

THIRTIETH
ANNUAL REPORT
of the
PUBLIC UTILITIES
COMMISSION
of the
DISTRICT OF COLUMBIA

1942

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COPY

P.U.C. No. _____

4

July 14, 1943.

The Honorable
The President of the Senate
Washington, D. C.

Sir:

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, 1942, with other information relating to the regulation and operation of the public utilities in the District of Columbia coming under the jurisdiction of said 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, 1942, required by the provisions of Paragraph 14 of Section 8 of the above-mentioned Act to be transmitted to Congress.

At the request of the Director of the Bureau of the Budget for a reduction of printed and processed material and conservation of paper, the Public Utilities Commission in executive session May 5, 1942, authorized the discontinuance of the printing of its annual report for the calendar years 1941 and 1942, and approved of the submission of typewritten copies to the two houses of Congress, the original to remain in the office of the Commission for public inspection.

Very respectfully,

JAMES H. FLANAGAN
Chairman.

EJM:AD
Enclosure

COPY

2230/32

P.U.C. No. _____

4

July 14, 1943.

The Honorable
The Speaker of the House of Representatives
Washington, D. C.

Sir:

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Very respectfully,

JAMES H. FLANAGAN
Chairman.

EJM:AD
Enclosure

THIRTIETH ANNUAL REPORT OF THE PUBLIC UTILITIES COMMISSION
OF THE DISTRICT OF COLUMBIA

THE COMMISSION

Personnel

Members of the Commission:

Gregory Hankin, chairman until August 31, 1942.

James H. Flanagan, vice chairman, February 21 to August 31, 1942,
chairman beginning September 1, 1942.

Col. Charles W. Kutz, engineer commissioner beginning May 20, 1941.

Richmond B. Keech, general counsel.

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

Elmo J. Milligan, executive secretary.

V. A. McElfresh, chief accountant.

Fred A. Sager, chief engineer.

Elwin A. Potter, inspector of gas and meters.

Naomi H. Hetzel, 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.
	Mar. 15, 1921, to Dec. 3, 1927	
Chester Harding	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	Colonel, Corps of Engineers, U. S.
	Dec. 16, 1918, to Oct. 5, 1921	Army.
	May 20, 1941, to -----	

Name	Period of Service	Occupation
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. Cyster	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 A. Taliaferro	Dec. 11, 1926, to Mar. 7, 1927	Lawyer.
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 21, 1930, to Aug. 22, 1934	Major, Corps of Engineers, U. S. Army.
Riley E. Elgen	Jan. 20, 1932, to Feb. 28, 1941	Engineer.
Richmond B. Keech	May 2, 1934, to Oct. 31, 1940	Lawyer.
Dan I. Sultan	Aug. 22, 1934, to Sept. 5, 1938	Colonel, Corps of Engineers, U. S. Army.
David McCoach, Jr.	Sept. 7, 1938, to May 15, 1941	Do.
Gregory Hankin	Nov. 8, 1941, to -----	Lawyer.
James H. Flanagan	Feb. 21, 1942, to -----	Accountant.

UTILITIES SUBJECT TO JURISDICTION OF COMMISSION, DECEMBER 31, 1942.

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

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

Gas: Washington Gas Light Company, Eleventh and H Streets, NW.,
Washington, D. C.

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

Interstate bus:

Alexandria, Barcroft & Washington Transit Company,^{1/} 127 North Pitt
Street, Alexandria, Va.

Arlington & Fairfax Motor Transportation Company,^{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., Washington, 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/}

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

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

^{1/} Permitted to do limited intra-District business.

^{2/} Succeeded by Pan American Greyhound Lines, Inc., December 11, 1942.

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

Suburban Lines & Cab Service, Bethesda, Md.

Virginia Stage Lines, Inc., Charlottesville, Va.

Washington-Indian Head Line (William C. Kloman, Jr., owner),
Accokeek, Md.

