 1709. (See Appendix A.) The association then (August 5 and October 27, 1938) filed a petition and amended petition of appeal to the District Court from the said orders, praying that they be vacated by the court. On November 22, 1938, upon motion of the Commission, the court dismissed the original and amended petitions of appeal on the ground that the order was one of general application and not appealable. An appeal to the United States Court of Appeals for the District of Columbia was taken by the plaintiff association, and briefs were filed therein by both the appellant and appellees. This appeal was dismissed by the appellant on May 19, 1939, upon

promulgation of order No. 1779, which, among other things, rescinded the limitation of which the association complained.

Willard E. Lloyd v. Wade H. Coombs, Superintendent of Licenses, and Riley E. Elgen et al., civil action No. 1044. On December 16, 1938, a complaint to require issuance of taxicab license was filed by Mr. Lloyd, a member of the Independent Taxi Owners' Association who had discontinued operation of his taxicab and was denied a renewal license under the provisions of order No. 1705 (see appendix A), limiting the number of cabs in any taxicab association to 1,000. The Commission filed its answer to the complaint on January 5, 1939, and on May 19, 1939, after rescission of order No. 1705, a stipulation was signed dismissing the case.

Federal Cab Association v. Melvin C. Hazen et al., civil action No. 387. On October 20, 1938, the plaintiff association, which had been unable to comply with membership requirements under the Commission's regulations, filed a complaint for injunction against enforcement of order No. 1582, which fixed a minimum limitation of 100 cabs on all taxicab associations, and asked for a temporary restraining order. The court refused the restraining order but issued a rule requiring the Commission to show cause why it should not be enjoined from denying plaintiff's right to conduct a taxicab business and from enforcing order No. 1582. The Commission's answer was filed on November 4, 1938, and the rule continued until the case should be heard on the merits. On June 14, 1939, after the limitation in order No. 1582 had been rescinded, a stipulation dismissing the case was filed.

District Cab Co. v. Riley E. Elgen et al., civil action No. 491. On October 29, 1938, the District Cab Co. filed a complaint in the District Court to compel the Commission to accept for registration and to issue taxicab licenses for cabs owned by it, and at the same time filed a motion for an order to enjoin the Commission from refusing to license plaintiff's taxicabs and from requiring the plaintiff to remove from its cabs the color scheme which had been approved for District Cab Association. On November 15, 1938, the Commission answered the complaint and moved to dismiss on the grounds that the Commission had no authority to issue taxicab licenses and that the complaint stated no cause of action. Before the case came on for trial and argument on the motion, the District Cab Association ceased to operate as an association and abandoned the color scheme and insignia which had been approved for its use. Upon representation of these facts, an order dismissing the complaint was signed December 21, 1938.

United States of America ex rel. Arlington & Fairfax Auto Railroad Co. v. Riley E. Elgen et al., Court of Appeals No. 7093. This case, an appeal from the decision of the District Court dismissing a petition for writ of mandamus to require the Commission to designate for relator a route within the District of Columbia, was pending at the beginning of the year. On May 2, 1938, the Court of Appeals rendered its decision, affirming the decision of the lower court. The opinion of the Court of Appeals, as well as that of the lower court, is set forth in full in the annual report of the Commission for the year 1937 at pages 27 and 28.

Capital Transit Co. v. Public Utilities Commission and Arlington & Fairfax Auto Railroad Co., civil action No. 971. Following the decision of the Court of Appeals in *Arlington & Fairfax Auto Railroad Co. v. Elgen et al.* (Court of Appeals No. 7093), the Commission promulgated its order No. 1737 (see appendix A), which designated a route in the District of Columbia for the Arlington & Fairfax Co. provided that company should comply with existing law relating to its inauguration of transportation service into the District of Columbia. The Capital Transit Co., on December 10, 1938, filed a complaint for injunction and obtained a temporary restraining order enjoining the Arlington & Fairfax Auto Railroad Co. from its proposed operation into the District, and also enjoining enforcement of order No. 1737. On December 29, 1938, the Commission filed its answer, and on January 19, 1939, the court signed a permanent injunction as prayed by the plaintiff, Capital Transit Co., from which the defendant, Arlington & Fairfax Auto Railroad Co., noted an appeal (Court of Appeals No. 7357).

Hutchins Mutual Insurance Co. v. Melvin C. Hazen et al., civil action No. 86. On September 24, 1938, a complaint and rule to show cause were filed by the Hutchins Mutual Insurance Co. challenging the validity of certain regulations relating to taxicab insurance which were promulgated by the Superintendent of Insurance of the District of Columbia in pursuance to Public, No. 775, Seventy-fifth Congress, approved June 29, 1938, which provided for compulsory taxicab liability insurance in the District. A temporary restraining order was issued enjoining the Commissioners of the District of Columbia, the Public Utilities Commission, and the Superintendent of Insurance from withdrawing the Hutchins Co.'s certification to write taxicab insurance or otherwise interfering with its business. The defendant officials of the District of Columbia moved to dissolve the restraining order, but it was continued until argument of the case. On October 5, 1938, the answer of the defendants was filed, and on October 19 and 20 the case was argued. In accordance with the request of the court, briefs were filed by both plaintiff and defendants. On December 16, 1938, an order refusing injunction and dismissing the complaint was signed by Justice Luhring, together with findings of fact and conclusions of law prepared by this office. The plaintiff insurance company noted an appeal and made application to the District Court for a temporary injunction pending appeal, which application was denied. The appellant company then made application to the Court of Appeals for the District of Columbia for a temporary injunction pending appeal, to which the appellees filed objections. However, on December 20, 1938, a temporary injunction pending appeal was granted by the Court of Appeals, with the provision that the petitioner should file on or before December 28, 1938, a bond in the penalty of \$7,500, that the petitioner should have the record printed by January 15, 1939, and its brief filed by January 25, 1939, that the appellees' brief be filed not later than February 3, 1939, and that the case be set down for argument as the first case on the February calendar. On April 10, 1939, the Court of Appeals (Court of Appeals No. 7316) reversed the decision of the lower court on the ground that the rules and regulations promulgated by the Superintendent of Insurance which

related solely to mutual insurance companies were without authority of law, and remanded the case with instructions to issue a permanent injunction restraining the superintendent from taking any action under the said rules or the rule which provided for the withdrawal of certification of an insurance company to write taxicab insurance. The appellees filed a motion for rehearing, which was denied on May 18, 1939.

As the result of litigation in *Potomac Electric Power Co. v. District of Columbia*, Court of Appeals No. 6708, decided April 5, 1937, this office on May 16, 1938, collected from the Potomac Electric Power Co. \$160,686.32 in settlement of tax liabilities for the years 1935, 1936, and 1937, on gross income received from business conducted outside the District of Columbia. The decision of the Court of Appeals was printed on pages 34 and 35 of the annual report for 1937.

The office of the General Counsel participated in conferences in connection with and in the hearings of the formal cases shown herein on page 4, and in conferences on many other matters coming before the Commission for action.

This office also conducted and participated in numerous conferences with representatives of the various utilities and in conferences with the Commission and the Commissioners of the District of Columbia relating to public utilities and municipal matters. Many formal written opinions were rendered to both the Commission and the Commissioners of the District, as well as many informal opinions on administrative and minor matters.

During 1938 the General Counsel prepared for reintroduction in the Seventy-sixth Congress a bill to provide alternative methods of enforcement of orders, rules, and regulations of the Joint Board and the Public Utilities Commission, similar to H. R. 4803, Seventy-fifth Congress. This bill, which remedied certain minor deficiencies in enforcement of such orders, was subsequently introduced as S. 1126 and enacted as Public, No. 23, Seventy-sixth Congress, approved April 5, 1939.

A bill was drafted by the General Counsel, at the request of the Commission, providing that the date of issuance of the licenses of motor vehicles for hire should be changed to March 1 of each year, to conform with the date of registration of all motor vehicles. This bill was introduced as S. 1129 and enacted as Public, No. 24, Seventy-sixth Congress, approved April 5, 1939.

This office also prepared for introduction in the Seventy-sixth Congress a bill similar to H. R. 6697, Seventy-fifth Congress, providing for limitation of the number of taxicabs to be operated in the District of Columbia, which was introduced as H. R. 3595 and S. 1127, Seventy-sixth Congress.

REPORT OF CHIEF ENGINEER

GENERAL

During the year the Engineering Bureau made such studies and compilations of data as were required by the Commission in formal cases and other problems before it. Testimony was given by the Chief Engineer at various public hearings.

TAXICAB INSPECTION AND ADMINISTRATION

The taxicab licenses outstanding on January 1 (1928-39, inclusive) were as follows:

Year:	Number of licenses	Year:	Number of licenses
1928	783	1934	3,809
1929	1,283	1935	3,670
1930	1,387	1936	4,067
1931	2,355	1937	4,391
1932	3,658	1938	4,239
1933	4,000	1939	3,869

As of January 29, 1939, when the total number of taxicabs was 3,869, 3,230 were registered as being affiliated with 22 associations, 359 were included in 5 fleets, and 280 were registered as individual taxicabs. It should be understood that the 3,230 association cabs were operated by individual owners, these owners in general owning one cab only, comparatively few owning a greater number, and very few indeed owning as many as 10 cabs.

An inspection of all taxicabs was made in June and July prior to renewal of licenses. A second inspection, usually made in December, was deferred until January and February 1939 because of the change in the registration date from January 1 to March 1.

Inspections were made each day from 9:30 to 10:30 a. m. for the purpose of handling new cabs being put in service and for inspection of taxicabs at the time of change of ownership or status, i. e., change of taxicabs from one association to another or from association to individual operation or vice versa. In these daily inspections varying numbers from 10 to 30 taxicabs were handled.

STREET SPACE OCCUPIED BY PUBLIC VEHICLE STANDS

The following statement indicates by class the number of licensed vehicles, the number of stands on public space, capacity in vehicles of the stands, and feet of curb space reserved, as of the end of December 1938:

Class of vehicles	Number licensed	Stands established		
		Number	Capacity in vehicles	Feet of curb space occupied
Taxicabs	3,869	176	609	10,465
Sightseeing vehicles (less than 8 passengers)	137	11	45	714
Sightseeing buses (8 passengers or more)	35	9	9	286
Express vehicles	16	8	34	810

STREET RAILWAY TRACK RECONSTRUCTION, REMOVAL, MAINTENANCE,
AND INSPECTION

During the year 1938 track reconstruction, maintenance and removal were carried out in general along the lines of a program prepared in the fall of 1937 after conference between the Capital Transit Co., the Highway Department, and the Commission. Track recon-

struction included the following important items: Fourteenth Street line between Decatur Street and the Colorado Avenue Loop, 4,930 feet of single track, and between Constitution and Pennsylvania Avenues, 2,600 feet of double track; Georgia Avenue line between Florida Avenue and V Street, 800 feet of single track; North Capitol Street line between Massachusetts Avenue and G Street, 1,000 feet of single track. Tracks on Benning Road between Seventeenth and Twenty-sixth Streets were resurfaced, and street crossings were paved.

Special work projects included construction of a loop with a bypass at the end of the Mount Pleasant Street line in the vicinity of Park Road, reconstruction of double track branch-off at North Capitol Street and Massachusetts Avenue and double track crossing and single-track branch-off at Seventh Street and Pennsylvania Avenue NW., and construction of a single-track branch-off at the intersection of Nineteenth Street and Pennsylvania Avenue NW.

Track no longer used was removed from Ninth Street NW. between G and K Streets and between Rhode Island and Sherman Avenues; E Street NW. between Eleventh and Fourteenth Streets; Kennedy Street between Third and Fourteenth Streets; and Aspen Street between Blair Road and Laurel Street. The track loop and connecting special work in and north of Benning Road east of Bladensburg Road was also removed, in connection with extension of Maryland Avenue.

At the end of the year there were 85.18 miles of underground trolley track and 47.43 miles of overhead trolley track, a total of 132.61 miles of track in the District of Columbia, not including 9.74 miles of track in carhouses and yards. The Capital Transit Co. operated 19.83 miles of overhead trolley track in Maryland.

The miles of car routes were 303.61 in the District of Columbia and 27.87 miles in Maryland, a total of 331.48 route miles.

The regular annual inspection of all streetcar tracks was made during the year and recommendations as to necessary maintenance work submitted.

Grinding of corrugated rail was continued during the year. A new grinding car was placed in service in July 1938, making two grinding cars available. The amount of track ground, beginning with the year in which the first grinding car was used follows:

Year:	<i>Feet ground</i>
1934-----	202,146
1935-----	396,407
1936-----	302,188
1937-----	282,303
1938-----	299,751

STREETCARS AND BUSES

During the year the Capital Transit Co. purchased 50 new streetcars of the Presidents' Conference Committee type, and retired 58 old cars. There were 661 active cars at the end of the year, seats aggregating 30,598 as compared with 29,506 seats on December 31, 1937.

The company also purchased 41 new buses and retired 20 buses. There were 581¹ active buses at the end of the year, seats aggregating 19,293 as compared with 18,316 seats on December 31, 1937.

¹ One bus was a demonstrator and was purchased in 1939.

The regular annual inspections of all streetcars and buses of the Capital Transit Co. and buses of suburban companies operated into Washington, and a general inspection of buses of interstate operators were made. All defects noted in the equipment were reported to the operating companies for correction. Special observations of cars in operation were made, particularly to detect noise caused by gears and loose parts. Repairs made by the company improved operating conditions.

Special observations of buses were also made on the street to check exhaust gases and fumes. All buses with excessive exhaust smoke or otherwise defective were reported to the company for repair.

CAR AND BUS STOPS

At the end of 1938, 1,164¹ car stops had been officially established. Most of the stops were designated only by signs at the curb. Seventeen stops were provided with concrete loading platforms, 67 with wooden platforms, and 244 with safety zones, all of various capacities as follows:

Concrete platforms:			
4-car capacity	-----	1	
3-car capacity	-----	1	
2-car capacity	-----	11	
1-car capacity	-----	4	
		—	17
Wooden platforms:			
4-car capacity	-----	1	
3-car capacity	-----	10	
2-car capacity	-----	30	
1-car capacity	-----	26	
		—	67
Safety zones:			
5-car capacity	-----	1	
3-car capacity	-----	3	
2-car capacity	-----	52	
1-car capacity	-----	188	
		—	244
Stop signs only	-----		328
			836
Total	-----		1,164

There were also 1,746¹ officially established bus stops.

