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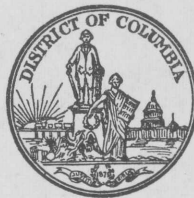
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TWENTY-EIGHTH
ANNUAL REPORT
OF THE
PUBLIC UTILITIES
COMMISSION
OF THE DISTRICT OF COLUMBIA



1940



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1941

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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, 1940, 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, 1940, 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,
DAVID McCOACH, Jr.,
Public Utilities Commission of the District of Columbia.

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

THE COMMISSION

PERSONNEL

Members of the Commission:

Riley E. Elgen, chairman.

Richmond B. Keech, vice chairman until October 31, 1940.

Col. David McCoach, Jr., engineer commissioner.

Elwood H. Seal, general counsel until October 31, 1940.

Richmond B. Keech, general counsel beginning November 1, 1940.

Lloyd B. Harrison, special assistant corporation counsel on public-utility matters.

James L. Martin, executive secretary until October 8, 1940.

Arthur W. Crossley, executive secretary beginning October 16, 1940.

George H. Wilson, chief accountant until March 21, 1940.

V. A. McElfresh, chief accountant beginning April 2, 1940.

Fred A. Sager, chief engineer.

Elwin A. Potter, inspector of gas and meters.

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, 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. Tallaferro	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, 1927, to July 21, 1930 ..	Colonel, Corps of Engineers, U. S. Army.
Mason M. Patrick	June 1, 1929, to Sept. 30, 1933 ..	Major General, U. S. Army, retired.
Harleigh H. Hartman	May 31, 1929, to Dec. 15, 1931 ..	Lawyer.
John C. Gotwals	July 1, 1930, to Aug. 22, 1934 ..	Major, Corps of Engineers, U. S. Army.
Riley E. Elgen	July 1, 1940, to June 30, 1943 ..	Engineer. ¹
Richmond B. Keech	May 2, 1934, to Oct. 31, 1940 ..	Lawyer. ²
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 Died, February 28, 1941.

² Resigned (Appointment expires June 30, 1941.)

UTILITIES SUBJECT TO JURISDICTION OF COMMISSION, DECEMBER
31, 1940

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., Washing-
ton, 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, 1110 New York Avenue NW.,
Washington, D. C.

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

Capitol Greyhound Lines, 1110 New York Avenue NW., Wash-
ington, D. C.

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

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

Pan American Bus Lines, Charlotte, N. C.²

Pan American Trailways, Inc., Charlottesville, Va.

Peninsula Transit Corporation, 208 West Twenty-fifth Street,
Norfolk, Va.

Pennsylvania Greyhound Lines, Inc., 1110 New York Avenue
NW., Washington, D. C.

Richmond-Greyhound Lines Inc., 1110 New York Avenue NW.,
Washington, D. C.

Safeway Trails, Inc., 1201 New York Avenue NW., Washing-
ton, 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, including funeral cars (less than 8 passengers) :
As of December 31, 1940, 262 of such vehicles were licensed.

Sightseeing and charter vehicles (8 passengers or more) :

Blue & Grey Sight Seeing Tours, Inc., 1019 15th Street NW.,
Washington, D. C.

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

Herschman, Mrs. Irene, 1601 Argonne Place NW., Washington,
D. C.

White Line Tours, 4 F Street NW., Washington, D. C.

¹ Permitted to do limited intra-District business.

² Leased to Pan American Trailways, Inc., Charlottesville, Va., on August 17, 1940.

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

Taxicabs: As of April 1, 1940, and December 31, 1940, the licensed taxicabs were as follows:³

	Apr. 1, 1940	Dec. 31, 1940		Apr. 1, 1940	Dec. 31, 1940
Associations:			Independent fleets (20 or more cabs):		
American (white)	73	159	Arrow (white)	265	310
Bell (white)	211	273	Century (colored)		66
Bison (colored)	26	32	Checker (white)	55	108
Blue Light (white)	82	160	Keystone (white)		27
Capital (colored)	116	130	Sun (colored)		41
City (white)	28		Yellow (white)	546	703
Consolidated (white)	16	15	Total	866	1,255
Diamond (white)	1,054	1,256	Independents (less than 20 cabs) ..	220	266
Diplomat (colored)	118	191	Grand total	3,697	4,896
Dixie (colored)	12	19			
Federal (white)	56	68			
General (colored)	25	58			
Globe (white)	33	28			
Harlem (colored)	145	159			
Lincoln (colored)	52	68			
Premier (white)	295	404			
State (colored)	29	45			
Terminal (white)	15	27			
Town (white)	104	109			
Washington (white)	121	174			
Total	2,611	3,375			

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 16 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-five 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. 250.—Rerouting, Capital Transit Co. Order No. 1912.

Formal case No. 285.—In the matter of rates, tolls, charges, tariffs, rules, regulations, and conditions of service of the Washington Gas Light Co. Order No. 1854.

Formal case No. 289.—In the matter of rates, tolls, charges, rules, regulations, and conditions of service, and related matters of the Potomac Electric Power Co. Order No. 1851.

³ Under the law, the taxicab license year begins April 1 and ends March 31.

Formal case No. 290.—In the matter of northbound route of Chevy Chase bus service of the Capital Transit Co. (routes L-2, L-4, and L-7) between the intersection of Thirteenth and H Streets NW., and the intersection of Eighteenth Street and Connecticut Avenue. Orders Nos. 1920 and 1931.

Formal case No. 291.—In the matter of transportation service of the Capital Transit Co. and the Washington, Marlboro & Annapolis Motor Lines, Inc., in the area east of the Anacostia River and between Ridge Road and Good Hope Road, and adjacent area. Orders Nos. 1915, 1916, 1930, 1946, 1950, 1972, and 1986.

Formal case No. 292.—In the matter of rates, tolls, charges, tariffs, rules, regulations, and conditions of service of the Washington Gas Light Co. Orders Nos. 1844 and 1921.

Formal case No. 293.—In the matter of application of the Capital Transit Co. and the Washington Railway & Electric Co. for approval of a plan for the modification, assumption, and guarantee of certain of the 5 percent first mortgage bonds of the Anacostia & Potomac River Rail Road Co. of Washington City, D. C., and of City & Suburban Railway of Washington. Orders Nos. 1895 and 1940.

Formal case No. 294.—In the matter of application of the Potomac Electric Power Co. for authority to issue and sell \$10,000,000 principal amount of its first mortgage bonds, 3¼ percent series due 1975. Orders Nos. 1898 and 1924.

Formal case No. 295.—In the matter of application of the Capital Transit Co. for authority to convert 15 two-man cars of conventional type for one-man operation. Orders Nos. 1900, 1955, and 1970.

Formal case No. 296.—In the matter of rates, tolls, charges, rules, regulations, and conditions of service, and related matters, of the Potomac Electric Power Co. Order No. 1906.

Formal case No. 297.—In the matter of extension of bus service by the Capital Transit Co. along Alabama Avenue in Congress Heights. Order No. 1943.

Formal case No. 298.—In the matter of petition for the establishment of a northbound streetcar stop on Columbia Road between Wyoming Avenue and Nineteenth Street, together with location of both northbound and southbound streetcar stops on Columbia Road between and including California Street and Kalorama Road. Orders Nos. 1917 and 1941.

Formal case No. 299.—In the matter of extension of service furnished by the Glover Park-Trinidad bus line of the Capital Transit Co. to the vicinity of Forty-first and Davis Streets. Orders Nos. 1962 and 1975.

Formal case No. 300.—In the matter of petition of the Sixteenth Street Heights Citizens' Association to consider change of route, service, and character and condition of equipment of the Capital Transit Co. serving that area. Order No. 1969.

Formal case No. 301.—In the matter of valuation of The Chesapeake & Potomac Telephone Co. Order No. 1971.

Formal case No. 302.—In the matter of an investigation into the feasibility, routes, and territories to be served by the operation of a crosstown bus line by the Capital Transit Co. Order No. 1980.

INFORMAL CASES

The number of informal complaints received was 151. Such complaints during the years 1939 and 1940 are classified below:

Utilities	1940	1939
Bus.....	65	48
Railway.....	35	23
Bus-railway.....	7	9
Electric.....	19	22
Gas.....	7	8
Interstate busses, taxicabs, etc.....	14	7
Telephone.....	4	2
Total.....	151	119

DIGEST OF ORDERS, 1940

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

RATES

CAPITAL TRANSIT CO.

The rates of the Capital Transit Co. have not been changed since the issuance of order No. 1634, November 3, 1937 (printed in the annual report for 1937). The rates are summarized below:

Cash fare, 10 cents, for both streetcars and busses, with free transfers to and from all lines except the Hains Point bus line.

Token rate, 8 $\frac{1}{3}$ 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 and 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 1940.

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

POTOMAC ELECTRIC POWER CO.

Pursuant to order No. 1818, August 24, 1939, an investigation of rates, tolls, charges, rules, regulations, and conditions of service, and related matters of the Potomac Electric Power Co. was made and public hearing held on January 24 and 29, 1940.

The Commission found the amount available for reduction of rates, tolls, and charges for the year 1940 to be \$575,029.44. Order No. 1851, February 3, 1940, was issued. Amending orders Nos. 1897, 1928, and 1937 were issued during the year.

Electric rates in effect from 1914 to 1938, both inclusive, were printed in the annual report for 1937 (appendix B). Rates fixed by orders Nos. 1650 and 1747, issued February 2, 1938, and February 1, 1939, were printed in the annual reports for 1938 and 1939. Rates effective February 1, 1940, contained in order No. 1851, 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 or more rooms for hire as lodgings.

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 40 kilowatt-hours, monthly consumption-----	3.9
Next 90 kilowatt-hours, monthly consumption-----	1.75
Electricity consumed monthly in excess of 130 kilowatt-hours-----	1.5

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

MINIMUM CHARGE

Seventy-five cents per month for each meter installed, but not less than \$1.50 for the period during which the service is furnished.

PERIOD OF CONTRACT

Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

Where the service is installed permanently under Schedule A, and the consumer has no use for the service during certain months, the meter will be temporarily disconnected upon receipt of written notice from the consumer, and upon notice will be reconnected. The minimum service charge will be waived during the period of temporary disconnection, provided the period is for 1 month or more.

Where this schedule is applicable and the residence to be served is on property of the consumer used for what are commonly known as farm operations and the consumer desires to use electric service in connection with such farm operations, the electricity so required may be furnished through the meter installed for the residence and included with that used for residential purposes under Schedule A rates, or, if the consumer so desires, the electricity may be furnished through an additional meter or meters under the appropriate rate schedule separately applied.

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

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

MINIMUM CHARGE

Fifty cents per month for each meter installed but not less than \$1.50 for the period during which the service is furnished.

PERIOD OF CONTRACT

Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

Where this schedule is applicable and the residence to be served is on property of the consumer used for what are commonly known as farm operations, and the consumer desires to use electric service for purposes other than lighting in connection with such farm operations, the electricity so required may be furnished through the meter installed for the residence and included with that used for residential purposes under Schedule K rates, or, if the consumer so desires, the electricity may be furnished through an additional meter or meters under the appropriate rate schedule separately applied.

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, or for service at a location where service is being furnished to the same consumer under Commercial Schedule E.

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 80 kilowatt-hours, monthly consumption.....	3.8
Next 400 kilowatt-hours, monthly consumption.....	2.3
Electricity consumed monthly in excess of 480 kilowatt-hours.....	2.1

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

MINIMUM CHARGE

Seventy-five cents per month for each meter installed, but not less than \$1.50 for the period during which the service is furnished.

STANDARD RIDERS

Nos. 1 and 10.

PERIOD OF CONTRACT

One year. Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

COMMERCIAL SCHEDULE E

Available for low voltage electric service used for general lighting, power, industrial motors, battery charging, and other commercial purposes. Schedule E is available for primary service when modified by Rider 10 and for auxiliary service when modified by Rider 11.

ENERGY CHARGE

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 70 kilowatt-hours, monthly consumption.....	3.8
Next 380 kilowatt-hours, monthly consumption.....	2.2
Next 1,550 kilowatt-hours, monthly consumption.....	2.0
Next 23,000 kilowatt-hours, monthly consumption.....	1.2
Next 25,000 kilowatt-hours, monthly consumption.....	1.1
Next 150,000 kilowatt-hours, monthly consumption.....	.7
Excess of 200,000 kilowatt-hours, monthly consumption.....	.6

MINIMUM ENERGY CHARGE

Seventy-five cents per month for each meter installed, but not less than \$1.50 for the period during which the service is furnished.

DEMAND CHARGE

Rate

First 10 kilowatts of consumer's monthly maximum demand.	Included in the energy charge.
Next 15 kilowatts of consumer's monthly maximum demand.	\$1.75 per kilowatt.

The above rates are applied to the consumer's maximum demand which occurred during the billing month irrespective of the time of day at which it occurred, including the peak period.

Per kilowatt

First 75 kilowatts of consumer's monthly maximum peak period demand in excess of 25 kilowatts.....	\$1.75
Excess of 100 kilowatts of consumer's monthly maximum peak period demand	1.30

APPLICATION

Peak period demands are those occurring between the hours of 4:30 p. m. and 8:30 p. m. and the peak period demand rates are applied to the consumer's maximum peak period demand which occurred during the billing month, subject, in the case of peak period demands exceeding 25 kilowatts, to the provision:

(1) That the peak period demand used in computing the demand charges shall not be less than two-thirds of the highest peak period demand which occurred during the calendar months of November, December, January, and February, included in the 12-month period ending with the current billing month.

(2) That the peak period demand used in computing the demand charges during the months of March to October, inclusive, shall not be greater than the highest peak period demand which occurred during the previous months of November, December, January, and February, included in the 12-month period ending with the current billing month.

MINIMUM DEMAND CHARGE

The minimum monthly demand charge is 85 cents per kilowatt of the consumer's maximum demand in excess of 10 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 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 within the period from November to February, inclusive, the demand may at first be estimated and used as a basis for the demand charge until such time as the actual demands are obtained.

In case service is begun within the period from March to October, inclusive, the provision for peak period demand charges will not apply until the following November. The provision for a "minimum demand charge" will apply from the date when service is begun.

The peak period between the hours of 4:30 and 8:30 p. m. during the calendar months of November to February, inclusive, is 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.

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

STANDARD RIDERS

Nos. 1, 10, and 11.

PERIOD OF CONTRACT

One month. Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

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 normally is 3-phase, 60-cycle at 13,200 volts (nominal) but may be 3-phase, 25-cycle 6,600 or 13,200 volts (nominal) when available. This class of electric service is not "regulated" for lighting purposes.

ENERGY CHARGE

<i>Rate</i>	<i>Cents per kilowatt-hour</i>
First 15,000 kilowatt-hours, monthly consumption-----	1.1
Next 35,000 kilowatt-hours, monthly consumption-----	.9
Next 140,000 kilowatt-hours, monthly consumption-----	.6
Excess of 190,000 kilowatt-hours, monthly consumption-----	.5

DEMAND CHARGE

<i>Rate</i>	<i>Per kilowatt</i>
First 100 kilowatts of consumer's monthly maximum peak period demand_	\$1.50
Excess of 100 kilowatts of consumer's monthly maximum peak period demand-----	1.10

APPLICATION

Peak period demands are those occurring between the hours of 4:30 p. m. and 8:30 p. m. and the peak period demand rates are applied to the consumer's maximum peak period demand which occurred during the billing month, subject to the provision:

(1) That the peak period demand used in computing the demand charges shall not be less than two-thirds of the highest peak period demand which occurred during the calendar months of November, December, January, and February included in the 12-month period ending with the current billing month.

(2) That the peak period demand used in computing the demand charges during the months of March to October, inclusive, shall not be greater than the highest peak period demand which occurred during the previous months of November, December, January, and February included in the 12-month period ending with the current billing month.

MINIMUM DEMAND CHARGE FOR CONSUMERS WITH DEMANDS UP TO AND INCLUDING 3,800 KILOWATTS

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. 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.

MINIMUM CHARGE FOR CONSUMERS WITH MAXIMUM DEMAND IN EXCESS OF 3,800 KILOWATTS

In any month when the consumer's maximum demand exceeds 3,800 kilowatts, the minimum charge for the service is the amount computed at the rate of 0.5 cent per kilowatt-hour for the number of kilowatt-hours consumed and 75 cents per kilowatt of the monthly maximum demand.

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 within the period from November to February, inclusive, the maximum demands may at first be estimated and used as a basis for the demand charge until such time as the actual demands are obtained.

In case service is begun within the period from March to October, inclusive, the peak period demand charges will not be used in computing the demand charges until a peak period demand has been established in the following November.

The peak period between the hours of 4:30 and 8:30 p. m. during the calendar months of November to February, inclusive, is determined by the load conditions on the company's system.

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

STANDARD RIDERS

Nos. 1 and 11.

PERIOD OF CONTRACT

One year. Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

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 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.

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..	.005

The charge for monthly kilowatt-hour consumption in excess of 1,000,000 kilowatt-hours is subject to a discount amounting to 0.009 cents 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.

DEMAND CHARGE

[Monthly charges for peak-period demands]

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 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.

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.

PERIOD OF CONTRACT

One year. Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

STANDARD RIDERS

Nos. 1 and 11.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

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.

*Rate**Cents per
kilowatt-hour*

First 10 kilowatt-hours, monthly consumption-----	3.9
Electricity consumed monthly in excess of 10 kilowatt-hours-----	2.0

TIME FOR PAYMENT OF BILLS

The above rates apply when monthly bills are paid within 20 days from date of rendition. If the bills are not paid within 20 days from date of rendition, the rates of charge are 10 percent more than those stated above.

MINIMUM CHARGE

Fifty cents per month for each meter installed but not less than \$1.50 for the period during which the service is furnished.

STANDARD RIDER

No. 1.

PERIOD OF CONTRACT

Contract continues in force until either party gives to the other party 10 days' notice, in writing, of a desire to terminate the agreement.

GENERAL TERMS AND CONDITIONS

(See subsec. II.)

RIDERS

RIDER NO. 1—WEEKLY PAYMENT

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 thereof, except that the weekly demand charge under Schedule E, Schedule L, or Schedule P will be seven-thirtieths 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 period billing demand for the metered service is charged for each month at the rate of 37½ cents per kilowatt.

For service under Schedule E the number of kilowatts of the contract peak demand less the monthly peak period billing demand for the metered service is charged for each month at the rate of 50 cents per kilowatt with a minimum contract peak demand of 20 kilowatts.

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.

SUBSECTION II

GENERAL TERMS AND CONDITIONS WHICH ARE A PART OF THE AGREEMENT BETWEEN THE CONSUMER AND THE COMPANY FOR THE FURNISHING OF ELECTRIC SERVICE

1. The consumer agrees not to use the current for any purpose or for any additional equipment other than that provided for in this contract without first having notified the company in writing and having received the company's consent thereto. It is expressly understood and agreed that electric service furnished to the consumer shall be for the consumer's own use and may not be remetered (or submetered) by the consumer for the purpose of selling electric service to another or others.

2. The consumer shall be required to make a deposit unless the consumer establishes credit to the satisfaction of the company. The amount of the deposit required shall not exceed the estimated bill for 2 months' service, except that where such amount is less than \$5 the deposit shall be \$5.

3. The consumer authorizes and empowers the properly authorized agents of the company, at all reasonable hours, to have free access to the said premises for the purpose of examining, repairing, or removing meters, wires, and other material and appliances, furnished and installed at the company's expense, which appliances and apparatus are not sold under this contract, but are provided for the use of the consumer upon the considerations herein set forth, and are and shall remain the property of the company. The consumer agrees that the company's apparatus and appliances may be removed and the supply of electric current cut off whenever any bills for electric service are in arrears, or upon violation of any of the terms or conditions of this contract or of any other contract between the parties hereto, or for any just cause, and when so disconnected the cost of reconnecting the service, \$2, will be paid by the consumer before the service is restored.

4. The consumer agrees to provide space for and protect from injury the meters, wires, and all other appliances belonging to the company, in said premises, and further agrees that no one who is not an agent of the company, or otherwise lawfully entitled so to do, shall be permitted to inspect, remove, or tamper with said meters, wires, appliances, etc. Where it is found by the company that such meters, wires, appliances, etc., have been tampered with or any other means employed whereby the proper registration of the electricity consumed has been interfered with, it is expressly understood and agreed that the company reserves the right to discontinue the supply of electricity without notice where necessary and not to restore it until the improper condition has been corrected and a settlement made for the amount of electricity used but not metered.

5. It is expressly understood and agreed that the company does not guarantee a constant supply of electricity, and reserves the right to shut off the supply of electricity and disconnect its lines at any time for necessary repairs or extensions, and will not be liable for damages to the consumer for temporary failure to supply electricity to said premises.

6. The consumer agrees to provide at all times, at the consumer's own expense, apparatus and appliances to conform to the system or systems at any and all times operated by the company.

7. If the company by act of the consumer is prevented from making the connection and rendering service, there shall immediately become due and payable to the company from the consumer the amount expended by the company in preparation for connection to the consumer's premises, such amount to be stipulated damages and not penalty.

GENERAL INFORMATION

SERVICE CONNECTIONS (UNDERGROUND)

Where the service is to be supplied from underground mains, the company will furnish, install, and maintain the necessary service conductors without charge to the consumer, provided the point where the service enters the building is not over 100 feet from the boundary line of the consumer's property nearest to the company's mains. Where this distance is over 100 feet, the consumer will contribute toward the expense of the connection an amount equal to the cost of furnishing and installing the service conductors required for that part of the distance, between the boundary line of the consumer's property and the point where the service enters the building, which is in excess of 100 feet. The service conductors will terminate at a location approved by the company for the consumer's service control switch, this location to be as close as practicable to the point where the service conductors enter the building.

The service conduit, used for enclosing the service conductors, will be furnished, installed, and maintained by the company. Where the service mains are in the street or sidewalk, the consumer will contribute toward the expense of the conduit connection an amount equal to the cost of the conduit connection from the nearer curb or from the service mains, whichever is closer to the building to be supplied; where the service mains are in an alley, the consumer will contribute toward the expense of the conduit connection an amount equal to the cost of the conduit connection from the boundary line of the consumer's property; such contribution to be not less than \$5 in any instance. Where it is necessary to install a manhole on private property as a part of the service connection, the consumer will also contribute an amount equal to the cost of the manhole.

The company will own and control all the service connection equipment, including the service conduit.

Cost of underground conduit connections between the nearer curb or service mains and the building wall

Class of surface	1-way	2-way	Class of surface	1-way	2-way
	<i>Per foot</i>	<i>Per foot</i>		<i>Per foot</i>	<i>Per foot</i>
Asphalt block.....	\$1.85	\$2.15	Macadam.....	\$1.30	\$1.65
Brick.....	.60	.80	Sheet asphalt.....	1.25	1.60
Cement.....	1.05	1.25	Scoria block.....	1.00	1.40
Cobble.....	.95	1.20	Vitrified brick.....	1.95	1.25
Concrete.....	1.45	1.80	Wooden block.....	1.10	1.50
Dirt.....	.60	.90	\$1 per service connection added for cost of permits.		
Granite block.....	1.10	1.40			

NOTE.—If, for any reason, it is necessary or desirable to extend the conduit connection beyond the building wall, the consumer's contribution for that portion of the conduit connection inside the building will be its estimated cost.

SERVICE CONNECTIONS (OVERHEAD)

Where the service is to be supplied from overhead mains, the company will furnish, install, and maintain the necessary service conductors and supports without charge to the consumer, provided that the point of attachment of the service to the building is not over 100 feet from the boundary line of the consumer's property nearest to the company's mains. Where this distance is over 100 feet, the consumer will contribute toward the expense of the connection an amount equal to the cost of furnishing and installing the equipment required for that part of the distance between the boundary line of the consumer's property and the point of attachment which is in excess of 100 feet. The service conductors will terminate at a location approved by the company for the consumer's service control switch, this location to be as close as practicable to the point where the service conductors enter the building.

Where a service raceway is to be used for the service conductors, it shall be furnished, installed, and maintained by the consumer at his expense and shall conform to the requirements of the company.

The company will own and control all service conductors and supports but not service raceways.

SPECIAL UNDERGROUND CONNECTION FROM OVERHEAD MAINS

If electric service is to be furnished underground where normally it would be, or is, furnished overhead, the company will install and maintain a special underground connection from the nearest available source of supply to a point underground, within the street, alley, or highway, opposite or adjacent to the premises to be served, and the consumer will reimburse the company for the amount expended to provide such special connection to this point. In computing the amount to provide this special underground connection, an allowance of 40 cents per linear foot along the street, alley, or highway will be made, except where overhead mains are paralleled.

The regular underground service connection will be made from a special underground connection provided as above, under the terms stipulated in service connections (underground).

The company will own and control all the service connection equipment, including the service conduit.

SPECIAL OVERHEAD-UNDERGROUND SERVICE CONNECTION

Where the electric service is to be supplied by means of a special underground service connection from an overhead service connection on private property, the company will install and maintain such a special overhead-underground service connection from the junction with the overhead mains to the location of the consumer's service equipment or control switch, and the consumer will reimburse the company for the amount expended to provide such special connection less the allowances to which the consumer would be entitled for an overhead service connection in accordance with the provisions stipulated in service connections (overhead). An amount equal to the cost of the conductors down the terminal pole shall be allowed in lieu of the cost of the service entrance conductors normally furnished and installed by the company where a complete overhead service connection is made.

The company will own and control all the service connection equipment, including the service conduit.

EXTENSION OF SERVICE MAINS

When application is made for the extension of service mains to serve a premises with electricity, the company will extend its mains without cost to the applicant or applicants a distance of 35 feet in length per consumer to be connected for underground construction or 250 feet for overhead construction, provided such extension is sufficient to reach the premises.

In cases where these lengths are not sufficient to reach the premises, the company will make investigation along the route of the extension requested to ascertain the probable extent to which electricity will be used. Where, in the judgment of the company it is found that there will be sufficient use to justify the investment, the extension of the service mains will be made without cost to the applicant. Where, in the judgment of the company, it is found that the probable demand for service will not be sufficient to justify the company in making the entire extension free of cost to the applicant, the following procedure will be followed:

In cases where the lengths above mentioned are not sufficient to reach the premises, the company will make the entire extension, provided the applicant or applicants deposits/deposit with the company \$3.25 per linear foot for underground construction and 40 cents per foot for overhead construction for the length of the extension in excess of the free amount of extension. This deposit will bear no interest, but will be returned by the company to the depositor at the rate of \$114 in the case of underground construction, and \$100 in the case of overhead construction, for each additional consumer served from the extension for which said deposit has been made, or from any further extension from and connected to the extension covered by the deposit until the original principal amount of the deposit is returned, but in no event will the amount refunded exceed the amount of the original deposit.

The free allowances stated in the first paragraph under "Extension of service mains" do not apply in cases where, to serve the applicant's premises, the company must extend its mains from extensions on which there remain unrefunded deposits or portions of deposits. In such cases the allowance by the company of 35 feet per consumer, in case of underground construction, or 250 feet per con-

sumer, in case of overhead construction, is applied at the respective rates per foot of \$3.25 and 40 cents aforementioned, to refund of the existing deposit or deposits in the chronological order in which such deposits are made. Where refunds are to be made in accordance with the above to two or more parties having deposits on the same extension and made at the same time, the amounts of the aggregate refunds are at the rates hereinbefore stated, but the amount of each individual refund is in proportion to the amount each party has on deposit. After the deposit or deposits on an extension has/have been entirely refunded, no further refund or allowance will be made for further connections to, or extensions from, such an extension.

Where a conduit or pole line is in the street or other thoroughfare adjacent to the applicant's property, but where there are no cables or wires installed from which the kind or quantity of service required to serve the applicant can be furnished, an allowance will be made by the company of \$114 on the cost of the underground cable installation (being the cost of the free extension of 35 feet of underground construction), or an allowance of \$100 on the cost of overhead wire installation (being the cost of the free extension of 250 feet of overhead construction). In cases where the cost of the cable or overhead wire installation exceeds \$114 or \$100, respectively, the excess will be provided for by the applicant under the above provisions with like refunds or abatements for additional consumers served.

TEMPORARY SERVICE

Where it is necessary to establish a temporary service connection, the cost of the connection and removal of same, less the salvage value of the returned material, is charged to the consumer.

METERS

The company will furnish and install without expense to the consumer only as many meters as, in the judgment of the company, are necessary to properly measure the electricity supplied, and the consumer will be required to have the wiring in the premises arranged to accommodate the number of meters which the company deems necessary.

BILLING PERIOD

The consumer's meters are read as nearly as possible at regular intervals once a month, except in the case of consumers who are billed weekly; and the expressions "month" and "monthly" as used in the rate schedules refer to the average reading period, which is taken as 30 days. In computing bills of monthly consumers which cover service rendered for periods of less than 27 or more than 33 days, the "monthly" provisions of the respective rate schedules are applied pro rata on the basis of the ratio of the number of days covered by the bill to the 30-day average period. Billing of "weekly" consumers is in accordance with the specific provisions regarding weekly payments.

ADJUSTMENT OF BILLS

If the company's meter from any cause fails to register, a bill will be estimated on the basis of a special meter reading taken 30 days after the meter has been adjusted or, if necessary, replaced. The average daily consumption during the month immediately preceding the period for which the bill is to be rendered is computed, and the average daily consumption during the 30-day period after the meter has been adjusted or replaced is also computed, and the average of these two amounts is taken to be a fair estimate of the average daily consumption during the period which the estimated bill is to cover. This average amount is then taken as the basis for computing the bill.

Whenever any test of a meter made by the company or by the Commission shall show such meter to have an average error of more than 2 percent, the following provisions for the adjustment of bills shall be observed:

The error found shall be considered, for the purpose of this rule, to have existed for the 6 months preceding the test: *Provided, however,* That if the meter shall have been installed for a period of less than 6 months, or that the definite date of the beginning of such inaccuracy is known, then such date of installation, or known inaccuracy shall be taken as the date on which such meter shall have been presumed to be 100 percent accurate.

If the meter be found faster than allowable, the company shall make a refund to the consumer for the amount which shall have been charged in excess of that which would have been charged had the meter registered 100 percent accuracy, such refund to be computed upon the assumption that the meter was registering 100 percent prior to the beginning of the period of inaccuracy as defined in the preceding paragraph. The actual error of the meter, and not the difference between the allowable error and the error as found, shall be used as the basis for calculating the refund.

If the meter be found to under-register, the company may render a bill to the consumer concerned for the estimated consumption not covered by bills previously rendered during the period of inaccuracy as defined above.

SIGNATURES TO APPLICATIONS FOR SERVICE

When an application for electric service is to be signed, the signature must be that of the party or parties who will pay the bills, or a properly authorized agent, evidence of such authority being presented at the time the application is signed. If the applicant is a corporation, the title of the officer or agent signing the application must be stated beneath the signature. If the applicant is the owner of the premises to be supplied, the words "owner of premises" should be added beneath the signature.

SPECIAL REGULATIONS

In order to prevent interference with the proper operation of its system and as a precaution to the furnishing of satisfactory service to all of the consumers, the company has adopted certain rules with reference to the connection of equipment to its lines. The rules governing any specific kind of equipment will be explained to anyone on request. The company will not be liable for refusal to supply service unless it has been duly notified regarding the purpose for which the service is to be used and has given its written consent thereto.

DEMONSTRATION EQUIPMENT FURNISHED AT COMPANY'S EXPENSE

The company may at any time, at its option, with the consent of a consumer arrange, at the company's expense, to adapt any of the consumer's apparatus to the use of electricity, and the company may in such instances furnish such apparatus as may be necessary on the consumer's premises, the company retaining title thereto. Such installations shall be regarded as demonstration equipment for disseminating information as to the uses of electricity, and the company shall not be compelled to make any such installation for demonstration which the company may not think necessary or advisable.

SEC. 2. *Sliding scale arrangement.*—That rates to be charged by the Potomac Electric Power Co. shall be fixed in accordance with the following sliding scale:

(A) In order to ascertain the rate of return during any 12-month period, a rate base of the property of the Potomac Electric Power Co., used and useful in the public service, shall be used which shall be determined by taking the last value ascertained, prior to the beginning of said period, adding thereto the net additions and betterments up to the beginning of said period; and then adding thereto the net additions and betterments during said period, undepreciated, but weighted. That is to say that the same formula heretofore used shall be continued in ascertaining the rate base.