Washington, Marlboro & Annapolis Motor Lines, Inc., ^{3/}1510 Southern
Avenue, SE., Washington, D. C.

Washington, Virginia & Maryland Coach Co., Inc., 707 North Randolph
Street, Arlington, Va.

Sightseeing vehicles, including funeral cars (less than 8 passengers):

As of December 31, 1942, 201 of such vehicles were licensed.

Sightseeing and charter vehicles (8 passengers or more): ^{4/}

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

Capitol View Tours (Chester Atwood, owner), 309 New Jersey Avenue,
SE., Washington, D. C.

James Joseph Grace, 101 B Street, SE., Washington, D. C. (Horse-
drawn vehicle)

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

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

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

^{3/} Permitted to do limited intra-District business.

^{4/} By order of Office of Defense Transportation, (General Order O.D.T.
No. 10, effective June 1, 1942), all sightseeing operations were prohibited;
equipment being used in interstate service.

Taxicabs: As of April 1, 1942, and December 31, 1942, the licensed taxicabs were as follows:^{5/}

	Apr. 1, 1942	Dec. 31, 1942		Apr. 1, 1942	Dec. 31, 1942
Associations:			Independent fleets		
American	231	340	(20 or more cabs):		
Bell	242	273	Airport Transport..	97	104
Bison	25	30	Arrow	247	233
Blue Light	141	206	Century	106	92
Capitol	93	124	Checker	69	71
Consolidated	13	9	Colonial	20	21
Diamond	1081	1354	Senator	44	59
Diplomat	100	132	Skyview	-	43
Dixie	16	28	Sun	59	65
Federal	32	34	Yellow	516	560
General	34	37			
Globe	38	60	Total	1106	1248
Harlem	99	130			
Lincoln	70	87			
Premier	302	365	Independents (less		
State	20	31	than 20 cabs)	292	512
Terminal	3	5			
Town	46	52			
Washington	122	144			
Total	2708	3441	Grand total	4106	5201

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.

^{5/} Under the law, the taxicab license year begins April 1 and ends March 31.

MEETINGS

Formal public hearings were held on 56 different days during the year, for the taking of testimony on matters concerning rates, service, etc., of utilities under the jurisdiction of the Commission.

Eighty-three 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. 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. Order No. 2166.

Formal case No. 291. - In the matter of transportation service of the Capital Transit Co. and the Washington, Marlboro and Annapolis Motor Lines, Inc., in the area east of the Anacostia River and between Ridge Road and Good Hope Road, and adjacent area. Order No. 2301.

Formal case No. 303. - In the matter of an investigation into the rates, routings and service of the Capital Transit Co. to the Takoma, Petworth and Chillum areas. Order No. 2192.

Formal case No. 306. - In the matter of application of the Capital Transit Co. for authority to convert two-man cars of conventional type for one-man operation. Order No. 2143.

Formal case No. 307. - In the matter of system of uniform zones and rates and regulations applicable thereto for taxicabs operated within the District of Columbia. Orders Nos. 2282, 2287, 2298, 2299, 2336, 2349 and 2372.

Formal case No. 308. - In the matter of application of the Washington Gas Light Co. for authority to increase its capitalization by increasing its authorized capital stock from 1,000,000 shares without par value to 1,090,000 shares without par value. Orders Nos. 2191 and 2221 and opinions.

Formal case No. 309. - In the matter of consideration of requests from the Federation of Citizens' and Civic Associations for the issuance of three (3) tokens for twenty-five (25) cents by the Capital Transit Co. Order No. 2144, opinion and Order No. 2220, and Order No. 2278 and opinion.

Formal case No. 310. - In the matter of application of the Washington, Marlboro and Annapolis Motor Lines, Inc. for reconsideration of the Commission's Order No. 2124 relative to bus routes for the Sousa Bridge Lines of the Capital Transit Co. (Route C-2). Orders Nos. 2235, 2236 and 2454.

Formal case No. 311. - In the matter of special telephone charges of hotels, apartment houses, and clubs on telephone communications. Order No. 2155.