STREETCAR SPEED AND KILOWATT-HOURS CONSUMED PER CAR MILE

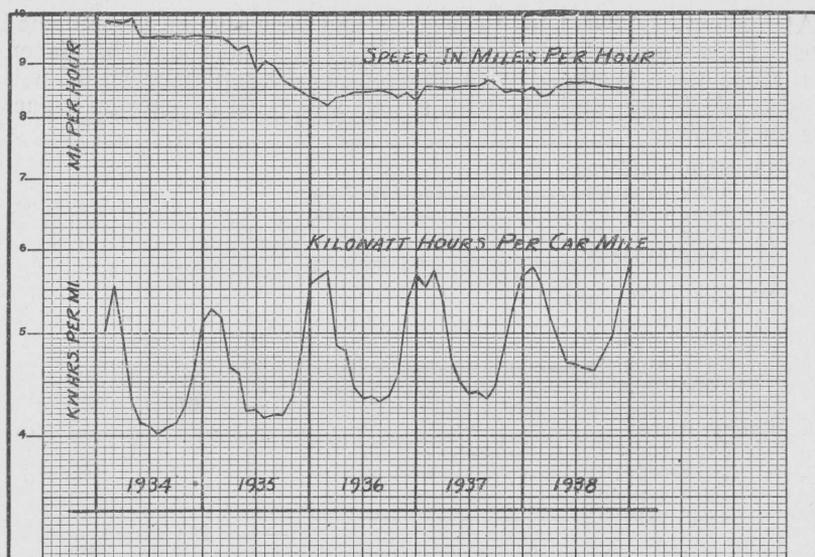
There follows a graph on which are shown the speed in miles per hour and the kilowatt-hour consumption per car mile of Capital Transit Co. cars during the period 1934 to 1938, inclusive. The speed in miles per hour was obtained by dividing car miles by car hours, data being obtained from monthly reports of the company. All time lost in lay-overs at ends of lines was included, and the actual average speed of the cars on runs between destinations was not obtained by the calculation. The speed is of interest, in that cost of service is affected by speed of cars. Speed of operation de-

¹ Figures do not include stops on streets where service is operated only in rush periods, where no signs were located.

¹ Figures do not include stops on streets where service is operated only in rush periods, where no signs were located.

creased from slightly under 10 miles per hour to 8½ miles per hour during 1936, but during 1937 and 1938 there was a slight increase, the average speed for the years 1936, 1937, and 1938 being 8.39, 8.53, and 8.55 respectively.

During 1935 and 1936, when routing changes were in progress, certain streetcar lines which had been operated to the outlying areas were abandoned, and the speed on such lines was higher than that on the lines operated principally in the congested area. This in itself would tend to decrease the average speed of operation. A higher speed of operation is desirable because of better service rendered and on account of the economies that may be effected. It is believed that with the increasing number of modern-type cars, the speed curve will continue to show improvement.



CURVES FOR STREETCARS SHOWING SPEED AND KILOWATT-HOURS CONSUMED.

The lower part of the graph, showing kilowatt-hours per car-mile, indicates very clearly the additional amount of power required for operation during the winter, a large portion of the increase being due to power used in heating. During the year 1938 when a larger number of Presidents' Conference Committee cars, which required considerable more current for acceleration, were used, there was an increase in the kilowatt-hour consumption per car-mile. The average yearly consumption for the years 1934 to 1938 was as follows:

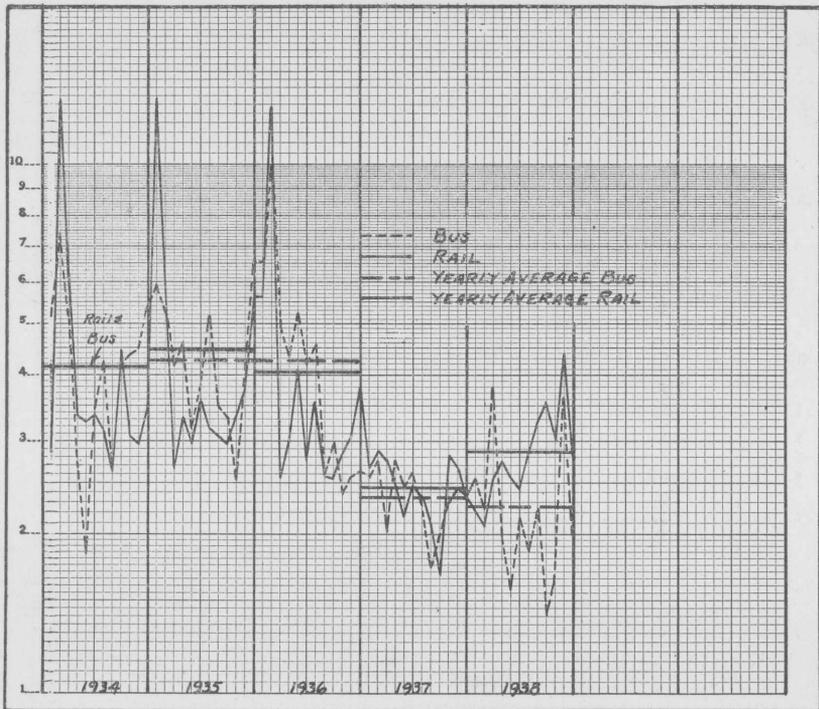
Year :	
1934	4.496
1935	4.611
1936	4.866
1937	4.946
1938	5.085

At the end of 1938 115 of the new-type cars were in operation.

STREETCAR AND BUS DELAYS

The chart shown below of hours delay per 100,000 vehicle-miles operated by streetcars and buses indicates that from 1935 to 1938 there was considerable improvement. The record for streetcars is shown by the full line and the record for buses by the dotted line.

Great improvement was noted in the year 1937, in comparison with prior years. For buses, 1938 showed a slight improvement over 1937. For streetcars, however, the 1938 record was slightly worse than 1937. It was found that the record of all streetcar detentions, except those due to electrical equipment, was better in 1938 than in 1937, and that delays due to failure of electrical equipment were



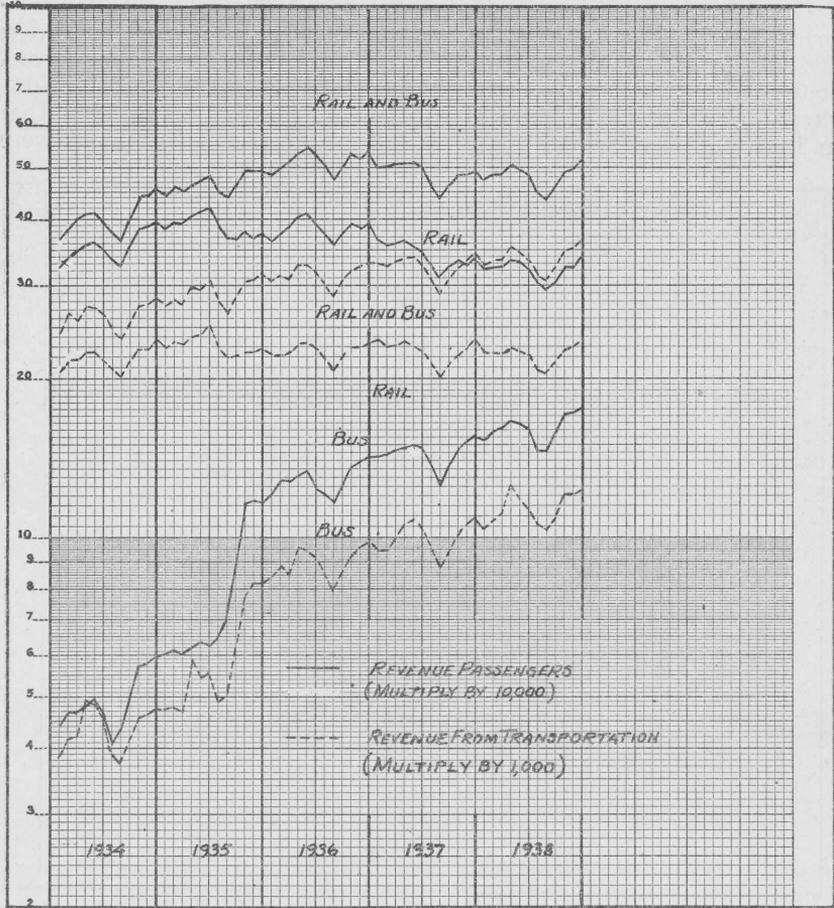
HOURS DELAY PER 100,000 VEHICLE-MILES OPERATED.

materially greater. Such failure occurred principally on new cars. Active attention given to failure of electrical equipment will, it is believed, greatly decrease delays from such cause.

REVENUE AND REVENUE PASSENGERS REDUCED TO THE NORMAL DAY

The statistics for operation as reported by months have variations because of the varying number of days, Sundays, and holidays in months. To obtain charts free from this variation, the car-miles operated and the revenue received per normal day were computed. In this computation, the figures for a given month were divided by the number of days in the month, counting Sundays and holidays as half days.

The graph which follows shows bus lines, rail lines, and the total of rail and bus, and indicates distinctly the material change in the operations of the Capital Transit Co. due to use of a larger number of buses and a smaller number of streetcars. The daily bus passengers increased from 40,000 or 50,000 per day in 1934 to between



REVENUE AND REVENUE PASSENGERS REDUCED TO NORMAL DAY.

150,000 and 175,000 per day in 1938. Rail passengers decreased from about 390,000 per day at the end of 1934 to 340,000 per day at the end of 1938. The total passengers increased from about 450,000 per day at the end of 1934 to 515,000 per day at the end of 1938.

BUS TAXES

In accordance with the license law approved July 1, 1932, estimates of all mileage to be operated on the various routes of all bus companies operating within the District of Columbia were made, and certification of estimates was transmitted to the superintendent of licenses for the basis of such taxes as were due under this law.

The data following show the bus lines that were in operation during the year and the total number of round trips and the total mileage operated by the various companies, by classes, class A being interstate buses, class B being suburban buses, and class C being city buses.

Bus operations in the District of Columbia during the license year Nov. 1, 1937, to Oct. 31, 1938

CLASS A BUSES (INTERSTATE)

Name of company	Number of round trips	Bus miles		
		On regular route	In charter service	Total
Blue Ridge Transportation Co.....	2,432½	29,190.00	776.00	29,966.00
Capital Transit Co. (Baltimore line) ¹	755	10,098.00	0	10,098.00
Greyhound Lines:				
Atlantic Greyhound Corporation.....	2,683	13,415.00	0	13,415.00
Capitol Greyhound Lines.....	1,810	9,593.00	0	9,593.00
Pennsylvania Greyhound Lines, Inc.....	17,322	173,220.00	1,295.00	174,515.00
Richmond-Greyhound Lines, Inc.....	8,019	40,095.00	0	40,095.00
Nevin-Midland Lines.....	994	9,443.00	0	9,443.00
Pan-American Bus Lines.....	365	13,687.50	0	13,687.50
Peninsula Transit Corporation.....	3,490	51,053.65	25.00	51,078.65
Safeway Trails, Inc.....	5,123	49,180.80	0	49,180.80
Virginia Stage Lines, Inc.....	4,356	24,829.20	220.70	25,049.90
Total.....		423,805.15	2,316.70	426,121.85

¹ This line ceased operation in June 1938.

CLASS B BUSES (SUBURBAN)

Name of company	Number of round trips	Bus miles		
		On regular route	In charter service	Total
A. A. B. National Capitol Bus Co.....	189	1,983.00	1,275	3,258.00
Alexandria, Barcroft & Washington Transit Co.....	101,822	467,468.00	3,582	471,050.00
Arlington & Fairfax Motor Transportation Co.....	30,674	138,033.00	7,099	145,132.00
Capital Transit Co. (Greenbelt).....	2,220½	23,982.00	0	23,982.00
Montgomery Bus Lines, Inc.....	5,584	78,449.00	0	78,449.00
Washington, Marlboro & Annapolis Motor Lines, Inc.....	19,723	232,001.50	0	232,001.50
Washington, Virginia & Maryland Coach Co.....	86,102	528,420.60	8,656	537,076.60
Total.....		1,470,337.10	20,612	1,490,949.10

CLASS C BUSES (CITY)

The Capital Transit Co. operated 40 lines over 169.73 miles of streets. The total mileage operated during the license year was 11,816,648.

SIGHTSEEING BUSES

The following is a list of sightseeing buses certified for licenses during the year:

Name of company:	Number of buses
Atwood, Chester (Capitol View Tours).....	1
Blue & Grey Sight Seeing Tours, Inc.....	30
Herschman, Mrs. Irene.....	1
The Green Line, Inc.....	2
White Line Tours.....	1

TRAFFIC OBSERVATIONS

During the year traffic observations were made by the inspector of traffic and schedules covering stationary and riding checks on all streetcar and bus lines, including interstate and suburban bus lines, the total time on such observations being 487 hours. Seventy-three additional hours were devoted to miscellaneous observations.

In addition, the Capital Transit Co. submitted to the Commission three times during the year a 3-day stationary traffic check on all of its lines at 73 locations.

INSPECTION OF ELECTRIC METERS

Below is a summary of the referee tests of electric meters during 1938.

	Light load	Normal load	Full load
Below 96 percent.....			
96 to 97.9 percent.....			
98 to 100 percent.....	1		1
100.1 to 102 percent.....	1	2	1
102.1 to 104 percent.....			
Over 104 percent.....			
Total number of meters tested.....	2	2	2

The Potomac Electric Power Co. made its regular tests of meters, and the record for the past 6 years is summarized as follows:

	Request tests	Inquiry tests	Installation tests	Periodic tests	Total tests
1933.....	339	3,210	1,898	30,775	36,222
1934.....	273	4,012	2,310	30,248	36,843
1935.....	381	3,981	2,684	38,635	45,686
1936.....	238	4,501	2,776	40,137	47,651
1937.....	224	3,824	2,552	43,418	50,012
1938.....	205	3,828	1,889	29,904	35,828

For such testing the Potomac Electric Power Co. maintains a fully equipped laboratory and uses testing standards that are compared weekly with the primary standards which, in turn, are compared at reasonable intervals with the standards at the Bureau of Standards.

During the year the Commission made weekly checks of a number of meters taken at random from the supply of meters held for service in the laboratory of the electric company. It is believed that this random test of meters ready to go out into service gave information as to the condition of those meters which were brought into the laboratory for test and adjustment, as well as the condition of new meters which were tested before being put into service, this information being in addition to the results of the periodic tests of meters which, in general, were made on the premises where the meters were installed. The result of these tests showed that over 85 percent of the meters that were tested when ready to go out were reading 100 percent or less, and that less than 15 percent registered over 100

percent accuracy and of these meters none was reading in excess of the limit of accuracy prescribed by the Commission. All meters found registering in excess of 100 percent on heavy load were readjusted, notwithstanding the fact that the accuracy range required was 4 percent.

STATISTICS WITH RESPECT TO ELECTRICAL CONSUMPTION FOR LIGHT AND POWER

There follows a tabulation containing information concerning electrical consumption and costs. This covers the years from 1930 to 1938, and shows in the first portion of the table the facts with respect to residential consumers and in the second portion the facts with respect to commercial and power consumers, the latter including small power consumers and a group of something over 200 large consumers purchasing power at low voltage.