(B) On the depreciation reserve, \$14,098,927.70 as of December 31, 1939, plus accretions thereto, interest will be accrued monthly at the rate of 4 percent per year and treated as an accretion to the reserve, lessening the amount of depreciation to be included each month as an expense of operation. Depreciation is to be based upon a modified straight-line basis described in the method below:

When the depreciation reserve is below 15 percent of the rate base for property indicated above, plus additions, the following rate applies—2.3 percent of said rate base.

When the depreciation reserve is 15 percent of the said rate base, but less than 16 percent of said rate base, the following rate applies—2.1 percent of said rate base.

When the depreciation reserve is 16 percent of the said rate base, but less than 17 percent of said rate base, the following rate applies—1.9 percent of said rate base.

When the depreciation reserve is 17 percent of the said rate base, but less than 18 percent of said rate base, the following rate applies—1.7 percent of said rate base.

When the depreciation reserve is 18 percent of the said rate base, but less than 19 percent of said rate base, the following rate applies—1.5 percent of said rate base.

When the depreciation reserve is 19 percent of the said rate base, but less than 20 percent of said rate base, the following rate applies—1.3 percent of said rate base.

Thereafter the accretions of the depreciation reserve shall be such as not to make the total of said reserve in excess of 20 percent of the rate base for the property as stated above, plus additions.

(C) If the rates hereafter yield more than 6 percent in any 12-month period on the rate base for that period, determined as aforesaid, the excess over and above the said 6 percent shall be used in a reduction of rates to be charged the public for electric service thereafter as follows:

If the amount earned is more than 6 percent and not more than $7\frac{1}{4}$ percent of the rate base, rates for the following 12 months, based on the business done during the 12 months in which such excess occurred, shall be so adjusted that the gross receipts of the company shall be reduced by 50 percent of such excess; if the amount of return is in excess of $7\frac{1}{4}$ percent and not more than 8 percent, an additional amount of 60 percent of the said excess over $7\frac{1}{4}$ percent shall be used for the reduction of rates; if the amount earned is in excess of 8 percent a further additional amount of 75 percent of the excess over 8 percent shall be used in like manner for the reduction of rates.

(D) If the rate of return for any 2 consecutive years falls below $5\frac{3}{4}$ percent of the rate base for each of the 2 said years, or if the rate of return for any consecutive 12-month period falls below $5\frac{1}{2}$ percent of the rate base for the same period, the Commission shall promptly increase rates, in a manner similar to that prescribed above for a reduction of rates, so as to yield as nearly as may be 6 percent upon the rate base as of the date of the order effecting such changes in rates.

WASHINGTON GAS LIGHT CO.

On January 5, 1940, order No. 1844, 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, 1940. Hearing was held on August 21, 1940.

The Commission found the amount of \$106,892.25 to be reflected in reduction of rates for the year beginning September 1, 1940. Order No. 1921, August 23, 1940, was issued.

Gas rates in effect from 1914 to 1937, both inclusive, were printed in the annual report for 1937 (appendix C). Rates fixed by orders Nos. 1711 and 1813, August 15, 1938, and August 11, 1939, were printed in the annual reports for 1938 and 1939. Rates effective September 1, 1940, contained in order No. 1921, follow:

SCHEDULE A—GENERAL DOMESTIC SERVICE RATE

AVAILABILITY

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

Rate

	<i>Net</i>	<i>Gross</i>
First 800 cubic feet or less per month----	\$0.75	\$0.83
Next 1,700 cubic feet per month-----	8.0¢ per 100 cu. ft.	8.8¢ per 100 cu. ft.
Next 3,500 cubic feet per month-----	7.0¢ per 100 cu. ft.	7.5¢ per 100 cu. ft.
Excess over 6,000 cubic feet per month---	6.1¢ per 100 cu. ft.	6.3¢ per 100 cu. ft.

NET RATE AND GROSS RATE

Net rates apply when monthly bills are paid within 20 days from date of rendition. If payment is made after the 20-day period gross rates shall apply.

SPECIAL TERMS AND CONDITIONS OF SERVICE

The application of this rate is subject to the general service provisions of the company as they may be in effect from time to time, and as approved by the Public Utilities Commission of the District of Columbia.

SCHEDULE C—COMMERCIAL AND INDUSTRIAL SERVICE RATE

AVAILABILITY

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

Rate

	<i>Net</i>	<i>Gross</i>
First 900 cubic feet or less per month---	\$0.75	\$0.83
Next 4,100 cubic feet per month-----	7.9¢ per 100 cu. ft.	8.5¢ per 100 cu. ft.
Next 95,000 cubic feet per month-----	6.0¢ per 100 cu. ft.	6.3¢ per 100 cu. ft.
Next 900,000 cubic feet per month-----	5.0¢ per 100 cu. ft.	5.1¢ per 100 cu. ft.
Excess over 1,000,000 cubic feet per month-----	4.5¢ per 100 cu. ft.	4.5¢ per 100 cu. ft.

MINIMUM BILL

The minimum monthly bill per meter per month shall be the charge for the first 900 cubic feet or less.

NET RATE AND GROSS RATE

Net rates apply when monthly bills are paid within 20 days from date of rendition. If payment is made after the 20-day period gross rates shall apply.

SPECIAL TERMS AND CONDITIONS OF SERVICE

The application of this rate is subject to the general service provisions of the company as they may be in effect from time to time, and as approved by the Public Utilities Commission of the District of Columbia.

SCHEDULE E—SEASONAL OFF-PEAK RATE

AVAILABILITY

This rate is available for water heating, air cooling, air conditioning, and generation of steam or 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, for the use of gas to which this schedule applies, during the months when the company experiences maximum load conditions.

<i>Consumption Charge</i>	<i>Rate</i>	
	<i>Net</i>	<i>Gross</i>
First 25,000 cubic feet per month-----	5.9¢ per 100 cu. ft.	6.3¢ per 100 cu. ft.
Excess over 25,000 cubic feet per month-	3.7¢ per 100 cu. ft.	3.9¢ per 100 cu. ft.
<i>Maximum Use Charge</i>		
Payable in December, January, and February only if consumption ex- ceeds 25 percent of average monthly summer use.	\$3.65 per 100 cu. ft. of maximum hourly use.	\$3.85 per 100 cu. ft. of maximum hourly use.
Payable in November and March only if consumption exceeds 50 percent of average monthly summer use.	\$2.75 per 100 cu. ft. of maximum hourly use.	\$2.85 per 100 cu. ft. of maximum hourly use.

MINIMUM BILL

The minimum bill for the months May to September, inclusive, will be the bill at the above consumption charge for 25,000 cubic feet per month. For the months October to April, inclusive, there will be no minimum bill.

NET RATE AND GROSS RATE

Net rates apply when monthly bills are paid within 20 days from date of rendition. If payment is made after the 20-day period gross rates shall apply.

DETERMINATION OF MAXIMUM HOURLY RATE OF USE

The "Maximum hourly rate of use" shall be determined by the manufacturer's rating of the burners in the equipment expressed in cubic feet per hour, or by meter tests made during assumed maximum conditions of operation of the equipment with due consideration being given to the effect upon system peak load. For application to this schedule increments of 10 cubic feet per hour shall be used. The customer shall be notified as to his "Maximum hourly rate of use" when it has been determined.

SPECIAL TERMS AND CONDITIONS OF SERVICE

1. The application of this rate is subject to the general service provisions of the company as they may be in effect from time to time, and as approved by the Public Utilities Commission of the District of Columbia.

2. Service under this rate will be rendered only under contract for a 1-year period from the date service is instituted unless other arrangements are made.

3. The term "Average monthly summer use" as used herein shall mean the average monthly consumption during the period May to September, inclusive, for the immediately preceding summer season. In case service hereunder is instituted at a time when such average will not be completely available for application during the ensuing winter period, then the "Average monthly summer use" will be estimated until actual data are available.

4. Reference to months in the foregoing schedule means the billing period of approximately 30 days which ends in the calendar month cited. For example, the period referred to as November is the regular meter reading interval ending on any day in the calendar month of November.

SCHEDULE F—WHOLESALE APARTMENT HOUSE SERVICE RATE

AVAILABILITY

This rate is available for all domestic uses, except space heating, in apartment houses or equivalent group dwelling projects of 4 units 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 cu. ft.	8.8¢ per 100 cu. ft.
Next 5,000 cubic feet per month-----	7.0¢	per 100 cu. ft.	7.5¢ per 100 cu. ft.
Next 190,000 cubic feet per month---	6.0¢	per 100 cu. ft.	6.2¢ per 100 cu. ft.
Excess over 200,000 cubic feet per month-----	5.0¢	per 100 cu. ft.	5.1¢ per 100 cu. ft.

MINIMUM BILL

The minimum monthly bill shall be \$0.65 per housing unit per month.

NET RATE AND GROSS RATE

Net rates apply when monthly bills are paid within 20 days from date of rendition. If payment is made after the 20-day period gross rates shall apply.

SPECIAL TERMS AND CONDITIONS OF SERVICE

1. The application of this rate is subject to the general service provisions of the company as they may be in effect from time to time, and as approved by the Public Utilities Commission of the District of Columbia.
2. Service will be supplied through only one meter for the entire gas requirements of all domestic tenants, but not including any business place, restaurant, or lunch room, which must be supplied through a separate meter and as a separate account.
3. The service will be carried as a single account with the landlord or his authorized agent, and only one bill will be rendered each month.
4. Under no conditions will service be rendered under any agreement whereby the customer or his tenants resell the gas either within or without his premises nor under any conditions by which gas is transmitted outside the premises under contract.
5. Service under this rate will be rendered only under a contract for 1-year period from date the service is instituted unless other arrangements are made.

TAXICAB

By order No. 1765, March 20, 1939, the following taxicab zones and rates and regulations applicable thereto were authorized. The rates contained therein had not been changed at the close of the year 1940.

ZONES

Zone No. 1. Area embraced within the following boundary—Twenty-second Street west between Constitution Avenue and Florida Avenue, Florida Avenue (including short section of Ninth Street west in line of Florida Avenue) between Twenty-second Street west and Eighth Street east, Eighth Street east between Florida Avenue and D Street south, D Street south between Eighth Street east and Fourteenth Street west, Fourteenth Street west between D Street south and Maine Avenue, driveway north of the Tidal Basin between Fourteenth Street west and Seventeenth Street west, Seventeenth Street west between the said driveway and Constitution Avenue, Constitution Avenue between Seventeenth Street west and Twenty-second Street west.

Zone No. 2. Area adjacent to Zone 1 embraced within the following boundary—First roadway south of and paralleling the Lincoln Memorial reflecting pool between the north end of the Tidal Basin and Riverside Drive, Riverside Drive and the north line of the Potomac River between the said roadway and Thirty-seventh Street west, Thirty-seventh Street west between the north line of the Potomac River and Wisconsin Avenue, Wisconsin Avenue between Thirty-seventh Street west and Macomb Street, Macomb Street between Wisconsin Avenue and Connecticut Avenue and a line along Macomb Street extended to Klinge Road, Klinge Road between said line and Beach Drive, Beach Drive between Klinge Road and Blagden Avenue, Blagden Avenue between Beach Drive and Decatur Street, Decatur Street between Blagden Avenue

and Third Street west, Third Street west between Decatur Street and Allison Street, Allison Street between Third Street west and Rock Creek Cemetery, along boundary of Rock Creek Cemetery to Rock Creek Church Road, Rock Creek Church Road between Rock Creek Cemetery and Third Street west, a north and south line through Soldiers' Home Grounds from Third Street west and Rock Creek Church Road to First Street west and Michigan Avenue, Michigan Avenue between First Street west and Franklin Street, Franklin Street between Michigan Avenue and Lincoln Road, Lincoln Road and a line in extension thereof from Franklin Street to Seventh Street east and Jackson Street, Jackson Street between Seventh Street east and Twelfth Street east, Twelfth Street east between Jackson Street and Mount Olivet Road, Mount Olivet Road between Twelfth Street east and Holbrook Street, Holbrook Street between Mount Olivet Road and Florida Avenue, Florida Avenue and H Street between Holbrook Street and Fifteenth Street east, Fifteenth Street east between H Street north and M Street south, M Street south between Fifteenth Street east and New Jersey Avenue, New Jersey Avenue between M Street south and N Place, N Place between New Jersey Avenue and First Street east, First Street east between N Place and P Street south, P Street south between First Street east and Maine Avenue, Maine Avenue between P Street south and Fourteenth Street west.

Zone No. 3. Area adjacent to Zone 2 embraced within the following boundary, and a small area in West Potomac Park—North line of Potomac River and Canal Road between Thirty-seventh Street west and Foxhall Road, Foxhall Road between Canal Road and Nebraska Avenue, Nebraska Avenue between Foxhall Road and Albemarle Street, Albemarle Street between Nebraska Avenue and Broad Branch Road, along west boundary of Rock Creek Park via Broad Branch Road and Twenty-seventh Street west between Albemarle Street and Military Road, Military Road between Twenty-seventh Street west and Sixteenth Street west, Sixteenth Street west between Military Road and Alaska Avenue, Alaska Avenue between Sixteenth Street west and Fern Street, Fern Street between Alaska Avenue and Georgia Avenue, Georgia Avenue between Fern Street and Butternut Street, Butternut Street between Georgia Avenue and Blair Road, Blair Road between Butternut Street and North Dakota Avenue, North Dakota Avenue and South Dakota Avenue between Blair Road and Bladensburg Road, Bladensburg Road between South Dakota Avenue and R Street north, thence a north and south line from Bladensburg Road and R Street north to Benning Road and Twentieth Street east, Benning Road between Twentieth Street east and Minnesota Avenue, Minnesota Avenue and Anacostia Road between Benning Road and Good Hope Road, Good Hope Road between Minnesota Avenue and Sixteenth Street east, Sixteenth Street east between Good Hope Road and W Street south, W Street south between Sixteenth Street east and the south line of Anacostia Park, south line of Anacostia Park and Anacostia Bridge between W Street south and the north line of the Anacostia River, north line of the Anacostia River and east line of Washington Channel between Anacostia Bridge and P Street south.

Area adjacent to the Tidal Basin and Washington Channel on the north side of the Potomac River, south of the boundaries of Zones 1 and 2 and extending southward to include tourist camp and golf links in East Potomac Park.

Zone No. 4. Outlying areas of the District of Columbia outside of Zone 3, including East Potomac Park south of the golf course.

Zones shall extend to both sides of boundary streets.

The rate card appended to this order and marked "Appendix A" is hereby approved and a similar card shall be posted in each taxicab licensed to operate within the District of Columbia, as required by paragraph B, section 5 of Order No. 1059 as amended. The owner of each taxicab shall insert on the card the number of the tags issued for the cab.

ZONE RATES

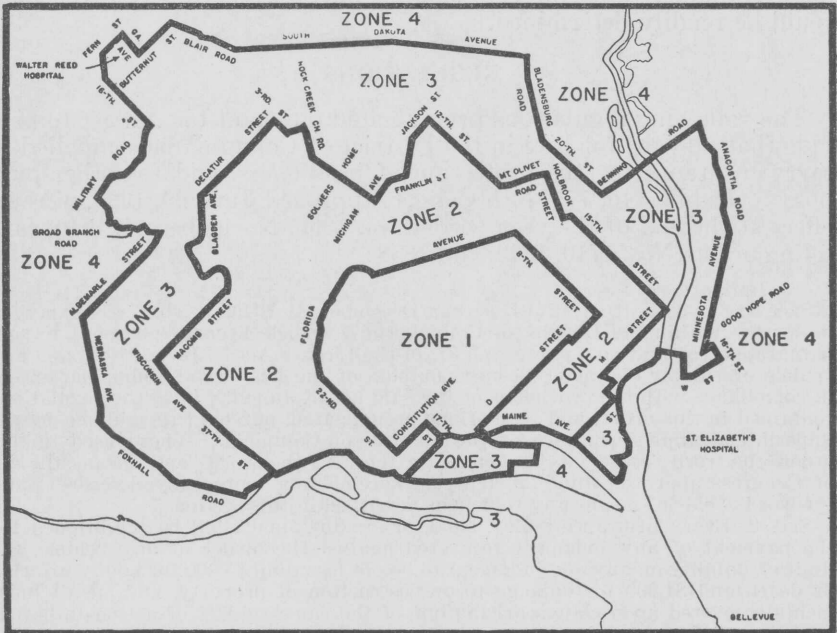
1. A trip confined to one zone, 20 cents.
2. A trip from Zone 1 to Zone 2, and vice versa, 40 cents.
3. A trip from Zone 1 to Zone 3, and vice versa, 60 cents.
4. A trip from Zone 1 to Zone 4, and vice versa, 80 cents.
5. A trip from Zone 2 to Zone 3, and vice versa, 40 cents.
6. A trip from Zone 2 to Zone 4, and vice versa, 60 cents.
7. A trip from Zone 3 to Zone 4, and vice versa, 40 cents.
8. A trip between two points in any zone and passing through one different zone, including a trip between two points in Zone 2 and passing through Zone 1, 40 cents.
9. A trip from Zone 2 to Zone 3, and vice versa, and passing through Zones 1 and 2, 60 cents.
10. A trip from Zone 2 to Zone 4, and vice versa, and passing through Zones 1, 2, and 3, 80 cents.
11. A trip between two points in Zone 3 and passing through Zones 1 and 2, 80 cents.
12. A trip from Zone 3 to Zone 4, and vice versa, and passing through Zones 1, 2, and 3, \$1.00.
13. A trip from Zone 3 to Zone 4, and vice versa, and passing through Zones 2 and 3, 60 cents.
14. A trip between two points in Zone 4 and passing through Zones 1, 2, and 3, \$1.20.
15. A trip from Zone 4 to Zone 4 and passing through Zones 2 and 3, 80 cents.
16. Trips shall be made via the most direct routes usually taken by vehicular traffic generally.

ADDITIONAL CHARGES

- Personal service charge, 25 cents.
- Each trunk, 50 cents.
- Hand baggage in excess of two pieces, 10 cents each piece.
- Waiting time, 10 cents each 5 minutes.
- Hourly rate, \$2.00.
- Passengers in excess of two, including children, except babies in arms, 10 cents each passenger per trip.
- Each stop over 5 blocks off direct route, 20 cents.
- Each stop on direct route or 5 blocks or less off direct route, 10 cents.
- Dismissal of cab without use after call by telephone, 20 cents.

APPENDIX A

Passengers in excess of 2, including children, except babies in arms, 10 cents each passenger per trip



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. Engineering and accounting studies were made during 1940 for the purpose of keeping the inventory and other data up-to-date.

In its investigation of rates of the Potomac Electric Power Co., based upon operations during 1939, the Commission, in its order No. 1851, February 3, 1940, found the rate base (weighted), under the sliding-scale arrangement, as of December 31, 1939, to be \$80,974,758.74.

A rate base of \$25,218,909.40 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, 1940, was stated in order No. 1921, August 23, 1940.

By order No. 1971, December 5, 1940, the Commission ordered a valuation of The Chesapeake & Potomac Telephone Co. The study involves an engineering and accounting investigation for the purpose of obtaining necessary and pertinent data relating to the value of the property used and useful in furnishing telephone service in the District of Columbia.

During the year the Commission continued its program for the purpose of having the inventory and original cost of each utility currently complete. As stated in the annual report for 1937, with such data available, value for rate-making purposes as of any given date could be readily determined.

REGULATIONS

The following regulations promulgated pursuant to "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.), approved June 29, 1938, were in effect at the end of the year (order No. 1966, November 14, 1940, canceling orders Nos. 1710, 1819, and 1838:

It is ordered:

SEC. 1. On and after 12:01 a. m., December 1, 1940, 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 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 8 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:

		Vehicles	
		(Less than 8 Passengers)	(8 Passengers or More)
Number	Amount	Number	Amount
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 and signed by the insured, 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.

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.

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-by-6-inch form approved by the Commission. Five days' notice of cancellation shall be given for nonpayment of premium; and 20 days' notice shall be given when cancellation occurs for any other reason. Cancellation shall be effective at 12 midnight on the fifth day following the date of receipt by the Commission of notice of cancellation for nonpayment of premium, and at 12 midnight on the twentieth day following the date for receipt by the Commission of notice of cancellation for any other reason.

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 10 days' notice of such cancellation shall be given to the Commission. Such notice shall be effective at midnight on the tenth 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.

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-by-6-inch 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.

Except as hereinafter provided, no vehicles subject to the act 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 Sunday. 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. In lieu of such weekly stickers, insurance identification cards issued by the Commission may be carried in out-of-town vehicles, other than taxicabs, subject to the act. Such cards shall be signed by the executive secretary or other official designated by the Commission and shall bear the seal of the Commission, and shall be issued for periods expiring on December 31 of each year. In the event of cancellation of insurance before expiration date of insurance identification cards, the cards shall be returned to the Commission.

No insurance company or bonding company shall issue an insurance sticker for any vehicle unless and until a certificate of insurance issued by such insurance company or bonding company for such vehicle is signed by the insured and on file with the Commission. No organization maintaining a sinking

fund shall issue an insurance sticker for any vehicle unless and until such organization has on file with the Commission a certification that such vehicle is covered by such sinking fund.

No insurance company, bonding company, or organization maintaining a sinking fund shall issue an insurance sticker for any unlicensed vehicle.

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, except where required by public authority of another jurisdiction.

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 fifth 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 since orders Nos. 1710, 1819, and 1838 are hereby superseded, they be, and the same hereby are, canceled.

SEC. 11. That this order take effect 12:01 a.m., December 1, 1940.

By order No. 1968, November 18, 1940, the Commission further amended section 28 (B) of order No. 1059, as amended by order No. 1187, by adding the following new paragraph, effective November 30, 1940:

"(h) An association or owner of a fleet of 20 or more taxicabs may, upon application and approval by the Commission, equip taxicabs with a cruising light designed to distinguish taxicabs of the said association or fleet. Applications for approval of such distinct cruising lights shall describe the light in reasonable detail and contain a drawing or picture thereof. No driver of a public vehicle for hire not a member of such association or fleet shall operate such vehicle equipped with a cruising light which has been approved by the Commission for the use of such association or fleet, or of such design or similarity thereto as will confuse or mislead, or will tend to confuse or mislead, a prospective passenger."

By order No. 1979, December 12, 1940, the Commission canceled order No. 1534 and issued the following new regulations covering accident reports, effective January 1, 1941:

SEC. 1. That every public utility operating in the District of Columbia, and subject to the jurisdiction of this Commission, 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 upon its premises, or directly or indirectly arising from or connected with the maintenance or operation of such utility. 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 shall be filed with the Commission on forms furnished by it within 3 days of occurrence of each such accident.

SEC. 2. That every public utility operating in the District of Columbia, and subject to the jurisdiction of this Commission shall file with the Commission before the tenth day of each month a monthly summary of the accidents which occurred on, or in connection with the operation or use of, its, his, or their property, vehicle, or vehicles during the next preceding month and which resulted in personal injury or death, the said summary to be given on forms furnished by the Commission. Accidents resulting in death within 1 week of the occurrence shall be classified as fatal accidents and so entered on monthly reports.

SEC. 3. Unless immediate release is given by the Commission or its authorized representative, every streetcar or bus involved in an accident causing serious personal injury or death shall be taken out of service immediately and held for examination by the Commission or its authorized representative. No repairs or adjustments shall be made on any such equipment without permission from the Commission or its authorized representative. No equipment involved in such an accident, and not released by the Commission or its authorized representative, shall be restored to service until such restoration is authorized by the Commission or its authorized representative.

SEC. 4. Every street railway company and bus operator covered by section 2 of this order shall submit to the Commission within 3 days a detailed report of accidents, collisions, and derailments in which no persons are injured or killed, forms for the purpose to be furnished by the Commission. The provisions of section 3 shall also be applicable to any streetcar or bus involved in an accident, collision, or derailment in which no person is injured or killed, which renders such car or bus unfit or unsafe for operation in its intended service.

SEC. 5. Any public utility violating any of the provisions of this order shall be subject to the penalties prescribed by law.

SEC. 6. That order No. 1534 and all other orders or parts of orders heretofore issued relative to the matters embodied in this order be, and they are, rescinded and annulled as of the effective date of this order.

SEC. 7. That this order take effect Wednesday, January 1, 1941.

SERVICE

CAPITAL TRANSIT CO.

During the year the Capital Transit Co. was authorized to purchase the following new equipment:

- 35 streetcars of the Presidents' Conference Committee type.
- 77 White model 788 40-passenger busses.
- 2 White model 788-6 41-passenger busses.
- 25 Mack model CM 40-passenger busses.
- 33 Ford Union City model 09-B 27-passenger busses.
- 5 ACF model H-16-S 41-passenger busses.
- 25 Twin Coach model 41-G 41-passenger busses.
- 10 Twin Coach model 41-RL 41-passenger busses.

The principal track changes during the year were:

Removal of cross-over in Rhode Island Avenue NE., east of Mills Avenue. (Order No. 1868, March 14, 1940.)

Construction of streetcar tracks in Independence Avenue between First and Seventh Streets, in Third Street between Independence Avenue and D Street, in D Street between Second and Third Streets, and in Second Street between D Street and Independence Avenue, with necessary wye and branch-off in Southwest Mall area. (Order No. 1903, July 23, 1940.)

Construction of single overhead trolley type eastbound track, overhead line and poles, on Butternut Street extending from the present eastbound track on Butternut Street at Fourth Street to approximately 165 feet east of the east curb of Fourth Street.

Construction of an overhead trolley type switch and curve track, overhead line and poles connecting the above track extension east of Fourth Street on

Butternut Street to the present northbound track on Fourth Street. (Order No. 1984, December 20, 1940.)

Abolishment of present overhead trolley type curve track and overhead line in the intersection of Fourth and Butternut Streets, connecting the present eastbound and northbound tracks.

In order to provide temporary transportation service for the workers in the new Government buildings in the Southwest Mall and until construction of street railway facilities is completed, the Commission, in order No. 1953, October 22, 1940, directed the Capital Transit Co. to operate sufficient service over the following route to serve in a reasonable manner the demand for such service.

North on Third Street from Virginia Avenue to D Street, west on D Street to Fourth Street, north on Fourth Street and John Marshall Place to C Street, west on C Street to Sixth Street, north on Sixth Street to Indiana Avenue, east on Indiana Avenue to Third Street, south on Third Street to C Street, west on C Street to John Marshall Place, south on John Marshall Place and Fourth Street to Virginia Avenue, east on Virginia Avenue to Third Street: *Provided*, That during afternoon rush hours the southbound route between Third Street and C Street and Fourth Street and Maryland Avenue shall be south on Third Street from C Street to Maryland Avenue, and west on Maryland Avenue to Fourth Street.

By order No. 1958, October 25, 1940, streetcar routes of the Capital Transit Co. were revised, and order No. 1378 was amended and orders Nos. 1816, 1820, 1853, and 1951 canceled. The order follows:

SEC. 1. That section 2 of order No. 1378 be and it is amended to read as follows:

SEC. 2. That the Capital Transit Co. shall operate street cars in base-day service over the following routes:

A. Rosslyn-Benning Lines

(a) Rosslyn to District Line at Kenilworth and to cross-overs on Benning Road east of Fifteenth Street: Key Bridge, M Street, Pennsylvania Avenue, Washington Circle, Pennsylvania Avenue, New York Avenue, K Street, Massachusetts Avenue, H Street, Benning Road, and Kenilworth Avenue (Kenilworth); Key Bridge, M Street, Pennsylvania Avenue, Washington Circle, Pennsylvania Avenue, New York Avenue, K Street, Massachusetts Avenue, H Street, and Benning Road.

(b) Fifteenth Street and New York Avenue NW., to District Line at Seat Pleasant: New York Avenue, K Street, Massachusetts Avenue, H Street, Benning Road, Kenilworth Avenue, Deane Avenue, and company right-of-way.

B. Cabin John Lines

(a) Cabin John to Union Station Plaza: Company right-of-way, Prospect Street, Thirty-fifth and O Streets (eastbound), P and Thirty-sixth Streets (westbound), Wisconsin Avenue, M Street, Pennsylvania Avenue, Washington Circle, Pennsylvania Avenue, Fifteenth Street, Pennsylvania Avenue, First Street west, C Street north, First Street east, and Union Station Plaza.

(b) Thirty-sixth and Prospect Streets to Union Station Plaza: Short run on route B (a).

C. Tenleytown-Commodore Barney Circle Line

(a) District Line at Wisconsin Avenue to Commodore Barney Circle: Wisconsin Avenue, M Street, Pennsylvania Avenue, Washington Circle, Pennsylvania Avenue, Fifteenth Street, Pennsylvania Avenue, Seventh Street west, Independence Avenue, B Street, Pennsylvania Avenue, Commodore Barney Circle.

D. North Capitol Street Lines

(a) Potomac Park to Twelfth and Randolph Streets NE. (Brookland): Loop via Pennsylvania Avenue NW., Nineteenth Street, Virginia Avenue and Eighteenth Street, thence via Pennsylvania Avenue, Fifteenth Street, G Street, Massa-

chusetts Avenue, North Capitol Street, Michigan Avenue, Monroe Street, and Twelfth Street.

(b) Potomac Park to Catholic University: Short run on route D (a) terminating at Fourth Street and Michigan Avenue.

E. U Street Lines

(a) Calvert Street Loop to Navy Yard via New Jersey Avenue: Calvert Street, Eighteenth Street, U Street, Florida Avenue, New Jersey Avenue, Massachusetts Avenue, Union Station Plaza, First Street east, B Street south, Pennsylvania Avenue, Eighth Street east, L Street south, Seventh Street, M Street, and Eighth Street.

(b) Calvert Street Loop to Navy Yard via Florida Avenue: Same as route E (a) to the intersection of Florida and New Jersey Avenues, thence via Florida Avenue, Eighth Street east, L Street south, Seventh Street, M Street and Eighth Street.

F. Mount Pleasant Lines

(a) Seventeenth Street and Park Road to Thirteenth and D Streets NE.: Mount Pleasant Street, Columbia Road, Connecticut Avenue, Dupont Circle, Connecticut Avenue, Seventeenth Street, H Street, Fourteenth Street, F Street, Fifth Street, G Street, Massachusetts Avenue, Union Station Plaza, Massachusetts Avenue, D Street (eastbound), and Thirteenth Street, C Street, Sixth Street, and Stanton Square (westbound).

(b) Seventeenth Street and Park Road to Fifteenth and East Capitol Streets: Mount Pleasant Street, Columbia Road, Connecticut Avenue, Dupont Circle, Connecticut Avenue, Seventeenth Street, H Street, Fourteenth Street, F Street, Fifth Street, Indiana Avenue (eastbound), New Jersey Avenue, D Street, and Indiana Avenue (westbound), C Street, First Street east, East Capitol Street, Eleventh Street, East Capitol Street, Thirteenth Street, East Capitol Street, Fifteenth Street car station, and Fourteenth Street.

(c) Seventeenth Street and Park Road to Second Street and Indiana Avenue: Mount Pleasant Street, Columbia Road, Connecticut Avenue, Dupont Circle, Connecticut Avenue, Seventeenth Street, H Street, Fourteenth Street, F Street, Fifth Street, Indiana Avenue (eastbound), Second Street, and D Street and Indiana Avenue (westbound).

G. Fourteenth Street Lines

(a) Fourteenth Street and Colorado Avenue to Navy Yard: Fourteenth Street, Pennsylvania Avenue, First Street west, Independence Avenue, B Street, Pennsylvania Avenue, Eighth Street east, L Street south, Seventh Street, M Street, and Eighth Street.

(b) Fourteenth Street and Colorado Avenue to loop at Sixth and C Streets NE.: Short run on route G (a).

(c) Fourteenth and Decatur Streets to loop at Sixth and C Streets NE.: Short run on route G (a).

(d) Fourteenth and Decatur Streets to Bureau of Engraving and Printing: Fourteenth Street and Maine Avenue.

H. Eleventh Street Line

(a) Eleventh and Monroe Streets NW., to loop at Sixth and C Streets NW.: Eleventh Street, E Street (southbound), G Street (northbound), Ninth Street, Pennsylvania Avenue, (Little) Seventh Street, C Street, Sixth Street, and Pennsylvania Avenue.

I. Georgia Avenue-Seventh Street Lines

(a) Eastern Avenue Loop to Southwest Federal Triangle: Eastern Avenue, Georgia Avenue, Seventh Street, Independence Avenue, to loop over Third Street west, D Street south, Second Street west, and Independence Avenue, week days only.