Formal case No. 312. - In the matter of system of uniform zones and rates and regulations applicable thereto for taxicabs operated within the District of Columbia. Orders Nos. 2164, 2169, 2171, 2184, 2203, 2204, 2209, 2212 and opinion, 2213, 2229, 2233, 2251, 2253, 2254, 2267, 2268, 2275, 2276 and 2285.

Formal case No. 313. - In the matter of application of Potomac Electric Power Co. and Washington Railway & Electric Co. for approval of the issue and sale by the former to the latter and the acquisition by the latter for cash at par, of 30,000 shares of common stock. Order No. 2167, 2226 and 2281 and opinions.

Formal case No. 314. - In the matter of proposed gas rate schedules and general service provisions filed February 2, 1942, by the Washington Gas Light Co. Order No. 2168, opinions and Order No. 2185, 2234, 2265 and 2398.

Formal case No. 315. - In the matter of investigation of the routes, services and transportation facilities of the Capital Transit Co. Order No. 2198.

Formal case No. 316. - In the matter of investigation of rates, tolls, charges, tariffs, rules, regulations and conditions of service of the Washington Gas Light Co. Orders Nos. 2219, 2386, 2401 and opinions, 2404 and opinion, 2418 and opinion, 2422, 2423 and 2424.

Formal case No. 317. - In the matter of application of the Washington Gas Light Co. for authority to issue and sell 40,000 shares of \$5 cumulative preferred stock. Orders Nos. 2246 and 2337.

Formal case No. 318. - In the matter of operation of limousine bus service by Airport Transport, Inc. within the District of Columbia. Order No. 2324.

Formal case No. 319. - In the matter of rentals, charges and practices of taxicab companies and associations. Order No. 2256.

Formal case No. 320. - In the matter of transportation service in the area of Bradbury Heights and Fort Davis and transfer privileges between Capital Transit Co. and Washington, Marlboro and Annapolis Motor Lines, Inc. Orders Nos. 2280 and 2402 and opinion.

Formal case No. 321. - In the matter of transportation to and from the Federal Government Reservation adjacent to the District of Columbia. Orders Nos. 2284, 2288, 2361, 2362 and 2438.

Formal case No. 322. - In the matter of taxicab zones. Order No. 2371.

Formal case No. 323. - In the matter of taxicab zones. Orders Nos. 2371 and 2411.

Formal case No. 324. - In the matter of a proposed change in the route and terminal of the Arlington & Fairfax Motor Transportation Co. Notice of hearing issued and canceled. Case closed.

Formal case No. 325. - In the matter of proposed express bus line on 16th Street, NW., during rush hours and discontinuance of present Route S-2 of the Capital Transit Co. on Alaska Avenue between 16th Street and Georgia Avenue. Opinions and Order No. 2416.

Formal case No. 326. - In the matter of investigation of rates, tolls, charges, rules, regulations and conditions of service of the Potomac Electric Power Co. Order No. 2383 and opinion.

Formal case No. 327. - In the matter of changes in bus routing of the Foxhall Village Route, Woodley Road Route, and proposed installation of a new route connecting Tenley Circle and MacArthur Boulevard via Nebraska Avenue and Loughboro Road. Orders Nos. 2448, 2449 and 2450.

Formal case No. 328. - In the matter of changes in routes and express services on Takoma, Petworth and Chillum Bus Lines of the Capital Transit Co.

Formal Case No. 329. - In the matter of application of The Chesapeake and Potomac Telephone Co. for certificate of authority to issue 300,000 shares of common stock. Opinions and Order No. 2403.

Formal Case No. 330. - In the matter of transportation service in the area of Bradbury Heights and Fort Davis and transfer privileges between Capital Transit Co. and Washington, Marlboro and Annapolis Motor Lines, Inc. Orders Nos. 2393 and 2467.