The third portion of the table covers all consumers, and therefore includes in addition to the two groups stated those purchasers of large power at high tension voltage, as well as street lighting consumers and power sold to other electric light companies and the Capital Transit Co.

Referring to the first part of the table, attention is called to the increase in the average annual use per residential consumer from 633 kilowatt-hours in 1930 to 1,145 kilowatt-hours in 1938. The cost per kilowatt-hour as shown in the last column decreased from 4.682 cents in 1930 to 2.753 cents in 1938.

Similar increase in use per consumer and decrease in cost per kilowatt-hour are evident in the second part of the table referring to commercial and power consumers.

Potomac Electric Power Co., electrical power consumption and costs

Year	Number of consumers	Kilowatt-hour consumption		Revenue		Cents per kilowatt-hour
		Per consumer	Total	Total	Per consumer	
1930.....	121,438	633	76,852,085	\$3,597,925	\$29.65	4.682
1931.....	128,321	712	91,320,722	3,807,715	29.70	4.170
1932.....	131,860	804	105,945,821	4,022,087	30.50	3.796
1933.....	132,828	868	115,259,685	4,112,605	30.95	3.568
1934.....	137,233	938	128,721,338	4,333,714	31.58	3.367
1935.....	143,410	1,006	144,237,074	4,688,764	32.70	3.251
1936.....	149,390	1,070	159,855,020	5,155,211	34.51	3.225
1937.....	159,239	1,084	172,611,396	5,195,485	32.63	3.010
1938.....	161,615	1,145	185,095,817	5,095,265	31.53	2.753

COMMERCIAL AND POWER

1930.....	17,274	12,717	219,674,751	6,028,642	349.00	2.744
1931.....	17,654	13,314	235,052,021	6,041,703	342.22	2.570
1932.....	17,797	13,951	248,288,710	5,837,645	328.01	2.351
1933.....	18,405	13,698	252,113,203	5,659,061	307.47	2.245
1934.....	19,328	14,788	285,823,309	5,984,510	309.63	2.094
1935.....	20,465	16,378	335,187,992	6,677,340	326.28	1.992
1936.....	22,072	17,453	385,225,713	7,387,441	334.70	1.918
1937.....	26,499	16,220	429,809,128	7,937,714	299.55	1.847
1938.....	27,444	17,893	491,044,907	8,228,809	299.84	1.676

Potomac Electric Power Co., electrical power consumption and costs—Continued

TOTAL

Year	Number of consumers	Kilowatt-hour consumption		Revenue		Cents per kilowatt hour
		Per consumer	Total	Total	Per consumer	
1930	138, 753	2, 298	318, 972, 780	10, 488, 012	755. 87	3. 288
1931	146, 013	2, 411	352, 085, 270	10, 791, 896	739. 10	3. 065
1932	149, 695	2, 555	382, 460, 264	10, 897, 863	728. 00	2. 849
1933	151, 273	2, 886	436, 557, 332	10, 853, 926	717. 51	2. 486
1934	156, 601	3, 500	548, 128, 164	11, 949, 996	763. 09	2. 180
1935	163, 916	3, 711	608, 363, 446	12, 963, 558	790. 86	2. 131
1936	171, 505	3, 889	667, 058, 561	14, 031, 183	818. 12	2. 103
1937	180, 284	3, 996	720, 499, 000	14, 514, 773	805. 10	2. 015
1938	187, 148	4, 256	796, 669, 000	14, 839, 416	792. 92	1. 862

TABLE 1.—Streetcar detentions during the calendar year 1938, Capital Transit Co.

Classification	Number	Minutes	Hours
Underground:			
Plows:			
Pulled	135	2, 716	45. 27
Grounded	41	660	11. 00
Leads and fuses	158	2, 264	37. 73
Springs and shoes	65	940	15. 67
General:			
Defective track	22	533	8. 89
Split switch	23	528	8. 80
Defective conductor bar	24	529	8. 83
In cut-out	19	261	4. 35
Miscellaneous	27	416	6. 93
Total	514	8, 847	147. 47
Equipment, track, etc.:			
Rolling stock, mechanical	88	1, 508	25. 13
Rolling stock, electrical	361	5, 350	89. 17
Defective track	1	52	. 87
Defective trolley	2	58	. 97
Derailment	31	866	14. 43
Power off	19	391	6. 52
Collisions and accidents	210	3, 431	57. 18
Miscellaneous	20	338	5. 63
Total	732	11, 994	199. 90
Outside:			
Obstructions on track	291	4, 740	79. 00
Miscellaneous	54	877	14. 62
Total	345	5, 617	93. 62
Grand total	1, 591	26, 458	440. 99

TABLE 1A.—Bus detentions during the calendar year 1938, Capital Transit Co.

Classification	Number	Minutes	Hours
Power plant, fuel, and ignition:			
Engine	353	4, 683	78. 05
Clutch	63	810	13. 50
Transmission	91	1, 125	18. 75
Drive shaft	18	257	4. 28
Rear end	15	223	3. 72
Ignition	130	2, 040	34. 00
Fuel system	176	2, 537	42. 28
Cooling system	33	435	7. 25
Starter	74	1, 083	18. 05
Total	953	13, 193	219. 88

TABLE 1A.—*Bus detentions during the calendar year 1938, Capital Transit Co.—*
Continued

Classification	Number	Minutes	Hours
Body, chassis, and brakes:			
Body.....	19	204	3.40
Chassis.....	34	432	7.20
Brakes.....	45	643	10.72
Compressor.....	6	95	1.58
Air.....	62	768	12.80
Total.....	166	2,142	35.70
General:			
Tires.....	34	505	8.42
Windshield wiper.....	1	10	.17
Skid chains.....	2	30	.50
Ice or snow.....	23	395	6.58
Collisions-accidents.....	85	1,098	18.30
Miscellaneous.....	61	809	13.48
Total.....	206	2,847	47.45
Grand total.....	1,325	18,182	303.03

TABLE 2.—*Accidents in which streetcars and buses were involved during the calendar year 1938, Capital Transit Co.*

Classification	Street railway	Buses
Collisions and derailments:		
Number of collisions with—		
Streetcars.....	21	2
Vehicles.....	1,981	712
Other objects.....		22
Pedestrians.....	113	24
Number of derailments.....		
	5	
Total.....	2,120	760
Persons killed and injured:		
Number of persons killed:		
Passengers.....		
Employees.....	1	
Others.....	9	
Total.....	10	
Number of persons injured:		
Passengers.....	834	301
Employees.....	387	152
Others.....	217	65
Total.....	1,438	518
Number of persons killed or injured:		
Boarding car or bus.....	239	41
Riding on car or bus.....	440	196
Alighting from car or bus.....	155	64
Nonpassengers in vehicular collisions.....	99	41
Pedestrians struck.....	113	24
Employees operating cars or buses.....	84	40
Employees working elsewhere.....	303	112
Miscellaneous.....	5	
Total.....	1,438	518

TABLE 3.—Number of accidents during the calendar year 1938 reported by companies, other than street railway and bus lines

	The Chesapeake & Potomac Telephone Co.	Washington Gas Light Co.	Potomac Electric Power Co.	Western Union Telegraph Co.
At plant.....	127	172	147	1
Overhead lines.....	11	1	24	.....
Underground lines.....	20	29	51	.....
Miscellaneous.....	60	142	143	17
Total.....	218	344	365	18
Employees killed.....				1
Others killed.....				.....
Total.....				1
Employees injured.....	218	344	365	18
Others injured.....	9	20	.....	8
Total.....	227	364	365	26

TABLE 4.—Total passengers carried and number of streetcar and bus miles operated 1937-38 (service outside of District of Columbia excluded), Capital Transit Co.

Month	Total passengers carried ¹			Number of car and bus miles operated		
	1937	1938	Decrease from 1937	1937	1938	Increase over 1937
January.....	17,632,044	17,350,892	281,152	2,351,599	2,384,682	33,083
February.....	16,564,032	16,084,200	479,832	2,165,780	2,179,752	13,972
March.....	19,074,505	18,502,530	571,975	2,448,118	2,457,841	9,723
April.....	18,514,059	18,208,118	305,941	2,359,499	2,379,366	19,867
May.....	18,707,200	18,110,654	596,546	2,399,212	2,409,128	9,916
June.....	18,199,699	17,661,554	538,145	2,375,497	2,377,689	2,192
July.....	17,197,277	16,397,620	799,657	2,396,602	2,381,960	³ 14,642
August.....	16,152,879	16,626,031	² 473,152	2,349,195	2,430,496	81,301
September.....	16,663,091	16,524,724	138,367	2,271,029	2,319,910	48,881
October.....	17,924,568	18,135,463	² 210,895	2,384,717	2,431,902	47,185
November.....	17,272,978	17,656,594	² 383,616	2,310,429	2,359,900	49,471
December.....	18,356,650	18,812,532	² 455,882	2,461,563	2,504,723	43,160
Total.....	212,258,982	210,070,912	2,188,070	28,273,240	28,617,349	344,109

¹ Includes revenue, transfer, and free passengers.² Increase.³ Decrease.

REPORT OF INSPECTOR OF GAS AND METERS

GENERAL

The duties of this office comprise testing and sealing all gas meters to be installed by the gas company, inspecting and testing gas meters upon request of consumers or the company, determining the quality and pressure of the gas furnished, and investigating the complaints of gas consumers.

During the year this Bureau handled a minimum of 114 meter and service complaints, exclusive of those handled by telephone, involving 44 visits to the premises of the complainants.

The gas distributed by the Washington Gas Light Co. was a mixture of carbureted water gas, natural gas, and reformed natural gas.

The two manufacturing plants totaled an output of approximately 11,429,686 M cubic feet of mixed gas during the year. In making this amount, 3,172,449 M cubic feet of natural gas were used for enriching and 1,417,116 M cubic feet were used for reforming purposes. The quality and pressure of this product were tested by this Bureau at the Commission's four testing stations: Central, 733 Fifteenth Street NW.; southeast, 418 Tenth Street SE.; northwest, 1922 New Hampshire Avenue; Georgetown, 1339 Wisconsin Avenue. At the southeast and central stations a continuous hourly day and night record of the heating value of the gas distributed in those areas was obtained. During the year the east works installed an improved method for controlling the mixture of natural gas with the manufactured gas, and as a result a final product of much more uniform thermal content was produced.

HEATING VALUE

The regulatory monthly average of not less than 600 British thermal units per cubic foot of gas was maintained. (See table 1.)

PURITY

Ammonia.—Not present.

Total sulphur.—This impurity varied from 3.04 to 9.60 grains per 100 cubic feet of gas.

Hydrogen sulphide.—There was no hydrogen sulphide.

Specific gravity.—The specific gravity of the distributed product varied from 0.619 to 0.667 and averaged 0.642.

PRESSURE

The number of district governors in the gas distribution system was increased to 62, and the number of curb, or "P. U. C.," weekly recording pressure gages was increased to 72. The charts from these gages during the year showed 6 maximum and 0 minimum pressure violations. Ten of the months had clean records with no violations.

This Bureau obtained a continuous record of the gas pressures at each of its four testing stations. (See table 2.)

METER TESTING AND FEES RECEIVED

For the testing and sealing of meters, inspection fees are collected and deposited each month with the Collector of Taxes of the District of Columbia as required by law. The fees are 50 cents for each referee meter having a rated capacity not exceeding 1,500 cubic feet per hour, and \$1 for each referee meter of greater capacity. For all other classes, including resealed¹, new and repaired meters, etc., the fees are 10 cents and 20 cents, respectively. Meters supplying gas to any branch of the United States or District Governments are classed as Government meters and are tested without charge. (See table 3.)

(For supervisory and referee tests of meters see table 4.)

¹ "Resealed" meters are those having 6 or less years service since last being sealed, which need no repairs, and prove to be correct.

TABLE 1.—Heating value of the gas supplied by the Washington Gas Light Co. as determined at the central, southeast, northwest, and Georgetown testing stations during the calendar year 1938

Month	British thermal units													Total mean	Number of days tests were made	Number of tests
	Central			Southeast			Northwest			Georgetown						
	Mean	Maximum	Minimum	Mean	Maximum	Minimum	Mean	Maximum	Minimum	Mean	Maximum	Minimum				
Jan.....	602.4	608.2	597.0	606.1	615.6	586.4	607.5	611.2	601.6	601.7	608.7	597.3	604.1	25	83	
Feb.....	603.1	604.7	601.2	602.3	616.4	594.7	603.3	611.8	604.2	602.4	606.5	598.3	603.2	23	77	
Mar.....	601.4	606.6	591.4	603.9	611.9	591.0	600.2	603.0	593.9	602.2	609.0	593.7	602.2	27	83	
Apr.....	601.0	609.9	595.4	604.1	612.6	576.3	600.2	606.4	595.1	600.9	610.2	594.6	601.7	26	96	
May.....	602.4	606.2	589.3	605.3	614.9	599.6	600.3	610.7	593.7	602.5	607.4	598.3	602.6	26	102	
June.....	600.9	605.7	591.8	606.8	614.5	596.2	600.8	611.5	592.4	603.0	613.6	590.5	602.9	26	101	
July.....	600.6	608.0	596.1	603.8	610.3	596.3	603.4	609.1	596.6	604.8	611.7	596.8	603.2	26	101	
Aug.....	607.6	611.9	604.4	607.8	624.4	595.5	607.3	611.7	602.0	608.3	613.2	604.5	607.7	27	104	
Sept.....	603.4	606.9	599.5	610.7	620.9	597.5	601.5	606.9	597.0	603.8	608.8	599.3	604.8	26	99	
Oct.....	601.6	604.6	598.6	604.3	616.5	595.5	603.7	614.3	595.2	603.5	607.9	597.2	603.0	26	94	
Nov.....	599.9	606.4	592.5	603.9	613.1	590.6	599.2	606.7	594.6	600.9	607.3	594.4	600.9	24	90	
Dec.....	601.3	606.9	596.4	600.6	604.2	596.0	601.3	608.9	593.5	600.9	606.4	591.0	601.2	27	94	
For the year...	602.2	611.9	589.3	605.1	624.4	576.3	602.5	614.3	592.4	603.0	613.6	590.5	603.1	309	1,124	

TABLE 2.—Pressure in inches of water of the gas supplied by the Washington Gas Light Co., as determined at the central, southeast, northwest, and Georgetown testing stations during the calendar year 1938