(aa) Short run on route (a) (above) to loop on Seventh Street north of Pennsylvania Avenue on Sundays and holidays.

(b) Fourth and Cedar Streets NW., to Seventh Street-Pennsylvania Avenue Loop; Fourth Street, Butternut Street, Georgia Avenue, Seventh Street to loop north of Pennsylvania Avenue.

(c) Brightwood to wharves: Georgia Avenue, Seventh Street, Maine Avenue, P Street and Fourth Street.

(d) Soldiers' Home to wharves: Upshur Street, Georgia Avenue, Seventh Street, Maine Avenue, P Street, and Fourth Street.

J. Maryland Line

(a) Loop via Pennsylvania Avenue NW., Nineteenth Street, F Street, and Eighteenth Street, thence via Pennsylvania Avenue, Fifteenth Street, G Street, Fifth Street, New York Avenue, Eckington Place, R Street, Third Street (northbound), Second Street (southbound), T Street, Fourth Street, and Rhode Island Avenue.

SEC. 2. That orders Nos. 1816, 1820, 1853, and 1951 be and they are superseded and canceled by this order.

SEC. 3. That this order take effect when tracks in the Southwest Federal Triangle are ready for operation.

By order No. 1902, July 17, 1940, the Commission amended section 15 of order No. 188 to read as follows:

(15) Each electric railway operating in the District of Columbia shall submit periodically traffic reports of service rendered at specified observation points during the following three periods:

Spring, not more than 3 months, terminating June 10;

Summer, not more than 3 months, terminating September 10;

Fall, not more than 3 months, terminating December 10.

These reports shall cover the service rendered at each such observation point in specified directions and during specified periods of 3 consecutive days. In interpreting "3 consecutive days," periods and days specifically excluded from the application of the standards, as stated in paragraph 11 hereof, will be omitted. These reports shall be submitted within 20 days after readings are taken.

By order No. 1901, July 17, 1940, section 7 of order No. 783 was amended to read as follows:

(7) Each motorbus line operating within the District of Columbia shall submit periodically traffic reports of service rendered at specified observation points during the following three periods:

Spring, not more than 3 months, terminating June 10;

Summer, not more than 3 months, terminating September 10;

Fall, not more than 3 months, terminating December 10.

These reports shall cover the service rendered at each such observation point in specified directions and during specified periods over 3 consecutive days. These reports shall be submitted within 20 days after readings are taken.

SECURITIES

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. 1852

FEBRUARY 5, 1940.

IN THE MATTER OF APPLICATION OF THE CAPITAL TRANSIT COMPANY FOR AUTHORITY TO EXECUTE A "PURCHASE MONEY CHATTEL TRUST AGREEMENT" WITH THE NATIONAL SAVINGS AND TRUST COMPANY, TRUSTEE, AND NOTES PROVIDED FOR THEREIN

P. U. C. No. 3201/3

BY THE COMMISSION: The Capital Transit Co., by letter dated January 30, 1940, applied to the Commission for certificate of authority to execute a "purchase money chattel trust agreement" with the National Savings & Trust Co., trustee, for the purpose of financing the acquisition of 34 new streetcars. The agreement provides for a total loan of \$576,000, \$114,667 of which is to be made available on April 1, 1940, and \$461,333 on July 1, 1940. Of the amount loaned on April 1, 1940, \$28,667 will be repaid within 5 days, and the remainder in 10 semi-annual installments beginning January 1, 1941; and of the amount loaned on July 1, 1940, \$115,333 will be repaid within 5 days, and the remainder in 10 semi-annual installments beginning January 1, 1941. Interest rates on the various maturities will be as follows: 1½ percent per annum on amounts payable January 1, 1941, and July 1, 1941; 2 percent per annum on amounts payable January 1, 1942, and July 1, 1942; 2½ percent per annum on amounts payable January 1, 1943, and July 1, 1943; 3 percent per annum on amounts payable thereafter.

The purchase of the new streetcars having heretofore been found by the Commission to be necessary for the furnishing of public transportation in the District of Columbia and accordingly approved, it is the opinion of the Commission that the application of the company 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 a "purchase money chattel trust agreement" with the National Savings & Trust Co., trustee, for the purpose of financing the purchase of 34 new streetcars, in accordance with the application hereinbefore referred to.

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. 1873

APRIL 1, 1940.

IN THE MATTER OF APPLICATION OF WASHINGTON GAS LIGHT COMPANY FOR AUTHORITY TO ISSUE AND SELL 24,400 SHARES OF \$4.50 CUMULATIVE CONVERTIBLE PREFERRED STOCK

P. U. C. No. 3204/2

BY THE COMMISSION: By an application dated March 28, 1940 (hereinafter called the "application"), Washington Gas Light Co. (hereinafter called the "company") applied to this Commission for authority (1) to issue and sell 24,400 shares of \$4.50 cumulative convertible preferred stock hereinafter sometimes referred to as "\$4.50 preferred stock") to a group of local underwriters (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 \$103 per share and accrued dividends, and to pay to such underwriters a commission of \$1.50 for each of such 24,400 shares, together with an additional commission

of \$1.50 for each of said shares not purchased by the holders of the company's common stock through the exercise of subscription warrants to be issued by the company which is taken up and purchased by such underwriters; (2) to issue to such of the holders of shares of its common stock as do not waive their subscription rights to purchase their proportionate parts of said 24,400 shares of \$4.50 preferred stock, transferable subscription warrants and fractional warrants, exercisable only for full shares of \$4.50 preferred stock, expiring and becoming void at such time as may be determined by the board of directors of the company, 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) so long as any shares of its \$4.50 cumulative convertible preferred stock are outstanding, 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 24,400 shares of \$4.50 preferred stock to be 73,200), 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 application represents to the Commission that the company proposes to offer to holders of shares of common stock of the company, for subscription through the exercise of subscription warrants of their proportionate parts all of such \$4.50 preferred stock at a price of \$103 per share, and in the event that all of the said 24,400 shares of \$4.50 preferred stock are not purchased through the exercise of the subscription warrants within the time limit proposed, the remainder of the said 24,400 shares will be sold to local underwriters at the price of \$103 per share and accrued dividends.

The application shows that the 24,400 shares of \$4.50 preferred stock will constitute an issue of additional shares of \$4.50 preferred stock of the same class 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 the said 24,400 shares of \$4.50 preferred stock will be entitled to the same rights and privileges as other shares of the said \$4.50 preferred stock heretofore issued and sold by the company.

The company states in its application that the 73,200 shares of common stock to be reserved for conversion of the 24,400 shares of \$4.50 preferred stock are a part of the 900,000 shares of common stock authorized by the resolution of the stockholders of the company heretofore referred to and made a part of order No. 1611 promulgated by this Commission, and that the said common shares so reserved for conversion purposes would be entitled to the same rights and privileges as the 425,000 shares of the common stock of the company now outstanding.

The company also states in its application that the proceeds from the sale of the 24,400 shares of \$4.50 preferred stock will be used in part to repay outstanding bank loans incurred by the company, and in part to reimburse the treasury of the company for other expenditures for the acquisition and construction of new property, additions, extensions, improvements, and betterments properly chargeable to capital account.

Pursuant to order No. 1465, competitive bids were obtained from three underwriting groups, one composed entirely of local brokers. Two of the bids, one of which is that of the local group, are, as to the determinable features, the same from the public's and company's viewpoints. The board of directors and management of the company elected to award the contract to the local group.

The Commission has thoroughly considered the said application and supporting data and is of the opinion and finds that the granting of the 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 24,400 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 the said company on June 16, 1937, a copy of which resolution is attached to order No. 1611 of this Commission, at a price of not less than \$103 per share for shares purchased through the exercise of subscription warrants, and at a price of \$103 and accrued dividends from May 1, 1940, or the dividend date next preceding the date of issue of the said shares, for shares purchased by the underwriters, and to pay to the underwriters purchasing such stock from the company a commission of \$1.50 for each of such 24,400 shares of said \$4.50 cumulative convertible preferred stock, together with an additional commission of \$1.50 for each of said shares not purchased by holders of the company's common stock through the exercise of the subscription warrants which is taken up and purchased by such underwriters.

Sec. 2. That Washington Gas Light Co. be and it is authorized to issue to such holders of shares of its common stock as do not waive their subscription rights to purchase their proportionate parts of said 24,400 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 fourteenth day after the record date of the holders of shares of common stock, such warrants and fractional warrants to evidence the rights of the said stockholders respectively to subscribe for and purchase their proportionate parts of the said 24,400 shares of the \$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 preferred stock (authorized by section 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 24,400 shares of \$4.50 cumulative convertible preferred stock to be 73,200), 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 reasonable 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 24,400 shares of \$4.50 cumulative convertible preferred stock herein authorized to be sold shall be used for capital expenditures.

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 24,400 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 section 5 of 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 this order.

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

ORDER NO. 1895

JUNE 21, 1940.

IN THE MATTER OF APPLICATION OF CAPITAL TRANSIT COMPANY AND WASHINGTON RAILWAY AND ELECTRIC COMPANY FOR APPROVAL OF A PLAN FOR THE MODIFICATION, ASSUMPTION, AND GUARANTEE OF CERTAIN OF THE 5-PERCENT FIRST MORTGAGE BONDS OF THE ANACOSTIA AND POTOMAC RIVER RAIL ROAD CO. OF WASHINGTON CITY, D. C., AND OF CITY AND SUBURBAN RAILWAY OF WASHINGTON

P. U. C. No. 2430/4, Formal Case No. 293

BY THE COMMISSION: On May 24, 1940, the Capital Transit Co. (hereinafter called "Capital") and Washington Railway & Electric Co. (hereinafter called "Washington") filed an application, with supplementary documents, for a certificate of the Commission authorizing them to make an offering to the holders of \$2,097,000 principal amount of 5-percent first mortgage bonds of The Anacostia & Potomac River Rail Road Co. of Washington City, D. C. (hereinafter referred to as "Anacostia"), and to the holders of \$1,342,000 principal amount of 5-percent first mortgage bonds of City & Suburban Railway of Washington (hereinafter referred to as "Suburban"). The following is quoted from the application:

"*The Plan.*—Subject to the approval of the Commission, Washington and Capital propose to make an offering to the holders of \$2,097,000 principal amount of 5-percent first mortgage bonds of Anacostia (hereinafter called 'Anacostia bonds') and of \$1,342,000 principal amount of 5-percent first mortgage bonds of Suburban (hereinafter called 'Suburban bonds'), of a like amount of certificates of modification, assumption, and guarantee, due December 1, 1951, with respect to such bonds, and certificates of deposit with respect to such bonds. The certificates of modification, assumption, and guarantee and the certificates of deposit are to be issued pursuant to an agreement (hereinafter called the 'Agreement,' a proof of which is annexed hereto as Exhibit A-1) to be entered into prior to the date of the offering between Washington, Capital, and The Riggs National Bank of Washington, D. C., National Metropolitan Bank of Washington, and Safe Deposit & Trust Co. of Baltimore, as depositaries, and in accordance with the Plan of Modification, Assumption, and Guarantee of the above-mentioned Anacostia and Suburban bonds (hereinafter called the 'Plan') set forth in said Agreement.

"The Plan contains substantially the following provisions:

"Subject to the Plan becoming effective, Capital will unconditionally assume liability with respect to the payment of the principal of and the interest on the Anacostia and Suburban bonds the holders of which have assented to the Plan, and Washington will unconditionally guarantee such assumption by Capital of liability with respect to the payment of the principal of and the interest on such Anacostia and Suburban bonds, all in the manner and with the effect set forth in an Indenture, to be dated as of April 1, 1940 (hereinafter called the 'Indenture,' a proof of which is annexed hereto as Exhibit A-2) between Capital, Washington, and Hamilton National Bank of Washington, as trustee, and all in consideration of the agreement by the holders of the Anacostia and Suburban bonds so assumed and guaranteed to the modifications of said bonds and of the rights of the holders thereof set forth in the Indenture.

"Subject to the detailed provisions of the Indenture, the modifications of the Anacostia and Suburban bonds and of the rights of the holders thereof to be effected by the Plan shall include an extension of the maturity date of the Anacostia bonds from April 1, 1949, to December 1, 1951, an extension of the maturity date of the Suburban bonds from August 1, 1948, to December 1, 1951, a reduction of the rate of interest on both the Anacostia and the Suburban bonds from 5 percent to 3¾ percent per annum effective from and after April 1, 1940, an adjustment in the payment date of interest on the Suburban bonds from the 1st days of February and August in each year to the 1st days of April and October in each year (except that in the case of both the Anacostia and the Suburban bonds 2 months' interest shall be payable on December 1, 1951), a provision that certain defaults under the indentures of mortgage pursuant to which the

Anacostia and Suburban bonds were issued shall not constitute defaults upon said bonds as modified, a waiver of the sinking fund provisions set forth in said indentures of mortgage, a provision for a sinking fund of $1\frac{1}{4}$ percent per annum of the total principal amount of Anacostia and Suburban bonds assenting to the Plan, a provision that both the Anacostia and the Suburban bonds as modified shall be redeemable for the sinking fund at any time or from time to time prior to maturity, at the option of Capital, at 105 percent of the principal amount thereof if redeemed prior to October 1, 1948, and at the principal amount thereof if redeemed on or after October 1, 1948, and prior to maturity, together in each case with accrued interest to the redemption date, and a provision that both the Anacostia and the Suburban bonds as modified shall be redeemable other than for the sinking fund at any time or from time to time prior to maturity, at the option of Capital, either as a whole or from time to time in part, at $107\frac{1}{2}$ percent of the principal amount thereof if redeemed prior to April 1, 1942, at 105 percent of the principal amount thereof if redeemed on or after April 1, 1942, and prior to October 1, 1948, and at the principal amount thereof if redeemed on or after October 1, 1948 and prior to maturity, together in each case with accrued interest to the redemption date.

"Neither Capital, as the holder of \$334,000 principal amount of Suburban bonds, nor the holders of the \$455,000 principal amount of Anacostia bonds which have heretofore been guaranteed by Washington and which Capital by agreement with Washington has heretofore undertaken to pay, shall be entitled to participate in the Plan.

"Subject to the Plan becoming effective, the Plan shall be operative in all respects from and after April 1, 1940, and all modifications of the rights of the holders of Anacostia and Suburban bonds assenting to the Plan shall be deemed to have been effected as of that date. A cash payment of \$8.33 in respect of each Suburban bond, being a sum equivalent to interest on each such bond at the rate of 5 percent per annum from February 1, 1940, to April 1, 1940, shall be made by Capital upon the Plan becoming effective to holders of Suburban bonds assenting to the Plan. The Plan may become effective at any time after June 21, 1940, and shall become effective upon declaration of the effectiveness thereof by Capital and Washington in the manner hereinafter set forth, subject to the following conditions being met:

(1) The holders of \$1,678,000 principal amount of Anacostia bonds (being approximately 80 percent of the total principal amount of such bonds outstanding and entitled to participate in the Plan) and of \$1,074,000 principal amount of Suburban bonds (being approximately 80 percent of the total principal amount of such bonds outstanding and entitled to participate in the Plan) shall have unconditionally assented to the Plan;

(2) All public regulatory bodies having jurisdiction over either Capital or Washington shall have given all necessary assents to the Plan; and

(3) The four pending actions against Capital and Washington in the District Court of the United States for the District of Columbia hereinafter mentioned shall have been dismissed by the respective plaintiffs in such actions or provision satisfactory to Capital and Washington made for such dismissal.

If the foregoing conditions have been met to the satisfaction of Capital and Washington, Capital and Washington shall declare the Plan effective by giving notice of the effectiveness of the Plan to each depositor in the manner provided in the Agreement.

"If the conditions to the effectiveness of the Plan set forth above shall not have been met to the satisfaction of Capital and Washington on or before October 1, 1940, the Plan may be abandoned by Capital and Washington at any time thereafter, and shall be deemed abandoned if such conditions shall not have been met to the satisfaction of Capital and Washington on or before October 10, 1940. In the event that the Plan is abandoned all obligations of Capital and Washington to the holders of Anacostia and Suburban bonds under the Plan and under the Agreement shall forthwith cease and determine, and the holders of Anacostia and Suburban bonds shall thereupon be entitled to no rights under the agreement except the right to the return of the bonds, coupons, and cash, if any, deposited by them with the depositaries named in the Agreement.

"The agreement provides that holders of Anacostia and Suburban bonds may accept the offer of Capital and Washington and assent to the Plan before the Plan becomes effective by depositing their bonds with one of the depositaries

named in the Agreement on or before October 1, 1940. Certificates of deposit will be issued with respect to such deposited Anacostia and Suburban bonds in a maximum amount of \$3,439,000. Each such certificate of deposit will entitle the holder thereof, upon effectiveness of the Plan and upon surrender of such certificate to one of the depositaries, to the Anacostia or Suburban bond with respect to which such certificate was issued, with a certificate of modification, assumption, and guaranty and appurtenant coupons affixed thereto as provided in the Agreement. In the event that the Plan does not become effective, such certificate of deposit will entitle the holder to the return of the Anacostia or Suburban bonds and coupons with respect to which such certificate of deposit was issued, together with the sum of money, if any, deposited with such bond in connection with the issue of such certificate of deposit.

"The Agreement also provides that holders of Anacostia and Suburban bonds may accept the offer of Capital and Washington and assent to the Plan after the Plan becomes effective by depositing their Bonds with Capital, accompanied by cash payments designed to equalize the rights of holders of Anacostia and Suburban bonds depositing prior and subsequent to the effectiveness of the Plan, and thereupon shall be entitled to the return of the Anacostia or Suburban bonds with certificates of modification, assumption and guarantee and appurtenant coupons affixed thereto as provided in the Agreement. Capital and Washington reserve the right in their discretion to terminate, at any time and without prior notice, the right of holders of Anacostia and Suburban bonds to assent to the Plan after the Plan becomes effective.

"Further information with respect to the deposit of Anacostia and Suburban bonds, modification of the Plan or withdrawal therefrom, the certificates of deposit and the depositaries named in the Agreement is set forth in the Agreement.

"As hereinafter set forth, certain litigation with respect to the Anacostia and Suburban bonds is pending in the District Court of the United States for the District of Columbia, and Capital and Washington desire to settle this litigation at the earliest possible date. Preliminary negotiations respecting the Plan have been had by Capital and Washington with officials of Baltimore National Bank, as successor trustee under both the Anacostia and Suburban indentures of mortgage, with its counsel, with the members and counsel of a committee representing a substantial number of holders of Anacostia and Suburban bonds, and with counsel representing the plaintiffs other than Baltimore National Bank in said litigation. In connection with the proposed settlement, Capital and Washington have agreed, that if the Plan becomes effective and such payment has been approved by all regulatory bodies having jurisdiction in the premises, Capital and Washington will pay the sum of \$60,000 (\$41,000 thereof to Baltimore National Bank and \$19,000 thereof to Norman B. Frost, Esq., of counsel to the plaintiffs other than Baltimore National Bank in said litigation) in payment of the fees and expenses of Baltimore National Bank as trustee, the fees of all attorneys representing the plaintiffs in said litigation, and the fees and counsel fees of the committee. Copies of a letter from Capital to Mr. Thomas B. Butler, the chairman of the committee, dated May 1, 1940, and of letters amendatory thereof outlining the foregoing arrangements, are filed herewith as part of Exhibit A-6. By agreement between Capital and Washington, dated May 16, 1940, a copy of which is also filed herewith as part of Exhibit A-6, Capital has agreed to pay \$40,000 of the above \$60,000 and Washington has agreed to pay the remaining \$20,000. In addition, Capital has agreed with Baltimore National Bank to pay its court costs in such actions, which it is estimated will not exceed \$100 and to pay \$30.45 of the expenses incurred by the chairman of the committee. It is anticipated that before the Plan becomes effective Capital and Washington will enter into an agreement with Baltimore National Bank, as successor trustee under the Anacostia and Suburban indentures of mortgage, agreeing that any dismissal of the suits brought by Baltimore National Bank shall be without prejudice, waiving any defenses of laches or limitations as to any later suits of like character which may be instituted by Baltimore National Bank, which defenses could not have been sustained in the present actions, and agreeing to indemnify Baltimore National Bank against any claims which might be made against it by non-assenters to the Plan on account of the dismissal of the actions brought by it."

The application grew out of a proposed agreement between the applicants and certain bondholders and the successor trustee under mortgages of Anacostia and Suburban, under the terms of which certain court proceedings would be dismissed. On May 28, 1940, the Commission gave notice that a formal public hearing

would be held on June 6, 1940, for the purpose of investigating and considering the application, and hearing was held. The applicants, successor trustee, and certain bondholders actively participated through their respective representatives.

The history of the matters in controversy underlying the court proceedings and the proposed settlement was spread upon the record with supporting documentary evidence. The proposed agreement was approved by all of the principals, and was not opposed by anyone.

The only question before the Commission is whether certification of the proposed modification, assumption, and guaranty of the bonds of the Anacostia and Suburban would be in the public interest. The Commission construes the term "public interest" in this case to embrace primarily the bondholders concerned and Capital, including the ability of Capital to serve the public properly and adequately. Bondholders have the option of accepting or rejecting the Plan, and the rights of those who do not accept will not be affected.

A large majority of the bondholders was represented by able counsel and by Mr. Thomas B. Butler, chairman of a protective committee and vice president of Safe Deposit & Trust Co. of Baltimore. They stated that they would recommend acceptance of the Plan to their principals. The president of Washington, a holding company subject to the jurisdiction of the Commission, expressed the opinion that the proposed settlement was fair and proper. The president of Capital expressed a similar opinion and also stated that the plan would be in the interest of a company even if the pending suits were ultimately determined in favor of the railway companies.

The record clearly shows that the tracks of Anacostia and Suburban have become integral parts of Capital's street railway system and, in the opinion of the management, will continue to be. Therefore, if the orderly operation of the transit system is not to be disturbed, interest and principal of the bonds must be paid timely.

The Commission is not called upon to determine any of the legal questions involved in the suits. The Indemnity Agreement between Washington and Capital dated December 1, 1933, provides:

"SEVENTH: * * *

The new company shall also protect, indemnify and save harmless the Washington Co. from any and all claims, demands, damages, judgments, foreclosures, and expenses connected therewith, with respect to the Suburban bonds and Anacostia bonds: provided, however, that with respect to any Suburban bonds and/or Anacostia bonds now owned or hereafter voluntarily acquired by the Washington Co. and/or any other corporation or corporations then subsidiary to or affiliated with the Washington Co., the Washington Co. shall be entitled to be indemnified only out of the properties, or the proceeds thereof, subject to the liens of the Suburban bonds or Anacostia bonds, respectively."

The foregoing provisions are very broad and may well make for considerable litigation involving Capital. It is realized that legal controversies are costly and that continued litigation, especially with an operating utility involved, has definite detrimental effects.

All things considered, the Commission is of the opinion that its approval of the application would be in the public interest.

It is ordered:

SEC. 1. That the application be and it is hereby approved.

SEC. 2. That within 10 days after the Plan embraced in the application becomes effective or after the Plan is abandoned, as the case may be, the applicants shall report such fact to the Commission. If the Plan is assented to, the report shall show the percentage of bonds represented by those assenting to the Plan.

SEC. 3. That within 10 days after authentication and delivery by the trustee of certificates of modification, assumption, and guarantee representing a sufficient number of bonds to make the Plan effective, the applicants shall report the number of such certificates issued.

SEC. 4. That certified copies of all agreements and contracts entered into by the applicants pursuant to the application and the Plan embraced therein be filed with the Commission.

ORDER NO. 1898

JULY 1, 1940

IN THE MATTER OF APPLICATION OF THE POTOMAC ELECTRIC POWER CO. FOR AUTHORITY TO ISSUE AND SELL \$10,000,000 PRINCIPAL AMOUNT OF ITS MORTGAGE BONDS, 3¼ PERCENT SERIES DUE 1974

P. U. C. No. 2445/19, Formal Case No. 294

BY THE COMMISSION: On June 28, 1940, the Potomac Electric Power Co. filed an application for authority to issue and sell, to a limited number of private purchasers, \$10,000,000 principal amount of first mortgage bonds, 3¼ percent series due 1974.

The company stated in the application:

"If it appears in the course of negotiations with prospective purchasers of said bonds, that a new series of such bonds may be sold to the greater advantage of the company, the provisions of said bonds will * * * be supplied by amendment."

It is the opinion of the Commission that the application and any amendment or amendments subsequently filed should be the subject of investigation and should be considered at a public hearing.

It is ordered:

SEC. 1. That an investigation be made relative to the said application of the Potomac Electric Power Co. for authority to issue and sell \$10,000,000 principal amount of first mortgage bonds, 3¼ percent series due 1974, together with any amendment or amendments subsequently filed, and together with all related and pertinent matters.

SECTION 2. Notice is hereby given of the intention of the Commission to hold a public hearing on the subject matter of the investigation.

ORDER NO. 1924

SEPTEMBER 6, 1940.

IN THE MATTER OF APPLICATION OF POTOMAC ELECTRIC POWER CO. FOR AUTHORITY TO ISSUE AND SELL \$10,000,000 PRINCIPAL AMOUNT OF ITS FIRST MORTGAGE BONDS, 3¼ PERCENT SERIES DUE 1975

Formal Case No. 294

BY THE COMMISSION: On June 28, 1940, the Potomac Electric Power Co. filed with this Commission an application requesting that a certificate be issued authorizing the company to issue and sell to a limited number of private purchasers, at a price to be approved by the Commission, an additional \$10,000,000 principal amount of its first mortgage bonds, 3¼ percent series due 1974—due December 1, 1974, for additions, extensions, betterments, and improvements to its property and plant. The application reserved the right for the company to issue a new series of bonds if negotiations indicated that such bonds could be sold to the advantage of the company, the provisions of such bonds to be supplied by amendment. Such an amendment was filed on August 7, 1940.

The amendment stated that it was the purpose of the company to sell a new series of its first mortgage bonds designated "first mortgage bonds, 3¼ percent series due 1975"; that the company had entered into agreements with the Metropolitan Life Insurance Co. and the Mutual Life Insurance Co. of New York for the sale of such securities, subject to approval of regulatory authorities, of \$5,000,000 principal amount of the bonds to each of such companies in three equal installments, dates of delivery to be as to the original installment not later than September 13, 1940, the second 3 months after first date of delivery and the third 6 months after first date of delivery, with a net yield to the purchasers of 2.85 percent per annum from the various dates of delivery to the date of maturity of the bonds.

Notice of investigation was issued by this Commission with intention to hold a public hearing. Subsequent thereto a joint hearing was arranged by the Securities and Exchange Commission and this Commission on the application as amended. Public hearing was held on August 28, 1940.

The fundamental questions for determination by this Commission are:

1. Is there need for the funds sought?
2. Should such funds be raised by the issuance of bonds, or by common stock, preferred stock, or a combination of common and preferred stock and bonds?
3. Is the amount to be realized from the issuance of the securities reasonable?

The capital structure of the Potomac Electric Power Co. as of June 30, 1940, was:

	Amount	Percent of total capitalization
Long-term debt:		
First mortgage bonds:		
3¼ percent series due 1966.....	\$20,000,000.00	28.68
3¼ percent series due 1974.....	5,000,000.00	7.17
Total long term debt.....	25,000,000.00	35.85
Preferred stock (\$100 par value):		
6 percent series of 1925—cumulative.....	2,000,000.00	2.87
5½ percent series of 1927—cumulative.....	5,000,000.00	7.17
Total preferred stock.....	7,000,000.00	10.04
Common stock and surplus:		
Common stock \$100 par value.....	6,000,000.00	8.61
Earned surplus.....	31,729,604.74	45.50
Total common stock and surplus.....	37,729,604.74	54.11
Total capitalization.....	\$69,729,604.74	100.00

If the application as amended be approved, the capital structure as of June 30, 1940, would have been:

	Amount	Percent of total capitalization
Long-term debt:		
First mortgage bonds:		
3¼ percent series due 1966.....	\$20,000,000.00	25.09
3¼ percent series due 1974.....	5,000,000.00	6.27
3¼ percent series due 1975.....	10,000,000.00	12.54
Total long term debt.....	35,000,000.00	43.90
Preferred stock (\$100 par value):		
6 percent series of 1925—cumulative.....	2,000,000.00	2.51
5½ percent series of 1927—cumulative.....	5,000,000.00	6.27
Total preferred stock.....	7,000,000.00	8.78
Common stock and surplus:		
Common stock—\$100 par value.....	6,000,000.00	7.52
Earned surplus.....	31,729,604.74	39.50
Total common stock and surplus.....	37,729,604.74	47.32
Total capitalization.....	\$79,729,604.74	100.00

The entire common stock, 60,000 shares of the Potomac Electric Power Co., is owned by the Washington Railway & Electric Co., a holding company, which is controlled by the North American Co., a registered holding company.

The record in this proceeding and investigation by this Commission discloses that the issuance of securities for the purpose of obtaining funds for capital accounts is warranted and necessary. The record also discloses that there is a strong bond market and a poor stock market, which with the present financial

structure of the company, and the favorable terms under which the bonds could be floated, make it desirable that bonds be issued at this time.

The president of the company stated that he had received conflicting legal opinions as to whether or not the Potomac Electric Power Co. was technically in a position to issue stock, but stated that if this legal barrier be determined to be non-existent and there be a proper stock market it would be his view that the company should issue stock, thus concurring in opinions expressed by his predecessors.

The president of the power company further stated that the Washington Railway & Electric Co. as holder of the outstanding common stock had preemptive rights as to any new issue of stock, and that the latter company was without sufficient funds to subscribe for the entire amount needed by the Potomac Co. He also stated that there was a question whether additional common stock of the Potomac Electric Power Co. would have to be deposited as collateral under the terms of the mortgage of the Washington Railway & Electric Co. and that he did not believe the trustee would consent to the issuance of common stock.

The Commission recognizes no factual or legal barrier to the issuance of stock, common or preferred, if there be a reasonable and proper stock market.

Under all the facts in this case, particularly the condition of the bond and stock markets respectively, the Commission is of the opinion that the application of the Potomac Electric Power Co., as amended, should be approved.

It is ordered:

SEC. 1. That Potomac Electric Power Co. is hereby authorized to execute a new supplemental indenture dated August 1, 1940, to be supplemental to its mortgage and deed of trust dated July 1, 1936, creating and defining the terms and provisions of an issue of first mortgage bonds, $3\frac{1}{4}$ percent series due 1975.

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 drafts of the said indenture hereinbefore described; and copy of the executed indenture shall be filed with the Commission.

SEC. 3. That Potomac Electric Power Co. is hereby authorized to issue and sell an aggregate of \$10,000,000 principal amount of a new issue and series of bonds, to be designated first mortgage bonds, $3\frac{1}{4}$ percent series due 1975, to be issued under and secured by its mortgage and deed of trust dated July 1, 1936 (the said mortgage and deed of trust having been authorized by this Commission in its Order No. 1517), as heretofore supplemented and as proposed to be supplemented by said supplemental indenture hereinbefore authorized, such bonds to be sold to the insurance companies named and under the terms and conditions set forth in the agreements with said insurance companies and at such price as to give a net yield of 2.85 percent per annum from the date of the delivery to the date of maturity of the bonds.

SEC. 4. That the proceeds from the sale of said \$10,000,000 principal amount of said first mortgage bonds, $3\frac{1}{4}$ percent series due 1975, shall be for additions, extensions, betterments and improvements to the applicant's property and plant.

SEC. 5. That all commissions and expenses in connection with the issue and sale of said \$10,000,000 first mortgage bonds, $3\frac{1}{4}$ percent series due 1975, 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 not later than 3 months after each delivery of bonds, stating 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 take effect immediately and continue in force until otherwise ordered by this Commission.

ORDER NO. 1926

SEPTEMBER 9, 1940.

IN THE MATTER OF APPLICATION OF THE CAPITAL TRANSIT CO. FOR AUTHORITY TO EXECUTE A "PURCHASE MONEY CHATTEL TRUST AGREEMENT" WITH THE NATIONAL SAVINGS AND TRUST CO., TRUSTEE, AND NOTES PROVIDED FOR THEREIN.