INFORMAL CASES

The number of informal complaints received was 247. Such complaints during the years 1941 and 1942 are classified below:

Utilities	1942	1941
Bus	61	62
Railway	32	35
Bus-railway	18	-
Electric	6	14
Gas	12	9
Interstate busses (6), taxicabs (105)	111	4
Telephone	7	2
	—	—
Total	247	126

DIGEST OF ORDERS, 1942

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

JURISDICTION

On January 23, 1942, the Commission, by order No. 2155, adopted Order of the Federal Communications Commission dated January 1942, for the purpose of determining whether all, or any, of the charges for or in connection with telephone communications by the use of telephones on premises of hotels, apartment houses and clubs in the District of Columbia are within its jurisdiction.

Joint hearings were held on April 1, 2, 3, 4, 23 and 27 and May 1, 1942, but decision had not been rendered at close of year.

Pursuant to order No. 2284, dated May 15, 1942, public hearing was authorized to determine what routes should be established and rates fixed for transportation to serve persons living in the District of Columbia and employed in the Pentagon and other buildings within the Federal Government Reservation adjacent to the District. Because occupation of the buildings had begun, the Commission, pending the hearing and determination of jurisdiction, by order No. 2288, effective May 25, 1942, authorized a route from a terminal stand on Constitution Avenue west of 23rd Street via Arlington Memorial Bridge to these buildings at a temporary rate of fare of 5 cents. The route was extended eastward to 19th and C Streets, Northwest, by order No. 2361.

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 annual report for 1937).

Acting upon petitions filed by the Federation of Citizens' and Civic Associations for the sale of three tokens for twenty-five cents, the Commission authorized an investigation, and hearing was held on January 30 and 31 and February 3, 1942. Petitions were denied by order No. 2278, but case was reopened on application of Fort Davis Citizens' Association and hearing was scheduled by order No. 2454 for January 12, 1943.

CAPITAL TRANSIT CO.

WASHINGTON, MARLBORO AND ANNAPOLIS MOTOR LINES, INC.

Pending final determination, the Commission for the duration of the emergency declared by the President in his Proclamation of May 27, 1941, or until December 31, 1944, whichever is the earlier, by order No. 2402, effective 12:01 a.m., October 26, 1942, directed the Capital Transit Co. and the Washington, Marlboro and Annapolis Motor Lines, Inc., upon the payment of basic fares, to issue, without additional compensation, transfers good over the lines of the other company at regularly established transfer points.

THE CHESAPEAKE & POTOMAC TELEPHONE CO.

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

POTOMAC ELECTRIC POWER CO.

Pursuant to the sliding-scale arrangement, order No. 2094, was issued August 11, 1941, authorizing an investigation relative to rates, tolls, charges, rules, regulations and conditions of service, but hearings were not held during 1942. Rates authorized by order No. 2000, dated February 4, 1941, were continued in effect during the year.

WASHINGTON GAS LIGHT CO.

On March 20, 1942, the Commission, by order No. 2219, ordered an investigation, in conformity with the sliding-scale arrangement established by order No. 1458, of the rates, tolls, charges, tariffs, rules, regulations and conditions of service of the Washington Gas Light Co., to become effective on September 1, 1942. Hearing was held on August 18 and 19, September 4, 8, 11 and 14, 1942. Acting upon petitions filed by the Fort

Davis Citizens' Association and The Washington League of Women Shoppers, the Commission, by order No. 2386, dated September 25, 1942, authorized reopening of proceedings, and hearing was held September 30, 1942. The testimony introduced showed that under the provisions of the sliding-scale arrangement the earnings of the company for the year ended June 30, 1942, justified an increase in rates in the amount of \$201,424.74, and order No. 2401 was issued October 13, 1942. However, in accordance with the Price Stabilization Act of October 2, 1942, the company was required to give 30 days notice to the Director of Economic Stabilization of said increase in rates. The Director of Economic Stabilization, through the Office of Price Administration, petitioned the Commission to reopen the proceeding and order No. 2404, dated October 23, 1942, was issued reopening proceedings, and hearing was held November 2 and 4, 1942. The Director of Economic Stabilization then petitioned that order No. 2401 be vacated, but same was denied by order No. 2418. Petitions for reconsideration were filed by the Director and various civic organizations. These petitions were denied by orders Nos. 2422, 2423 and 2424, issued November 16, 1942. An appeal was taken to the Court.