Month	Central				Southeast				Northwest				Georgetown			
	Inches pressure		Inches variation		Inches pressure		Inches variation		Inches pressure		Inches variation		Inches pressure		Inches variation	
	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum
January.....	7.9	5.4	2.0	1.2	8.5	5.8	2.3	0.9	6.5	4.3	1.9	1.2	7.3	4.7	2.2	0.9
February.....	7.8	5.3	2.2	1.2	7.8	5.2	2.0	.8	6.7	4.6	1.8	1.2	7.2	5.1	1.8	1.0
March.....	7.6	5.1	2.2	1.1	8.0	5.9	1.7	.9	6.8	4.7	1.9	1.3	7.1	5.2	1.7	.9
April.....	7.3	5.0	2.1	.9	7.8	5.9	1.5	.8	6.9	4.6	2.0	1.3	7.2	4.9	2.0	.6
May.....	7.3	5.1	1.7	.9	7.5	5.9	1.4	.6	6.8	4.4	2.3	1.1	7.2	4.3	2.1	.5
June.....	7.3	5.2	1.7	.9	7.4	5.9	1.4	.5	6.8	4.5	2.0	.9	7.3	5.1	2.1	.5
July.....	7.4	5.4	1.8	.7	7.6	5.9	1.5	.6	7.0	4.8	1.8	.8	7.5	5.1	2.1	.5
August.....	7.0	5.3	1.6	.8	7.4	5.7	1.5	.5	6.8	4.8	1.7	.8	7.7	5.2	2.2	.2
September.....	7.2	5.2	1.9	.9	7.4	5.7	1.5	.5	6.8	4.4	2.1	1.1	6.9	5.3	1.2	.4
October.....	7.2	5.0	2.0	1.0	7.8	5.8	1.9	.6	6.5	4.4	2.0	1.4	7.8	5.2	2.3	.5
November.....	7.2	4.9	2.2	1.0	8.1	5.8	1.9	1.0	6.6	4.1	2.3	1.3	7.8	4.9	2.2	.5
December.....	7.2	5.3	1.9	.8	7.6	5.0	2.2	.7	6.5	4.4	1.9	.6	7.3	5.3	1.9	.6
For the year...	7.9	4.9	2.2	.7	8.5	5.0	2.3	.5	7.0	4.1	2.3	.6	7.8	4.3	2.3	.2
Times in default.....	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0

TABLE 3.—Classes and number of meters tested and the fees received during the calendar year 1938

Class and fee	Number of meters	Amount
Supervisory tests at 10 cents each.....	28,603	\$2,860.30
Supervisory tests at 20 cents each.....	37	7.40
Referee tests at 50 cents each.....	69	34.50
Referee test, special Virginia at 50 cents.....	1	.50
Grand total.....	28,710	2,902.70

TABLE 4.—Meters inspected and proved for the Washington Gas Light Co. during the calendar year 1938

SUPERVISORY TESTS

Month	Total number of meters tested	New meters									
		Number tested	Fast			Number unbalanced ¹	Number defective	Slow			Number correct
			Number	Maximum	Average			Number	Maximum	Average	
			Percent	Percent			Percent	Percent			
January	2,250										
February	1,770										
March	2,010	3								3	
April	1,770										
May	1,050										
June	1,710										
July	1,440	10								10	
August	2,790	6								6	
September	3,090	273	16	1	1.00	1				256	
October	3,570	815	3	1	1.00		6	38	8.83	806	
November	3,659	1,203	23	2	1.22	29	13	3	3.00	1,138	
December	3,600	1,226	8	2	1.13	17	37	4	3.03	1,164	
For the year	28,709	3,536	50	2	1.12	47	56	38	3.64	3,383	

¹ Unbalanced meter: Meter whose proof at open and check rate differs by more than 1 percent. See sec. 6 (d) of Order No. 1637. In August the Bureau started to test all meters for balance. Prior to that, tests were made on random samples each day.

Month	Number tested	New diaphragmed meters									
		Number	Fast			Number unbalanced ¹	Number defective	Slow			Number correct
			Number	Maximum	Average			Number	Maximum	Average	
			Percent	Percent			Percent	Percent			
January	306	4	1	1.00			8	21	5.25	294	
February	249	10	3	1.20			1	3	3.00	238	
March	287	16	2	1.19		1	4	3	3.00	266	
April	223	26	3	1.46	1	1	3	10	5.33	192	
May	9				1	1	1	3	3.00	6	
June	1									1	
July											
August	136	44	4	1.39	3	1				88	
September	281	59	3	1.25	14	1	4	5	3.75	203	
October	211	31	3	1.52	7		1	3	3.00	172	
November	243	7	2	1.43	7		1	3	3.00	228	
December	239	6	1	1.00	10		4	3	3.00	219	
For the year	2,185	203	4	1.34	43	5	27	21	4.04	1,907	

¹ Unbalanced meter: Meter whose proof at open and check rate differs by more than 1 percent. See Sec. 6 (d) of Order No. 1637. In August the Bureau started to test all meters for balance. Prior to that, tests were made on random samples each day.

Month	Number tested	Repaired meters									
		Number	Fast			Number unbalanced ¹	Number defective	Slow			Number correct
			Number	Maximum	Average			Number	Maximum	Average	
			Percent	Percent			Percent	Percent			
January	1,538	13	6	2.69			23	19	3.26	1,502	
February	1,079	10	2	2.00	1	2	35	7	2.26	1,031	
March	1,056	14	3	2.07	2	1	21	2	2.00	1,018	
April	848	43	5	2.28	1	1	20	10	2.95	783	
May	20									20	
June	50									50	
July	30									30	
August	1,240	81	7	2.36	48	1	43	12	2.58	1,067	
September	2,087	143	11	2.66	136	8	48	11	2.27	1,752	
October	2,195	142	16	2.63	98	4	29	3	2.07	1,922	
November	1,681	17	4	2.41	62	2	64	3	2.06	1,536	
December	1,648	16	2	2.00	77		44	3	2.02	1,511	
For the year	13,472	479	16	2.51	425	19	327	19	2.31	12,222	

¹ Unbalanced meter.

TABLE 4.—Meters inspected and proved for the Washington Gas Light Co. during the calendar year 1938—Continued

Month	Number tested	Resealed meters							Number correct	
		Fast			Number unbalanced	Number defective	Slow			
		Number	Maximum	Average			Number	Maximum		Average
		<i>Percent</i>	<i>Percent</i>			<i>Percent</i>	<i>Percent</i>			
January	394	14	3	2.29	1	20	4	2.20	359	
February	437	32	4	2.19	2	18	2	2.00	385	
March	656	24	3	2.13	6	33	3	2.03	593	
April	692	11	5	2.27	2	34	3	2.10	645	
May	1,005	38	4	2.18	5	29	3	2.10	933	
June	1,656	111	4	2.09	6	50	6	2.32	1,488	
July	1,400	82	8	2.26	5	53	4	2.25	1,254	
August	1,408	89	13	2.43	28	53	4	2.19	1,232	
September	448	24	4	2.13	28	19	2	2.00	377	
October	344	14	6	2.29	26	19	3	2.11	285	
November	526	20	3	2.10	26	47	4	2.13	433	
December	481	31	4	2.22	40	38	5	2.37	371	
For the year	9,447	490	13	2.22	175	14	413	6	2.17	8,355

REFEREE TESTS

Month	Number tested	Consumers' meters							Number correct	
		Fast			Number unbalanced	Number defective	Slow			
		Number	Maximum	Average			Number	Maximum		Average
		<i>Percent</i>	<i>Percent</i>			<i>Percent</i>	<i>Percent</i>			
January	12	5	5	3.80		3	5	3.33	3	
February	5	2	2	2.00					2	
March	8	3	3	2.67	2	1	3	3.00	1	
April	7	5	4	3.00		1	2	2.00	9	
May	16	4	5	3.75		2	4	3.50	1	
June	3	1	3	3.00	1				4	
July										
August										
September	1	1	2	2.00						
October	5	2	3	2.50					3	
November	6					2	2	2.00	4	
December	6	2	4	3.00	1	2	4	3.00	1	
For the year	69	25	5	3.08	4	1	11	5	2.91	28

1 Unbalanced meter.

REPORT OF CHIEF ACCOUNTANT

GENERAL

During the year 1938 the Accounting Bureau conducted detailed and exhaustive accounting, auditing, financial, and statistical investigations and surveys, and assembled and summarized the results for the purpose of presenting testimony and supplying the Commission with necessary data and statistics relative to matters embraced by all orders relating to rates, securities, valuation, etc.

The Accounting Bureau, as in 1937, assembled considerable data and presented detailed testimony in connection with the historical cost phases of the Commission's proceedings in connection with valu-

ation of the properties of the Capital Transit Co. used and useful for rail and bus transportation.

The Bureau prepared an unusually large number of statistical studies for the use of the Commission in informal conferences and appearances before congressional committees which requested detailed data in regard to taxation, comparative costs of utility services in Washington and elsewhere, costs and conditions of transit service in Washington, and sundry similar subjects; assisted other departments of the District of Columbia government in the gathering of data relative to utility tax revenues under existing and proposed tax methods and the cost of electric and other utility services and possible savings therein.

As in previous years, considerable interest in the operation of the "sliding-scale" method of regulating electric rates as employed by the Commission was evidenced by the number of inquiries and requests for information received from parties without the District of Columbia. The Bureau cooperated as fully as the pressure of other duties on its limited personnel would permit in supplying the data requisite to the answering of these inquiries.

The Bureau continued during the year the preparation of certain statistical and graphic records covering the relative changes in plant, revenues, expenses, consumption, etc., for each of the major utilities over the entire period during which the companies had been required to report to the Commission. The extremely limited personnel of the Bureau has heretofore precluded the preparation of these records which it is believed will, by making available in one condensed source such detailed information as is now carried in numerous papers and records of the Bureau, considerably expedite the preparation of many special studies for which the Bureau is called upon from time to time.

Subsequent pages provide detailed financial and operating statements for each of the major utility companies subject to the jurisdiction of the Commission, as well as a condensed summary through 1938 of results of the regulation of electric rates by means of the provisions of the "sliding-scale" arrangement in effect beginning January 1, 1925.

POTOMAC ELECTRIC POWER CO. SLIDING-SCALE ARRANGEMENT

(Data with respect to the operation of the sliding-scale arrangement under which rates are adjusted each year. Period January 1, 1925, to December 31, 1938.)

The original sliding-scale arrangement was approved by the Supreme Court of the District of Columbia in a decree handed down in December 1924, and is printed in full in the annual report of the Commission for the year 1924. This decree provided, in part, for the following:

Rate base.—\$32,500,000 (including Maryland property).

Rate of return.—7½ percent.

Depreciation.—Company to pay 4 percent interest on the reserve as an accretion to the reserve, but deducted from the amount of depreciation to be included as an operating expense. Rates of depreciation varying inversely with the ratio between the rate base and the balance in the reserve. These rates vary from 2.3 percent, when the ratio is below 15 percent, to 1.3 percent, when the ratio is 19 percent but less than 20 percent.

Excess earnings.—When in excess of 7½ percent in any one year one-half of such excess to be used in a reduction in rates for the following year.

Subsequent modifications:

1931—Rate of return reduced to 7 percent:

Division of excess earnings:

When more than 7 percent and not more than 8 $\frac{1}{4}$ percent= $\frac{1}{2}$.When more than 8 $\frac{1}{4}$ percent and not more than 9 percent=60 percent of excess over 8 $\frac{1}{4}$ percent.

When more than 9 percent=75 percent of excess over 9 percent.

1936—Rate of return reduced to 6 $\frac{1}{2}$ percent:

Division of excess earnings:

When more than 6 $\frac{1}{2}$ percent and not more than 7 $\frac{3}{4}$ percent= $\frac{1}{2}$.When more than 7 $\frac{3}{4}$ percent and not more than 8 $\frac{1}{2}$ percent=60 percent of excess over 7 $\frac{3}{4}$ percent.When more than 8 $\frac{1}{2}$ percent=75 percent of excess over 8 $\frac{1}{2}$ percent.

1938—Rate of return reduced to 6 percent:

Division of excess earnings:

When more than 6 percent and not more than 7 $\frac{1}{4}$ percent= $\frac{1}{2}$.When more than 7 $\frac{1}{4}$ percent and not more than 8 percent=60 percent of excess over 7 $\frac{1}{4}$ percent.

When more than 8 percent=75 percent of excess over 8 percent.

Amounts earned, rate of earnings, excess earnings, and amounts by which rates have been reduced:

	Net earned	Rate of earnings	Excess over allowable return	Amounts used as a basis to reduce rates
		Percent		
1925 ¹ -----				\$762,352
1925-----	\$3,223,391	9.59	\$702,777	352,164
1926-----	3,510,467	9.72	800,588	430,829
1927-----	3,750,997	9.22	698,500	337,895
1928-----	4,512,975	10.28	1,220,990	624,062
1929-----	4,946,655	10.31	1,348,837	660,035
1930-----	5,286,592	10.70	1,583,624	830,463
1931-----	5,268,276	9.56	1,409,482	861,023
1932-----	5,171,304	8.81	1,060,342	563,335
1933-----	5,080,999	8.23	757,838	379,841
1934-----	4,920,124	7.44	295,001	148,921
1935-----	4,986,251	7.42	620,722	310,361
1936-----	5,545,009	7.91	986,152	504,021
1937-----	5,864,029	7.95	1,436,458	770,080
1938-----	5,420,107	7.02	788,171	394,085
Total ² -----				7,929,467

¹ Estimated reduction in revenues due to rates effective Jan. 1, 1925, as provided for in decree.² Total reductions as determined in accordance with the arrangement.*Distribution of yearly reductions between classes of customers and schedules*

	Grand total	Residential A. and K.	Commercial			Street lights (District of Columbia and Maryland)	Miscellaneous
			C	E and L	Others (D, F, G, M, O)		
1925-----	\$762,352	\$522,170	\$20,916	\$86,364	\$132,902		
1926-----	352,164	248,135	3,697	34,832	65,500		
1927-----	430,829	240,430	10,882	15,470	143,604	\$20,443	
1928-----	337,895	135,200	4,620	30,761	119,478	9,156	\$38,680
1929-----	624,062	298,202	79,948	37,337	204,062	11,183	(6,670)
1930-----	660,035	307,869	19,842	70,604	261,720		
1931-----	830,463	368,041	26,470	160,171	254,048	21,733	
1932-----	861,023	331,551	31,000	91,598	406,874		
1933-----	563,335	99,336	24,023	81,319	208,657	150,000	
1934-----	379,841	179,779	4,206	55,508	133,414	6,934	
1935-----	148,921	77,052	11,341	1,735	58,793		
1936-----	310,755	74,794	9,709		142,568	83,684	
1937-----	504,682	260,515	2,162	22,945	210,060		
1938-----	770,080	294,324	16,105	43,614	416,037		
1939-----	393,986	141,503		252,483			
Total, 15 year period-----	7,930,423	3,578,901	264,921	984,741	2,766,717	303,133	32,010
Percent of whole-----		45.2	3.3	12.4	34.9	3.8	0.4
Aggregate of commercial-----			50.6 percent				

Unweighted rate bases (including working capital), gross revenues from electric operations, kilowatt-hours sold, and average per kilowatt-hour sold

	Rate base (unweighted) Dec. 31	Gross revenue ¹	Kilowatt- hour sales	Average per- kilowatt- hour
				<i>Cents</i>
1925 (Jan. 1).....	\$32,500,000			
1925.....	34,679,426	\$7,115,283	172,870,215	4.115
1926.....	37,701,978	7,937,663	196,546,210	4.039
1927.....	42,595,625	8,538,626	219,127,838	3.896
1928.....	45,386,589	9,392,122	250,830,975	3.744
1929.....	49,889,912	10,012,347	281,262,210	3.559
1930.....	51,441,982	10,565,959	318,972,780	3.312
1931.....	57,821,943	10,857,476	352,085,270	3.083
1932.....	59,671,626	10,978,871	382,460,264	2.870
1933.....	64,953,244	10,982,599	² 407,308,632	2.696
1934.....	67,543,689	12,127,511	548,128,164	2.212
1935.....	68,898,515	13,146,992	608,363,446	2.161
1936.....	71,537,006	14,087,493	667,068,561	2.112
1937.....	75,731,338	14,722,730	720,500,137	2.043
1938.....	³ 79,571,447	15,045,717	796,669,399	1.889

¹ Includes street-lighting revenues, and from Dec. 1, 1933, revenue from sale of power to electric railway companies, and miscellaneous revenues.