P. U. C. No. 3201/4

BY THE COMMISSION: The Capital Transit Co., by letter dated August 19, 1940, applied to the Commission for certificate of authority to execute a "purchase money chattel trust agreement" with the National Savings & Trust Co., trustee, for the purpose of financing the acquisition of 35 new streetcars and 112 new busses. The agreement provides for a total loan of \$1,636,000, on which \$750,000 is to be made available on or about November 1, 1940, and \$886,000 on or about February 1, 1941. Of the amount loaned on or about November 1, 1940, \$187,500 will be repaid within 4 days and the remainder in 10 equal semi-annual installments beginning January 1, 1941; and of the amount loaned on or about February 1, 1941, \$221,500 will be repaid within 4 days and the remainder in 10 equal semi-annual installments beginning July 1, 1941. The interest rates on the amount loaned on or about November 1, 1940, for the various maturities will be as follows: 1½ percent per annum on amounts payable January 1, 1941, and July 1, 1941; 2 percent per annum on amounts payable January 1, 1942, and July 1, 1942; 2½ percent per annum on amounts payable January 1, 1943, and July 1, 1943; 3 percent per annum on amounts payable thereafter.

Interest rates on the amount loaned on or about February 1, 1941, are to be determined by the market rates for loans of this character at the time of borrowing but will not be below the average rate applicable to the amounts borrowed on November 1, 1940.

The purchase of the 35 new streetcars and 57 of the 112 new busses, together with 3 new busses for which the company proposes to pay cash, having heretofore been found by the Commission to be necessary for the furnishing of public transportation in the District of Columbia and accordingly approved, and anticipating the necessity of the 55 busses proposed to be purchased in 1941, it is the opinion of the Commission that the application of the company 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 a "purchase money chattel trust agreement" with the National Savings & Trust Co., trustee, for the purpose of financing the purchase of 35 new streetcars and 112 new busses, in accordance with the application hereinbefore referred to.

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. 1940

OCTOBER 3, 1940.

IN THE MATTER OF APPLICATION OF CAPITAL TRANSIT CO. AND WASHINGTON RAILWAY & ELECTRIC CO. FOR APPROVAL OF A PLAN FOR THE MODIFICATION, ASSUMPTION, AND GUARANTEE OF CERTAIN OF THE 5-PERCENT FIRST MORTGAGE BONDS OF THE ANACOSTIA & POTOMAC RIVER RAIL ROAD CO. OF WASHINGTON CITY, D. C., AND OF CITY & SUBURBAN RAILWAY OF WASHINGTON

P. U. C. No. 2430/4, Formal Case No. 293

AMENDING ORDER NO. 1895

BY THE COMMISSION: The Commission, by order No. 1895 dated June 21, 1940, approved an application of the Capital Transit Co. and the Washington Railway

& Electric Co. for a certificate authorizing them to make an offer to the holders of \$2,097,000 principal amount of 5-percent first mortgage bonds of the Anacostia & Potomac River Rail Road Co. of Washington City, D. C., and to the holders of \$1,342,000 principal amount of 5-percent first mortgage bonds of City & Suburban Railway of Washington. The Plan was quoted therein. By letter dated September 30, 1940, the Capital Transit Co. and the Washington Railway & Electric Co. requested approval of the Commission to a modification of the Plan and Deposit Agreement, as follows:

"1. To extend from October 1, 1940, to December 2, 1940, the date by which the bondholders may assent to said Plan.

"2. To permit the collection by the depositaries of the August 1, 1940, and October 1, 1940, coupons appurtenant to bonds deposited on or prior to October 1, 1940, and the payment by the depositaries to the holders of certificates of deposit for such bonds of interest on their bonds, but at no more than the modified rate of $3\frac{3}{4}$ percent per annum in respect of interest accrued after April 1, 1940.

"With respect to deposited Anacostia bonds the proposed amendment provides that such payment shall be \$18.75 per bond, being interest at the modified rate of $3\frac{3}{4}$ percent from April 1, 1940, to October 1, 1940, and that the balance of \$6.25 per bond collected by the depositaries will be paid to Capital Transit Co. upon the effectiveness of the Plan or, if the Plan does not become effective, paid to the holders of certificates of deposit entitled thereto.

"With respect to deposited suburban bonds the proposed amendment provides that such payment shall be \$25 per bond, the full amount of the August 1, 1940, coupon, of which \$8.33 constitutes interest on each such bond at the rate of 5 percent per annum from February 1, 1940, to April 1, 1940, and the balance of \$16.67 will, if the Plan becomes effective, constitute a payment on account of interest accrued thereafter at the modified rate of $3\frac{3}{4}$ percent per annum. The proposed amendment provides that the cash adjustment payable to holders of suburban bonds upon the effectiveness of the Plan in order to adjust for the change in interest payment dates on such bonds from February 1 and August 1 of each year to April 1 and October 1 of each year shall, accordingly, be reduced from \$8.33 to \$2.08, the balance of the interest on such bonds from April 1, 1940, to October 1, 1940, at the modified rate of $3\frac{3}{4}$ percent per annum.

"3. To provide that bonds deposited after October 1, 1940, need not be accompanied by the October 1 or August 1, 1940 coupons, but requiring a cash deposit of \$6.25 upon the deposit of each Anacostia bond in order to place such bonds on a parity with Anacostia bonds previously deposited, and the cash adjustment payable by Capital Transit Co. with respect to each such suburban bond in order to adjust for the change in the interest payment dates of such bonds from February 1 and August 1 to April 1 and October 1 in each year, will be reduced from \$8.33 to \$2.08 in order to place such bonds on a parity with suburban bonds previously deposited.

"4. To extend to December 2, 1940, the period during which deposits made upon the procurement of brokers or investment bankers will entitle such brokers or investment bankers to commissions."

The Commission is of the opinion that the above modification should be approved.

It is ordered:

That the modification of the Plan which was approved by order No. 1895 dated June 21, 1940, be and it is hereby approved.

ORDER NO. 1954

OCTOBER 16, 1940.

IN THE MATTER OF APPLICATION OF WASHINGTON GAS LIGHT CO. FOR A CERTIFICATE OF AUTHORITY AUTHORIZING IT TO ASSUME A PROMISSORY NOTE SECURED BY A DEED OF TRUST

P. U. C. No. 2424/14

BY THE COMMISSION: By an application dated October 9, 1940 (hereinafter referred to as the "application") Washington Gas Light Co. (hereinafter referred to as the "company") applied to this Commission for authority (1) to assume the payment of a promissory note in the amount of \$1,000,000, to be secured by a first deed of trust on a new office building to be purchased by the company, (2) to assume the performance of the covenants of a deed of trust on said office building, securing said promissory note, and (3) to execute and deliver such document or documents as may be necessary to effect the assumption of said promissory note and deed of trust. By amendment dated October 15, 1940, draft copies of the proposed promissory note and proposed deed of trust were submitted.

The application states that the company proposes to purchase from James Baird Co., Inc., construction engineers (hereinafter referred to as the "contractor"), a new office building which the company will use and occupy for general office purposes; that said office building will be located on the southwest corner of Eleventh and H Streets NW., that it will be constructed by the contractor in accordance with drawings and specifications to be prepared by the company's architects, and when completed, will be conveyed to the company. The application further states that said office building will consist of 12 stories, will be of fireproof steel and masonry construction, and will contain approximately 95,000 square feet of usable office space. The company estimates in the application that the cost of the entire project will not exceed \$1,387,000, including the cost of the land, the construction of the building, the contractor's fee, the architects' fee, and incidental expenses of acquisition; the company states that the purchase price to be paid to the contractor will include the cost of the land, the actual cost of constructing the building, and a fixed fee to the contractor, and that the maximum purchase price to be paid to the contractor for said office building and land is limited to \$1,327,000.

Pursuant to order No. 1465, competitive proposals were obtained from three loaning institutions with respect to the terms of a first trust to finance said building, the most favorable being accepted.

As set forth in the application, a loan of \$1,000,000 will be made by the Acacia Mutual Life Insurance Co. of Washington, D. C., to the contractor, which will be evidenced by a promissory note to be executed by the contractor. Said note will be secured by a first deed of trust on the office building and land, to be executed by the contractor contemporaneously with such note. Upon the transfer of title the company proposes to assume the payment of the note and the performance of the covenants of the deed of trust, as part of the purchase price to be paid to the contractor, and to pay the balance of the cost from the general funds of the company.

The promissory note to be assumed by the company will be dated as of the time the title to the office building and land is conveyed to the company; it will mature 25 years after the date thereof; it will bear interest at the rate of 3½ percent per annum, payable quarterly; it will be redeemable after 10 years from the date thereof on 6 months' notice, without premium; it will be subject to amortization at the rate of 2½ percent per annum, of the original principal amount thereof, payable quarterly. Such note and the deed of trust securing it will be assumed by the execution and delivery by the company of an appropriate document or documents.

In the application the company has outlined its needs for a new office building, stating that its general office functions are now conducted in three separate locations, and that it believes efficiency in the administration of such duties will be improved by the centralization thereof in a modern office structure.

The Commission has duly considered the application and the supporting data furnished by the company and is of the opinion that the granting of the application and the certificate of authority requested therein is in the public interest.

It is ordered:

SEC. 1. That Washington Gas Light Co. is hereby authorized, as part of the purchase price of a new office building and land, to assume the payment of a promissory note to be secured by a first deed of trust on said new office building and land to be purchased by Washington Gas Light Co. from James Baird Co., Inc., said note to be made by James Baird Co., Inc., to Acacia Mutual Life Insurance Co. of Washington, D. C., in the principal amount of \$1,000,000, to mature 25 years after the date thereof, to bear interest at the rate of 3½ percent per annum, to be redeemable after 10 years from the date thereof on 6 months' notice, without premium, and to be subject to amortization at the rate of 2½ percent per annum of the original principal amount thereof, payable quarterly; said note to be substantially in accordance with the form submitted by the amended petition.

SEC. 2. That Washington Gas Light Co. is hereby authorized to assume the performance of the covenants of a deed of trust securing the promissory note referred to in section 1 of this certificate of authority, said deed of trust to constitute a lien on said proposed office building and land to be purchased by Washington Gas Light Co. from James Baird Co., Inc., said deed of trust to be substantially in the form attached to the amended petition.

SEC. 3. That Washington Gas Light Co. is hereby authorized to execute and deliver such document or documents as may be necessary to effect the assumption of the payment of said promissory note and the obligations of said deed of trust.

UNIFORM CLASSIFICATIONS OF ACCOUNTS

The following classifications of accounts have been 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: Federal Power Commission "Uniform System of Accounts Prescribed for Natural-Gas Companies Subject to the Provisions of The Natural Gas Act, Approved November 3, 1939, Effective January 1, 1940."
- (2) Publisher: Federal Power Commission, Washington, D. C.

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.

In connection with the above classifications of accounts, the following orders have been issued:

ORDER NO. 1846

JANUARY 11, 1940.

IN THE MATTER OF A UNIFORM CLASSIFICATION OF ACCOUNTS FOR GAS UTILITIES
P. U. C. No. 3197/1

It is ordered:

SEC. 1. That the accounts, definitions, and instructions of pages 1 through 161 of the Uniform System of Accounts prescribed for natural-gas companies subject to the provisions of the Natural Gas Act by the Federal Power Commission, effective January 1, 1940, insofar as they apply to the operations of the Washington Gas Light Co., be and they are hereby prescribed for the use of the Washington Gas Light Co., beginning January 1, 1940, subject to the following modifications:

(a) That definition No. 8 on page 1 be amended to read: "Commission" means the Public Utilities Commission of the District of Columbia."

(b) That charges to income account No. 503-1: "Depreciation" and to income account No. 535: "Other interest charges" shall be determined and made in accordance with the sliding-scale arrangement provided for by order No. 1458, dated December 13, 1935.

(c) That from the amounts currently charged for depreciation expense to income accounts Nos. 503-1 and 535, there shall be transferred to the appropriate clearing accounts the amounts charged for depreciation on transportation equipment, and on general tools and equipment, used in construction work. The amounts so transferred shall be cleared to the specific projects or jobs benefited or affected.

(d) That operating expense account No. 789: "Merchandising, jobbing, and contract work" shall not be used but that income account No. 520: "Income from merchandising, jobbing, and contract work" shall be used in lieu of said account No. 789. The list of "Items" (including lines numbered 1 through 17) set out under said account No. 789 shall, however, be applicable in governing the charges and credits to be made to account No. 520.

(e) That notes (c) of each of accounts No. 361: "Services," 363: "Meter installations," and 365: "House regulator installations," be and they are amended so as to strike the words "and, in any event, shall be retired by the end of the second year following that during which the service became inactive, unless reused during the interim," beginning at the second line of said notes (c) and terminating in the middle of the fourth line of said notes (c).

(f) That auxiliary accounting records shall be maintained by the company in which shall be recorded monthly all additions, betterments, and retirements of plant, and any and all changes affecting rate base, depreciation expense, reserve for depreciation, and net income available for return, in such form and detail as will enable the Commission to make determinations in accordance with the sliding-scale arrangement in effect when such determinations are made or are to be made.

SEC. 2. That the authority granted the Washington Gas Light Co. to employ the "Uniform System of Accounts prepared by the Committee on Statistics and Accounts of the National Association of Railway and Utilities Commissioners: Revision of 1922, Copyright 1923," in the keeping of its accounts and accounting records, be, and it is hereby rescinded, effective at close of business December 31, 1939.

SEC. 3. That order No. 900, dated March 12, 1931, relating to accounting for merchandise and jobbing operations of gas companies, be, and it is hereby rescinded. In lieu of the provisions of said rescinded order No. 900, the text of income account No. 520: "Income from merchandising, jobbing, and contract work" of the system of accounts prescribed in this order, together with the supplements to said account No. 520 as provided for in previous section 1: (d) of this order, shall apply.

SEC. 4. That the second paragraph under section (2) of Order No. 850, dated April 21, 1930, relating to charitable donations, be, and it is hereby rescinded, insofar as it applies to the Washington Gas Light Co. In lieu of said section

(2), order No. 850, item (2) of income account No. 538: "Miscellaneous income deductions" of the system of accounts prescribed in this order shall apply.

SEC. 5 That the text of section (4) of order No. 850, dated April 21, 1930, relating to property "held in anticipation of future use," and such property only, be, and it is hereby rescinded, insofar as it applies to the Washington Gas Light Co. In lieu of said rescinded text of section (4), order No. 850, the text of balance sheet sub-account No. 100-4: "Gas plant held for future use" of the system of accounts prescribed in this order shall apply.

ORDER NO. 1922

AUGUST 30, 1940.

IN THE MATTER OF A UNIFORM CLASSIFICATION OF ACCOUNTS FOR ELECTRIC UTILITIES

P. U. C. No. 3182

AMENDING ORDER NO. 1559

It is ordered:

SEC. 1. That paragraph (d) of section 2 of order No. 1559 be amended to read as follows:

(d) That from the amount currently charged for depreciation expense to income account No. 503, there shall be transferred to the appropriate clearing accounts the amounts charged for depreciation on transportation equipment, and on general tools and equipment, used in construction work. The amounts so transferred shall be cleared to the projects or jobs benefited or affected.

SEC. 2. That this order shall be effective immediately.

ORDER NO. 1923

AUGUST 30, 1940.

IN THE MATTER OF A UNIFORM CLASSIFICATION OF ACCOUNTS FOR GAS UTILITIES

P. U. C. No. 3197/1

AMENDING ORDER NO. 1846

It is ordered:

SEC. 1. That paragraph (c) of section 1 of order No. 1846 be amended to read as follows:

(c) That from the amount currently charged for depreciation expense to income account No. 503-1, there shall be transferred to the appropriate clearing accounts the amounts charged for depreciation on transportation equipment, and on general tools and equipment, used in construction work. The amounts so transferred shall be cleared to the specific projects or jobs benefited or affected.

SEC. 2. That this order shall be effective immediately.

JOINT BOARDS

FEDERAL MOTOR CARRIER ACT, 1935

Under the procedure provided for in paragraph b, sec. 205, part II of the Interstate Commerce Act, the Commission is represented on joint boards, and through its representatives has participated in many hearings on applications for certificates and permits for the operation of motor vehicles transporting passengers and freight in interstate commerce.

LAW

The following acts of Congress affecting the Commission were enacted during the year:

[PUBLIC—No. 480—76TH CONGRESS]

[CHAPTER 137—3D SESSION]

[H. R. 8917]

AN ACT

To authorize the construction of a waiting room and comfort station in Commodore Barney Circle, United States Reservation 55-56, 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 Secretary of the Interior is hereby authorized, for the convenience of the public, to permit the Capital Transit Company of Washington, District of Columbia, to construct, maintain, and operate, at its own expense, a waiting room and comfort station in Commodore Barney Circle, United States Reservation 55-56: *Provided*, That the plans and specifications for this structure shall first be approved by the Secretary of the Interior, the National Capital Park and Planning Commission, and the Commission of Fine Arts: *Provided further*, That the Capital Transit Company is hereby authorized to operate within such structure, either directly or by contract, such concession as in the determination of the Secretary of the Interior or his duly authorized representative may be desirable for the convenience of the public, and apply the revenues derived therefrom toward the cost of maintenance and operation of the structure. In the event the Capital Transit Company shall at any time discontinue the operation of the waiting room and comfort station as herein provided, the same shall become the property of the United States.

Approved, April 22, 1940.

REPORT OF GENERAL COUNSEL

During the calendar year 1940 the following cases were pending, acted upon, or terminated in the District Court of the United States for the District of Columbia, the United States Court of Appeals, or the police court for the District of Columbia:

Capital Transit Co. v. Elgen et al., Civil Action No. 2134. This appeal from order No. 1737, filed March 23, 1939, involved the questions decided in *Capital Transit Co. v. Public Utilities Commission and Arlington & Fairfax Auto R. R. Co.*, Civil Action No. 791 (see p. 38, 1939 Annual Report), and was dismissed by the plaintiff on March 18, 1940.

District of Columbia v. Monumental Motor Tours, Inc., et al., police court No. 1193341, Court of Appeals No. 7782. On July 9, 1940, an information was filed in the police court of the District of Columbia against Monumental Motor Tours, as owner, and Martin J. Graff, as driver, charging them with operation of a sightseeing bus within the District of Columbia without complying with the provisions of paragraph 31 (c) of the License Act of 1932, as amended. Monumental Motor Tours, a Baltimore company operating interstate buses under a certificate of convenience and necessity granted by the Interstate Commerce Commission, advertised and conducted sightseeing tours of the District of Columbia from 1 to 5 days in length. It was the contention of the District of Columbia that the sightseeing operations within the District, although mingled with interstate operation, constitute intrastate business and are therefore subject to the provisions of the License Act. The defendants contended that their business is wholly interstate and filed a motion to quash the information, which was granted on July 22, 1940. The District of Columbia noted appeal and applied for a writ of error, which was granted by the Court of Appeals for the District of Columbia. The appeal is pending.

District of Columbia v. Capital Transit Co., Law No. 90362, Civil Actions Nos. 748, 858, 859, 1026, 1804, 1805, 3629, 3630, 3631, 4791, 7704, and 8673. Two additional suits were filed against the Capital Transit Co. for the cost of repaving track areas where street car service had been abandoned. Answer was filed by the Transit Co. in each suit, and these and similar actions previously filed are now pending.

In addition to court cases, the following matter was pending before the Securities and Exchange Commission:

In the Matter of The North American Co. and Its Subsidiary Companies, S. E. C. No. 59-10. On April 16, 1940, the General Counsel filed on behalf of the Public Utilities Commission an application for leave to intervene in the Securities and Exchange Commission's investigation of The North American Co. and its subsidiary companies under section 11 (b) (1) of the Public Utility Holding

Act of 1935. The application was granted on April 17. Hearings before the Securities and Exchange Commission were attended by the General Counsel or his representative. Certain subsidiaries of The North America Co. are subject to the jurisdiction of the Public Utilities Commission, and the application for leave to intervene was filed so that the Public Utilities Commission would be in a position to protect the public interest in respect of such subsidiaries.

The Office of the General Counsel participated during 1940 in the hearing of all formal cases listed at page 3 of this report, and in numerous conferences with the members and staff of the Commission in connection with such hearings.

This office attended and conducted conferences with representatives of the public utilities, with the Public Utilities Commission, and with the Commissioners of the District of Columbia in relation to public utility and municipal matters. Many formal written opinions were rendered to the Public Utilities Commission and the District Commissioners, as well as informal opinions and advice to the Public Utilities Commission concerning minor matters of administration.

Counsel for the Public Utilities Commission also sat as a substitute member on various joint boards established under the Motor Carrier Act of 1935 at hearings involving interstate motor carrier service in the District and adjacent States.

During 1940 the General Counsel participated in the preparation of and attended many hearings relating to the Fire and Casualty Insurance Act, approved October 9, 1940 (Public, No. 824, 76th Cong.), a complete revision of the District laws relating to fire and casualty insurance, including insurance required on public vehicles for hire. This act gave the Superintendent of Insurance greater control and supervision over companies writing public vehicle insurance. H. R. 6544, Seventy-sixth Congress, a bill to amend the Taxicab Insurance Act, drafted by the General Counsel to overcome the weakness of that act as pointed out by the Court of Appeals in its decision in *Hutchins Mutual Insurance Co. v. Hazen et al.*, Court of Appeals No. 7316 (see p. 38, 1939 Annual Report), failed of enactment.

REPORT OF CHIEF ENGINEER

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.

TAXICABS

The taxicabs certified for licenses as of the first of the years 1928 to 1941, inclusive, were as follows:

Year:	Number of licenses	Year:	Number of licenses
1928-----	783	1935-----	3, 670
1929-----	1, 283	1936-----	4, 067
1930-----	1, 387	1937-----	4, 391
1931-----	2, 355	1938-----	4, 239
1932-----	3, 658	1939-----	3, 869
1933-----	4, 000	1940-----	4, 395
1934-----	3, 809	1941-----	4, 858

For the year 1941 the number applied to January 1; and at that date 3,344 taxicabs were registered as belonging to 19 associations, 1,199 included in 7 fleets, and 315 operated by independent owners, totaling 4,858. It should be noted that the 3,344 taxicabs included in the associations were operated by individual owners, generally owning not more than 1 cab each, comparatively few owning a greater number and only a few owning as many as 10 cabs.

Sightseeing cars numbering 262 also had been approved for tags and licenses. Sightseeing busses numbering 34 and express vans numbering 10 had also been approved for tags and licenses.

All inspections were made at official stations under the direction of the Department of Vehicles and Traffic.

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 1940:

Class of vehicles	Number licensed	Stands established		
		Number	Capacity in vehicles	Feet of curb space occupied
Taxicabs-----	4, 858	177	614	10, 878
Sightseeing vehicles (less than 8 passengers)-----	262	12	47	754
Sightseeing busses-----	34	9	9	301
Express vehicles-----	10	6	21	594

**STREET RAILWAY TRACK RECONSTRUCTION, REMOVAL, AND
MAINTENANCE**

During the year 1940 track reconstruction was carried out as follows :

Underground tangent track work

On Florida Avenue between North Capitol and Eighth Streets NE., was completed, 40 percent having been done in 1939.

On Fourteenth Street from Kenyon Street to Florida Avenue, about 6,756 feet of single track.

On Fourteenth Street between H and K Streets, about 1,600 feet of single track.

On P Street between Maine Avenue and Fourth Street SW., and in the alley south of O Street between Maine Avenue and Fourth Street, about 860 feet of single track.

On Massachusetts Avenue between Third and Fourth Streets, NE., about 200 feet of single track.

Construction was begun to provide service to the new Southwest Federal Triangle which will consist of double track on Independence Avenue between First and Seventh Streets with a loop on Second Street, D Street, and Third Street. Track work completed in 1940 was double track on Independence Avenue between First and Sixth Streets and the loop on Second Street, D Street, and Third Street. The work in-completed was tangent track on Independence Avenue between Sixth and Seventh Streets and the connections to existing track at First Street and Independence Avenue and at Seventh Street and Independence Avenue. The entire project approximates 7,800 feet of single track of which 1,000 feet remain to be done at the end of the year. It also involved special work lay-outs at the intersection of Second and D Streets, Second Street and Independence Avenue, Third and D Streets, and Third Street and Independence Avenue, which were completed during the year in addition to the two lay-outs above noted as remaining to be done.

Underground trolley track special work

Double track crossing at H Street and New Jersey Avenue NW.

Double track over single track crossing at Eighth and C Streets NE.

Double track over single track crossing at Eighth and D Streets NE.

Double track branch-off and connecting curves on Seventh Street at the intersection of Seventh Street and Pennsylvania Avenue NW.

Double track cross-over on New York Avenue between Fourteenth and Fifteenth Streets NW.

Three single track branch-offs on Maine Avenue SW., between O and P Streets.

Overhead trolley track special work

Double track branch-off at Fourth Street and Rhode Island Avenue NE.

Double track cross-over at Rhode Island and Mills Avenues NE.

Double track cross-over at North Capitol Street south of Michigan Avenue.

Tracks previously abandoned were removed on Fourth Street between P Street and Florida Avenue NW., and on Maine Avenue between L and P Streets SW.

At the end of the year there were 83.81 miles of underground trolley track and 47.36 miles of overhead trolley track, a total of 131.17 miles of track in the District of Columbia and 19.91 miles of overhead trolley track in Maryland, a total of 151.08 miles. There were also 11 miles of tangent track in carhouses and yards in the District of Columbia, for a grand total of 162.08 miles.

Regular annual inspection of all streetcar track was made during the year and recommendations as to the necessary maintenance work submitted.

Grinding of corrugated rail continued during the year, two grinders being available for this work. The amount of track ground, beginning with the year in which the first grinding car was used, follows:

Year:	Feet ground	Year:	Feet ground
1934	202,146	1938	299,751
1935	396,407	1939	317,176
1936	302,188	1940	374,586
1937	282,303		

STREETCARS AND BUSES

During the year the Capital Transit Co. purchased 34 new streetcars of the President's Conference Committee type and retired no cars, making a total of 699 cars at the end of the year, of which 70 were in storage and 629 in active service. The number of seats in all cars was 31,628 December 31, 1940, as contrasted with 30,030 December 31, 1939.

The company also purchased 107 busses and retired 11 busses, leaving a total of 727 busses at the end of the year, 722 of which were in active service and 5 in storage. The number of seats provided by these busses was 24,371 December 31, 1940, contrasted with 20,675 December 31, 1939.

The following table shows for street cars and busses the number retired, stored, in service, and totals for the years 1936 to 1940, inclusive:

Year	Street cars					Buses					Total passenger vehicles				
	Bought	Retired	Stored	In service	Total	Bought	Retired	Stored	In service	Total	Bought	Retired	Stored	In service	Total
1936	30	30	17	666	683	37	0	15	497	512	67	30	32	1,163	1,195
1937	65	76	32	640	672	84	37	17	542	559	149	113	49	1,182	1,231
1938	50	61	43	618	661	42	20	0	581	581	92	81	43	1,199	1,242
1939	38	34	44	621	665	71	21	0	631	631	109	55	44	1,252	1,296
1940	34	0	70	629	699	107	11	5	722	727	141	11	75	1,351	1,426

The regular annual inspections of all streetcars and busses of the Capital Transit Co. and busses of suburban companies operated into Washington, and a general inspection of busses 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 street observations of busses were also made to check their operation so far as exhaust gases and fumes were concerned. The matter is being given continuing attention to the end that the nuisance from exhaust gases, due to improper maintenance of motors, may be abated as far as possible.

CAR AND BUS STOPS

At the end of 1940, 1,169 streetcar stops had been officially established. Most of the stops were designated by signs at the curb. Seventy-eight stops were provided with concrete loading platforms, 60 with wooden platforms, and 255 with safety zones of various capacities, as follows:

Concrete platforms:	
4-car capacity-----	1
3-car capacity-----	6
2-car capacity-----	34
1-car capacity-----	37
	----- 78
Wooden platforms:	
3-car capacity-----	13
2-car capacity-----	36
1-car capacity-----	11
	----- 60
Safety zones:	
4-car capacity-----	2
3-car capacity-----	3
2-car capacity-----	79
1-car capacity-----	171
	----- 255
Total platforms and safety zones-----	393
Stop signs only-----	776

Total streetcar stops-----	1,169

There were also 1,773 officially established bus stops. This number did not include the stops on streets where service was operated only in rush hours where no stop signs were located. At certain locations bus zones were established in connection with the stops and the total number of zones of varying sizes is as follows:

Bus zones and stops:	
3-bus capacity-----	1
2-bus capacity-----	164
1-bus capacity-----	99

Total zones at stops-----	264
Stop signs only-----	1,508

Total bus stops-----	1,772
Terminal stands-----	61

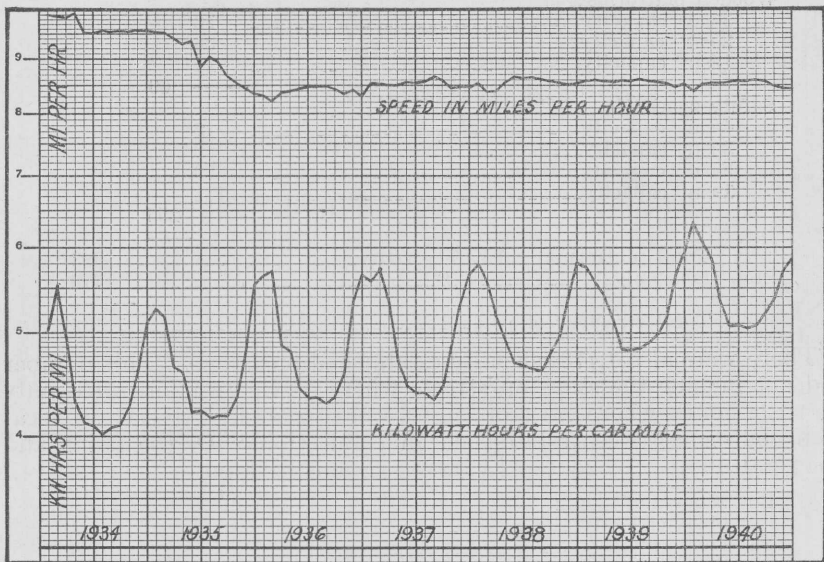
Total all stops and terminals-----	1,833

In addition to the 1,772 bus stops, 61 terminal stands were provided for bus operation, thus giving the grand total of all stops and terminals as 1,833.

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 the Capital Transit Co. cars during the period 1934 to 1940, 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. It will be noted that for the last 3 or 4 years there has been very little change in the miles per hour shown on this curve.

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 show improvement.



CURVES FOR STREETCARS SHOWING SPEED AND KILOWATT-HOURS CONSUMED.

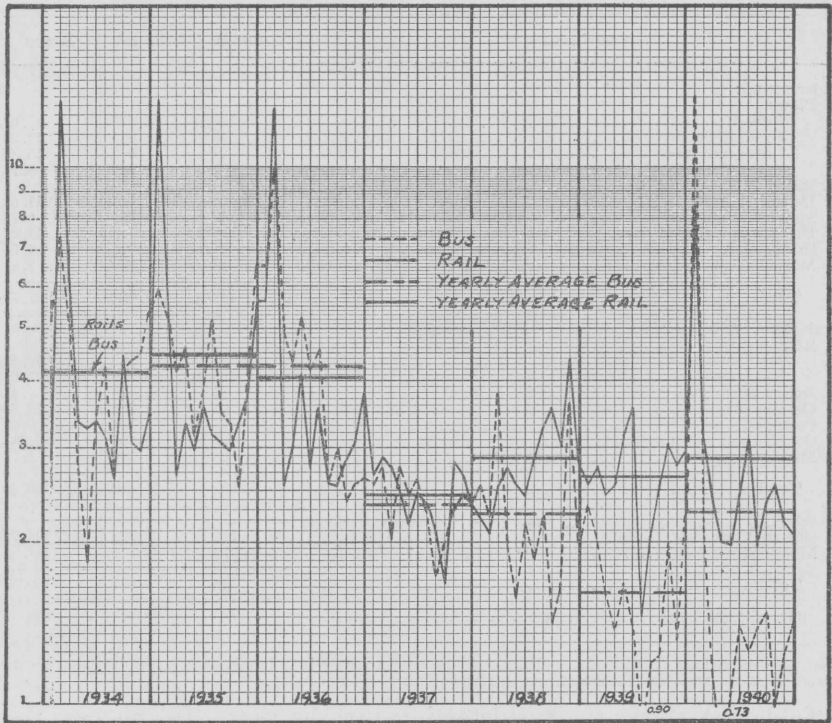
The lower part of the graph, showing kilowatt-hours per car-mile, indicates very clearly the additional amount of power required for operation during the winter, a portion of which may be due to weather conditions, but a larger portion due to the increase of current used for heating. This latter use is particularly noticeable in the early months of 1940 which were unusually cold, and the curve indi-

icates that the kilowatt-hour consumption for January 1940 will probably not be reached in the month of January 1941. In general, however, the curve indicates an increasing number of kilowatt-hours per car-mile, probably due to the higher power requirements of the Presidents' Conference Committee cars. The average yearly consumption for the years 1934 to 1940 was as follows:

Year:		Year:	
1934	----- 4.496	1938	----- 5.085
1935	----- 4.611	1939	----- 5.261
1933	----- 4.866	1940	----- 5.506
1937	----- 4.946		

STREETCAR AND BUS DELAYS

The chart of hours delay per 100,000 vehicle-miles operated by streetcars and busses, shown below, indicates that from 1935 to 1940 there was considerable improvement. The record for streetcars is shown by the full line and the record for busses by the dotted line.