² Effective Dec. 1, 1933, the company began the sale of power to several electric-railway companies.

³ Includes cash working capital in the amount of \$858,904 determined by taking $\frac{1}{4}$ of operating expenses exclusive of taxes, retirement expense, and uncollectible bills. Also includes material and supplies in the amount of \$1,235,118.

Electric sales and revenue indices year 1924=100 percent

[Excludes street lighting and street-railway sales, also miscellaneous revenues]

	Gross revenues	Kilowatt- hour sales	Average price per kilowatt- hour sold		Gross revenues	Kilowatt- hour sales	Average price per kilowatt- hour sold
1924 ¹	100.00	100.00	100.00	1932.....	139.66	253.20	55.15
1925.....	94.44	117.92	79.35	1933.....	140.06	262.92	53.27
1926.....	105.77	133.85	70.02	1934.....	147.78	296.29	49.88
1927.....	112.89	147.38	76.60	1935.....	162.82	342.56	47.52
1928.....	122.76	166.75	73.61	1936.....	177.66	389.47	45.62
1929.....	129.95	186.46	69.71	1937.....	186.80	430.43	43.40
1930.....	136.35	211.87	64.35	1938.....	190.76	483.12	39.49
1931.....	139.51	233.45	59.75				

¹ 1924 revenues are those received at the rates billed—they do not exclude the funds impounded that year of which a portion was refunded to consumers.

Domestic billing rates (1924-38)

	1924	1925	1926	1927	1928		
Wright demand rate:	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>	<i>Cents</i>		
First 120 hours use.....	10	7.5	7	6.25	5.9		
Excess 120 hours use.....	5	4.5	4.5	4.5	4.5		
			1929	1930	1931		
Straight-line meter rate:			<i>Cents</i>	<i>Cents</i>	<i>Cents</i>		
Flat rate.....			5.2	4.7	4.2		
	1932	1933	1934	1935	1936	1937	1938
Block meter rate:	Cents	Cents	Cents	Cents	Cents	Cents	<i>Cents</i>
First 50 kilowatt-hours.....	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Next 50 kilowatt-hours.....	3.8	3.6	3.3	3.1	2.9	2.3	1.8
Next 50 kilowatt-hours.....		2.9	2.0	1.9	1.9	1.8	1.5
Next 50 kilowatt-hours.....			2.0	1.9	1.9		
Excess 100 kilowatt-hours.....	3.0						1.5
Excess 150 kilowatt-hours.....		2.0					
Excess 200 kilowatt-hours.....			1.5	1.5	1.5	1.5	

Domestic billing rates (1924-38)—Continued

	1939
Block meter rate:	Cents
First 46 kilowatt-hours.....	3.9
Next 80 kilowatt-hours.....	1.7
Excess 126 kilowatt-hours.....	1.5

Accretions to retirement reserve

	Gross accretion	Less interest on reserve	Amount charged to operating expenses
1925.....	\$768,472.88	\$172,289.90	\$596,182.98
1926.....	822,112.46	200,997.71	621,114.75
1927.....	921,416.24	228,492.02	692,924.22
1928.....	982,456.76	259,989.79	722,466.97
1929.....	992,677.09	293,080.26	699,596.83
1930.....	927,756.50	326,845.20	600,911.30
1931.....	1,051,020.36	360,487.30	690,533.06
1932.....	1,084,109.80	392,435.57	691,674.23
1933.....	1,043,339.83	425,958.69	617,381.14
1934 ¹	1,421,824.99	401,759.02	1,020,065.97
1935.....	1,442,905.47	436,770.94	1,006,134.53
1936.....	1,333,597.60	471,296.88	862,300.72
1937.....	1,245,575.32	500,400.96	745,174.36
1938.....	1,414,211.20	526,725.99	887,485.21
Total.....	15,451,476.50	4,997,530.23	10,453,946.27
Percent of whole.....	100.00	32.34	67.66

¹ Increase due to higher rate caused by addition to rate base of additional plant at Buzzard Point and to cost of tie line and substation 27. Abnormal increase in rate base resulted in a lower ratio and thus the higher rate of accrual.

FUNDS IMPOUNDED AT DECEMBER 31, 1924

During the period from August 1917 to December 31, 1924, the company by orders of court had set aside and impounded the difference between the revenues received at billing rates and what such revenues would have been under rates prescribed by the Commission. The funds so impounded during the period, together with interest thereon, were as follows:

	Principal	Interest	Total
1917.....	\$140,145.31	\$1,854.50	\$141,999.81
1918.....	403,454.89	21,513.06	424,967.95
1919.....	462,271.01	47,641.42	509,912.43
1920.....	533,122.13	78,573.94	611,696.07
1921.....	566,229.98	109,689.99	675,919.97
1922.....	929,044.15	154,576.95	1,083,621.10
1923.....	1,155,381.67	219,813.17	1,375,194.84
1924.....	1,284,864.98	293,399.66	1,578,264.64
Total.....	5,474,514.12	927,062.69	6,401,576.81

The court decree of December 1924 provided that from this sum there should be a deduction of \$500,000 for the payment of taxes, and that of the residue one-half should be retained by the company and one-half refunded to the rate payers who had contributed thereto.

CAPITAL TRANSIT COMPANY

The principal changes in road and equipment during the year 1938 are listed below:

Sale to county commissioners of Montgomery County of right-of-way in Connecticut Avenue extended between Chevy Chase Circle and Chevy Chase Lake, as well as land abutting C. T. Co. property at Chevy Chase Lake.

Purchase of 50 new streetcars and 41 new buses.

Construction of loop at end of Mount Pleasant line.

Abandonment of Eighth and F Streets line from Union Station Plaza and California Street to Eighth and F Streets NE.

	1937	1938	Change
Buses.....	559	580	+21
Cars (closed):			
2-man.....	533	475	-58
1-man.....	136	186	+50
Total cars.....	669	661	-8
Grand total: Buses and cars.....	1,228	1,241	+13

DETAIL OF CHANGES IN EQUIPMENT

2-man cars:	
58 cars retired.....	\$327,016.59
1-man cars:	
50 new St. Louis cars purchased.....	854,406.34
Buses:	
7 Twin, model 35-P.....	78,946.27
15 Beaver, model 500 Ford, 25-P.....	70,807.32
9 Yellow Coach, model 25-P.....	40,731.52
10 Twin, model 41-P.....	105,280.58
41.....	295,765.69
Less—Buses retired:	
1 Buick bus.....	} 131,768.71
18 Yellow Coach.....	
1 A. C. F.....	
20.....	
21 Net additions.....	163,996.98

Regular fare¹ passengers and passenger revenues—rail and bus in the District of Columbia only—1933² through 1938

Year	Passenger			Passenger revenue	Average fare per ride
	Rail	Bus	Total		
1933 ²	Number.....	71,793,479	9,821,900	} \$6,730,513.50	Cents 8.246
	Percent.....	87.96	12.04		
1934	Number.....	112,747,972	13,707,433	} 8,155,639.67	6.449
	Percent.....	89.16	10.84		
1935	Number.....	123,770,754	22,391,697	} 9,091,209.80	6.220
	Percent.....	84.68	15.32		
1936	Number.....	123,772,532	36,785,521	} 9,868,509.13	6.146
	Percent.....	77.09	22.91		
1937	Number.....	109,608,318	41,168,090	} 10,138,813.16	6.724
	Percent.....	72.69	27.31		
1938	Number.....	102,031,215	46,444,855	} 10,530,087.32	7.092
	Percent.....	68.72	31.28		

¹ Excludes special Hains Point bus line, miscellaneous 5-cent fare and 3-cent school fare, passengers and revenues.

² 1933 figures are the 12 months ended on Nov. 30, 1933 (12 months immediately prior to date of merger creating Capital Transit Co.), and include the applicable amounts for companies subsequently absorbed by the Capital Transit Co. Each of the other years' figures are for the 12 months ended Dec. 31.

Weekly pass revenue passengers and revenues—rail and bus in the District of Columbia, 1933 through 1938

Year	Number of passes sold	Weekly pass revenue passengers ¹				Weekly pass revenues		Average fare per weekly pass revenue ride	Average number of revenue rides per pass per week
		Rail	Bus	Total rail and bus		Amount	Aggregate regular fare revenues ²		
				Number	Aggregate regular fare passengers ²				
				Percent		Percent	Cents		
1933 ³									
1934 ⁴	2,938,205	60,734,210	5,146,727	65,880,937	52.10	\$3,033,243.74	37.19	4.604	22.4
1935 ⁴	3,800,733	74,311,926	10,545,058	84,856,984	58.05	3,886,628.97	42.75	4.580	22.3
1936 ⁴	4,345,698	77,450,696	19,310,050	96,760,746	60.27	4,473,365.09	45.33	4.623	22.3
1937	2,898,324	53,720,351	19,503,091	73,223,442	48.56	3,618,634.33	35.69	4.942	25.3
1938	2,956,545	50,905,434	21,536,478	72,441,912	48.79	3,695,681.70	35.10	5.102	24.6

¹ Rides made on weekly passes in the District of Columbia are counted and 73.5 percent of the total of such rides is recorded by the company as "Weekly pass revenue passengers" and the remainder, or 26.5 percent, is recorded as "Weekly pass transfer passengers."

² For "Regular fare" passengers and revenues, see immediately preceding schedule so titled.

³ No weekly passes were offered for sale prior to Dec. 1, 1933.

⁴ Figures for these years include applicable amounts for District of Columbia operations of the Washington Rapid Transit Co., which was absorbed by the Capital Transit Co. on June 10, 1936.

Single-track mileage

	District of Columbia	Maryland	Total
Underground:			
1938	85.18	0	85.18
1937	86.55	0	86.55
Decrease	1.37	0	1.37
Overhead:			
1938	57.17	19.83	77.00
1937	58.93	19.83	78.76
Increase	.24	0	.24
Net decrease	1.13	0	1.13

SCHEDULE 1.—Balance-sheet statement of major utilities, Dec. 31, 1938

ASSETS

	Capital Transit Co.	The Chesapeake & Potomac Telephone Co.	Potomac Electric Power Co.	Washington Gas Light Co.	Washington Railway & Electric Co.	Total, all com- panies	Increase (or decrease) over preceding year
<i>Investments</i>							
Investment in plant and/or road and equipment.....	\$56,647,774.27	\$45,838,606.28	\$75,249,141.64	\$31,880,702.22		\$209,616,224.41	\$8,264,867.82
Sinking funds.....	47,123.01					47,123.01	51.03
Deposits in lieu of mortgaged property sold.....	84,041.52					84,041.52	5,000.00
Miscellaneous physical property.....	470,730.10	53,686.91	75,814.30			600,231.31	333,107.02
Investments in affiliated companies.....	41,005.00		15,000.00	3,879,030.63	\$26,115,672.13	30,050,707.76	422,008.48
Other investments (stocks, bonds, notes, etc.).....	662,031.25	14,178.12	1,009,050.71		13,771.64	1,699,031.72	4,056.50
Total investments.....	57,952,705.15	45,906,471.31	76,349,006.65	35,759,732.85	26,129,443.77	242,097,359.73	9,020,977.85
<i>Current assets</i>							
Cash.....	1,378,467.43	112,058.44	2,701,014.36	641,672.78	3,934,683.05	8,767,896.06	1,068,008.14
Miscellaneous funds.....		11,341.13	68,502.00			79,843.13	5,982.63
Special deposits.....	33,889.90	1,497.75	355,384.75	10,211.00	17,231.82	418,215.22	1,012,093.32
Loans and notes receivable.....				4,189.63		4,189.63	3,389.08
Accounts receivable.....	112,155.91	1,399,600.94	1,286,477.16	1,770,972.20		4,569,206.21	185,116.87
Interest, dividends, and rents receivable.....	3,613.17		468.25		689.30	4,770.72	1,217.96
Materials and supplies.....	453,140.12	419,387.68	1,285,344.17	597,268.47		2,755,140.44	1,213,094.20
Other current assets.....	77,555.00					77,555.00	5,315.00
Total current assets.....	2,058,821.53	1,943,885.94	5,697,190.69	3,024,314.08	3,952,604.17	16,676,816.41	1,309,621.04
<i>Deferred debits</i>							
Prepayments.....	151,622.13	205,534.29	44,037.32	24,598.72		425,792.46	2,943.85
Unamortized debt discount and expense.....	62,211.71			67,336.19		175,655.81	1,725,909.37
Other.....	233,328.82	38,522.87	219,197.47	311,832.75	55,897.51	858,779.42	1,877,767.27
Total deferred debits.....	447,162.66	244,057.16	263,234.79	403,767.66	102,005.42	1,460,227.69	1,810,732.79
Total assets.....	60,458,689.34	48,094,414.41	82,309,432.13	39,187,814.59	30,184,053.36	260,234,403.83	5,114,035.02

¹ Indicates decrease.

SCHEDULE 1.—Balance-sheet statement of major utilities, Dec. 31, 1938—Continued

LIABILITIES

	Capital Transit Co.	The Chesapeake & Potomac Telephone Co.	Potomac Electric Power Co.	Washington Gas Light Co.	Washington Railway & Electric Co.	Total, all com- panies	Increase (or decrease) over preceding year
<i>Stock</i>							
Common Preferred	\$24,000,000.00	\$20,000,000.00	\$6,000,000.00 7,000,000.00	\$2,600,000.00 3,560,000.00	\$6,500,000.00 8,500,000.00	\$59,100,000.00 19,060,000.00	
Total stock	24,000,000.00	20,000,000.00	13,000,000.00	6,160,000.00	15,000,000.00	78,160,000.00	1,560,000.00
<i>Long-term debt</i>							
Funded debt unmaturred (bonds)	14,757,594.02		20,000,000.00	17,579,500.00	3,138,950.00	55,476,044.02	179,894.02
Nonnegotiable debt to affiliated companies		8,200,000.00				8,200,000.00	2,200,000.00
Other long-term debt		2,171,136.06				2,171,136.06	¹ 47,957.53
Total long-term debt	14,757,594.02	10,371,136.06	20,000,000.00	17,579,500.00	3,138,950.00	65,847,180.08	2,331,936.49
<i>Current liabilities</i>							
Notes payable	424,400.00					424,400.00	148,600.00
Accounts payable	281,104.67	1,114,469.24	348,503.32	401,563.27		2,145,640.50	¹ 332,368.62
Consumers' deposits		48,049.14	1,005,224.40	491,681.34		1,544,954.88	¹ 112,177.22
Matured interest, dividends, and rents unpaid	33,889.88		2,084.75		16,914.00	52,888.63	¹ 119,471.00
Other current liabilities	13,287.50	222,937.64	13,759.84	75,033.68	35,019.30	360,037.96	41,282.31
Total current liabilities	752,682.05	1,385,456.02	1,369,572.31	968,278.29	51,933.30	4,527,921.97	¹ 374,134.53
<i>Accrued liabilities not due</i>							
Taxes accrued	523,297.04	384,663.21	998,018.49	38,849.71	137,419.50	2,082,247.95	¹ 109,243.35
Interest and dividends	96,854.99	1,352.85	619,581.53	484,462.95	222,963.17	1,425,215.49	607,166.69
Total accrued liabilities	620,152.03	386,016.06	1,617,600.02	523,312.66	360,382.67	3,507,463.44	497,923.34
<i>Deferred credits</i>							
Operating reserves	746,442.32					746,442.32	179,537.67
Depreciation or retirement reserve	9,059,203.18	11,228,129.12	13,607,206.89	1,418,881.77		35,313,420.96	1,524,961.06
Contributions for extensions			678,871.71	1,533,799.03		2,212,670.74	63,673.20
Contingency and miscellaneous reserves	6,505,354.23	2,000.00	349,240.61	282,828.39	52,898.38	7,192,321.61	220,733.27
Other deferred credits	181,181.98	11,868.63	482,543.25	48,164.04		723,757.90	¹ 167,807.44
Total deferred credits	16,492,181.71	11,241,997.75	15,117,862.46	3,283,673.23	52,898.38	46,188,613.53	1,821,097.76
Surplus	3,836,079.53	4,709,808.52	31,204,397.34	10,673,050.41	11,579,889.01	62,003,224.81	¹ 722,788.04
Total liabilities	60,458,689.34	48,094,414.41	82,309,432.13	39,187,814.59	30,184,053.36	260,234,403.83	5,114,035.02

¹ Decrease.

SCHEDULE 2.—Income statement of major utilities, except telegraph companies, for the year ended Dec. 31, 1938

	Capital Transit Co.	Washington Railway & Electric Co.	Potomac Electric Power Co.	The Chesapeake & Potomac Telephone Co.	Washington Gas Light Co.	Total, all companies	Increase (or decrease) over preceding year
Operating revenues.....	\$11,289,445.47		\$15,046,870.56	\$11,421,980.95	\$7,753,696.31	\$45,511,993.29	\$1,203,638.74
Operating expenses.....	9,395,469.47		7,773,414.31	8,198,320.62	5,402,266.39	30,769,470.79	1,052,147.05
Net operating revenues.....	1,893,976.00		7,273,456.25	3,223,660.33	2,351,429.92	14,742,522.50	151,491.69
Uncollectible operating revenues.....			16,050.28	42,131.16	6,883.29	65,047.73	3,101.37
Taxes assignable to operation.....	977,287.23		1,916,354.27	1,099,393.65	431,745.96	4,424,781.11	278,036.96
Net operating income.....	916,688.77		5,341,071.70	2,082,135.52	1,912,797.67	10,252,693.66	¹ 129,646.64
Nonoperating income.....	68,335.32	\$3,772,847.48	2,650.92	58,686.58	97,337.89	3,999,858.19	¹ 76,408.28
Gross income.....	985,024.09	3,772,847.48	5,343,722.62	2,140,822.10	2,010,135.56	14,252,551.85	¹ 206,054.92
Deductions from gross income:							
Interest on funded debt.....	703,312.88	125,558.00	650,000.00		916,846.67	2,395,717.55	237,963.22
Interest on retirement reserve balance.....			523,659.13		37,115.48	560,774.61	193,230.67
Miscellaneous interest and rent.....		1,200.00	¹ 6,748.96	418,781.17	14,510.49	427,742.70	385,467.70
Amortization debt discount and expense.....	7,665.27	3,569.64	¹ 11,099.90		35,800.12	35,935.13	34,512.81
Miscellaneous deductions.....	10,514.99		2.80	13,909.29	19,403.28	43,830.36	¹ 494,878.86
Total deductions.....	721,493.14	130,327.64	1,155,813.07	432,690.46	1,023,676.04	3,464,000.35	356,295.54
Net income.....	263,530.95	3,642,519.84	4,187,909.55	1,708,131.64	986,459.52	10,788,551.50	¹ 562,350.46

¹ Indicates deduction or decrease.

SCHEDULE 3.—*Surplus statement of major utilities*

	Capital Transit Co.	Washington Railway & Electric Co.	Potomac Electric Power Co.	The Chesapeake & Potomac Tel- ephone Co.	Washington Gas Light Co.	Total, all com- panies
Credits:						
Credit balance beginning of year	\$3,435,416.57	\$11,794,111.18	\$31,387,729.25	\$4,801,715.68	\$11,307,040.17	\$62,726,012.85
Credit balance transferred from income	263,530.95	3,642,519.84	4,187,909.55	1,708,131.64	986,459.52	10,788,551.50
Miscellaneous credits	156,943.31	30,757.99	22,546.22	472.21	71,199.30	281,919.03
Total credits	3,855,890.83	15,467,389.01	35,598,185.02	6,510,319.53	12,364,698.99	73,796,483.38
Debits:						
Dividend appropriations of surplus		3,887,500.00	4,393,787.68	1,800,000.00	631,071.15	10,712,358.83
Miscellaneous debits	19,811.30			511.01	1,060,577.43	1,080,899.74
Total debits	19,811.30	3,887,500.00	4,393,787.68	1,800,511.01	1,691,648.58	11,793,258.57
Credit balance end of year	3,836,079.53	11,579,889.01	31,204,397.34	4,709,808.52	10,673,050.41	62,003,224.81

SCHEDULE 4.—Long-term debt, major utilities, as of Dec. 31, 1938 (actually outstanding in hands of public)

	Maturity date	Capital Transit Co.	Washington Gas Light Co.	Potomac Electric Power Co.	Washington Railway & Electric Co.	Grand total
Capital Traction first-mortgage 5-percent gold coupon bonds	June 1, 1947	\$5,536,000				\$5,536,000
Anacostia & Potomac River first-mortgage bonds, 5 per cent	Apr. 1, 1949	2,552,000				2,552,000
Washington Railway & Electric Co. consolidated mortgage 4-percent bonds	Dec. 1, 1951	3,979,000			\$2,138,950	7,117,950
City & Suburban first-mortgage 5-percent bonds	Aug. 1, 1948	1,342,000				1,342,000
Serial notes, 5-percent (purchase of Washington Rapid Transit Co.)	(1)	210,000				210,000
Equipment trust notes, 4 percent and 5 percent		1,138,594				1,138,594
Washington Gas general mortgage 50-year 5-percent gold bonds	Nov. 1, 1960		\$5,199,500			5,199,500
Washington Gas refunding mortgage 4½ percent [†] bonds	Mar. 1, 1956		2,880,000			2,880,000
Washington Gas refunding mortgage 4-percent bonds	Sept. 1, 1963		8,500,000			8,500,000
Georgetown Gas first-mortgage 50-year 5-percent gold coupon bonds	Aug. 1, 1961		1,000,000			1,000,000
Potomac Electric first-mortgage 3¼ percent bonds	July 1, 1966			\$20,000,000		20,000,000
Total		14,757,594	17,579,500	20,000,000	3,138,950	55,476,044

¹ Annually, June 10.SCHEDULE 5.—Taxes accrued and charged to "Taxes assignable to operations," major utilities¹

	Capital Transit Co.	Potomac Electric Power Co.	The Chesapeake & Potomac Telephone Co.	Washington Gas Light Co.	Total, all companies ²
Real and personal:					
District of Columbia	\$88,730.14	\$120,420.10	\$83,092.83	\$75,394.16	\$367,637.23
Maryland	4,065.63	15,605.55			19,671.18
Gross earnings:					
District of Columbia	296,602.37	473,965.79	433,953.16	262,943.82	1,467,465.14
Maryland		16,800.00			16,800.00
Gas tax:					
District of Columbia	88,894.18				88,894.18
Other States	424.50				424.50
Bus mileage tax, District of Columbia	103,535.70				103,535.70
Bus license tax, Maryland	15,103.96				15,103.96
Miscellaneous tax:					
District of Columbia	2,548.70		388.90		2,937.60
Other States	125.20	4,354.08			4,479.28
Unemployment compensation tax:					
District of Columbia	176,729.71	112,366.35	156,102.48	57,011.98	502,210.52
Other States		1,558.71		53.24	1,611.95
Corporation tax, New York			10.00		10.00
Federal:					
Income	122,323.32	755,043.47	333,039.50	379.71	1,210,486.00
Capital stock	3,656.00	49,210.00	26,475.00	12,885.00	92,226.00
Social Security:					
Old-age benefits	56,732.88	36,354.48	50,200.74	17,673.84	160,992.94
Unemployment compensation	17,692.39	11,541.95	15,802.07	5,704.21	50,740.62
Excise tax on electrical energy		319,102.79			319,102.79
Excise tax on telephone and telegraph messages			328.97		328.97
Miscellaneous	122.55				122.55
Total	977,267.23	1,916,354.27	1,099,393.65	431,745.96	4,424,781.11

¹ Taxes accrued by the Washington Railway & Electric Co. (a holding corporation) aggregated \$129,114.80 of which \$18,543.03 was designated as District of Columbia personal property tax, \$17,309.04 as Federal capital stock tax, and \$93,262.73 as Federal income tax.

² Excludes Washington Railway & Electric Co.

³ No accrual for income taxes in 1938 by reason of claimed deductions in connection with refinancing.

SCHEDULE 6.—*Retirement reserve and/or accrued depreciation*

	Capital Transit Co.	Washington Gas Light Co.	The Chesapeake & Potomac Telephone Co.	Potomac Electric Power Co.
Credits:				
Credit balance beginning of year.....	\$8,731,761.53	\$1,154,140.63	\$11,058,380.24	\$12,844,177.50
Charges to operating expenses.....	1,233,692.40	362,265.19	1,634,887.59	882,310.84
Charges against nonoperating income.....	20,586.22			
Charges to clearing accounts.....			25,036.11	8,241.23
Interest charged to income.....		37,115.48		523,659.13
Salvage and insurance.....		11,881.36	1,272,860.32	281,738.85
Total credits.....	9,986,040.15	1,565,402.66	13,991,164.26	14,540,127.55
Debits:				
Property retired.....	926,836.97	129,371.79	2,703,105.56	887,486.35
Cost of removal.....		16,750.55	59,929.58	45,434.31
Miscellaneous.....		398.55		
Total debits.....	926,836.97	146,520.89	2,763,035.14	932,920.66
Credit balance end of year.....	9,059,203.18	1,418,881.77	11,228,129.12	13,607,206.89

SCHEDULE 7.—*Bases for setting up accruals for depreciation or retirement reserves*

BASES AND RATES

Capital Transit Co.—For buses and bus accessories accruals are at the rate of 10 percent per annum on the investment therein at the beginning of each month. For new streetcars the rate is 4 percent per annum on the investment. For all other road and equipment property the accruals are based on a sliding scale of rates determined by the ratio of the amount in the accrued depreciation account for such property to the remainder of the investment in road and equipment account. The amount of this accrual, expressed as a percentage of the balance in the investment account applicable to such property, varies from 0.95 percent when the ratio is between 25 percent and 26 percent to 1.7 percent when between 10 percent and 11 percent. The sliding-scale rate produced by the formula referred to was 1.55 percent for the year 1938.

The Chesapeake & Potomac Telephone Co.—*Straight-line basis.*—The annual composite rates at close of year, expressed in percentages, were, viz, buildings, 2.1; c. o. equipment, 4.2; station apparatus, 7.0; p. b. x., 5.9; booths and special fittings, 7.1; pole lines, 7.3; aerial cable, 4.2; underground cable, 2.7; buried cable, 4.3; submarine cable, 5.0; underground conduit, 1.7; furniture and office equipment, 5.4; vehicles and other work equipment, 15.3; composite rate for all depreciable accounts, 4.0.

Potomac Electric Power Co.—*Modified straight-line basis.*—Rates fixed in sliding-scale arrangement. The rate applicable for the year 1938 varied from 1.9 percent to 1.7 percent. Four percent interest is accrued on balance in reserve, thereby reducing the amount chargeable to operating expenses.

Washington Gas Light Co.—Basis fixed in sliding-scale arrangement. One and three-quarter percent of the rate base as of adjustment date less interest at the rate of 4 percent per annum on the retirement reserve. The net is amount chargeable to operating expenses (effective September 1, 1936).

SCHEDULE 8.—*Aggregate salaries and wages and portion thereof charged directly to operating expenses, year 1938*

	Aggregate salaries and wages	Portion charged directly to oper- ating ex- penses
Capital Transit Co.....	\$5,969,766	\$5,719,413
The Chesapeake & Potomac Telephone Co.....	6,167,852	5,168,660
Potomac Electric Power Co.....	4,830,990	3,058,363
Washington Gas Light Co.....	2,425,356	1,905,833
Combined total.....	19,393,964	15,852,269

SCHEDULE 9.—Control of major utilities

	Controlled by—	Form of control	Other corporations controlled (all through stock ownership)
Capital Transit Co...	North American Co.	Partly through ownership of a majority of stock of Washington Railway & Electric Co., which holds 50 percent of stock of Capital Transit Co., and partly through ownership or control of 3,012 shares of stock of the Capital Transit Co. Controls 51.2 percent.	Montgomery Bus Lines, Inc., Washington & Glen Echo R. R. Co., also Glen Echo Park Co., a nontransportation corporation.
Washington Railway & Electric Co.	.....do.....	Ownership of majority of voting stock.	Potomac Electric Power Co., Washington & Rockville Ry. Co. (not an operating company). None.
Potomac Electric Power Co.	Washington Rail- & Electric Co.	Ownership of entire common stock.	Do.
The Chesapeake & Potomac Telephone Co.	American Telephone & Telegraph Co.	.....do.....	Do.
Washington Gas Light Co.	Not determined.....	Approximately 84 percent of the common stock is held by or in the name of Henry B. Rising, 24 Federal St., Boston, Mass.	Washington Gas Light Co. of Montgomery County, Md.; Rosslyn Gas Co. (Va.); Prince Georges Gas Corp. (Md.).