HOURS DELAY PER 100,000 VEHICLE-MILES OPERATED.

The improvement in the record for busses which started in 1937 was slightly increased in 1938 and was greatly increased in 1939. The slight increase in detentions for streetcars shown in 1938 was partially overcome in the year 1939. In the year 1940 there has been an increase in the detentions for both streetcars and busses due

largely to the bad conditions in the early part of the year. It will be noted, however, that 1940 when contrasted with 1934, 1935, and 1936, when bad weather conditions affected the detentions, is materially under these years. The record month by month for the latter part of 1940 shows that improvement existed in case of both streetcars and busses for this period. Active attention is being given to delays on streetcars with a view to decreasing them to the greatest extent possible.

The following table 1 shows the streetcar detentions for the year, classified as to causes. It is evident from this table that weather conditions which affected the first three items under the heading "Underground" are materially larger than for the preceding year. The delays due to defective track are slightly above those of last year, while delays due to rolling stock, both mechanical and electrical, are slightly under. Derailments, however, are considerably over last year's record.

TABLE 1.—Streetcar detentions during calendar year 1940, Capital Transit Co.

Classification	Number	Minutes	Hours
Underground:			
Plows:			
Pulled.....	130	2,620	43.67
Grounded.....	49	845	14.08
Leads and fuses.....	61	919	15.32
Springs and shoes.....	35	583	9.72
General:			
Defective track.....	36	1,058	17.63
Split switch.....	18	405	6.75
Defective conductor bar.....	20	718	11.97
In cut-out.....	21	275	4.58
Miscellaneous.....	18	239	3.98
Total.....	388	7,662	127.70
Equipment, track, etc.:			
Rolling stock:			
Mechanical.....	57	989	16.48
Electrical.....	298	4,540	75.67
Defective track.....	1	28	.47
Derailment.....	42	1,340	22.33
Power off.....	15	374	6.23
Collisions and accidents.....	250	3,861	64.35
Miscellaneous.....	20	286	4.77
Total.....	683	11,418	190.30
Outside:			
Obstructions on track.....	362	6,523	108.72
Miscellaneous.....	83	2,511	41.85
Total.....	445	9,034	150.57
Grand total.....	1,516	28,114	468.57

NOTE.—Detentions totaling 2,040 minutes, 36 hours, included in miscellaneous grouping above were caused by severe snow and ice conditions during January and February.

Table 1-A shows the bus detentions for the year. In this case the detentions due to power plant, fuel and ignition, and body, chassis and brakes were practically the same as last year, but detentions due to snow and ice, amounted to nearly 129 hours as contrasted with less than 2 hours the preceding year. This item alone represents substantially all of the increase in detentions due to bus operation.

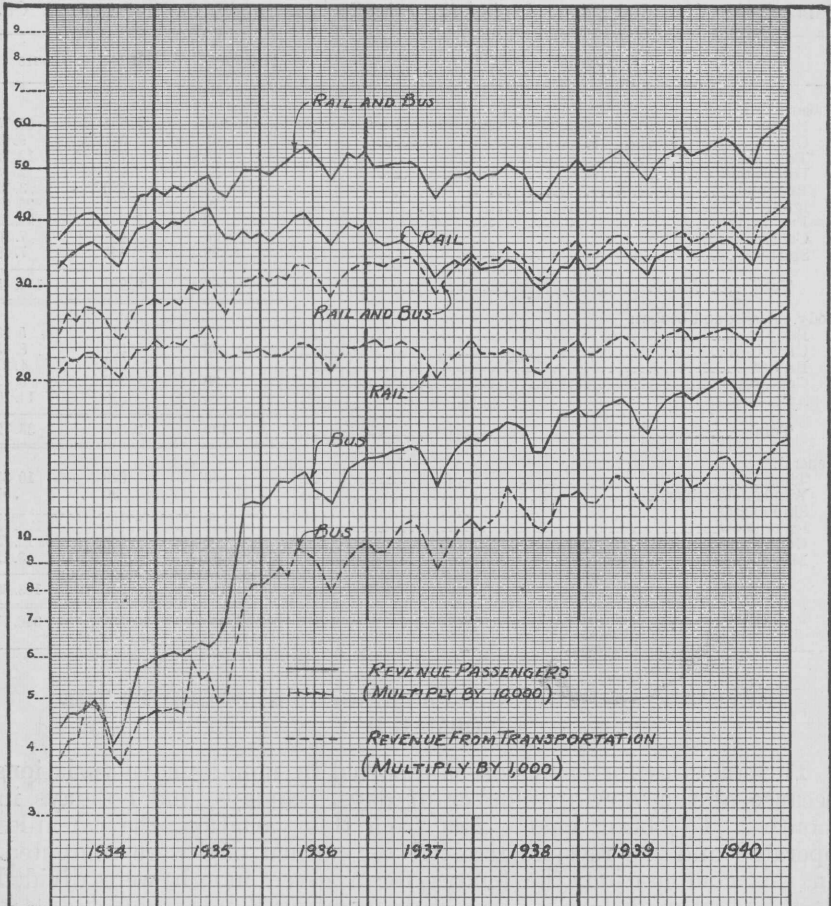
TABLE 1-A.—Bus detentions during the calendar year 1940, Capital Transit Co.

Classification	Number	Minutes	Hours
Power plant, fuel, and ignition:			
Engine.....	274	3,765	62.75
Clutch.....	41	571	9.52
Transmission.....	49	763	12.72
Drive shaft.....	13	147	2.45
Rear end.....	14	180	3.00
Ignition.....	120	1,611	26.85
Fuel system.....	92	1,337	22.28
Cooling system.....	35	468	7.80
Starter.....	29	425	7.08
Total.....	667	9,267	154.45
Body, chassis, and brakes:			
Body.....	26	317	5.28
Chassis.....	38	507	8.45
Brakes.....	20	256	4.27
Compressor.....	30	397	6.42
Air.....	65	846	14.10
Total.....	179	2,323	38.72
General:			
Tires.....	43	620	10.33
Windshield wiper.....	1	30	.50
Skid chains.....			
Ice or snow.....	77	7,736	128.93
Collisions—accidents.....	49	643	10.72
Miscellaneous.....	14	187	3.12
Total.....	184	9,216	153.60
Grand total.....	1,030	20,806	346.77

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 busses and a smaller number of streetcars. The daily bus passengers increased from 40,000 or 50,000 per day in 1934 to 220,000 per day at the end of 1940. Rail passengers decreased from about 390,000 per day at the end of 1934 to 340,000 per day at the end of 1938, and increased to 400,000 at the end of 1940. The total passengers increased from about 450,000 per day at the end of 1934 to 620,000 per day at the end of 1940.



REVENUE AND REVENUE PASSENGERS REDUCED TO THE NORMAL DAY

A table (No. 2) showing total passengers carried and the number of streetcar and bus miles operated in the District of Columbia during the years 1939 and 1940 follows:

TABLE 2.—Total passengers carried and number of streetcar and bus miles operated, 1939-40 (service outside of District of Columbia excluded), Capital Transit Co.

Month	Total passengers carried ¹			Number of car- and bus-miles operated		
	1939	1940	Increase over 1939	1939	1940	Increase over 1939
January	17,946,692	19,423,054	1,476,362	2,450,241	2,586,620	136,379
February	16,485,235	18,451,002	1,965,767	2,237,887	2,436,536	198,649
March	19,474,115	20,130,235	656,120	2,523,776	2,621,475	97,699
April	18,945,190	20,410,722	1,465,532	2,422,853	2,594,229	171,376
May	20,070,014	20,972,389	902,375	2,529,083	2,677,859	148,776
June	19,144,767	19,674,032	529,265	2,474,562	2,559,143	84,581
July	17,757,546	19,427,838	1,670,292	2,434,137	2,627,613	193,476
August	17,953,338	19,123,941	1,170,603	2,496,193	2,636,630	140,437
September	18,171,310	19,495,904	1,324,594	2,383,896	2,515,128	131,232
October	19,612,996	21,890,740	2,277,744	2,504,212	2,745,363	241,151
November	19,212,342	20,926,526	1,714,184	2,448,748	2,658,047	209,299
December	19,803,138	22,238,456	2,435,318	2,569,855	2,851,952	282,097
Total	224,576,683	242,164,839	17,588,156	29,475,443	31,510,595	2,035,152

¹ Includes revenue, transfer, and free passengers.

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 license year November 1, 1939, to October 31, 1940, the total number of round trips, and the total mileage operated by the various companies, by classes, class A being interstate busses, class B being suburban busses, and class C being city busses.

CLASS A BUSES (INTERSTATE)

Name of company	Number of round trips	Bus miles		
		On regular route	In charter service	Total
Blue Ridge Transportation Co.....	2,395	28,315.95	1,055.00	29,370.95
Eastern Trails, Inc.....	1,073	10,193.50	0	10,193.50
Greyhound Lines:				
Atlantic Greyhound Corporation.....	3,146	15,334.40	0	15,334.40
Capitol Greyhound Lines.....	5,324	45,585.30	0	45,585.30
Pennsylvania Greyhound Lines, Inc.....	22,459	218,820.40	1,315.60	220,136.00
Richmond Greyhound Lines, Inc.....	9,927	48,386.20	0	48,386.20
Pan-American Bus Lines ¹	396	6,275.20	32.00	6,307.20
Peninsula Transit Corporation.....	986½	11,961.10	190.00	12,151.10
Safeway Trails, Inc.....	5,422	52,056.00	0	52,056.00
Virginia Stage Lines, Inc.....	5,362	30,536.40	594.70	31,131.10
Total.....	56,490½	467,464.45	3,187.30	470,651.75

¹ Name changed to Pan American Trailways, Inc., Aug. 17, 1940.

CLASS B BUSES (SUBURBAN)

Alexandria, Barcroft & Washington Transit Co.....	124,608	562,081.40	24,409.00	586,490.40
Arlington & Fairfax Motor Transportation Co.....	42,086	188,833.50	6,742.00	195,575.50
Montgomery Bus Lines, Inc.....	2,412	33,768.00	0	33,768.00
Washington, Marlboro & Annapolis Motor Lines, Inc.....	23,434½	273,263.20	1,941.00	275,204.20
Washington, Virginia & Maryland Coach Co.....	98,231	612,608.30	9,065.00	621,673.30
Total.....	290,771½	1,670,554.40	42,157.00	1,712,711.40

The Capital Transit Co. operated 43 lines over 186.75 miles of streets. The total mileage operated during the year was 13,211,991.00. This includes the Montgomery Bus Line.

SIGHTSEEING BUSES

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

Name of owner:	Number of busses
Blue & Grey Sightseeing Tours, Inc.....	29
Herschman, Mrs. Irene (Capitol View Tours).....	1
The Green Line, Inc.....	2
White Line Tours.....	1

33

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 of such observations being 439½ hours. Ninety 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 59 locations.

STREETCAR AND BUS ACCIDENTS

The accidents in which streetcars and busses were involved are set forth by classification of accidents in the following table 3.

As to street railways, the number of accidents increased by nearly 500 so far as collisions and derailments are concerned, practically all of the increase being in collisions with vehicles. The number of persons killed increased from 6 to 9, the increase being in employees 2 and passengers 1. The number of persons injured increased by slightly under 100, mostly employees and others.

With respect to the bus accidents, increases have occurred in most classifications. Collisions with vehicles are 1,000 as contrasted to 766 in the preceding year. Persons killed remain the same as last year, namely 1. Persons injured have increased from 461 to 533, the principal increase being in passengers.

TABLE 3.—Accidents in which streetcars and busses were involved during the calendar year 1940, Capital Transit Co.

Classification	Street railway	Busses	Classification	Street railway	Busses
Collisions and derailments:			Number of persons injured:		
Number of collisions with—			Boarding car or bus	241	75
Streetcars	23	2	Riding on car or bus	360	203
Vehicles	2,473	1,000	Alighting from car or bus	174	77
Other objects		13	Nonpassengers in vehicular collisions	59	28
Pedestrians	111	31	Pedestrians struck	111	31
Total	2,607	1,046	Employees operating cars or busses	107	40
Persons killed and injured:			Employees working elsewhere	313	78
Number of persons killed:			Miscellaneous	6	1
Passengers	1				
Employees	2				
Others	6	2			
Total	9	2			
Number of persons injured:					
Passengers	775	355			
Employees	420	118			
Others	176	60			
Total	1,371	533	Total	1,371	533

RECORD OF ACCIDENTS FOR OTHER UTILITIES

The following table shows the accidents for the year for The Chesapeake & Potomac Telephone Co., the Washington Gas Light Co., the Potomac Electric Power Co., and the Western Union Telegraph Co., segregated as between employees and others. This list indicates only two fatalities for the year, the same being employees of the Potomac Electric Power Co.

TABLE 4.—Number of accidents during the calendar year 1940 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.....	143	220	155	-----
Overhead lines.....	19	-----	9	-----
Underground lines.....	21	27	93	-----
Miscellaneous.....	91	168	181	48
Total.....	274	415	438	48
Employees killed.....	-----	-----	2	-----
Others killed.....	-----	-----	-----	-----
Total.....	-----	-----	2	-----
Employees injured.....	274	415	438	48
Others injured.....	14	22	-----	12
Total.....	288	437	438	60

INSPECTION OF ELECTRIC METERS

Five referee tests of electric meters were requested and made. All meters registered between 98 and 102 percent at light, normal, and full loads.

The Potomac Electric Power Co. made its regular tests of meters, and the record for the 8 years 1933-40 is summarized as follows:

Year	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, 681
1936.....	238	4, 501	2, 776	40, 137	47, 652
1937.....	224	3, 824	2, 552	43, 418	50, 018
1938.....	205	3, 828	1, 889	29, 904	35, 826
1939.....	354	2, 650	3, 065	21, 856	27, 925
1940.....	216	2, 568	2, 385	39, 519	44, 688

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 gives 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 tested before being put into service, this information being in addition to the results of the periodic tests of meters generally made on the premises where the meters were installed. The result of these tests showed that over 93 percent of the meters that were tested when ready to go out were reading 100 percent or less, that less than 7 percent registered over 100 percent accuracy and of these meters none was reading in excess of the limit of accuracy prescribed by the Commission.

**STATISTICS WITH RESPECT TO ELECTRICAL CONSUMPTION FOR
LIGHT AND POWER**

There follows a tabulation containing information concerning electric consumption and costs. This covers years from 1930 to 1940 and shows in the first section of the table the figures with respect to residential consumers. In the second section are shown the facts with respect to commercial and power consumers, this group including between 200 and 300 large customers and over 26,000 small customers.

The third portion of the table covers all consumers and therefore includes, in addition to the two groups mentioned, power sold for street lighting in the District and Maryland and power furnished the Capital Transit Co. and other utilities.

Referring to the first section of the table, attention is called to the increase in the average use per residential customer from 633 kilowatt-hours per year in 1930 to 1,285 kilowatt-hours in 1940. The cost per kilowatt-hour as shown in the last column decreased from 4.682 cents in 1930 to 2.512 cents in 1940.

Similar increase in use per customer and decrease in cost per kilowatt-hour appear in the second section of the table referring to commercial and power consumers.

Potomac Electric Power Co., electrical power consumption and costs

RESIDENTIAL

Year	Average 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
1939	165,595	1,211	200,492,121	5,269,268	31.82	2.628
1940	170,188	1,285	218,689,090	5,493,385	32.28	2.512

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
1939	28,632	19,126	547,617,192	8,804,657	307.51	1,608
1940	28,952	20,931	606,007,296	9,222,245	318.54	1,522

TOTAL

1930	138,753	2,298	318,972,780	\$10,488,012	\$75.59	3,288
1931	146,013	2,411	352,085,270	10,791,896	73.91	3,065
1932	149,695	2,555	382,460,264	10,897,863	72.80	2,849
1933	151,273	2,886	436,557,332	10,853,926	71.75	2,486
1934	156,601	3,500	548,128,164	11,949,996	76.31	2,180
1935	163,916	3,711	608,363,446	12,963,558	79.29	2,131
1936	171,505	3,889	667,068,561	14,031,183	81.81	2,103
1937	180,284	3,996	720,499,000	14,514,773	80.51	2,015
1938	187,148	4,256	796,669,000	14,839,416	79.29	1,862
1939	194,269	4,497	873,700,325	15,785,084	81.25	1,807
1940	200,182	4,808	962,556,765	16,560,907	82.68	1,719

The following chart shows in graphic form the information in the first section of the table with respect to residential consumers, from which it is evident that small change took place in the revenue per

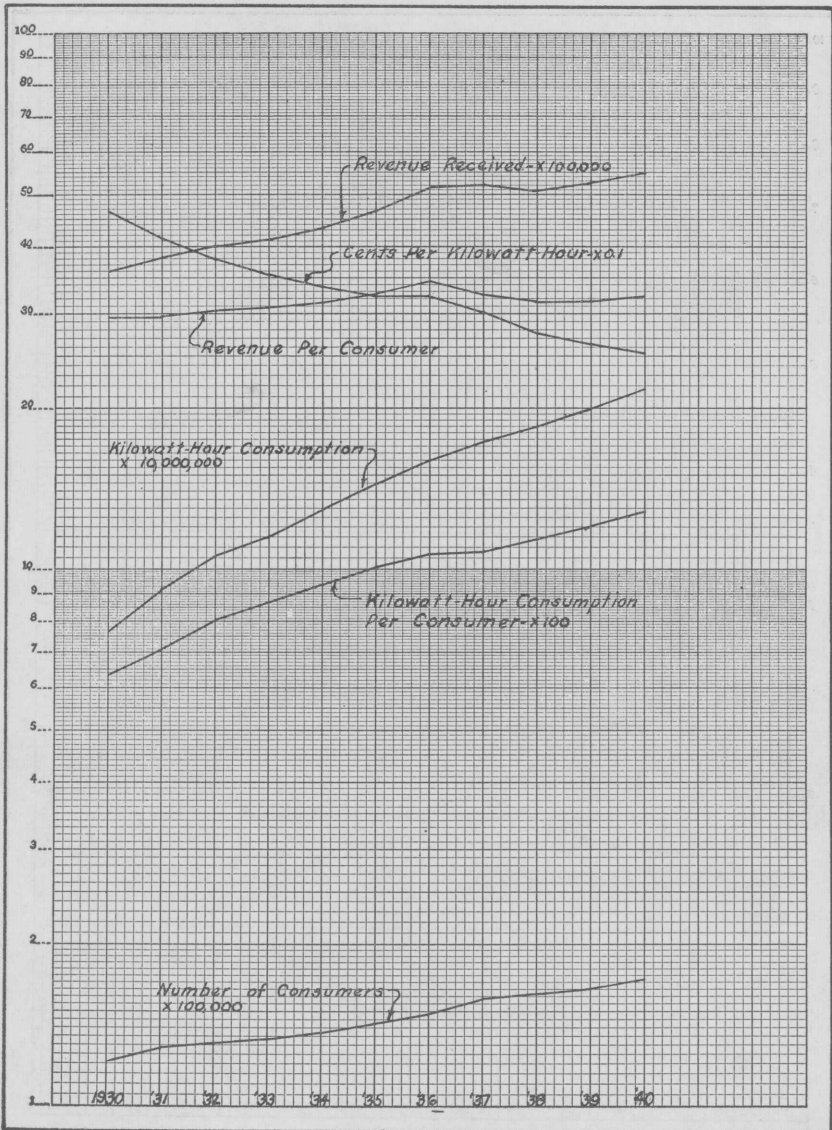


CHART SHOWING NUMBER OF RESIDENTIAL CONSUMERS, THEIR KILOWATT-HOUR CONSUMPTION AND REVENUE—YEARS 1930-40.

customer. This figure increased from slightly under \$30 per year in 1930 to slightly over \$32 per year in 1940. It also appears that revenue, as shown by the line near the top of the diagram, increased substantially at the same rate as the number of customers increased

as shown by the line at the bottom of the diagram. The total kilowatt-hour consumption shown near the the middle of the diagram increased at a slightly greater rate than the kilowatt-hour consump-

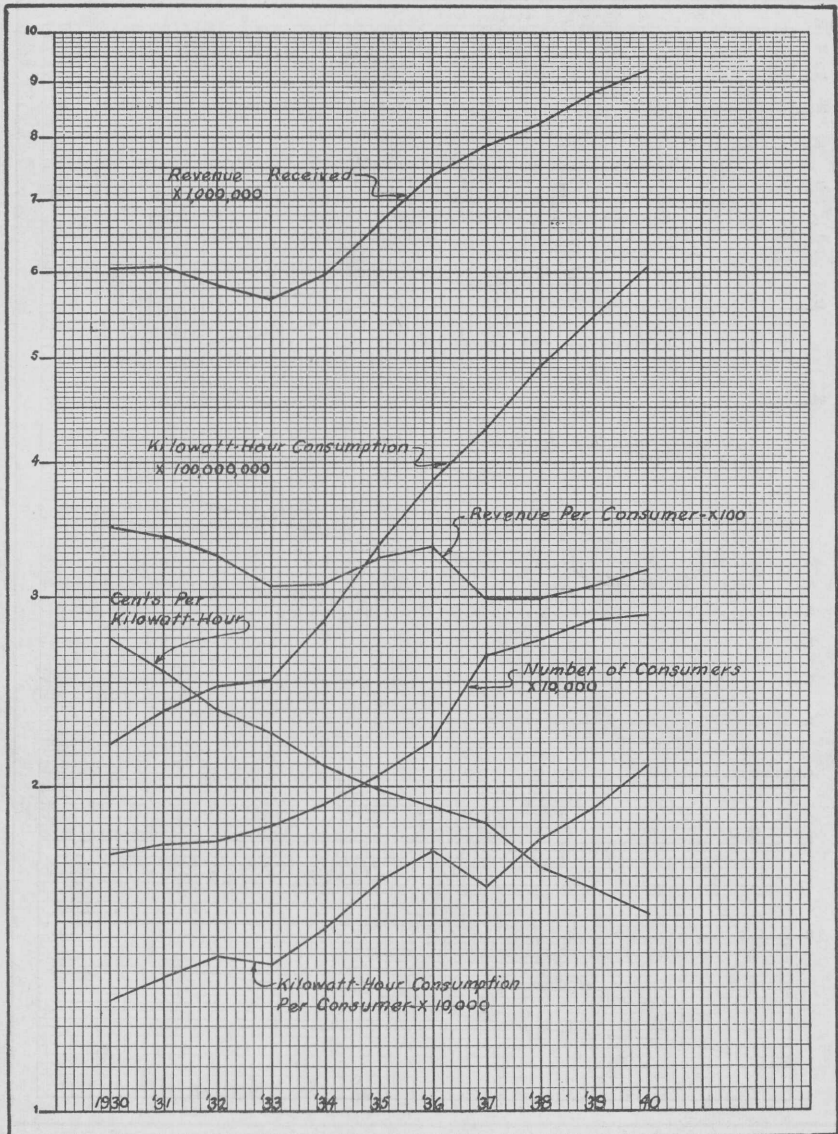


CHART SHOWING THE NUMBER OF COMMERCIAL AND POWER CUSTOMERS AND THEIR KILOWATT-HOUR CONSUMPTION AND REVENUES—YEARS 1930-40.

tion per customer shown just below. The decreased cost in cents per kilowatt-hour is very evident.

A similar chart for the commercial and power customers shows a continuous increase in the number of customers, although slight

during the period from 1930 to 1936, followed by a larger increase in 1937. The considerable increase in kilowatt-hour consumption per customer during the years 1933 to 1940 resulted in a substantial increase in the total kilowatt-hour consumption. A very noticeable drop in the cost per kilowatt-hour is shown in this diagram.

STATISTICS WITH RESPECT TO CAPACITY AND OUTPUT OF THE POTOMAC ELECTRIC POWER CO.

There follows a table showing for the years 1925 to 1940, inclusive, the generating capacity of the power plant of the Potomac Electric Power Co., together with, for the years 1933 to 1940, the additional capacity available through an interchange agreement for power with the Baltimore Co., and in the following column the total available capacity, including generators and firm peak power provided for under the interchange agreement.

The column headed "Safe operating capacity" is obtained by subtracting from the total available capacity the capacity of the two largest generating units, on the theory that for assurance of continuity of service sufficient capacity should be available so that if one of the largest generating units is down for repair and an accident occurs to another large generating unit there will still remain sufficient capacity for furnishing the service.

Other columns show the peak load by years, the kilowatt-hours produced, the kilowatt-hours delivered, the percentage of the delivered to the generated and the annual load factor.

System capacity, peak load, output, and load factor

Year	Available capacity in kilowatts			Safe operating capacity	Peak load	Kilowatt hours produced	Kilowatt hours delivered	Per- cent of delivered to generated	Annual load factor
	Gener-ating	Ex- change power	Total						
1925	121,000	-----	121,000	81,000	82,000	226,329,134	178,666,710	79.0	31.5
1926	121,000	-----	121,000	81,000	91,500	254,149,397	202,709,942	79.6	31.8
1927	148,000	-----	148,000	98,000	101,000	286,961,952	228,687,482	79.7	32.4
1928	148,000	-----	148,000	98,000	110,000	318,000,211	252,358,738	79.4	32.9
1929	178,000	-----	178,000	118,000	120,000	354,932,330	282,861,493	79.7	33.8
1930	178,000	-----	178,000	118,000	123,000	400,208,431	321,097,955	80.3	37.1
1931	208,000	-----	208,000	148,000	130,000	438,360,381	355,346,571	81.0	38.5
1932	208,000	-----	208,000	148,000	137,000	464,108,604	386,365,716	83.2	38.7
1933	220,000	45,000	265,000	200,000	148,000	495,013,756	411,783,465	83.1	38.3
1934	220,000	45,000	265,000	200,000	164,000	662,832,609	552,885,180	83.5	46.2
1935	220,000	45,000	265,000	200,000	169,000	725,463,909	613,055,815	84.6	49.0
1936	220,000	45,000	265,000	200,000	179,000	778,927,009	672,641,929	85.2	49.6
1937	220,000	45,000	265,000	200,000	193,000	835,167,909	725,515,786	86.8	49.5
1938	255,000	35,000	290,000	220,000	203,000	910,962,309	802,069,818	88.0	51.0
1939	255,000	35,000	290,000	220,000	224,000	993,138,809	880,423,236	88.1	50.6
1940	305,000	35,000	340,000	255,000	249,000	1,090,702,737	969,217,907	88.9	49.9

This information is shown in the following chart. The peak load is shown and may be compared with the system capacity with two spare units, which indicates that for the year 1940 the peak load nearly equalled the system capacity with two spare units. This occurred notwithstanding the fact that the latest 50,000 kilowatt unit was in service at Buzzard Point. Due to the rapid growth in load, plans are now under way for adding the second 50,000 unit at Buzzard Point, which, it is expected, will be ready for operation the

latter part of 1941. Referring to the lower portion of the diagram, it will be noticed that the proportion of kilowatts delivered to kilowatts generated increased from about 79 percent in the year 1925 to 89.0 percent in the year 1940. Also the annual load factor increased from 30.5 percent in the year 1925 to 50.6 percent in the year 1939, but dropped slightly in 1940. A sharp increase in kilowatt-hours generated and delivered in the year 1934 was due to adding to the load of the Potomac Electric Power Co. the railway load which, prior to December 1, 1933, was furnished by the railway companies. Since the merger for railway operation has been furnished by the Potomac Electric Power Co.

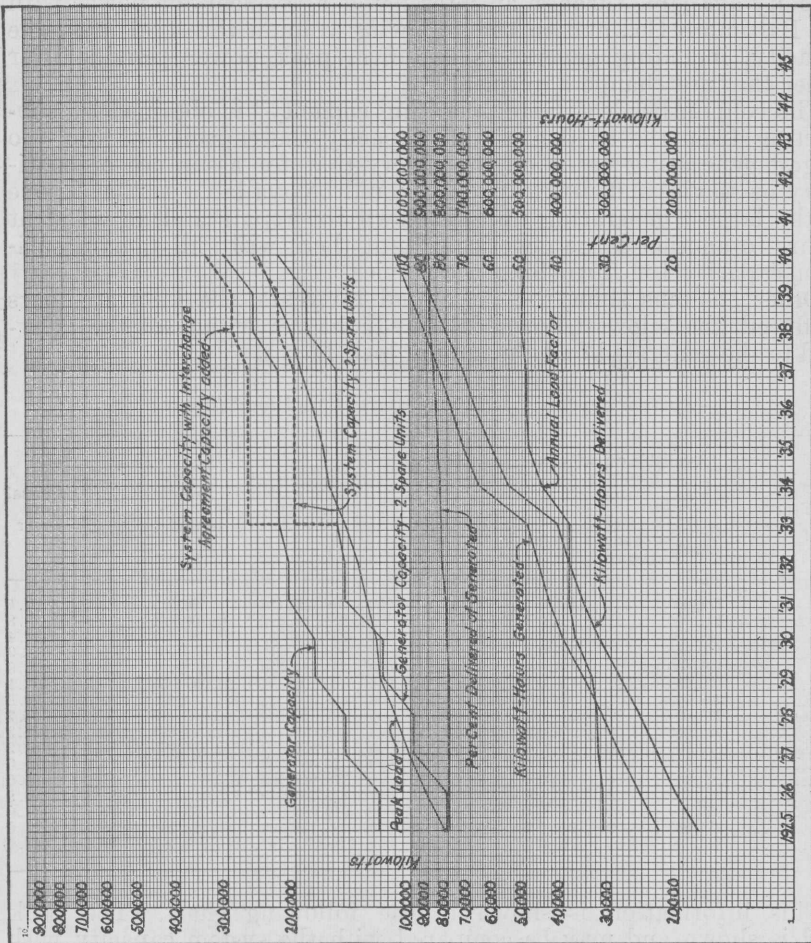


CHART SHOWING GENERATOR AND SYSTEM CAPACITIES, PEAK LOADS, KILOWATT-HOURS GENERATED AND DELIVERED, PERCENT EFFICIENCY OF DISTRIBUTION, AND LOAD FACTORS, 1925-40.

STATISTICS WITH RESPECT TO GAS CONSUMPTION

There follow data with respect to the consumption of gas by certain classes of service, as well as total consumption. These tables cover the years 1931 to 1940, inclusive.

For the domestic service, there was a slight increase in the use per meter ranging from 37.20 M cubic feet per year in 1931 to 45.36 M cubic feet per year in 1940. The revenue figures for the years 1931 and 1932 are not available since they were grouped with other classes of service for those years. For the years 1933 to 1940, inclusive, it appears that while the consumption per meter increased, the revenue per meter decreased from \$35.22 to \$34.47, but increased to \$35.37 in 1940. During the period the rates expressed in cents per 1,000 cubic feet have decreased from 84.63 cents in 1933 to 78.00 cents in 1940. During the period the number of meters increased from 114,961 to 134,962.

Space heating or house heating increased rapidly during the period shown. The number of meters increased from 2,963 in 1931 to 19,023 in 1940. The M cubic feet of gas used per meter increased during the years 1932 and 1933 but fell after that time because of the large number of smaller units installed in small homes. During the year 1940, however, revenue per meter and the cubic feet of gas per meter increased sharply, due principally to the unusually cold weather in the first part of the year 1940. The rate in cents per M cubic feet fell from about 63 cents per M cubic feet in the year 1933 to 60 cents in the year 1937 and following years.

The number of commercial and industrial consumers decreased slightly, but the average use per consumer and the total quantity of gas furnished increased.

WASHINGTON GAS LIGHT CO.

Table showing number of domestic consumers, their consumption and revenues by years—1931-40

Year	Number of meters	M cubic feet of gas		Revenue		
		Per meter	Total	Total	Per meter	Cents per M cubic feet
1931	114,961	37.20	4,276,094			
1932	113,811	38.61	4,394,707			
1933	107,433	41.61	4,470,737	\$3,783,686.86	\$35.22	84.63
1934	115,457	40.96	4,729,732	3,999,519.33	34.64	84.56
1935	120,244	41.10	4,941,578	4,168,136.05	34.66	84.35
1936	123,740	42.37	5,242,692	4,224,986.99	34.14	80.59
1937	127,203	42.14	5,360,302	4,310,907.00	33.89	80.42
1938	129,374	42.79	5,535,572	4,446,271.78	34.37	80.62
1939	132,131	43.19	5,706,997	4,555,136.91	34.47	79.73
1940	134,962	45.34	6,119,355	4,773,121.01	35.37	78.00

Table showing the number of space-heating customers and their consumption and revenue by years—1931-40

Year	Number of meters	M cubic feet of gas		Revenue		
		Per meter	Total	Total	Per meter	Cents per M cubic feet
1931	2,963	164.20	486,513			
1932	3,510	213.96	751,003			
1933	3,773	242.97	916,734	\$577,179.40	\$152.98	62.96
1934	4,805	239.17	1,149,216	716,201.08	149.05	62.32
1935	6,014	222.65	1,339,032	839,635.35	139.61	62.70
1936	8,916	207.46	1,849,678	1,108,607.35	124.34	59.94
1937	11,804	177.50	2,095,240	1,256,652.02	106.46	59.98
1938	13,920	156.58	2,179,578	1,307,784.75	93.95	60.00
1939	16,561	158.27	2,621,178	1,572,388.39	94.94	59.99
1940	19,023	182.96	3,480,531	2,087,535.83	109.74	59.98

Table showing the number of commercial and industrial consumers and their consumption and revenue by years—1931-40

Year	Number of meters	M cubic feet of gas		Revenue		
		Per meter	Total	Total	Per meter	Cents per M cubic feet
1931	6,614	211.32	1,397,699			
1932	6,526	215.66	1,407,202			
1933	5,984	232.36	1,390,451	\$1,057,887.39	\$176.78	76.08
1934	5,999	247.80	1,486,635	1,122,506.88	188.62	75.51
1935	5,951	252.50	1,502,374	1,127,525.05	189.47	75.15
1936	5,801	273.74	1,587,988	1,087,080.87	187.40	88.46
1937	5,769	278.96	1,609,348	1,083,499.97	187.81	67.32
1938	5,599	289.58	1,621,369	1,072,319.80	191.52	66.14
1939	5,512	298.66	1,646,213	1,045,574.53	189.69	63.51
1940	5,774	306.37	1,768,966	1,092,488.63	189.21	61.76

The following table indicates an increase in gas sold from slightly under 7,000,000 M cubic feet in 1931 to nearly 14,000,000 M cubic feet in 1940 with increases in revenue from \$6,337,000 in 1931 to \$9,171,013 in 1940. The average price per M cubic feet for all gas sold decreased from 91 cents in 1931 to 65.64 cents in 1940.

WASHINGTON GAS LIGHT CO.

Table showing amount of gas delivered, unaccounted for, used by the company, and sold for years 1931-40

Year	M cubic feet of gas				Revenue		
	Delivered	Unaccounted for		Used by company	Sold	Dollars	Cents per M cubic feet
		Percent	Amount				
1931	7,287,569	3.81	277,600	46,289	6,963,680	6,337,314.60	91.00
1932	7,877,779	5.30	417,315	42,303	7,418,161	6,255,447.46	84.33
1933	8,032,675	3.89	312,514	44,195	7,675,966	5,975,474.08	77.85
1934	8,607,217	3.03	260,747	46,173	8,300,297	6,409,176.91	77.22
1935	9,261,215	4.48	414,993	44,260	8,801,962	6,717,873.19	76.32
1936	10,181,690	2.61	265,497	49,247	9,866,946	7,007,432.03	71.02
1937	10,957,294	3.45	377,482	45,165	10,534,647	7,346,964.56	69.74
1938	11,493,665	3.56	409,200	39,323	11,045,142	7,629,189.01	69.07
1939	12,479,753	3.65	455,503	37,201	11,987,049	8,115,197.34	67.70
1940	14,447,126	2.99	431,427	44,938	13,970,761	9,171,013.55	65.64

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 63 meter and service complaints, exclusive of those handled by telephone, involving 29 visits to the premises of the complainants.

The gas distributed by the Washington Gas Light Company was a mixture of carbureted water gas, natural gas, and reformed natural gas. The maximum day send-out for the year was 75,802 M cubic feet on January 19th when the average temperature was 12 degrees. The two manufacturing plants totaled an output of approximately 14,362,649 M cubic feet of mixed gas during the year. In making this amount, 3,945,115 M cubic feet of natural gas were used for enriching, and 1,761,346 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, 1616 K 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 and passing through those areas was obtained.

During the year this Bureau completed its assignment of assisting with the revision of the "Gas Fitting Code for the District of Columbia."

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 sulfur.—This impurity varied from 3.38 to 9.78 grains per 100 cubic feet of gas.

Hydrogen sulfide.—This impurity was present on 7 days during the year.

Specific gravity.—The specific gravity of the distributed product varied from 0.619 to 0.664 and averaged 0.648.

PRESSURE

The number of district governors in the gas distribution system was increased to 66, and the number of curb, or "P. U. C.," weekly record-

ing pressure gages was increased to 80. The charts from these gages during the year showed 3 maximum and 0 minimum pressure violations, and 6 violations of variation in pressure.

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 resealed, 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 required referee tests of these meters are made without charge. (See table 3.)

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

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 1940*

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			
January	599.6	609.0	594.9	608.3	616.3	600.1	602.5	611.3	593.0	605.3	614.4	596.9	603.9	26	100
February	601.6	609.9	592.0	606.5	612.4	598.9	602.4	608.8	596.2	603.1	612.8	595.0	603.5	24	92
March	601.9	610.2	592.7	607.7	612.7	600.3	601.4	611.2	590.6	602.2	611.3	590.9	603.5	26	96
April	600.3	604.5	597.2	603.5	612.8	584.0	601.5	609.7	597.1	601.2	607.8	596.7	601.5	26	93
May	600.9	607.1	596.3	605.6	611.0	601.0	601.4	606.2	590.0	602.7	608.3	593.6	602.6	26	99
June	601.7	607.6	596.1	604.1	611.9	589.4	599.4	608.5	593.6	604.2	612.4	596.6	602.3	25	95
July	602.9	606.6	596.0	604.9	610.7	595.8	602.0	607.5	596.6	603.1	608.1	593.8	603.2	27	97
August	599.7	605.9	597.7	606.6	608.8	602.9	601.5	606.5	596.4	600.9	605.6	597.7	602.2	27	94
September	599.5	607.1	596.6	606.6	617.8	585.9	600.9	605.6	595.7	601.0	607.7	593.5	602.0	25	94
October	599.2	607.5	595.1	603.4	608.8	596.1	600.6	608.9	583.5	600.9	607.4	567.0	601.0	27	101
November	600.3	606.8	593.7	603.9	613.2	597.8	602.6	615.2	596.7	601.5	605.2	597.5	602.1	25	87
December	598.1	602.1	594.3	605.0	611.2	602.2	602.0	607.0	596.7	600.7	603.5	596.0	601.4	26	98
For the year	600.5	610.2	592.0	605.5	617.8	584.0	601.5	615.2	583.5	602.2	614.4	567.0	602.4	310	1,146

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 1940

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	6.5	5.0	1.2	0.5	8.9	5.6	2.4	1.3	6.3	4.3	1.9	0.9	7.8	5.0	2.1	1.1
February	6.3	4.9	1.1	.3	7.2	5.4	1.7	.7	6.2	4.8	1.4	.4	6.7	4.4	1.8	.7
March	6.1	5.1	.9	.3	7.2	5.4	1.5	1.0	6.2	4.9	1.1	.4	6.6	5.2	1.3	.4
April	6.4	5.0	1.2	.4	7.3	5.4	1.7	.6	6.2	5.0	1.0	.4	6.6	5.2	1.4	.3
May	6.2	5.3	.8	.2	7.8	5.4	2.3	.4	6.4	4.9	1.3	.2	6.9	5.2	1.3	.3
June	6.2	5.3	.7	.3	7.8	3.8	2.8	.6	6.4	5.4	.9	.3	6.4	5.2	1.0	.2
July	6.2	5.3	.8	.2	6.8	3.1	3.2	.4	6.3	5.5	.8	.2	6.9	5.2	1.4	.2
August	6.0	5.1	.8	.2	7.0	4.8	1.6	.5	6.2	5.4	.7	.3	6.2	5.2	.7	.2
September	6.3	5.2	.8	.2	7.1	5.3	1.4	.4	6.2	5.1	1.1	.3	6.6	4.8	1.3	.2
October	6.2	4.5	1.6	.4	7.3	5.0	1.6	.6	6.4	4.7	1.3	.6	7.3	4.2	2.5	.4
November	6.5	4.2	2.2	.4	7.5	5.6	1.7	.8	6.6	4.8	1.6	.6	6.6	4.5	1.7	.5
December	6.5	4.6	1.3	.4	7.3	5.6	1.5	.8	6.2	4.6	1.6	.6	7.5	5.3	1.9	.5
For the year	6.5	4.2	2.2	.2	8.9	3.1	3.2	.4	6.6	4.3	1.9	.2	7.8	4.2	2.5	.2
Times in default	0	0	0	0	15	0	2	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 1940

Class and fee	Number of meters	Amount
Supervisory tests at 10 cents each	42,311	\$4,231.10
Supervisory tests at 20 cents each	45	9.00
Referee tests at 50 cents each	33	16.50
Special test on "Emcorector" for high-pressure meter at 20 cents		.20
Grand total	42,389	4,256.80

TABLE 4.—Meters inspected and proved for the Washington Gas Light Co., during the calendar year 1940

Month	Total number of meters tested	SUPERVISORY TESTS									
		Number tested	Fast			Number unbalanced	Number defective	Slow			Number correct
			Number	Maximum	Average			Number	Maximum	Average	
			Pct.	Pct.			Pct.	Pct.			
January	3,540	1,441	3	1	1.00	48	2	62	5	3.15	1,326
February	3,240	1,578	42	3	1.10	43		24	3	3.00	1,469
March	3,450	860	4	2	1.25	55		80	5	3.13	721
April	3,870	1,204	12	1	1.00	79		159	5	3.13	954
May	3,480	718	52	3	1.23	22		14	4	3.07	630
June	3,480	868	46	3	1.52	24		14	5	3.14	784
July	3,480	765	33	2	1.12	18	1	7	8	3.86	706
August	3,240	619	33	3	1.18	4		4	3	3.00	578
September	3,299	756	32	2	1.03	11		4	25	8.50	709
October	4,020	971	25	5	1.36	7	1	9	6	3.44	929
November	3,540	1,046	57	3	1.28	28	1	15	8	3.33	945
December	3,750	1,155	46	2	1.17	16		31	72	5.32	1,062
For the year	42,389	11,981	385	5	1.22	355	5	423	72	3.36	10,813

TABLE 4.—Meters inspected and proved for the Washington Gas Light Co., during the calendar year 1940—Continued

SUPERVISORY TESTS—Continued

Month	New diaphragmed meters									
	Number tested	Fast			Number unbalanced ¹	Number defective	Slow			Number correct
		Number	Maximum	Average			Number	Maximum	Average	
			<i>Percent</i>	<i>Percent</i>			<i>Percent</i>	<i>Percent</i>		
January.....	417	1	1	1.00	26	15	6	3.20	375	
February.....	338	2	1	1.00	8	19	30	4.53	309	
March.....	322	2	1	1.00	7	14	5	3.21	299	
April.....	636	6	1	1.00	13	27	5	3.11	590	
May.....	396	7	4	1.43	12	10	3	3.00	367	
June.....	361	7	2	1.14	15	7	3	3.00	332	
July.....	407	13	2	1.23	27	8	64	10.63	359	
August.....	436	13	2	1.15	16	4	3	3.00	403	
September.....	450	14	2	1.14	17	1	13	3.54	405	
October.....	580	10	2	1.10	31	3	28	3.79	508	
November.....	523	14	4	1.64	31	3	30	5	3.23	448
December.....	426	19	2	1.37	23	21	8	3.33	363	
For the year.....	5,292	108	4	1.26	226	4	196	64	3.72	4,758

Month	Repaired meters									
	Number tested	Fast			Number unbalanced ¹	Number defective	Slow			Number correct
		Number	Maximum	Average			Number	Maximum	Average	
			<i>Percent</i>	<i>Percent</i>			<i>Percent</i>	<i>Percent</i>		
January.....	1,084	2	2	2.00	24	2	50	4	2.26	1,006
February.....	885	3	2	2.00	15	2	34	10	2.29	831
March.....	1,539	4	3	2.25	42	2	67	13	2.43	1,424
April.....	1,229	6	2	2.00	23	2	44	8	2.23	1,154
May.....	1,531	14	3	2.21	61	2	31	3	2.06	1,423
June.....	1,418	14	2	2.00	41	4	33	6	2.24	1,326
July.....	1,396	15	3	2.27	58	2	24	3	2.08	1,297
August.....	1,582	14	3	2.21	32	7	27	18	2.78	1,509
September.....	1,485	6	5	2.67	23	7	68	7	2.21	1,381
October.....	1,732	18	3	2.06	51	1	58	18	2.40	1,604
November.....	1,355	10	2	2.00	42	2	57	52	3.21	1,244
December.....	1,559	6	7	3.00	44	4	57	5	2.19	1,448
For the year.....	16,795	112	7	2.20	456	30	550	52	2.39	15,647

Month	Resealed meters ¹									
	Number tested	Fast			Number unbalanced ²	Number defective	Slow			Number correct
		Number	Maximum	Average			Number	Maximum	Average	
			<i>Percent</i>	<i>Percent</i>			<i>Percent</i>	<i>Percent</i>		
January.....	598	23	3	2.17	42	56	5	2.41	477	
February.....	429	18	4	2.22	34	40	5	2.45	337	
March.....	723	28	4	2.14	46	1	57	12	2.60	591
April.....	796	32	3	2.13	46	75	3	2.08	643	
May.....	833	40	5	2.18	74	1	49	3	2.08	669
June.....	829	38	3	2.11	62	68	5	2.21	661	
July.....	912	22	3	2.14	74	1	60	4	2.23	755
August.....	603	36	3	2.11	32	32	3	2.03	503	
September.....	608	32	3	2.03	46	24	4	2.17	506	
October.....	737	34	3	2.06	58	39	3	2.13	606	
November.....	611	27	6	2.26	58	47	6	2.30	479	
December.....	609	43	7	2.30	33	50	6	2.26	483	
For the year.....	8,288	373	7	2.15	605	3	597	12	2.25	6,710

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

² Unbalanced meter: Meter whose proof at open and check rate differs by more than 1 percent.

TABLE 4.—Meters inspected and proved for the Washington Gas Light Co., during the calendar year 1940—Continued

REFEREE TESTS

Month	Consumers' meters									
	Number tested	Fast			Number unbalanced ¹	Number defective	Slow			Number correct
		Number	Maximum	Average			Number	Maximum	Average	
			Percent	Percent			Percent	Percent		
January										
February	10	6	3	2.50		2	2	2.00	2	
March	6	3	3	2.67					3	
April	5	3	8	4.00					2	
May	2	1	2	2.00	1					
June	4				1	1	2	2.00	2	
July										
August										
September										
October										
November	5	1	4	4.00	1				3	
December	1	1	2	2.00						
For the year	33	15	8	2.87	3	3	2	2.00	12	

¹ Unbalanced meter: Meter whose proof at open and check rate differs by more than 1 percent.

REPORT OF THE CHIEF ACCOUNTANT

GENERAL

During the year 1940 the Accounting Bureau completed the audits and studies required in connection with rate cases, security issues, and other accounting matters, and generally endeavored to present to the Commission all accounting information necessary in the exercise of its function as a regulatory body.

The sliding-scale arrangements in effect with the Potomac Electric Power Co. and the Washington Gas Light Co. required detailed and exhaustive investigation by experienced accountants to develop the data presented in the annual formal hearings. These investigations annually result in considerable savings to consumers.

In addition to its normal duties, the Accounting Bureau also furnished considerable information to other regulatory bodies and to other departments of the District of Columbia Government.

The Bureau's limited staff of accountants is to be commended for the capable execution of all assignments, many of which required considerable overtime work.

Matters of outstanding interest that engaged the Accounting Bureau during the past year are set forth briefly below:

The Accounting staff made an examination of the plant reclassification entries submitted by the Potomac Electric Power Co., and in cooperation with the staff of the Federal Power Commission, prepared a joint accounting report proposing adjustments of electric plant accounts in the amount of \$3,882,822.48. This report was served upon the company August 15, 1940. Upon request of the company an extension until June 30, 1941, was granted by both this Commission and the Federal Power Commission, and this matter cannot therefore be finally disposed of until after that time.

A study of the cost of street-light service furnished by the Potomac Electric Power Co. was initiated during the year. Several conferences have been held with representatives of the company on this question and a report will be made in the near future.

The study of the original cost of plant of The Chesapeake & Potomac Telephone Co. was conducted during the year and satisfactory progress made thereon, although the complexities of telephone accounting retard this work to some extent in comparison with similar studies where less complicated accounting systems are in use. This study will be completed and available for presentation in connection with a valuation that has been ordered by the Commission.

Considerable study and effort has been devoted to a revision of the System of Accounts now in use by the Capital Transit Co. and recommendations effecting certain desirable changes will be made to the Commission in 1941.

The balance sheets, income statements, supporting schedules, statistical data, and information on the sliding-scale arrangements of the Potomac Electric Power Co. and the Washington Gas Light Co. contained in prior years' reports are presented in the following pages in the form and order heretofore used except for the inclusion of an additional schedule under the Potomac Electric Power Co. sliding-scale arrangement showing typical monthly residential bills for 25, 100, and 250 kilowatt-hours for the years 1924 to 1941, inclusive. This schedule is presented for comparison with the typical bills' information now being widely circulated by the Federal Power Commission.

RESULTS OF ELECTRIC AND GAS RATES REGULATION UNDER SLIDING-SCALE ARRANGEMENTS

1. REGULATION OF RATES OF THE POTOMAC ELECTRIC POWER CO.

(a) CONDENSED HISTORY OF THE ELECTRIC ARRANGEMENT.—The original sliding-scale arrangement for the regulation of electric rates was approved by the Supreme Court of the District of Columbia in a decree in December 1924. This decree is printed in full in the Commission's annual report for the year 1924 and provided for the following:

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

Rate of return.—7½ percent on annual rate-base.

Disposition of excess earnings.—One-half of the earnings in any year in excess of 7½ percent return on the rate base for the year to determine the aggregate amount of rates reductions for the succeeding year.

Depreciation accrual.—The annual rates of accrual for depreciation to vary inversely with the ratio between the rate base and the balance in the reserve—from 2.3 percent, when the ratio is less than 15 percent, to 1.3 percent, when the ratio is more than 19 percent but less than 20 percent. The aggregate accrual, computed by the application of the above-described rates to the rate base, to be credited to the reserve, but only such portion of the aggregate accrual to be contra-debited to depreciation expense as remains after the deduction of (1) interest on the reserve balance at the rate of 4 percent per annum and (2) depreciation on transportation equipment and tools and work equipment charged to clearing accounts and distributed to operating expenses, plant and other accounts on a use basis.

The previously described provisions of the 1924 decree have been subsequently modified and amended by the Commission as follows:

1931—Rate of return—Reduced to 7 percent

Disposition of excess earnings.—Aggregate rates reductions for the 12 months succeeding any given year to be based on the following percentages of excess earnings in the given year:

50 percent of earnings in excess of 7 percent but less than 8¼ percent.

60 percent of earnings in excess of 8¼ percent but less than 9 percent.

75 percent of earnings in excess of 9 percent.

1936—Rate of return—Reduced to 6½ percent

Disposition of excess earnings.—Aggregate rates reductions for the 12 months succeeding any given year to be based on the following percentages of excess earnings in the given year:

50 percent of earnings in excess of 6½ percent but less than 7¾ percent.

60 percent of earnings in excess of 7¾ percent but less than 8½ percent.

75 percent of earnings in excess of 8½ percent.

1938—Rate of return—Reduced to 6 percent

Disposition of excess earnings.—Aggregate rates reductions for the 12 months succeeding any given year to be based on the following percentages of excess earnings in the given year:

- 50 percent of earnings in excess of 6 percent but less than 7¼ percent.
- 60 percent of earnings in excess of 7¼ percent but less than 8 percent.
- 75 percent of earnings in excess of 8 percent.

(b) RATE BASES, EARNINGS, RATES OF RETURN, AND RATES REDUCTIONS

Year	Rate base at Dec. 31 (unweighted) ¹	Rate base for the year (weighted) ¹	Net income (return) earned	Rate of return earned	Excessive earnings	Portion excess earnings applied to subsequent rate reductions
				<i>Percent</i>		
1924	\$32,500,000					\$762,352
1925	34,679,427	\$33,608,189	\$3,223,391	9.59	\$702,777	352,164
1926	37,701,979	36,131,723	3,510,467	9.72	800,588	430,829
1927	42,595,625	40,699,951	3,750,997	9.22	698,500	337,895
1928	45,386,589	43,893,122	4,512,975	10.28	1,220,990	624,062
1929	49,889,912	47,970,898	4,958,655	10.34	1,360,837	660,035
1930	51,441,982	49,372,904	5,286,592	10.71	1,583,624	830,463
1931	57,821,943	55,125,620	5,268,276	9.56	1,409,482	861,023
1932	59,671,626	58,728,032	5,170,304	8.80	1,059,342	563,335
1933	64,953,244	61,759,448	5,080,999	8.23	757,838	379,841
1934	67,543,689	66,073,182	4,920,124	7.45	295,001	148,921
1935	68,898,515	67,407,554	4,986,251	7.40	620,722	310,755
1936	71,537,006	70,136,260	5,545,009	7.91	986,152	504,682
1937	75,731,338	73,792,842	5,864,029	7.95	1,436,458	770,080
1938	79,571,447	77,198,939	5,420,107	7.02	788,171	393,986
1939	82,527,938	80,974,759	5,985,565	7.39	1,127,080	575,297
1940	91,538,672	84,978,701	5,772,731	6.79	674,009	338,324
Total						8,844,044

¹ The terms "unweighted" and "weighted" refer to the statistical procedure of weighting plant investment added during the latest "test" year so as to reflect the number of months of said "test" year during which the plant represented by the added investment was in service.

Both the "unweighted" and "weighted" rate bases include allowances for cash working capital and for plant materials and supplies requirements. Cash working capital allowed for 1940 was \$952,810.99, while \$1,568,163.98 was allowed for plant materials and supplies requirements in the same year.

(c) DISTRIBUTION OF RATES REDUCTIONS BY CUSTOMER CLASSES

Year	Residential rates	Commercial rates	Street-lighting rates	Miscellaneous distributions	Grand total distributed
1925	\$522,170	\$240,182			\$762,352
1926	248,135	104,029			352,164
1927	240,430	169,956	\$20,443		430,829
1928	135,295	154,764	9,156	38,680	337,895
1929	298,755	320,794	11,183	(6,670)	624,062
1930	308,864	351,171			660,035
1931	369,021	439,709	21,733		830,463
1932	334,665	526,358			861,023
1933	100,988	312,347	150,000		563,335
1934	179,779	193,128	6,934		379,841
1935	77,052	71,869			148,921
1936	74,794	152,277	83,684		310,755
1937	260,515	244,167			504,682
1938	294,324	475,756			770,080
1939	141,503	252,483			393,986
1940	155,385	419,912			575,297
1941	97,953	240,371			338,324
Total 17-year period	3,839,628	4,669,273	303,133	32,010	8,844,044
Percent of whole	43.4	52.8	3.4	0.4	100.0

(d) SALES OF ELECTRICITY AND REVENUES THEREFROM

	Gross revenues ¹		Kilowatt-hours sold ¹		Average price received per kilowatt-hour sold ¹	
	Dollars	Percent of 1924	Number	Percent of 1924	Cents	Percent of 1924
1924 ²	7,662,015.85	100.00	139,954,226	100.00	5.05	100.00
1925	6,656,391.85	94.26	165,037,773	117.92	3.90	77.23
1926	7,485,215.66	105.99	187,330,438	133.85	4.00	79.21
1927	7,971,725.22	112.88	206,270,694	147.38	3.86	76.44
1928	8,651,237.82	122.50	233,379,600	166.75	3.71	73.47
1929	9,154,883.06	129.64	260,957,195	186.46	3.51	69.50
1930	9,597,168.17	135.90	296,526,836	211.87	3.24	64.16
1931	9,827,079.84	139.15	326,372,743	233.20	3.01	59.60
1932	9,767,517.92	138.31	354,234,531	253.11	2.76	54.65
1933	9,774,148.38	138.40	367,974,384	262.92	2.67	52.87
1934	10,318,223.89	146.11	414,544,647	296.20	2.49	49.31
1935	11,366,104.63	160.95	479,425,066	342.56	2.37	46.93
1936	12,404,976.01	175.66	545,080,733	389.47	2.28	45.15
1937	13,056,514.55	184.88	602,400,524	430.43	2.17	42.97
1938	13,324,074.65	188.67	676,140,724	483.12	1.97	39.01
1939	14,073,924.29	199.29	748,109,313	534.54	1.88	37.23
1940	14,715,629.56	208.38	824,696,386	589.26	1.78	35.25

¹ Excludes street-lighting, street-railway, and other electric corporation sales or revenues, as well as billing adjustments, delayed-payment charges, and operating revenues other than from the sale of electricity.

² 1924 revenues are those received at the rates billed; they do not exclude collections in that year impounded by court order and of which a portion was subsequently refunded.

(e) RESIDENTIAL RATE SCHEDULES, 1924 THROUGH 1941 (MONTHLY BILLING RATES; CENTS PER KILOWATT-HOUR)

	1924	1925	1926	1927	1928			
Wright demand rate:								
First 120 kilowatt-hours	10	7.5	7	6.25	5.9			
Excess 120 kilowatt-hours	5	4.5	4.5	4.5	4.5			
				1929	1930	1931		
Straight-line meter rate:								
Flat rate				5.2	4.7	4.2		
	1932	1933	1934	1935	1936	1937	1938	
Block meter rate:								
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						
Next 100 kilowatt-hours			2.0	1.9	1.9	1.8		
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		
	1939	1940	1941	1942	1943	1944	1945	
Block meter rate:								
First 46 kilowatt-hours	3.9							
First 40 kilowatt-hours		3.9						
First 36 kilowatt-hours			3.9					
Next 80 kilowatt-hours	1.7							
Next 90 kilowatt-hours		1.75						
Next 100 kilowatt-hours			1.8					
Excess 126 kilowatt-hours	1.5							
Excess 130 kilowatt-hours		1.5						
Excess 136 kilowatt-hours			1.5					

(f) TYPICAL MONTHLY RESIDENTIAL BILLS, 1924 THROUGH 1941

Year	Kilowatt-hour consumption			Year	Kilowatt-hour consumption		
	25	100	250		25	100	250
1924	\$2.50	\$10.00	\$18.50	1933	.98	3.75	7.20
1925	1.88	7.50	14.85	1934	.98	3.60	6.35
1926	1.75	7.00	14.25	1935	.98	3.50	6.15
1927	1.56	6.25	13.35	1936	.98	3.40	6.05
1928	1.48	5.90	12.93	1937	.98	3.10	5.65
1929	1.30	5.20	13.00	1938	.98	2.85	5.10
1930	1.18	4.70	11.75	1939	.98	2.71	5.01
1931	1.05	4.20	10.50	1940	.98	2.61	4.94
1932	.98	3.85	8.35	1941	.98	2.56	4.92

(g) ACCRUALS TO DEPRECIATION RESERVES

	Aggregate accrual	Less interest on reserve	Portion charged to operating expenses and clearing accounts
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	1,376,843.11	526,224.11	850,619.00
1939	1,373,813.41	553,473.66	820,339.75
1940	1,545,163.01	567,780.02	977,382.99
Total	18,333,084.83	6,118,282.03	12,214,802.80
Percent of whole	100.00	33.37	66.63

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.

(h) REVENUES IMPOUNDED AS OF DECEMBER 31, 1924.—During the period from August 1917 to December 31, 1924, the company impounded, in accordance with court orders, the difference between the revenues received at the company's billing rates and the revenues which would have been received if customers had been billed at rates prescribed by the Commission. The revenues so impounded and accrued interest thereon aggregated \$6,401,576.81 at December 1924 when the Supreme Court of the District of Columbia, in the consent decree of that month inaugurating the electric sliding-scale arrangement, provided that one-half of this sum, less a deduction of \$500,000 for the payment of taxes, should be retained by the company, and that one-half should be refunded to the rate-payers who had contributed thereto.

2. REGULATION OF RATES OF THE WASHINGTON GAS LIGHT CO.

(a) CONDENSED HISTORY OF THE GAS ARRANGEMENT.—The sliding-scale arrangement for the regulation of gas rates in the District of Columbia was put into effect on December 16, 1935, by the Commission's order 1458.

The Commission had initiated valuation proceedings for the local gas utilities several years prior to that date and had accumulated voluminous testimony and exhibits on property costs and values by use of which the establishment of the initial rate base essential to a sliding-scale arrangement was facilitated. The Commission had also prescribed that effective August 1, 1932, all bills, except

minimum bills, computed at the company's published rates should be discounted $8\frac{1}{2}$ percent pending the conclusion of the valuation proceedings previously described.

By its order 1458, dated December 13, 1935, the Commission—

(1) Initiated and prescribed the mechanics of a sliding-scale arrangement for the regulation of gas rates. The order specified that rates for each "rates year" shall be determined according to the return earned on rate base during a "test year" ended 2 months prior to the first day of the "rates year."

(2) Prescribed new rate schedules to take effect on December 16, 1935, and designed to effect aggregate savings to customers equivalent to the effect of the previously described $8\frac{1}{2}$ percent discount for the 12 months ended June 30, 1935 (\$539,296.09), plus an additional sum equivalent to 4.93 percent of revenues received from the sales of gas to all customers other than gas companies during the same 12 months. The aggregate rates reductions thus effected coincidentally with the initiation of the gas sliding-scale arrangement amounted to 13.75 percent of gas sales to all customers other than gas companies for the 12 months ended June 30, 1935, or \$840,989.46.

At the inception date of the gas sliding-scale three affiliated gas companies—the Washington Gas Light Co., the Georgetown Gaslight Co., and the Prince George's Gas Corporation—were engaged in furnishing gas to District of Columbia customers. On December 1, 1936, the Washington Gas Light Co. absorbed the Georgetown Gaslight Co. The principal function of the Prince George's Gas Corporation since its inception has been to own, operate, and maintain gas holder equipment in which the Washington Gas Light Co. stores gas. For that reason, the sliding-scale arrangement provides that the property investment and net operating expenses of the Prince George's Gas Corporation be taken together with the investment and operating income of the Washington Gas Light Co. to compute rate base and earnings under the arrangement. The subsequent "basic elements" consequently refer to the combined Washington Gas Light Co. (including Georgetown Gaslight Co. until its absorption) and Prince George's Gas Corporation.

"Basic elements" of the sliding-scale arrangement as prescribed in order 1458 were:

Initial rate base.—\$21,000,000 (before allocation to reflect use of certain plant in the production and transmission of gas for sale outside of the District of Columbia).

Basic rate of return.— $6\frac{1}{2}$ percent of annual rate base.

Disposition of excess earnings.—Earnings in any "test year" in excess of $6\frac{1}{2}$ percent of the rate base for the "test year" to determine the aggregate amount of rates reductions for the immediately succeeding "rates year" as follows:

50 percent of earnings in excess of $6\frac{1}{2}$ percent but less than $7\frac{1}{2}$ percent.

75 percent of earnings in excess of $7\frac{1}{2}$ percent but less than $8\frac{1}{2}$ percent.

$83\frac{1}{3}$ percent of earnings in excess of $8\frac{1}{2}$ percent.