SCHEDULE 10.—Capital Transit Co. detailed operating revenues and expenses, year ended Dec. 31, 1938

OPERATING REVENUES

	Rail	Bus	Total rail and bus
Passenger revenue.....	\$7,384,727.33	\$3,623,878.27	\$11,008,605.60
Mail, express, and switching.....	66,033.92	67.02	66,100.94
Special revenue, chartered service.....	150.00	149,694.17	149,844.17
Station, car, and bus privileges.....	27,624.30	18,887.98	46,512.28
Rent of buildings and equipment.....	9,399.31	8,983.17	18,382.48
Total operating revenues.....	7,487,934.86	3,801,510.61	11,289,445.47

OPERATING EXPENSES

	Rail	Bus	Total rail and bus
Way and structures.....	\$411,041.09	\$5,580.85	\$416,621.94
Equipment.....	519,392.00	709,739.28	1,229,131.28
Power.....	521,166.20	388,803.84	909,970.04
Conducting transportation.....	2,879,174.81	1,479,321.37	4,358,496.18
Traffic.....	8,679.89	20,622.04	29,301.93
General and miscellaneous.....	847,740.66	370,515.04	1,218,255.70
Depreciation.....	798,874.69	434,817.71	1,233,692.40
Taxes.....	666,434.46	310,852.77	977,287.23
Total operating expenses.....	6,652,503.80	3,720,252.90	10,372,756.70
Net operating income.....	835,431.06	81,257.71	916,688.77

SCHEDULE 11.—Capital Transit Co. mileage, car-hours, passengers, and revenues statistics for year ended Dec. 31, 1938

	Rail	Bus	Total rail and bus
Mileage:			
1-man cars.....	6,539,273		6,539,273
1-man buses.....		15,147,590	15,147,590
2-man cars.....	9,363,889		9,363,889
Total.....	15,903,162	15,147,590	31,050,752

SCHEDULE 11.—*Capital Transit Co. mileage, car-hours, passengers, and revenues statistics for year ended Dec. 31, 1938—Continued.*

	Rail	Bus	Total rail and bus
Passenger-car hours:			
1-man cars.....	783, 525		783, 525
1-man buses.....		1, 509, 993	1, 509, 993
2-man cars.....	1, 076, 228		1, 076, 228
Total.....	1, 859, 753	1, 509, 993	3, 369, 746
Revenue passengers:			
District of Columbia:			
10-cent cash fares.....	20, 662, 333	9, 231, 214	29, 893, 547
8½-cent token fares.....	30, 463, 448	15, 677, 163	46, 140, 611
Weekly pass.....	50, 905, 434	21, 536, 478	72, 441, 912
Subtotal.....	102, 071, 215	46, 444, 855	148, 476, 070
3-cent school ticket fares.....	3, 367, 395	2, 007, 507	5, 374, 902
5-cent fares.....		200, 864	200, 864
Miscellaneous: Hains Point bus.....		19, 513	19, 513
Total District of Columbia.....	105, 398, 610	48, 667, 39	154, 066, 349
Maryland:			
10-cent cash fares.....		208, 063	208, 063
8½-cent token fares.....		210, 067	210, 067
8-cent cash fares.....	402, 134	268, 059	670, 193
7½-cent ticket fares.....	118, 255	21, 470	139, 725
7-cent ticket fares.....		44	44
5-cent cash and ticket fares.....	469, 187	1, 848, 355	2, 317, 542
Weekly pass.....	878, 123	1, 772, 467	2, 650, 590
Miscellaneous: Commutation.....	39, 792	457, 220	497, 012
Total Maryland.....	1, 907, 491	4, 815, 745	6, 723, 236
Grand total: District of Columbia and Maryland, combined.....	107, 306, 101	53, 483, 484	160, 789, 585
Passenger revenues:			
District of Columbia:			
10-cent cash fares.....	\$2, 066, 233. 30	\$923, 121. 40	\$2, 989, 354. 70
8½-cent token fares.....	2, 538, 620. 67	1, 306, 430. 25	3, 845, 050. 92
Weekly pass.....	2, 596, 430. 14	1, 099, 251. 56	3, 695, 681. 70
Subtotal.....	7, 201, 284. 11	3, 328, 803. 21	10, 530, 087. 32
3-cent school ticket fares.....	101, 021. 85	60, 075. 21	161, 097. 06
5-cent fares.....		10, 043. 20	10, 043. 20
Miscellaneous: Hains Point bus.....	118. 38	5, 083. 36	5, 201. 74
Total District of Columbia.....	7, 302, 424. 34	3, 404, 004. 98	10, 706, 429. 32
Maryland:			
10-cent cash fares.....		20, 806. 30	20, 806. 30
8½-cent token fares.....		20, 005. 58	20, 005. 58
8-cent cash fares.....	32, 170. 72	21, 444. 72	53, 615. 44
7½-cent ticket fares.....	8, 869. 13	1, 610. 25	10, 479. 38
7-cent ticket fares.....		3. 08	3. 08
5-cent cash and ticket fares.....	23, 459. 35	92, 417. 75	115, 877. 10
Weekly pass.....	17, 120. 90	46, 081. 17	63, 202. 07
Miscellaneous: commutation.....	682. 89	17, 504. 44	18, 187. 33
Total Maryland.....	82, 302. 99	219, 873. 29	302, 176. 28
Grand total: District of Columbia and Maryland, combined.....	7, 384, 727. 33	3, 623, 878. 27	11, 008, 605. 60
Average fare paid—revenue passengers..... cents.....	6. 8819	6. 7757	6. 8466
Total operating expenses and taxes..... dollars.....	6, 652, 504	3, 720, 253	10, 372, 757
Average operating expenses and taxes per revenue passenger..... cents.....	6. 1996	6. 9559	6. 4511

NOTE.—Data include District of Columbia and Maryland. Revenues exclude chartered service.

SCHEDULE 12.—*The Chesapeake & Potomac Telephone Co. detailed operating data, year 1938*

OPERATING REVENUES

Subscribers' station revenues.....	\$8, 682, 818. 75
Public telephone revenues.....	1, 175, 400. 53
Service stations.....	3, 121. 08
Local private-line service.....	75, 504. 08
Total local-service revenues.....	9, 936, 844. 44

SCHEDULE 12.—*The Chesapeake & Potomac Telephone Co. detailed operating data, year 1938—Continued*

Message tolls.....	\$868,662.94
Toll private-line service.....	15,433.36
Other toll-service revenues.....	348.46
Total toll-service revenues.....	884,444.76
Telegraph commissions.....	15,478.29
Directory advertising and sales.....	384,807.43
Rent revenues.....	197,371.50
Other operating revenues.....	3,034.53
Total miscellaneous revenues.....	600,691.75
Total operating revenues.....	11,421,980.95

OPERATING EXPENSES

Maintenance expenses.....	2,003,788.31
Traffic expenses (excludes operators' wages).....	271,679.11
Operators' wages.....	2,188,951.54
Commercial expenses.....	1,240,605.46
General miscellaneous expenses.....	698,587.37
General services and licenses.....	159,821.24
Depreciation.....	1,634,887.59
Taxes.....	1,099,393.65
Uncollectible revenues.....	42,131.16
Total operating expenses.....	9,359,845.43
Net operating income.....	2,082,135.52

SCHEDULE 13.—*The Chesapeake & Potomac Telephone Co. operating statistics, year 1938*

PLANT MILEAGE

Class	Total owned mileage	Total route mileage
Miles of pole lines.....	304	304
Miles of wire in cables.....	877,725	877,802
Miles of aerial wire.....	None	None
Miles of single-duct underground conduit.....	1,432	1,440

CENTRAL OFFICES

Class	Number of central offices	Number of exchange circuits	Number of company telephones
Common battery manual.....	7	50,433	84,846
Dial (automatic) system.....	10	58,992	154,822
Total.....	17	109,425	239,668

TELEPHONES

	Beginning of year	End of year	Increase during year
Main telephones.....	109,205	113,750	4,545
P. B. X. stations.....	92,626	97,782	5,156
Extension telephones.....	25,126	28,136	3,010
Total company.....	226,957	239,668	12,711
Service telephones.....	200	328	128
Private line and others (including telegraph and teletype-writer).....	1,606	1,660	54
Total.....	228,763	241,656	12,893

SCHEDULE 13.—*The Chesapeake & Potomac Telephone Co. operating statistics, year 1938—Continued*

MESSAGES

	1937	1938
Average local calls per month.....	25, 177, 734	26, 499, 549
Average toll calls per month.....	275, 269	242, 463
Average number of telephones during year.....	220, 499	232, 503
Average local calls per telephone per month.....	114. 19	113. 98
Average toll calls per telephone per month.....	1. 25	1. 04

SCHEDULE 14.—*Potomac Electric Power Co. detailed operating revenues and expenses, year ended Dec. 31, 1938*

OPERATING REVENUES

	Kilowatt-hours sold	Revenues
Sales:		
Residential or domestic.....	185, 095, 817	\$5, 092, 089. 39
Commercial and industrial (excluding District of Columbia and Federal Governments).....	331, 467, 144	6, 471, 588. 78
Street, park, and traffic lights.....	26, 187, 979	855, 169. 12
Other sales to public authorities (District of Columbia and Federal Governments).....	159, 577, 763	1, 752, 661. 73
Railroad corporations.....	80, 871, 303	524, 285. 87
Other electric corporations ¹	13, 469, 393	143, 621. 52
Penalties.....	—	151, 131. 00
Total sales.....	796, 669, 399	14, 990, 547. 41
Other:		
Rent from property used in operation.....	—	52, 837. 42
Miscellaneous operating revenues.....	—	3, 485. 73
Total operating revenues.....	—	15, 046, 870. 56

¹ Delivery of power to Consolidated Gas Electric Light & Power Co. of Baltimore (under an interchange agreement) is not treated as a sale and thus not included on revenue side. The net cost of power interchanged is shown on expense side—under production cost.

SCHEDULE 14.—*Potomac Electric Power Co. detailed operating revenues and expenses, year ended Dec. 31, 1938—Continued*

OPERATING EXPENSES

Production:		
Labor and material.....	\$2, 480, 401. 09	
Maintenance plants.....	250, 848. 49	
Energy interchanged.....	138, 360. 15	
		\$2, 869, 609. 73
Transmission, operation, and maintenance.....		28, 693. 93
Distribution operation.....	1, 375, 820. 33	
Distribution maintenance.....	663, 086. 37	
		2, 038, 906. 70
Customers' accounting and collecting.....		706, 121. 25
Sales-promotion expenses.....		260, 220. 92
Administrative and general expenses.....		987, 550. 94
Retirement expense.....		882, 310. 84
Taxes.....		1, 916, 354. 27
Uncollectible bills.....		16, 030. 28
Total operating expenses.....		9, 705, 798. 86
Net operating income.....		5, 341, 071. 70

SCHEDULE 15.—Potomac Electric Power Co. operating statistics, year 1938

Kilowatt-hours output:

Generated at—

Benning plant.....	502, 702, 309
Buzzard Point plant.....	359, 389, 000
Received under interchange contract.....	172, 453, 000

Total.....	1, 034, 544, 309
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How accounted for:

Sales (see operating statement).....	796, 669, 399
Delivered under interchange contract.....	123, 582, 000
Used by company.....	5, 400, 419

Total.....	925, 651, 818
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Unaccounted for.....

108, 892, 491

Other data:

Tons (2,000 pounds) bituminous coal consumed.....	448, 304. 14
Average pounds coal consumed per kilowatt-hour produced..	1. 040
Boilers installed, 26. Rated capacity, 31,224 horsepower.	
Steam generators installed, 11. Rated capacity 255,000 kilowatts.	

Class	Customers	Meters
Customers and meters, on Dec. 31:		
Residential.....	164, 383	167, 411
Commercial.....	25, 397	30, 341
Power.....	312	781
Municipal.....	39	
Other public-service corporations.....	2	5
Railroad corporations.....	1	105
Inactive meters.....		4, 057
Total.....	190, 134	202, 700

SCHEDULE 16.—Washington Gas Light Co. detailed operating revenues and expenses, year ended Dec. 31, 1938

OPERATING REVENUES

	Gas sales	Revenues
	<i>M cubic feet</i>	
Domestic.....	5, 535, 572	\$4, 446, 271. 78
Space heating.....	2, 179, 578	1, 307, 784. 75
Commercial and industrial.....	1, 621, 369	1, 072, 319. 80
Water heating—commercial.....	17, 015	7, 622. 55
Apartments—master meters.....	64, 187	46, 300. 93
Government buildings.....	179, 892	110, 401. 30
Street and park lighting.....	579	704. 35
Washington Gas Light Co. of Montgomery County, Md.....	873, 712	394, 673. 21
Rosslyn Gas Co.....	390, 752	177, 341. 28
Prince George's Gas Corporation.....	2, 224	758. 15
Alexandria Gas Co.....	117, 046	40, 966. 10
Washington Suburban Gas Co. (resale natural gas).....	63, 216	24, 044. 81
Penalties.....		101, 417. 49
Total sales.....	11, 045, 142	7, 730, 606. 50
Rent from operating property.....		21, 385. 40
Miscellaneous operating revenues.....		1, 704. 41
Total operating revenues.....		7, 753, 696. 31

SCHEDULE 16.—*Washington Gas Light Co. detailed operating revenues and expenses, year ended Dec. 31, 1938—Continued*

OPERATING EXPENSES

	Gas	Expenses
	<i>M cubic feet</i>	
Production:		
Labor and materials (less residuals).....		\$1,150,798.65
Natural gas purchased for reforming.....	1,365,183	368,599.41
Maintenance of plants.....		174,489.00
Natural gas purchased for enriching.....	3,172,449	1,218,940.09
Natural gas purchased for resale.....	64,345	22,074.29
Natural-gas expenses.....		32,276.28
Total production.....		2,967,177.72
Transmission and distribution operation.....		579,280.33
Transmission and distribution maintenance.....		180,584.14
Street light operation and maintenance.....		1,094.53
Commercial expense.....		415,690.41
New-business expense.....		299,839.47
General and miscellaneous expense.....		596,334.60
Retirement expense.....		362,265.19
Taxes.....		431,745.96
Uncollectible revenue.....		6,886.29
Total operating expenses.....		5,840,898.64
Net operating income.....		1,912,797.67

SCHEDULE 17.—*Washington Gas Light Co. operating statistics, year 1938*

Gas to account for:		
On hand first of year.....	M cubic feet	23,033
Water gas made.....	do	8,257,237
Natural gas purchased for resale.....	do	64,345
Natural gas purchased for enriching.....	do	3,172,449
Total.....	do	11,517,064
Gas accounted for:		
Sold.....	do	11,045,142
Used by company.....	do	39,323
On hand end of year.....	do	23,399
Total.....		11,107,864
Unaccounted for.....	do	409,200
Average calorific value, natural gas.....	B. t. u.	1,166.7
Average calorific value, mixed gas at works.....	do	604.5
Generator fuel per M cubic feet gas made.....	pounds	13.017
Average cost generator fuel.....	per ton	\$6.990
Oil used for carbureting per M cubic feet gas made.....	gallons	.805
Average cost of oil.....	cents per gallon	3.07
Residuals made during year:		
Gallons tar.....		2,204,644
Yards cinders (not measured).....		
Maximum daily output of gas (Dec. 28).....	M cubic feet	56,950
Minimum daily output of gas (Aug. 16).....	do	16,852

Active meters in service

Class	At the end of year	Average for year
Domestic.....	131,575	129,374
Space heating.....	15,827	13,920
Commercial and industrial.....	5,628	5,599
Water heating—commercial.....	22	22
Apartments—master meters.....	201	173
Government buildings.....	796	772
Total.....	154,049	149,860

SCHEDULE 18.—*The Western Union Telegraph Co. and Postal Telegraph-Cable Co.*

The only data contained in the annual reports filed with this Commission by The Western Union Telegraph Co. and by the Postal Telegraph-Cable Co. pertaining to their operations in the District of Columbia are statements of revenue from business done in the District of Columbia, the amounts reported being as follows:

The Western Union Telegraph Co.....	\$115,420.63
Postal Telegraph-Cable Co.....	39,091.24

In addition, the annual reports contain a balance sheet and an income statement applicable to their system operations. However, there is no segregation of the reported assets and liabilities or income items showing the portion assignable to operations in the District of Columbia.