Depreciation accrual.—Depreciation to be accrued at the annual rate of $1\frac{3}{4}$ percent of the rate base when the depreciation reserve balance is less than 10 percent of the rate base, and at the annual rate of $1\frac{1}{4}$ percent when the depreciation reserve balance is 10 percent or more of the rate base. The aggregate accrual, computed as just described, to be credited to the reserve, but only such portion of the aggregate accrual to be contra-debited to depreciation expense as remains after the deduction of (1) earnings on the reserve, however invested, or, in lieu of such investment, interest at the rate of 4 percent per annum on the weighted average monthly balance not invested during the "test year," and (2) depreciation on transportation equipment and tools and work equipment charged to clearing accounts and distributed to operating expense, plant, and other accounts on a use basis.

Territorial allocation of rate base and income.—Rate base and income to be allocated on the bases of use of properties in, and applicability of revenues and expenses to, the sales of gas within and without the District of Columbia.

(b) RATE BASES, EARNINGS, RATES OF RETURN, AND RATES REDUCTION ¹

Test year ended—	Rate base for the year (weighted) ²	Net income (return) earned	Rate of return earned	Excessive earnings	Portion of excess earnings to be applied to subsequent rates reductions ³
			<i>Percent</i>		
June 30, 1936-----	\$21,052,619	\$1,460,303	6.94	\$91,883	\$47,433
June 30, 1937-----	21,937,550	1,432,217	6.53	6,276	⁴ 3,138
June 30, 1938-----	23,145,728	1,603,208	6.93	98,736	50,492
June 30, 1939-----	24,119,927	1,866,295	7.74	298,500	⁴ 163,575
June 30, 1940-----	25,218,909	1,766,064	7.00	126,835	⁴ 63,417
Total-----					328,055

¹ All figures in this table are after allocation to exclude amounts applicable to gas sold for consumption outside of the District of Columbia.

² See note 1 under preceding par. 1 (a) for explanation of the term "weighted." The rate bases include allowances for working capital.

³ See schedule (c) following for actual applications of rates reductions by rates years and classes of consumers.

⁴ All or a portion of the amounts so designated have been used to partially determine the aggregate amount of rates reductions for a "rates year" later than the immediately succeeding "rates year."

(c) DISTRIBUTION OF RATES REDUCTIONS BY CUSTOMER CLASSES

Rates year beginning—	Domestic	Commercial and industrial	Wholesale apartment house	Building heating	Seasonal off-peak (largely water heating)	Total distributed
Dec. 16, 1935-----	¹ \$532,323	¹ \$201,752	¹ \$3,393	¹ \$101,836	¹ \$1,685	¹ \$840,989
Sept. 1, 1936-----	24,000	23,033	400			47,433
Sept. 1, 1937-----						
Sept. 1, 1938-----		52,470	1,160			53,630
Sept. 1, 1939-----	78,700	39,700	1,700			120,100
Sept. 1, 1940-----	70,810	30,780	3,710			105,300
Total-----	705,833	347,735	10,363	101,836	1,685	1,167,452
Percent of whole-----	60.46	29.79	0.89	8.72	0.14	100.00

¹ Reductions in company's published rates ordered coincidentally with the initiation of the gas sliding-scale arrangement, as explained under preceding par. 2 (a). These amounts were not determined by application of the sliding-scale formulas, as were the succeeding amounts.

(d) SALES OF GAS AND REVENUES THEREFROM ¹

Year ended—	Gross revenues		M cubic feet sold		Average price received per 100 cubic feet sold	
	Dollars	Percent of 1935	Number	Percent of 1935	Cents	Percent of 1935
June 30, 1935-----	\$6,114,183	100.00	7,744,641	100.00	7.89	100.00
June 30, 1936-----	6,526,995	106.76	8,634,388	111.49	7.56	95.82
June 30, 1937-----	6,579,882	107.62	8,953,636	115.61	7.35	93.16
June 30, 1938-----	6,998,920	114.47	9,598,881	123.94	7.29	92.40
June 30, 1939-----	7,224,838	118.17	10,003,338	129.17	7.22	91.51
June 30, 1940-----	7,949,891	130.02	11,326,400	146.25	7.02	88.97

¹ This table excludes sales of gas to other gas companies and revenues therefrom. Revenues shown do not include discounts forfeited for delayed payment of bills, or miscellaneous operating revenues.

(e) DOMESTIC RATE SCHEDULES (MONTHLY BILLING RATES; CENTS PER 100 CUBIC FEET)

Cubic feet consumed in any 1 month	Mar. 1, 1932- Dec. 15, 1935 ¹	Dec. 16, 1935- Aug. 31, 1936	Sept. 1, 1936- Aug. 31, 1938	Sept. 1, 1938- Aug. 31, 1939	Sept. 1, 1939- Aug. 31, 1940	Sept. 1, 1940- Aug. 31, 1941
First 800		9.4	9.4	9.4	9.4	9.4
First 1,000	10.0					
Next 1,700						8.0
Next 2,000	9.0					
Next 2,200					8.0	
Next 2,700			8.0	8.0		
Next 3,000					7.0	
Next 3,200		8.0				
Next 3,500						7.0
Next 4,000		7.0				
Next 4,500			7.0	7.0		
Excess of 3,000	8.5					
Excess of 6,000					6.3	6.1
Excess of 8,000		6.6	6.6	6.6		

¹ Published rates of the company. From Aug. 1, 1932, through Dec. 15, 1935, the gross bills computed at these rates were required by the Commission's order No. 1053, and subsequent orders, to be discounted by 8½ percent.

(f) ACCRUALS TO DEPRECIATION RESERVE

12 months ended—	Aggregate accrual	Less interest on reserve	Portion charged to operating expenses and clearing accounts
June 30, 1936	¹ \$291,441.00		\$291,441.00
June 30, 1937	383,541.08	\$22,869.60	360,671.48
June 30, 1938	402,569.62	33,912.94	368,656.68
June 30, 1939	427,484.74	43,559.55	383,925.19
June 30, 1940	432,225.54	55,290.14	376,935.40
Total	1,937,261.98	155,632.23	1,781,629.75
Percent of whole	100.00	8.03	91.97

¹ Aggregate retirement accrual shown for 12 months' period ending June 30, 1936, computed as follows: 2 cents per M. C. F. gas sold from July 1, 1935, to Dec. 15, 1935, and 1¾ percent per annum on the initial rate base (\$21,000,000) from Dec. 16, 1935, to Aug. 31, 1936. From Sept. 1, 1936, accruals made per sliding-scale arrangement as outlined in order No. 1458.

SCHEDULE 1.—Balance sheets of major utilities, December 31, 1940

ASSETS

	Capital Transit Co.	The Ches- apeake & Po- tomac Tele- phone Co.	Potomac Electric Power Co.	Washington Gas Light Co.	Washington Railway & Electric Co.	Total all companies	Increase (or decrease) over preced- ing year
INVESTMENTS							
Investment in utility plant.....	\$59,759,912.18	\$55,332,614.22	\$88,027,080.30	\$33,707,152.13	-----	\$236,826,758.83	\$18,167,249.72
Sinking funds.....	47,225.07	-----	-----	-----	-----	47,225.07	102.06
Deposits in lieu of mortgaged property sold.....	131,220.64	-----	-----	-----	-----	131,220.64	1,071.77
Miscellaneous physical property.....	532,912.41	28,444.06	164,331.03	-----	-----	725,687.50	76,647.70
Investments in affiliated companies.....	41,001.00	-----	15,000.00	6,863,281.37	\$26,114,694.20	33,033,976.57	1,366,134.87
Other investments (stocks, bonds, notes, etc.).....	642,546.25	14,000.00	1,006,050.71	-----	755.71	1,663,352.67	64,051.07
Total investments.....	61,154,817.55	55,375,058.28	89,212,462.04	40,570,433.50	26,115,449.91	272,428,221.28	19,675,257.19
CURRENT ASSETS							
Cash.....	1,645,834.10	197,899.68	4,298,307.20	870,541.63	3,718,450.02	10,731,032.63	672,100.02
Miscellaneous funds.....	-----	12,560.94	95,049.49	17,130.96	-----	124,741.39	33,600.01
Special deposits.....	252,992.19	1,633.75	361,743.67	10,246.00	18,797.82	645,413.43	¹ (1,280,220.58)
Loans and notes receivable.....	-----	-----	-----	123.63	-----	123.63	¹ (7,405.46)
Accounts receivable.....	123,318.19	² 1,997,161.26	1,445,006.99	1,681,500.42	208.01	5,247,194.87	494,444.78
Interest, dividends, and rents receivable.....	2,114.46	-----	3.25	-----	503.75	2,621.46	¹ (362.53)
Materials and supplies.....	510,473.01	437,048.80	1,899,583.79	641,419.53	-----	3,488,525.13	400,451.44
Other current assets.....	89,965.00	-----	-----	-----	310,000.00	399,965.00	319,510.00
Total current assets.....	2,624,696.95	2,646,304.43	8,099,694.39	3,220,962.17	4,047,959.60	20,639,617.54	632,117.68
DEFERRED DEBITS							
Prepayments.....	133,646.42	209,374.33	82,595.81	28,055.78	-----	453,672.34	65,790.06
Unamortized debt discount and expense.....	140,806.58	-----	-----	60,812.72	38,968.63	240,587.93	73,004.96
Other.....	108,005.34	44,331.04	219,974.96	118,477.58	-----	490,788.92	¹ (164,201.89)
Total deferred debits.....	382,458.34	253,705.37	302,570.77	207,346.08	38,968.63	1,185,049.19	¹ (25,406.87)
Total assets.....	64,161,972.84	58,275,068.08	97,614,727.20	43,998,741.75	30,202,378.14	294,252,888.01	20,281,968.00

¹ Parentheses indicate decrease.

² After deduction of provision for doubtful accounts of \$25,038.25.

LIABILITIES AND NET WORTH

	Capital Transit Co.	The Ches- apeake & Po- tomac Tele- phone Co.	Potomac Electric Power Co.	Washington Gas Light Co.	Washington Railway & Electric Co.	Total all companies	Increase (or decrease) over preced- ing year
CAPITAL STOCK							
Common	\$24,000,000.00	\$20,000,000.00	\$6,000,000.00	\$3,650,000.00	\$6,500,000.00	\$60,150,000.00	
Preferred			7,000,000.00	6,000,000.00	8,500,000.00	21,500,000.00	\$2,440,000.00
Total capital stock	24,000,000.00	20,000,000.00	13,000,000.00	9,650,000.00	15,000,000.00	81,650,000.00	2,440,000.00
Surplus	¹ 4,715,791.08	4,730,899.82	31,381,504.65	² 11,304,778.68	11,627,141.58	63,760,115.81	983,131.81
Net worth	28,715,791.08	24,730,899.82	44,381,504.65	20,954,778.68	26,627,141.58	145,410,115.81	3,423,131.81
LONG-TERM DEBT							
Funded debt unmaturred (bonds)	14,739,919.02		31,666,000.00	17,259,500.00	⁴ 3,138,950.00	66,804,369.02	6,498,100.00
Nonnegotiable debt to affiliated companies		15,775,000.00				15,775,000.00	5,250,000.00
Other long-term debt		2,044,787.33				2,044,787.33	³ (68,195.85)
Total long-term debt	14,739,919.02	17,819,787.33	31,666,000.00	17,259,500.00	3,138,950.00	84,624,156.35	11,679,904.15
CURRENT LIABILITIES							
Notes payable	750,950.00					750,950.00	³ (401,100.00)
Accounts payable	329,397.22	2,060,779.22	685,659.33	496,521.72	18,598.80	3,590,956.29	1,196,963.21
Customers' deposits		37,728.11	1,301,447.11	528,551.07		1,867,726.29	271,211.48
Matured interest, dividends, and rents unpaid	62,692.74		101,009.75	226,875.00	230,955.00	621,532.49	459,766.61
Other current liabilities	16,946.20	244,602.90	65,250.22	59,220.85	31,767.92	417,788.09	88,471.75
Total current liabilities	1,159,986.16	2,343,110.23	2,153,366.41	1,311,168.64	281,321.72	7,248,953.16	1,615,313.05
ACCRUED LIABILITIES NOT DUE							
Taxes accrued	765,200.22	738,903.71	1,529,052.36	477,317.91	143,856.05	3,654,330.25	819,487.30
Interest and dividends	76,083.12	1,028.56	428,810.41	297,721.87	10,463.17	814,107.13	³ (572,325.92)
Total accrued liabilities	841,283.34	739,932.27	1,957,862.77	775,039.78	154,319.22	4,468,437.38	247,161.38
DEFERRED CREDITS							
Depreciation or retirement reserve	10,777,420.35	12,634,563.65	15,024,432.36	1,902,696.69		40,339,113.05	2,697,004.90
Contributions for extensions			1,003,032.07	1,503,390.34		2,506,422.41	48,183.64
Operating, miscellaneous and contingency reserves	7,404,038.97	2,000.00	236,392.06	205,218.57	645.62	7,848,295.22	³ (149,329.37)
Other deferred credits	523,533.92	4,774.78	1,192,136.88	86,949.05		1,807,394.63	720,598.44
Total deferred credits	18,704,993.24	12,641,338.43	17,455,993.37	3,698,254.65	645.62	52,501,225.31	3,316,457.61
Total liabilities and net worth	64,161,972.34	58,275,068.08	97,614,727.20	43,998,741.75	30,202,378.14	294,252,888.01	20,281,968.00

¹ Includes capital surplus of \$1,739,195.34.

² Includes capital surplus of \$6,161,396.92.

³ Parentheses indicate decrease.

⁴ In the event of default by the Capital Transit Co., the liability of Washington Railway and Electric Co. will be increased by an additional amount of \$7,479,000.00, consisting of Washington Railway and Electric Co. Consolidated Mortgage 4% bonds in the amount of \$3,979,000.00, Anacostia and Potomac River R. R. Co. 5% First Mortgage bonds in the amount of \$455,000.00, Anacostia and Potomac River R. R. Co. 3¾% First Mortgage Modified bonds in the amount of \$1,822,000.00, and City and Suburban Railway 3¾% First Mortgage Modified bonds in the amount of \$1,223,000.00, all of which are presently assumed by the Capital Transit Co. and guaranteed as to payment of principal and interest by the Washington Railway and Electric Co., the last two items being guaranteed under a plan of modification, assumption, and guarantee effective November 15, 1940.

Washington Railway and Electric Co. may also be contingently liable for the payment of Anacostia and Potomac River R. R. Co. 5% First Mortgage bonds in the amount of \$275,000.00, and City and Suburban Railway 5% First Mortgage bonds in the amount of \$119,000.00, presently assumed by Capital Transit Co., the holders of which have not as yet assented to the above mentioned plan of November 15, 1940.

SCHEDULE 2.—Income statement of major utilities for the year ended December 31, 1940

	Capital Transit Co.	Washington Railway & Electric Co.	Potomac Elec- tric Power Co.	The Chesa- peake & Poto- mac Telephone Co.	Washington Gas Light Co.	Total all com- panies	Increase (or de- crease) over preceding year
Operating revenues.....	\$13,002,829.76		\$16,649,319.18	\$13,359,665.30	\$9,302,842.76	\$52,314,657.00	\$3,974,625.96
Operating revenue deductions:							
Operating expenses.....	8,973,166.49		7,646,260.71	7,608,520.08	6,094,620.48	30,322,567.76	2,841,799.71
Depreciation.....	1,371,084.42		1,321,081.48	1,832,265.34	461,522.48	4,985,953.72	251,933.32
Taxes.....	1,144,388.95		2,445,050.75	1,419,653.41	915,808.13	5,924,901.24	715,969.50
Uncollectible operating revenues.....			9,098.60	43,011.52	15,980.12	68,090.24	12,502.14
Total revenue deductions.....	11,488,639.86		11,421,491.54	10,903,450.35	7,487,931.21	41,301,512.96	3,822,204.67
Net operating income.....	1,514,189.90		5,227,827.64	2,456,214.95	1,814,911.55	11,013,144.04	152,421.29
Nonoperating income.....	59,027.35	\$3,461,288.83	26,576.72	96,558.26	252,838.63	3,896,289.79	¹ (224,310.84)
Gross income.....	1,573,217.25	3,461,288.83	5,254,404.36	2,552,773.21	2,067,750.18	14,909,433.83	(71,889.55)
Deductions from gross income:							
Interest on funded debt.....	676,156.31	125,558.00	851,624.58		759,908.34	2,413,247.23	147,336.66
Interest on retirement reserve balance.....			596,881.15			596,881.15	¹ (8,413.15)
Miscellaneous interest and rent.....		1,209.47	¹ (127,760.40)	672,348.67	26,180.40	571,978.14	20,519.74
Amortization of debt discount and expense.....	14,517.12	3,569.64	¹ (21,860.23)		5,798.76	2,025.29	¹ (4,268.69)
Miscellaneous deductions.....	10,462.15		1,509.00	17,427.24	13,897.73	43,296.12	3,578.54
Total deductions.....	701,135.58	130,337.11	1,300,394.10	689,775.91	805,785.23	3,627,427.93	158,753.20
Net income.....	872,081.67	3,330,951.72	3,954,010.26	1,862,997.30	1,261,964.95	11,282,005.90	¹ (230,642.75)

¹ Parentheses indicate deduction or decrease.

SCHEDULE 3.—Changes in surplus of major utilities for the year ended December 31, 1940

	Capital Transit Co.	Washington Railway & Electric Co.	Potomac Electric Power Co.	The Chesapeake & Potomac Telephone Co.	Washington Gas Light Co.	Total all companies
Credits:						
Credit balance beginning of year	\$4,249,728.53	\$11,649,284.86	\$31,157,058.16	\$4,717,632.21	\$11,003,280.24	\$62,776,984.00
Net income for year	872,081.67	3,330,951.72	3,954,010.26	1,862,997.30	1,261,964.95	11,282,005.90
Miscellaneous credits	29,202.75		206,225.05	270.31	3,099.79	238,797.90
Total credits	5,151,012.95	14,980,236.58	35,317,293.47	6,580,899.82	12,268,344.98	74,297,787.80
Debits:						
Dividend appropriations of surplus	240,000.00	3,350,000.00	3,935,036.66	1,850,000.00	879,237.23	10,254,273.89
Miscellaneous debits	195,221.87	3,095.00	752.16		84,329.07	283,398.10
Total debits	435,221.87	3,353,095.00	3,935,788.82	1,850,000.00	963,566.30	10,537,671.99
Credit balance end of year	4,715,791.08	11,627,141.58	31,381,504.65	4,730,899.82	11,304,778.68	63,760,115.81

SCHEDULE 4.—Long-term debt, major utilities, as of December 31, 1940 (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, 320, 500	-----	-----	-----	\$5, 320, 500
Anacostia & Potomac River first-mortgage bonds, modified, 3¾ percent.....	Dec. 1, 1951	1, 822, 000	-----	-----	-----	1, 822, 000
Anacostia & Potomac River first-mortgage bonds, unmodified, 5 percent.....	Apr. 1, 1949	275, 000	-----	-----	-----	275, 000
Anacostia & Potomac River first-mortgage bonds, guaranteed, 5 percent.....	do	455, 000	-----	-----	-----	455, 000
Washington Railway & Electric Co. consolidated mortgage 4 percent bonds.....	Dec. 1, 1951	3, 979, 000	-----	-----	\$3, 138, 950	7, 117, 950
City & Suburban first-mortgage bonds, modified, 3¾ percent.....	do	1, 223, 000	-----	-----	-----	1, 223, 000
City & Suburban first-mortgage bonds, unmodified, 5 percent.....	Aug. 1, 1948	119, 000	-----	-----	-----	119, 000
Serial notes, 5 percent (purchase of Washington Rapid Transit Co.)....	(1)	150, 000	-----	-----	-----	150, 000
Equipment trust notes, 4 percent.....	-----	700, 269	-----	-----	-----	700, 269
Equipment trust notes, 1½ percent to 3 percent.....	-----	696, 150	-----	-----	-----	696, 150
Washington Gas general mortgage 50-year 5 percent gold bonds.....	Nov. 1, 1960	-----	\$5, 199, 500	-----	-----	5, 199, 500
Washington Gas refunding mortgage 4¾ percent bonds.....	Mar. 1, 1956	-----	2, 560, 000	-----	-----	2, 560, 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
Do.....	Dec. 1, 1974	-----	-----	5, 000, 000	-----	5, 000, 000
Do.....	Aug. 1, 1975	-----	-----	6, 666, 000	-----	6, 666, 000
Total.....	-----	14, 739, 919	17, 259, 500	31, 666, 000	3, 138, 950	66, 804, 369

¹ \$30,000 annually on June 10.

SCHEDULE 5.—Operating taxes, major utilities, year ended December 31, 1940

	Capital Transit Co.	Potomac Electric Power Co.	The Chesapeake & Potomac Telephone Co.	Washington Gas Light Co.	Total all companies
Federal:					
Capital stock	\$13,800.00	\$57,612.30	\$31,167.30	\$20,050.00	\$122,629.60
Excise tax on electrical energy		370,278.51			370,278.51
Excise tax on telephone and telegraph messages			363.75		363.75
Income	250,045.07	1,973,588.87	535,237.64	372,263.03	2,131,134.61
Miscellaneous	140.48				140.48
Social security: Old age benefits	64,963.24	38,014.81	52,983.25	21,093.66	177,054.96
Social Security: Unemployment compensation	19,259.92	11,397.23	15,561.00	6,347.84	52,565.99
Total Federal taxes	348,208.71	1,450,891.72	635,312.94	419,754.53	2,854,167.90
District of Columbia:					
Bus mileage	116,713.25				116,713.25
Gasoline	97,527.54				97,527.54
Gross earnings	249,854.12	531,322.64	443,621.09	305,421.78	1,530,219.63
Income	54,834.45	2 138,880.65	117,524.40	52,859.69	364,099.19
Miscellaneous	3,284.00		3(437.45)		2,846.55
Real and personal property	83,701.45	128,744.05	83,684.26	80,562.13	376,691.89
Social security: Unemployment compensation	169,755.95	100,415.56	139,938.17	57,147.82	467,257.50
Total District of Columbia taxes	775,670.76	899,362.90	784,330.47	495,991.42	2,955,355.55
Other States:					
Bus license—Maryland	14,065.67				14,065.67
Corporation—New York			10.00		10.00
Gasoline—various	3.50				3.50
Gross receipts—Maryland		23,788.54			23,788.54
Income—Maryland	452.77	7,319.27			7,772.04
Miscellaneous	125.00				125.00
Real and personal property—Maryland	5,862.54	62,603.72			68,466.26
Social security: Unemployment compensation		1,084.60		62.18	1,146.78
Total taxes, other States	20,509.48	94,796.13	10.00	62.18	115,377.79
Total taxes	1,144,388.95	2,445,050.75	1,419,653.41	915,808.13	5,924,901.24

¹ Includes adjustment of \$72,126.89 for over-accrual in prior years.

² Includes adjustment of \$30,647.32 for over-accrual in prior years.

³ Credit reversing improper charges to taxes in 1938 and 1939.

SCHEDULE 6.—Depreciation accruals and bases for the year ended December 31, 1940

(a) CHANGES IN DEPRECIATION RESERVES FOR THE YEAR

	Capital Transit Co.	The Chesapeake & Potomac Telephone Co.	Potomac Electric Power Co.	Washington Gas Light Co.
Credits to reserves:				
Credit balance beginning year	\$9,741,230.07	\$11,685,961.70	\$14,613,624.05	\$1,601,292.33
Accruals contra-charged to operating expenses	1,371,084.42	1,832,265.34	1,321,081.48	461,522.48
Accruals contra-charged to nonoperating income	20,924.75			
Accruals contra-charged to clearing accounts		26,162.98	19,321.65	40,847.20
Interest on reserves contra-charged to nonoperating income			596,881.15	
Salvage and insurance		1,635,079.82	308,307.51	26,007.55
Total credits	11,133,239.24	15,179,469.84	16,859,215.84	2,129,669.56
Debits to reserves:				
Costs of property retired	355,818.89	2,494,808.87	1,738,558.58	209,220.25
Costs of removal		50,097.32	96,224.90	17,752.62
Miscellaneous debits				
Total debits	355,818.89	2,544,906.19	1,834,783.48	226,972.87
Credit balance ending year	10,777,420.35	12,634,563.65	15,024,432.36	1,902,696.69

(b) DEPRECIATION ACCRUAL BASES AND RATES FOR YEAR ENDED DEC. 31, 1940.—
Capital Transit Co.—Depreciation accrued at the rate of 10 percent per annum on investment in busses and bus accessories; at the rate of 6¼ percent per annum on investment in streetcars known as "Providence cars"; at the rate of 4 percent per annum on investment in "Presidents' Conference Committee" and streamlined streetcars; and on investment in road and equipment other than that previously specified herein at annual rates determined by the ratio of the depreciation reserve balance for such property to the book investment in such property, the specific rate to be used not to be lower than 0.95 percent and not to be higher than 1.7 percent per annum in accordance with a graduated scale prescribed by the Commission. This formula produced a rate of 1.55 percent per annum for the first 6 months and a rate of 1.50 percent per annum for the last 6 months of 1940.

The Chesapeake & Potomac Telephone Co.—Depreciation accrued on "straight-line" basis, the composite annual rates applicable to investment in individual classes of property being as follows at the close of the year: buildings, 2.1 percent; central office equipment, 4.0 percent; station apparatus, 7.0 percent; private-branch exchanges, 5.8 percent; booths and special fittings, 7.1 percent; pole lines, 7.3 percent; aerial cable, 4.2 percent; underground cable, 2.7 percent; buried cable, 4.3 percent; submarine cable, 5.0 percent; underground conduit, 1.7 percent; furniture and office equipment, 5.4 percent; vehicles and other work equipment, 16.4 percent. The over-all composite rate for all depreciable property was 3.8 percent.

Potomac Electric Power Co.—Depreciation accrued for corporate purposes at the annual rate of 2½ percent of investment in depreciable property. The portion of the accrual charged to depreciation expense is the remainder of the aggregate accrual, computed as just described, after deduction of (1) interest on the depreciation reserve balance at the rate of 4 percent per annum, and (2) depreciation on transportation equipment and tools and work equipment charged to clearing accounts and distributed to operating expenses, plant, and other accounts on a use basis.

Washington Gas Light Co.—Depreciation accrued for corporate purposes for the first 3 months of 1940 in accordance with provisions of the sliding-scale arrangement, and for the remaining 9 months at the annual rate of 2.2 percent of investment in depreciable property. The portion of the accrual charged to depreciation expense is the remainder of the aggregate accrual, computed as just described, after deduction of depreciation on transportation equipment and tools and work equipment charged to clearing accounts and distributed to operating expenses, plant, and other accounts on a use basis.

SCHEDULE 7.—*Aggregate salaries and wages of major utilities, year 1940*

	Aggregate salaries and wages	Portion charged directly to operating expenses
Capital Transit Co.-----	1 \$6, 592, 195. 53	1 \$6, 357, 371. 97
The Chesapeake & Potomac Telephone Co.-----	6, 998, 940. 54	5, 767, 099. 96
Potomac Electric Power Co.-----	5, 406, 032. 90	3, 320, 870. 64
Washington Gas Light Co.-----	2, 904, 485. 84	2, 237, 279. 67
Combined total-----	21, 901, 654. 81	17, 682, 622. 24

¹ Includes salaries and wages of Capital Transit Co. employees while engaged on operations of Capital Transit Co. and its subsidiary, Montgomery Bus Lines, Inc.

SCHEDULE 8.—*Control of voting securities of major utilities as of Dec. 31, 1940*

CAPITAL TRANSIT CO.

Controlling interest.—Not determined. Fifty percent of voting securities (common stock) held by Washington Railway & Electric Co.; also an additional 3,012 shares of common stock are owned and/or controlled by the North American Co. (See subsequent data on Washington Railway & Electric Co.)
Corporations directly controlled by Capital Transit Co.—Montgomery Bus Lines, Inc.; Glen Echo Park Co. (nonutility).

THE CHESAPEAKE & POTOMAC TELEPHONE CO.

Controlling interest.—American Telephone & Telegraph Co. owned 100 percent of voting securities (common stock).

Corporations directly controlled by The Chesapeake & Potomac Telephone Co.—None.

POTOMAC ELECTRIC POWER CO.

Controlling interest.—Directly controlled by Washington Railway & Electric Co. which held 100 percent of the Potomac Co.'s voting securities (common stock). (See subsequent data on Washington Railway & Electric Co.)

Corporations directly controlled by Potomac Electric Power Co.—None.

WASHINGTON GAS LIGHT CO.

Controlling interest.—Voting stock reported by company to be widely distributed among new holders, the largest single holding being only 1.4 percent of the total voting stock outstanding.

Corporations directly controlled by Washington Gas Light Co.—Alexandria Gas Co. (Va); Prince George's Gas Corporation (Md); Rosslyn Gas Co. (Va); Washington Gas Light Co. of Montgomery County, Md. (Md); Washington Suburban Gas Co. (Md).

WASHINGTON RAILWAY & ELECTRIC CO.

Controlling interest.—Not determined. At December 31, 1940, the voting securities of the Washington Railway & Electric Co. consisted of 150,000 shares (85,000 preferred and 65,000 common), of which the North American Co. owned 69,404 and 1/40th shares, or 46.27 percent. The North American Co. holdings embraced 12,827 shares of preferred stock, 50,197 shares of common stock and 255,201 certificates of participating units of beneficial ownership of Washington Railway & Electric Co. common stock, each unit representing 1/40th of a share with proportional interests in all distributions, rights, and voting rights. These 255,201 certificates constitute the remainder of 480,000 such certificates received from Bankers Trust Co. in exchange for 12,000 shares of Washington Railway & Electric Co. common stock under deposit agreement dated November 29, 1939, 124,799 certificates having been distributed as dividends to holders of North American Co. common stock during 1939 and 1940.

Corporations directly controlled by Washington Railway & Electric Co.—Potomac Electric Power Co., Washington & Rockville Ry. Co. (a holding company).

SCHEDULE 9.—*Capital Transit Co.: Detailed net operating income, year ended December 31, 1940*

	Rail	Bus	Total rail and bus
OPERATING REVENUES			
Passenger revenue.....	\$8,296,207.23	\$4,420,992.76	\$12,717,199.99
Mail, express and switching.....	83,954.74	-----	83,954.74
Special revenue, chartered service.....	173.75	160,667.37	160,841.12
Station, car, and bus privileges.....	17,860.36	10,977.26	28,837.62
Rent of buildings and equipment.....	5,982.84	6,013.45	11,996.29
Total operating revenues.....	8,404,178.92	4,598,650.84	13,002,829.76
OPERATING EXPENSES			
Way and structures.....	489,310.13	11,503.91	500,814.04
Equipment.....	591,350.85	892,738.22	1,484,089.07
Power.....	596,548.73	396,790.58	993,339.31
Conducting transportation.....	2,967,893.44	1,831,980.50	4,799,873.94
Traffic.....	16,032.26	23,866.30	39,898.56
General and miscellaneous.....	795,848.70	359,302.87	1,155,151.57
Depreciation.....	851,928.11	519,156.31	1,371,084.42
Taxes.....	803,634.10	340,754.85	1,144,388.95
Total operating expenses.....	7,112,546.32	4,376,093.54	11,488,639.86
Net operating income.....	1,291,632.60	222,557.30	1,514,189.90

SCHEDULE 10.—*Capital Transit Co. mileage, car-hours, passengers, and passenger revenues statistics for year ended December 31, 1940*

	Rail	Bus	Total rail and bus
Mileage:			
1-man cars	10, 531, 066		10, 531, 066
1-man busses		17, 069, 800	17, 069, 800
2-man cars	6, 289, 508		6, 289, 508
Total	16, 820, 574	17, 069, 800	33, 890, 374
Passenger-car hours:			
1-man cars	1, 241, 585		1, 241, 585
1-man busses		1, 728, 161	1, 728, 161
2-man cars	731, 130		731, 130
Total	1, 972, 715	1, 728, 161	3, 700, 876
Revenue passengers:			
District of Columbia:			
10-cent cash fares	24, 730, 626	11, 332, 534	36, 063, 160
8½-cent token fares	31, 400, 498	19, 095, 572	50, 496, 070
Weekly pass	58, 629, 930	26, 900, 981	85, 530, 911
Subtotal	114, 761, 054	57, 329, 087	172, 090, 141
3-cent school ticket fares	3, 530, 303	2, 307, 750	5, 838, 053
5-cent fares		236, 747	236, 747
Miscellaneous: Hains Point bus		19, 143	19, 143
Total District of Columbia	118, 291, 357	59, 892, 727	178, 184, 084
Maryland:			
10-cent cash fares		201, 908	201, 908
8½-cent token fares		215, 910	215, 910
8-cent cash fares	399, 825	16, 176	416, 001
7½-cent ticket fares	84, 228	3, 988	88, 216
7-cent ticket fares			
5-cent cash and ticket fares	443, 191	2, 797, 747	3, 240, 938
Weekly pass	977, 341	1, 302, 977	2, 280, 318
Miscellaneous: Commutation	136, 699	738, 758	875, 457
Total Maryland	2, 041, 284	5, 277, 464	7, 318, 748
Grand total: District of Columbia and Maryland combined	120, 332, 641	65, 170, 191	185, 502, 832
Passenger revenues:			
District of Columbia:			
10-cent cash fares	\$2, 473, 062. 60	\$1, 133, 253. 40	\$3, 606, 316. 00
8½-cent token fares	2, 616, 924. 09	1, 591, 315. 39	4, 208, 239. 48
Weekly pass	3, 015, 518. 00	1, 383, 974. 88	4, 399, 492. 88
Subtotal	8, 105, 504. 69	4, 108, 543. 67	12, 214, 048. 36
3-cent school ticket fares	105, 909. 09	69, 232. 50	175, 141. 59
5-cent fares		11, 837. 35	11, 837. 35
Miscellaneous: Hains Point bus		4, 655. 65	4, 655. 65
Total District of Columbia	8, 211, 413. 78	4, 194, 269. 17	12, 405, 682. 95
Maryland:			
10-cent cash fares		20, 190. 80	20, 190. 80
8½-cent token fares		17, 992. 50	17, 992. 50
8-cent cash fares	31, 986. 00	1, 294. 08	33, 280. 08
7½-cent ticket fares	6, 317. 10	299. 10	6, 616. 20
7-cent ticket fares			
5-cent cash and ticket fares	22, 159. 55	139, 887. 35	162, 046. 90
Weekly pass	18, 795. 01	25, 056. 50	43, 851. 51
Miscellaneous: Commutation	5, 535. 79	22, 003. 26	27, 539. 05
Total Maryland	84, 793. 45	226, 723. 59	311, 517. 04
Grand total: District of Columbia and Maryland combined	8, 296, 207. 23	4, 420, 992. 76	12, 717, 199. 99
Average fare paid—revenue passengers	6. 8944	6. 7838	6. 8555
Total operating expenses and taxes	7, 112, 546. 32	4, 376, 093. 54	11, 488, 639. 86
Average operating expenses and taxes per revenue passenger	5. 9107	6. 7149	6. 1932

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

SCHEDULE 11.—Passengers and passenger revenues, District of Columbia, 1933 through 1940

(a) REGULAR FARE ¹ PASSENGERS AND PASSENGER REVENUES—RAIL AND BUS IN THE DISTRICT OF COLUMBIA ONLY—1933 ² THROUGH 1940

	Passenger			Passenger revenue	Average fare per ride
	Rail	Bus	Total		
1933: ²					
Number.....	71,793,479	9,821,900	81,615,379	\$6,730,513.50	Cents 8.246
Percent.....	87.96	12.04	100.0		
1934:					
Number.....	112,747,972	13,707,433	126,455,405	8,155,639.67	6.449
Percent.....	89.16	10.84	100.0		
1935:					
Number.....	123,770,754	22,391,697	146,162,451	9,091,209.80	6.220
Percent.....	84.68	15.32	100.0		
1936:					
Number.....	123,772,532	36,785,521	160,558,053	9,868,509.13	6.146
Percent.....	77.09	22.91	100.0		
1937:					
Number.....	109,608,318	41,168,090	150,776,408	10,138,813.16	6.724
Percent.....	72.69	27.31	100.0		
1938:					
Number.....	102,031,215	46,444,855	148,476,070	10,530,087.32	7.092
Percent.....	68.72	31.28	100.0		
1939:					
Number.....	107,439,839	51,212,568	158,652,407	11,191,821.32	7.054
Percent.....	67.72	32.28	100.0		
1940:					
Number.....	114,761,054	57,329,087	172,090,141	12,214,048.36	7.097
Percent.....	66.69	33.31	100.0		

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.

SCHEDULE 11.—Passengers and passenger revenues, District of Columbia, 1933 through 1940

(b) WEEKLY PASS REVENUE PASSENGERS AND REVENUES—RAIL AND BUS IN THE DISTRICT OF COLUMBIA, 1933 THROUGH 1940

	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				
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	24.5
1939	3,133,843	54,184,653	23,766,913	77,951,566	49.13	3,917,303.74	35.00	5.025	24.9
1940	3,499,546	58,629,930	26,900,981	85,530,911	49.70	4,399,492.88	36.02	5.144	24.4

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.

SCHEDULE 12.—*Capital Transit Co.: Net additions of passenger vehicles, year ended December 31, 1940*

	2-man streetcars	1-man streetcars	Busses	Recorded cost
Number in service at beginning of year.....	441	224	631	-----
Additions during year:				
New "Presidents' Conference Committee" streetcars.....		34		\$575,264.06
Total streetcars added during year.....		34		575,264.06
27-passenger Ford busses.....			20	90,346.30
40-passenger Mack busses.....			23	247,724.55
40-passenger White busses.....			152	1,443,913.89
41-passenger White busses.....			2	25,653.87
41-passenger Twin Coach busses.....			10	107,455.62
Total busses added during year.....			107	915,094.23
Retirements during year:				
Streetcars retired during year.....				-----
Total streetcars retired during year.....				-----
20-passenger busses.....			5	-----
21-passenger busses.....			2	-----
29-passenger busses.....			2	-----
36-passenger busses.....			1	-----
37-passenger busses.....			1	-----
Total busses retired during year.....			11	66,000.16
Number in service at Dec. 31, 1940.....	441	258	727	-----
Net change during year.....		34	96	1,424,358.13

¹ Includes 10 White busses on which costs of \$302.41 had been recorded during 1940 of an approximate total cost of \$105,000.

SCHEDULE 13.—*The Chesapeake & Potomac Telephone Co.: Detailed net operating income, year ended December 31, 1940*

OPERATING REVENUES	
Local-service revenues:	
Subscribers' station revenues.....	\$10,059,044.70
Public telephone revenues.....	1,324,637.98
Service stations.....	4,778.39
Local private-line service.....	106,419.53
Total local-service revenues.....	\$11,494,880.60
Toll-service revenues:	
Message tolls.....	\$1,187,944.20
Toll private-line service.....	16,463.50
Other toll-service revenues.....	589.23
Total toll-service revenues.....	1,204,996.93
Miscellaneous revenues:	
Telegraph commissions.....	\$18,988.82
Directory advertising and sales.....	440,591.64
Rent revenues.....	194,510.50
Other operating revenues.....	5,696.81
Total miscellaneous revenues.....	659,787.77
Total operating revenues.....	13,359,665.30

SCHEDULE 13.—*The Chesapeake & Potomac Telephone Co.: Detailed net operating income, year ended December 31, 1940—Continued*

OPERATING EXPENSES

Maintenance expenses.....	\$2, 548, 075. 06	
Traffic expenses (excludes operators' wages)....	367, 583. 92	
Operators' wages.....	2, 321, 024. 37	
Commercial expenses.....	1, 342, 473. 56	
General miscellaneous expenses.....	843, 816. 02	
General services and licenses.....	185, 547. 15	
Depreciation.....	1, 832, 265. 34	
Taxes.....	1, 419, 653. 41	
Uncollectible revenues.....	43, 011. 52	
Total operating expenses.....		10, 903, 450. 35
Net operating income.....		2, 456, 214. 95

SCHEDULE 14.—*The Chesapeake & Potomac Telephone Co.: Operating statistics, year 1940*

PLANT MILEAGE

Class	Total owned mileage	Total route mileage
Miles of pole line.....	190	190
Miles of wire in cable.....	1, 042, 961	1, 043, 038
Miles of aerial wire.....		
Miles of single-duct underground conduit.....	1, 583	1, 593

CENTRAL OFFICES

Class	Number of central offices	Number of exchange circuits	Number of company telephones
Common battery-manual.....	6	37, 230	63, 524
Dial (automatic) system.....	12	85, 443	211, 802
Total.....	18	122, 673	275, 326

TELEPHONES

	Beginning of year	End of year	Increase during year
Main telephones.....	119, 043	127, 203	8, 160
P. B. X. stations.....	103, 696	113, 333	9, 637
Extension telephones.....	31, 303	34, 790	3, 487
Total company.....	254, 042	275, 326	21, 284
Service telephones.....	402	461	59
Private line and others (including telegraph and teletypewriter).....	1, 745	1, 946	201
Total.....	256, 189	277, 733	21, 544

MESSAGES

	1939	1940
Average local calls per month.....	29, 308, 003	32, 407, 263
Average toll calls per month.....	260, 269	303, 352
Average number of telephones during year.....	246, 680	263, 060
Average local calls per telephone per month.....	118. 81	123. 19
Average toll calls per telephone per month.....	1. 06	1. 15

SCHEDULE 15.—*Potomac Electric Power Co.: Detailed net operating income, year ended December 31, 1940*

OPERATING REVENUES

	Kilowatt-hours sold	Revenues
Sales:		
Residential or domestic.....	218,689,090	\$5,489,654.42
Commercial and industrial (excluding District of Columbia and Federal Governments).....	389,627,710	7,085,599.98
Street, park, and traffic lights.....	27,066,250	893,995.91
Other sales to public authorities (District of Columbia and Federal Governments).....	216,379,586	2,128,756.07
Railroad corporations.....	92,618,867	599,869.71
Other electric corporations ¹	18,175,262	189,490.02
Penalties.....		163,541.25
Total sales.....	962,556,765	16,550,907.36
Other:		
Rent from property used in utility operations.....		94,477.96
Miscellaneous operating revenues.....		3,933.86
Total operating revenues.....		16,649,319.18

OPERATING EXPENSES

Production:		
Operation and miscellaneous.....	\$3,259,394.01	
Maintenance.....	346,754.57	
Energy interchanged.....	² (83,867.27)	
Total production.....		\$3,522,281.31
Transmission:		
Operation and miscellaneous.....	\$15,117.69	
Maintenance.....	13,717.22	
Total transmission.....		28,834.91
Distribution:		
Operation and miscellaneous.....	\$1,520,028.74	
Maintenance.....	438,641.66	
Total distribution.....		1,958,670.40
Customers' accounting and collecting.....		750,335.02
Sales promotion expenses.....		308,464.93
Administrative and general expenses:		
Operation.....	\$1,057,837.87	
Maintenance.....	19,836.27	
Total administrative and general.....		1,077,674.14
Retirement expense.....		1,321,081.48
Taxes.....		2,445,050.75
Uncollectible revenues.....		9,098.60
Total operating expenses.....		\$11,421,491.54
Net operating income.....		5,227,827.64

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

² Parentheses indicate deduction.

SCHEDULE 16.—Potomac Electric Power Co.: Operating statistics, year 1940

Kilowatt-hours output:

Generated at—	
Benning plant.....	597,637,837
Buzzard Point plant.....	552,074,900
Received under interchange contract.....	109,688,000

Total.....	1,259,400,737
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How accounted for:

Sales (see operating statement).....	962,556,765
Delivered under interchange contract.....	168,698,000
Used by company.....	6,661,142

Total.....	1,137,915,907
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Unaccounted for.....	121,484,830
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Other data:

Tons (2,000 pounds) bituminous coal consumed.....	578,032.13
Average pounds coal consumed per kilowatt-hour produced.....	1.0055
Boilers installed, 27; rated capacity, 32,939 horsepower.	
Steam generators installed, 12; rated capacity, 305,000 kilowatts.	

CUSTOMERS AND METERS, ON DECEMBER 31, 1940

Class	Customers	Meters
Residential.....	176,626	179,146
Commercial.....	27,704	33,211
Power.....	391	936
Municipal.....	40	5
Other public-service corporations.....	2	112
Railroad corporations.....	1	5,165
Inactive meters.....		
Total.....	204,764	218,575

SCHEDULE 17.—Washington Gas Light Co.: Detailed net operating income, year ended December 31, 1940

	Gas	Revenues
OPERATING REVENUES		
	<i>M cubic feet</i>	
Domestic.....	6,119,355	\$4,773,121.01
Space heating.....	3,480,531	2,087,535.83
Commercial and industrial.....	1,768,966	1,092,488.63
Water heating—commercial.....	13,676	6,001.93
Apartments—master meters.....	126,376	90,939.35
Government buildings.....	241,280	134,034.97
Street and park lighting.....	244	286.33
Washington Gas Light Co. of Montgomery County, Md.....	1,381,256	622,751.16
Rosslyn Gas Co.....	574,512	259,716.48
Prince George's Gas Corporation.....	5,618	1,640.93
Alexandria Gas Co.....	178,990	72,155.30
Washington Suburban Gas Co. (resale natural gas).....	79,957	30,341.63
Penalties.....		105,811.78
Total sales.....	13,970,761	9,276,825.33
Rent from utility property.....		20,832.50
Miscellaneous operating revenues.....		5,184.93
Total operating revenues.....		9,302,842.76

SCHEDULE 17.—*Washington Gas Light Co.: Detailed net operating income, year ended December 31, 1940—Continued*

	Gas	Expenses
OPERATING EXPENSES		
Production:		
Operation:	<i>M cubic feet</i>	
Natural gas purchased for reforming	1,761,346	\$475,563.42
Natural gas purchased for enriching	3,945,115	1,470,772.15
Natural gas expense		18,246.60
Other expenses		1,467,709.92
Total operation		3,432,292.09
Maintenance		189,868.96
Natural gas purchased for resale	84,477	27,979.69
Total production and gas purchased for resale		\$3,650,140.74
Distribution:		
Operation		708,063.67
Maintenance		250,634.29
Total distribution		958,697.96
Customers' accounting and collecting		504,763.38
Sales-promotion expenses		327,310.11
Administrative and general:		
Operation		629,748.84
Maintenance		23,959.45
Total administrative and general		653,708.29
Retirement expense		461,522.48
Taxes		915,808.13
Uncollectible revenues		15,980.12
Total operating expenses		7,487,931.21
Net operating income		1,814,911.55

SCHEDULE 18.—*Washington Gas Light Co.: Operating statistics, year 1940*

Gas to account for:		
On hand first of year	M cubic feet	23,437
Water gas made	do	10,417,534
Natural gas purchased for resale	do	84,477
Natural gas purchased for enriching	do	3,945,115
Total	do	14,470,563
Gas accounted for:		
Sold	do	13,970,761
Used by company	do	44,938
On hand end of year	do	23,437
Total	do	14,039,136
Unaccounted for	do	431,427
Average calorific value, natural gas	B. t. u.	1,174
Average calorific value, mixed gas at works	do	604
Generator fuel per M cubic feet gas made	pounds	12,202
Average cost generator fuel	per ton	\$7.18
Oil used for carbureting per M cubic feet gas made	gallons	.786
Average cost of oil	cents per gallon	3.1
Residuals made during year:		
Gallons tar		1,847,675
Yards cinders (not measured)		
Maximum daily output of gas Jan. 19, 1940	M cubic feet	75,802
Minimum daily output of gas July 28, 1940	do	17,399

SCHEDULE 18.—*Washington Gas Light Co.: Operating statistics, year 1940—*
Continued

ACTIVE METERS IN SERVICE

Class	At the end of year	Average for year
Domestic.....	138, 146	134, 962
Space heating.....	20, 813	19, 023
Commercial and industrial.....	6, 190	5, 774
Water heating—commercial.....	17	18
Apartments—master meters.....	516	457
Government buildings.....	903	887
Total.....	166, 585	161, 121

SCHEDULE 19.—*The Western Union Telegraph Co. and Postal Telegraph-Cable Co.*

The annual reports filed with this Commission by The Western Union Telegraph Co. and the Postal Telegraph-Cable Co. consist of a balance sheet and an income statement each applicable to the operations of their entire systems. The assets, liabilities, expenses, and income are not segregated between operations in the District of Columbia and elsewhere. The reports do, however, show the following revenues from telegraph operations in the District of Columbia:

The Western Union Telegraph Co.....	\$179, 872. 26
Postal Telegraph-Cable Co.....	51, 541. 27

APPENDIX A

DIGEST OF ORDERS, 1940

Order No.	Date	Name of utility	Subject	File No.
1844	Jan. 5	Washington Gas Light Co.	Investigation of rates; notice of intention of Commission to hold public hearing.	3250, F. C. 292.
1845	do	Potomac Electric Power Co.	Rates	2742/97.
1846	Jan. 11	Washington Gas Light Co.	Uniform classification of accounts	3197/1.
1847	Jan. 25	Capital Transit Co.	Route, Cabin John, Md., line	2818/6.
1848	do	do	Route and terminals, West End bus line.	2936.
1849	do	Taxicabs	Public vehicle stands	3613/265.
1850	do	Vehicles for hire, used in hauling goods, wares, or merchandise.	do	3221.
1851	Feb. 3	Potomac Electric Power Co.	Rates	3243/11, F. C. 289.
1852	Feb. 5	Capital Transit Co.	Authority to execute "purchase money chattel trust agreement between Capital Transit Co. and National Savings & Trust Co., trustee," to finance purchase 34 new streetcars.	3201/3.
1853	Feb. 15	do	Route, Tenleytown - Commodore Barney Circle car line.	2075/29.
1854	Feb. 26	Washington Gas Light Co.	Rates	F. C. 285.
1855	Feb. 29	Taxicabs	Public vehicle stands	3013/265.
1856	Mar. 7	Blue Ridge Transportation Co.	Routes	2097/2.
1857	do	Atlantic Greyhound Corporation, Capitol Greyhound Lines, Pennsylvania Greyhound Lines, Inc., and Richmond-Greyhound Lines, Inc.	do	2097/100.
1858	do	Peninsula Transit Corporation.	do	2915.
1859	do	Capital Transit Co.	Route, Bureau of Standards bus line.	2664/71.
1860	do	Blue and Grey Sight Seeing Tours, Inc.	Route (interstate race-track service)	2935/10.
1861	do	Taxicabs	Public vehicle stands	3013/265.
1862	do	Capital Transit Co.	Route, South Washington bus line.	3257.
1863	do	do	Route and terminals, Anacostia-Congress Heights bus line.	3256.
1864	do	do	Route and terminals, 4th St. SW., bus line.	3085/178.
1865	do	do	Stops and terminals, South Washington bus line.	3183.
1866	do	do	Stops and terminals; East Washington suburban bus line.	3183.
1867	do	do	Stops and terminals, Anacostia-Congress Heights and Barry Farm-Garfield bus lines.	3183.
1868	Mar. 14	do	Abandonment of cross-over in Rhode Island Ave. NE., east of Mills Avenue.	2354/262.
1869	Mar. 18	do	Route and terminal of Glover Park-Trinidad bus line.	2696/26.
1870	do	do	Stops and terminals, Anacostia-Congress Heights and Barry Farm-Garfield bus lines.	3183.
1871	do	do	Terminal, 4th St. SW., bus line	3085/178.
1872	Mar. 25	do	Route and terminals, 4th St. SW., bus line.	3085/178.
1873	Apr. 1	Washington Gas Light Co.	Authority to issue and sell 24,400 shares of \$4.50 cumulative convertible preferred stock.	3204/2.
1874	do	Arlington & Fairfax Motor Transportation Co.	Terminal stand	2991.

DIGEST OF ORDERS, 1940—Continued

Order No.	Date	Name of utility	Subject	File No.
1875	Apr. 1	Various companies	Operation of busses during Army Day parade.	1562/199.
1876	Apr. 15	Capital Transit Co.	Route and terminals, 16th St. bus line.	2547/57.
1877	do	do	Route, West End bus line.	2936.
1878	do	Taxicabs	Public vehicle stands.	3013/265.
1879	do	Capital Transit Co.	Stops and terminals, Anacostia-Congress Heights and Barry Farm-Garfield bus lines.	3183.
1880	do	do	Terminal stand, Takoma Park, Petworth, and Chillum Heights bus lines.	3192/102.
1881	Apr. 29	Washington, Virginia & Maryland Coach Co.	Routes, terminals, and stops	2731.
1882	do	Various companies	Operation of busses during National School Safety Patrol parade.	1562/202.
1883	do	do	Operation of busses during Tall Cedars of Lebanon parade.	1562/200.
1884	do	Capital Transit Co.	"Owl" service, 14th St. bus line	2818/9.
1885	May 2	Taxicabs	Public vehicle stands.	3013/265.
1886	May 9	Various companies	Operation of busses during G. A. R. Memorial Day Corporation parade.	1562/219.
1887	do	do	Operation of busses during Junior District Day parade.	1562/216.
1888	do	Capital Transit Co.	"Owl" service, 14th St. bus line	2818/9.
1889	do	do	Route and terminals, Glover Park-Trinidad bus line.	2696/26.
1890	May 21	do	do	2696/26.
1891	June 10	do	Routes, Anacostia-Congress Heights bus line.	3256.
1892	do	Alexandria, Barcroft & Washington Transit Co.	Routes, terminals and stops	2097/2.
1893	do	Arlington & Fairfax Motor Transportation Co.	do	2991.
1894	do	Taxicabs	Public vehicle stands.	3013/265.
1895	June 21	Capital Transit Co. and Washington Railway & Electric Co.	Approval of a plan for the modification, assumption, and guarantee of certain of the 5 percent first mortgage bonds of The Anacostia & Potomac River R. R. Co. of Washington City, D. C., and of City and Suburban Ry. of Washington.	2430/4, F. C. 293.
1896	July 1	Taxicabs	Public vehicle stands.	3013/265.
1897	do	Potomac Electric Power Co.	Rates.	2742/86.
1898	do	do	Investigation relating to application for authority to issue and sell \$10,000,000 principal amount of its first mortgage bonds, 3¼ percent series due 1974.	2445/19, F. C. 294.
1899	July 12	Taxicabs	Public vehicle stands.	3013/265.
1900	July 15	Capital Transit Co.	Investigation relating to application for authority to convert 15 two-man cars of conventional type for 1-man operation.	2543/21, F. C. 295.
1901	July 17	Various companies	Standards of motorbus service.	3259.
1902	do	do	Standards of electric railway service.	3260.
1903	July 23	Capital Transit Co.	Construction of street railway tracks along Independence Ave. between 1st and 7th Sts., and adjacent thereto.	3248.
1904	do	do	Route, Constitution Ave. bus line	2610/13.
1905	do	do	Route, 4th St. SW., bus line	3085/178.
1906	July 31	Potomac Electric Power Co.	Investigation of rates; notice of intention of Commission to hold public hearing.	3261, F. C. 296.
1907	Aug. 6	Capital Transit Co.	Route, Rhode Island Ave. bus line	2703/60.
1908	do	do	Route, Hyattsville-Laurel bus line	2841.
1909	do	Taxicabs	Public vehicle stands.	3013/265.
1910	do	Capital Transit Co.	Route, Takoma Park, Petworth, and Chillum Heights bus line.	3192/102.
1911	do	do	Route, 4th St. SW., bus line	3085/178.
1912	Aug. 12	do	Routes, stops, safety zones, loading platforms, and standards of service, etc., Benning bus line.	3085, F. C. 250/69.
1913	Aug. 13	do	Stops and terminals, South Washington bus line.	3183.
1914	Aug. 6	Various companies	Routes, interstate common carriers of freight.	3054/3.

DIGEST OF ORDERS, 1940—Continued

Order No.	Date	Name of utility	Subject	File No.
1915	Aug. 6	Capital Transit Co. and Washington, Marlboro & Annapolis Motor Lines, Inc.	Notice of intention of Commission to hold public hearing.	3190, F. C. 291.
1916	Aug. 9	do	do	Do.
1917	do	Capital Transit Co.	Street car stop; notice of intention of Commission to hold public hearing.	3184/4, F. C. 298.
1918	Aug. 13	Alexandria, Barcroft & Washington Transit Co.	Routes, terminals, and stops	2097/2.
1919	Aug. 23	Various companies	Assessments against utilities under Public Utilities Commission's jurisdiction for the purpose of making valuations or investigations.	2844.
1920	Aug. 21	Capital Transit Co.	Notice of intention of Commission to hold public hearing relative to change in route of north-bound L-2, L-4, and L-7 busses between intersection of 13th and H Sts. NW. and intersection of 18th St. and Conn. Ave.	3244, F. C. 290.
1921	Aug. 23	Washington Gas Light Co.	Rates	F. C. 292.
1922	Aug. 30	Potomac Electric Power Co.	Uniform classification of accounts for electric utilities.	3182.
1923	do	Washington Gas Light Co.	Uniform classification of accounts for gas utilities.	3197/1.
1924	Sept. 6	Potomac Electric Power Co.	Authorization of application for authority to issue and sell \$10,000,000 principal amount of first mortgage bonds, 3¼ percent series due 1975.	F. C. 294.
1925	do	Capital Transit Co.	Routes, 16th St. bus line	2547/57.
1926	Sept. 9	do	Authorization of application for authority to execute a "purchase money chattel trust agreement" with the National Savings & Trust Co., trustee, and notes provided for therein.	3201/4.
1927	Sept. 11	Taxicabs	Public vehicle stands	3013/265.
1928	Sept. 16	Potomac Electric Power Co.	Rates	2708/95.
1929	Sept. 19	Pan American Trailways, Inc.	Routes	3160.
1930	Sept. 17	Capital Transit Co. and Washington, Marlboro & Annapolis Motor Lines, Inc.	Notice of intention of Commission to hold public hearing.	3190, F. C. 291.
1931	Sept. 19	Capital Transit Co.	Change in routes and terminal stands, routes L-2, L-4, and L-7.	3244, F. C. 290.
1932	Sept. 24	do	Stops, South Washington bus line	3183.
1933	do	Taxicabs	Public vehicle stands	3013/265.
1934	do	Alexandria, Barcroft & Washington Transit Co.	Bus stands	2097/2.
1935	do	Sightseeing vehicles	Public vehicle stands	3162.
1936	Sept. 23	Taxicabs	do	3013/265.
1937	Oct. 1	Potomac Electric Power Co.	Rates	2742/102.
1938	Oct. 4	Taxicabs	Public vehicle stands	2013/265.
1939	do	Various companies	Routes, interstate common carriers of freight.	3054/3.
1940	Oct. 3	Capital Transit Co. and Washington Railway & Electric Co.	Approval of a plan for the modification, assumption, and guarantee of certain of the 5 percent, first mortgage bonds of the Anacostia & Potomac River R. R. Co. of Washington City, D. C., and of City & Suburban Ry. of Washington.	2430/4, F. C. 293.
1941	Oct. 4	Capital Transit Co.	Streetcar stop changes in the vicinity of Columbia and Kalorama Rds., 19th St. and Wyoming Ave. NW.	3184/4, F. C. 298.
1942	do	do	Routes and terminal stand, Woodley Rd. bus line.	2570/56.
1943	do	do	Extension of bus service along Alabama Ave. in Congress Heights.	3256, F. C. 297.
1944	Oct. 11	Various companies	Operation of buses during the Confederate Veterans Re-union parade.	1562/273.
1945	do	Capital Transit Co.	Cancellation of order No. 1905 relative to 4th St. SW., bus line.	3085/178.

DIGEST OF ORDERS, 1940—Continued

Order No.	Date	Name of utility	Subject	File No.
1946	Oct. 10	Capital Transit Co. and Washington, Marlboro & Annapolis Motor Lines, Inc.	Notice of intention of Commission to hold public hearing.	3190, F. C. 291.
1947	Oct. 11	Taxicabs	Public vehicle stands	3013/265.
1948	do	Sightseeing vehicles	do	3162.
1949	Oct. 18	Various companies	Operation of buses during the Holy Name Society parade.	1562/243.
1950	Oct. 16	Capital Transit Co. and Washington, Marlboro & Annapolis Motor Lines, Inc.	Notice of intention of Commission to hold public hearing.	3190, F. C. 291.
1951	Oct. 18	Capital Transit Co.	Streetcar routes, various lines	2075/29.
1952	Oct. 17	do	Routes, Park Rd. bus line	2558/52.
1953	Oct. 22	do	Routes and terminal stands, temporary feeder weekday rush hour bus line to the Southwest Mall.	3248/1.
1954	Oct. 16	Washington Gas Light Co.	Authority to assume a promissory note secured by a deed of trust.	2424/14.
1955	Oct. 17	Capital Transit Co.	Denial of authority to convert 15 two-man cars of conventional type for 1-man operation.	2843/21, F. C. 295.
1956	Oct. 22	Various companies	Operation of buses during the Holy Name Society parade.	1562/243.
1957	Nov. 5	Capital Transit Co.	Route and terminal stand, New Hampshire Ave. extension bus line.	3192/114.
1958	Oct. 25	do	Streetcar routes, various lines	2075/29.
1959	Nov. 5	do	Stops and terminals, Anacostia-Congress Heights and Barry Farm-Garfield bus lines.	3183.
1960	Nov. 15	Suburban Lines & Cab Service.	Authority to operate interstate motor vehicles over certain defined routes in the District of Columbia.	3264.
1961	Nov. 5	Taxicabs	Public vehicle stands	3013/265.
1962	do	Capital Transit Co.	Notice of intention of Commission to hold public hearing relative to extension of service of Glover Park-Trinidad bus line.	2696/26, F. C. 299.
1963	do	do	Routes, bus service from Potomac Park area to 16th St. and Petworth areas.	2547/57 and 2798.
1964	do	Vehicles for hire, used in hauling goods, wares, or merchandise.	Public vehicle stand	3221.
1965	Nov. 6	Various companies	Operation of street cars and buses on Nov. 7, 1940.	1562/275.
1966	Nov. 14	Passenger vehicles for hire	Insurance regulations	3230.
1967	Nov. 19	Capital Transit Co.	Terminal stand	2547/57.
1968	Nov. 18	Taxicabs	Regulations	2942/29.
1969	Nov. 26	Capital Transit Co.	Notice of intention of Commission to hold public hearing relative to service to Sixteenth Street Heights.	3266, F. C. 300.
1970	Nov. 29	do	Denial of authority to convert 15 2-man cars of conventional type for 1-man operation.	2843/21, F. C. 295.
1971	Dec. 5	The Chesapeake & Potomac Telephone Co.	Investigation of rates, notice of intention of Commission to hold public hearing.	F. C. 301.
1972	Dec. 6	Capital Transit Co. and Washington, Marlboro & Annapolis Motor Lines, Inc.	Transportation service	3190, F. C. 291.
1973	do	Capital Transit Co.	Routes and terminal stands, Pennsylvania Ave. bridge bus lines.	3269.
1974	do	do	Stops, Pennsylvania Ave. bridge bus lines.	Do.
1975	Dec. 9	do	Routes and terminal stands, Glover Park-Trinidad bus line.	2696/26, F. C. 299.
1976	do	do	Routes and terminal stands, Chevy Chase bus service, L-2, L-4, and L-7.	3244/28.
1977	Dec. 13	Taxicabs	Public vehicle stand	3013/265.
1978	do	Sightseeing vehicles (8 passengers or more).	do	3162.
1979	Dec. 12	Various companies	Accident reports	2258/327.
1980	Dec. 13	Capital Transit Co.	Notice of intention of Commission to hold public hearing relative to cross-town bus line.	3271, F. C. 302.

DIGEST OF ORDERS, 1940—Continued

Order No.	Date	Name of utility	Subject	File No.
1981	Dec. 13	Capital Transit Co.....	Extension of time, temporary feeder weekday rush hour bus line to the Southwest Mall.	3248/1.
1982	Dec. 27	do.....	Routes and terminal stand, Pennsylvania Ave. bridge bus lines.	3269.
1983	Dec. 20	Taxicabs.....	Public vehicle stands.....	3013/265.
1984	do.....	Capital Transit Co.....	Authority to construct street railway tracks in the vicinity of 4th and Butternut Sts. NW.	2354/274.
1985	Dec. 27	do.....	Stops, Pennsylvania Ave. bridge bus lines.	3269.
1986	Dec. 23	do..... Washington, Marlboro & Annapolis Motor Lines, Inc.	Notice of intention of Commission to reconsider without hearing.	3190, F. C. 291.