APPENDIX A

Digest of orders and opinions, 1938

Order No.	Date	Name of utility	Subject	File No.
1650	Feb. 2	Potomac Electric Power Co....	Rates.....	2708/80, F. C. 275.
1651	Feb. 7	Capital Transit Co.....	Route of service between Washington and Greenbelt, Prince Georges County, Md.	3218.
1652	Feb. 14	.....do.....	Abandonment of tracks in Ninth Street NW., between G and K Streets, and connecting curve between the southbound track in Ninth Street and the westbound track in G Street.	3085, F. C. 250.
1653	.....do.....	.....do.....	Bus stand.....	3085, F. C. 250/13.
1654	.....do.....	Taxicabs and sightseeing cars (less than 8 passengers).	Public vehicle stands.....	3013/14.
1655	.....do.....	Vehicles for hire, used in hauling goods, wares, or merchandise.	.....do.....	3221.
1656	.....do.....	Alexandria, Barcroft & Washington Transit Co. Arlington & Fairfax Motor Transportation Co. Capital Transit Co.—Bureau of Engraving & Printing bus line.	Stop.....	2097/2, 2991, 3070.
1657	Feb. 17	Washington Gas Light Co....	Investigation of rates.....	3222, F. C. 276.
1658	Feb. 21	Capital Transit Co.....	Authority to execute "Purchase money chattel trust agreement between Capital Transit Co. and National Savings and Trust Co., trustee," to finance purchase of 50 new streetcars and 22 new motor coaches.	3201/1.
1659	.....do.....	Potomac Electric Power Co....	Rates (amending order 1650)....	2708/80, F. C. 275.
1660	Feb. 24	Taxicabs.....	Public vehicle stands.....	3013/14.
1661	Mar. 10	Capital Transit Co.....	Investigation relative to discontinuance of car line on California Street, Second Street and F Street NE., between Union Station Plaza and Eighth and F Streets, and abandonment of streetcar tracks on the Potomac Heights-Cabin John Line west of Georgetown.	F. C. 277.
1662	Mar. 10	Capital Transit Co.....	Construction of closed plow pits, replacing open plow pits, in T Street NE., between Third and Fourth Streets, and in Georgia Avenue at W Street.	1852/2, 8.
1663	.....do.....	.....do.....	Investigation relative to operation of bus service along Benning Road and Central Avenue.	F. C. 278.
1664	.....do.....	Taxicabs.....	Regulations.....	2942/29.
1665	.....do.....	Potomac Electric Power Co....	Rates (amending order 1650)....	2728/32.
1666	.....do.....	Railway Express Agency, Inc.	Rates.....	3176/14, 15.

Digest of orders and opinions, 1938—Continued

Order No.	Date	Name of utility	Subject	File No.
1667	Mar. 17	Washington Gas Light Co.	Denial of application for authority to acquire all outstanding capital stock and certain obligations of Alexandria Gas Co. and Washington Suburban Gas Co.	3203.
1668	Mar. 24	Taxicabs and sightseeing cars (less than 8 passengers).	Regulations.....	2942/29.
1669	Mar. 31	Various companies.....	Operating of buses during Army Day parade.	1562/199.
1670	..do....	Capital Transit Co.....	Investigation relative to changing route of Rhode Island Avenue bus line between the intersection of Fourth Street and Rhode Island Avenue NE., and the intersection of Twelfth and Franklin Streets NE.	3224, F. C. 279.
1671	Apr. 7	Potomac Electric Power Co.	Rates (amending order 1650)....	2742/63.
1672	..do....	A. A. B. National Capitol Bus Co.	Routes.....	2888.
1673	Apr. 15	Taxicabs and sightseeing cars (less than 8 passengers).	Public-vehicle stands.....	3013/14.
1674	..do....	Vehicles for hire, used in hauling goods, wares, or merchandise.	..do.....	3221.
1675	..do....	Sightseeing vehicles (8 passengers or more).	..do.....	3162.
1676	..do....	Greyhound Lines..... Blue Ridge Transportation Co. Peninsula Transit Corporation.	Restriction upon use of bus terminal during rush hours; advance approval of schedules.	2097/100, 2097/2, 2915.
1677	..do....	Washington, Virginia & Maryland Coach Co.	Bus stand.....	2731.
1678	..do....	Capital Transit Co.....	Bus stops. East Washington Suburban bus line.	3183.
1679	Apr. 21	Capital Transit Co.....	Abandonment of track loop and special work connections in and north of Benning Road east of Bladensburg Road, and installation of surface track cross-over in Benning Road between Twenty-fourth and Twenty-fifth Streets.	2354/225.
1680	..do....	Washington Gas Light Co.	Denial of request for reconsideration of order 1667.	3203.
1681	..do....	Capital Transit Co.....	Authority to construct track loop and by-pass at Mt. Pleasant, Seventeenth and Lamont Streets NW., and to abandon trackage and special work adjacent to loop.	2039/135.
1682	..do....	..do.....	Cancellation of order 1602 relative to route of interstate bus service between Washington and Baltimore, Md.	2723/21.
1683	Apr. 28	..do.....	Streetcar routes.....	2075/29.
1684	..do....	The Chesapeake & Potomac Telephone Co.	Investigation of rates.....	3207/7.
1685	May 2	Various companies.....	Operation of buses during National School Safety Patrol parade.	1562/202.
1686	..do....	Capital Transit Co.....	Cancellation of order 1682 and restoration of order 1602 relative to route of interstate bus service between Washington and Baltimore, Md.	2723/21.
1687	..do....	Potomac Electric Power Co.	Rates (amending order 1650)....	2708/84.
1688	May 16	Capital Transit Co.....	Cancellation of order 1602 relative to route of interstate bus service between Washington and Baltimore, Md.	2723/21.
1689	..do....	..do.....	Streetcar routes (amending order 1683).	2075/29.
1690	..do....	Taxicabs and sightseeing cars (less than 8 passengers).	Regulations.....	2942/29.
1691	..do....	Potomac Electric Power Co.	Rates (amending order 1650)....	2708/85.
1692	May 31	Washington Gas Light Co.	Authority to issue and sell 15,600 shares of \$4.50 cumulative convertible preferred stock.	3204.

Digest of orders and opinions, 1938—Continued

Order No.	Date	Name of utility	Subject	File No.
1693	June 6	Capital Transit Co.....	Authority to reconstruct and rearrange tracks in front of Union Station.	2354/228.
1694	do.....	do.....	Route of Hyattsville-Laurel bus line.	2841.
1695	June 6	Greyhound Lines..... Blue Ridge Transportation Co. Peninsula Transit Corporation.	Restriction upon use of bus terminal during rush hours; advance approval of schedules (canceling order 1676).	2097/100. 2097/2. 2915.
1696	June 13	Various companies.....	Regulation relative to cancellation of reacquired certificates of capital stock, bonds, or other long-term debt.	2982/3.
1697	do.....	Taxicabs, sightseeing cars (less than 8 passengers), and sightseeing vehicles (8 passengers or more).	Regulations.....	2942/29.
1698	June 17	Taxicabs.....	Regulations.....	2942/29.
1699	June 20	Capital Transit Co.....	Investigation relative to change of route and schedule of the Massachusetts Avenue bus line to provide service to Westmoreland Circle, and operation of crosstown bus service.	3225.
1700	June 21	do.....	Abandonment of tracks in Ninth Street NW., between Rhode Island Avenue and U Street and in Ninth Street and Florida Avenue (including cross-over) between U Street and Sherman Avenue.	2354/231.
1701	June 27	do.....	Operation of bus service along Benning Road and Central Avenue.	F. C. 278.
1702	do.....	do.....	Authority to change route of Rhode Island Avenue bus line between the intersection of Fourth Street and Rhode Island Avenue NE., and the intersection of Twelfth and Franklin Streets NE.	F. C. 279.
1703	do.....	do.....	Authority to discontinue service on car line along California Street, Second Street and F Street NE., between Union Station Plaza and Eighth and F Streets, to abandon tracks and special work, and to change route of Glover Park-Trinidad bus line adjacent thereto.	F. C. 277.
1704	do.....	do.....	Route of Hyattsville-Laurel bus line.	2841
1705	June 30	Taxicabs.....	Regulations.....	2942/29.
1706	July 5	Capital Transit Co.....	Authority to construct track loop and by-pass at Mount Pleasant, Seventeenth and Lamont Streets NW., and to abandon trackage and special work adjacent to loop (superceding order 1681).	2039/135.
1707	July 16	do.....	Denial of request for reconsideration of order 1703, filed by The Federation of Business Men's Association, Northeast Business Men's Association, Northeast Citizens' Association, Trinidad Citizens' Association, Northeast Conference of Citizens' Associations, Lincoln Park Citizens' Association, and Logan-Thomas Citizens' Association.	F. C. 277.
1708	July 21	Potomac Electric Power Co....	Rates (amending orders 1650 and 1687).	2708/84.
1709	July 25	Taxicabs.....	Regulations.....	2942/29.
1710	do.....	Passenger vehicles for hire.....	Insurance regulations, promulgated pursuant to Act of Congress approved June 29, 1938.	3230.
1711	Aug. 15	Washington Gas Light Co.....	Rates.....	F. C. 276.

Digest of orders and opinions, 1938—Continued

Order No.	Date	Name of utility	Subject	File No.
1712	Aug. 15	Potomac Electric Power Co.	Investigation of rates.	2708/87, F. C. 281.
1713	Aug. 29	Capital Transit Co.	Valuation for rate-making purposes of property used and useful for the convenience of the public in the District of Columbia as of Dec. 31, 1935.	F. C. 247.
1714	Aug. 24	Taxicabs.	Regulations.	2942/29.
1715	Aug. 29	Arlington & Fairfax Auto Railroad Co.	Investigation relative to petitions for approval of a route within the District of Columbia for the operation of interstate bus service.	3178, F. C. 282.
1716	Sept. 15	Passenger vehicles for hire.	Insurance regulations, promulgated pursuant to Act of Congress approved June 29, 1938 (amending order 1710).	3230.
1717	Oct. 3	Alexandria, Barcroft & Washington Transit Co. Arlington & Fairfax Motor Transportation Co.	Stop.	2097/2, 2991.
1718	do	Capital Transit Co.	Route of Park Road bus line.	2558/82.
1719	Oct. 3	Capital Transit Co.	Investigation relative to extension of Glover Park-Trinidad bus line at western terminus.	3232, F. C. 283.
1720	do	do	Route of Rhode Island Avenue bus line.	2703/60.
1721	do	A. A. B. National Capital Bus Co.	Routes.	2888.
1722	do	Capital Transit Co.	Route of Minnesota Avenue bus line.	3085, F. C. 250/69.
1723	do	Sightseeing vehicles (8 passengers or more).	Public vehicle stands.	3162.
1724	do	Vehicles for hire, used in hauling goods, wares, or merchandise.	do	3221.
1725	do	Taxicabs and sightseeing cars (less than 8 passengers).	do	3013/265.
1726	Oct. 10	Capital Transit Co.	Route of East Washington Suburban bus line.	F. C. 250.
1727	Oct. 13	do	Denial of request for reconsideration of order 1713.	F. C. 247.
1728	do	Passenger vehicles for hire.	Insurance regulations promulgated pursuant to Act of Congress approved June 29, 1938 (amending orders 1710 and 1716).	3230.
1729	Oct. 21	Washington Gas Light Co.	Authority to issue and sell \$8,500,000 principal amount of refunding mortgage bonds, 4-percent series due 1963.	2424/13.
1730	Oct. 27	Capital Transit Co.	Extension of Glover Park-Trinidad bus line at western terminus.	F. C. 283.
1731	Nov. 16	do	do	2696/26.
1732	Nov. 28	Taxicabs.	Public vehicle stands.	3013/265.
1733	do	Capital Transit Co.	Bus stands.	3085/178.
1734	do	do	Stops.	3183.
1735	do	do	do	3183.
1736	do	do	Routes of buses—Takoma Park, Petworth, and Chillum.	3192/102.
1737	Nov. 30	Arlington & Fairfax Auto Railroad Co.	Route for the transportation of passengers in interstate commerce between the State of Virginia and the District of Columbia.	F. C. 282.
1738	Dec. 2	Capital Transit Co.	Route of Minnesota Avenue bus line.	3085, F. C. 250/69.
1739	do	do	Stops.	3183.
1740	Dec. 8	Taxicabs.	Investigation relative to system of uniform zones and rates.	F. C. 284.
1741	do	Capital Transit Co.	Extension of route of Bureau of Standards bus line from Tenley Circle to Westmoreland Circle.	F. C. 280.
1742	Dec. 19	do	Operation of "owl" bus service along Wisconsin Avenue between M Street and the District Line for an experimental period of 3 months.	2818/8.
1743	do	Potomac Electric Power Co.	Regulations for electric service.	1236/21.