TAXICABS

Although the investigation authorized by order No. 2107 was in progress, the Commission, acting on a petition filed by certain taxicab associations and companies, issued order No. 2164, dated January 29, 1942, authorizing rates for temporary emergency taxicab pick-up service in zones 1 and 2 during rush hour periods for a trial period of 30 days beginning February 9, 1942, and called a public hearing on the subject. Order No. 2212 was issued March 17, 1942, continuing emergency pick-up service in effect. As a result of the evidence adduced in the investigation begun in 1941, the Commission issued order No. 2282, dated May 15, 1942, effective June 1, 1942, establishing the rates, zones and sub-zones as set forth in said order. The effective date of Order No. 2282 was changed to June 15, 1942, by order No. 2287. Pursuant to order No. 2317, dated June 13, 1942, Subzone 3-J was established covering trips by taxicab to and from the Federal Government Reservation adjacent to the District of Columbia in the State of Virginia to serve the Pentagon and Navy Department Office Buildings. By order No. 2349, dated July 17, 1942, the basic zone rates were changed from 30-40-60-80 cents to 30-50-70-90 cents, effective July 20, 1942. These rates were in effect at the close of the year.

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 one 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. 2145, dated January 14, 1942, In the Matter of Application of Capital Transit Co. for authority to execute a "Conditional Sale Agreement" with the White Motor Company and notes provided for therein.

Order No. 2146, dated January 14, 1942, In the Matter of Application of Capital Transit Co. for authority to execute a "Conditional Sale Agreement" with the St. Louis Car Company and the Reconstruction Finance Corporation and notes provided for therein.

Order No. 2147, dated January 14, 1942, In the Matter of Application of Capital Transit Co. for authority to execute a "Conditional Sale Agreement" with the Steuart Motor Company, Transit Bus Division, and notes provided for therein.

Order No. 2165, dated February 6, 1942, In the Matter of Application of Capital Transit Co. for authority to execute a "Conditional Sale Agreement" with the General Motors Truck and Coach Division of Yellow Truck and Coach Manufacturing Company, and notes provided for therein.

Order No. 2186, dated February 24, 1942, In the Matter of Application of Capital Transit Co. for authority to execute two "Conditional Sale Agreements" with the Mack-International Motor Truck Corporation, and notes provided for therein.

Order No. 2221, dated March 26, 1942, In the Matter of Application of Washington Gas Light Co. for authority to increase its capitalization by 90,000 shares of cumulative preferred stock.

Order No. 2246, dated April 21, 1942, In the Matter of Application of Washington Gas Light Co. for authority to issue and sell 40,000 shares of \$5 Cumulative Preferred stock.

Order No. 2281, dated June 3, 1942, In the Matter of Application of Potomac Electric Power Company and Washington Railway & Electric Company for approval of the issue and sale by the former to the latter and the acquisition by the latter, for cash at par, of 30,000 shares of Common Stock.

Order No. 2337, dated June 29, 1942, In the Matter of Application of Washington Gas Light Co. for authority to issue all or any part of 3,270 shares of \$5 Cumulative Preferred Stock for Property to be purchased.

Order No. 2341, dated July 9, 1942, In the Matter of Application of Potomac Electric Power Company for approval of the issue and sale of \$5,000,000 principal amount of its First Mortgage Bonds by public invitation of proposals for the purchase or underwriting thereof.

Order No. 2373, dated August 25, 1942, In the Matter of Application of Washington Gas Light Co. for certificate of authority (a) to acquire 9,500 shares of \$100.00 par value capital stock of the Rosslyn Gas Company and (b) to extend the maturity date and change the interest rate of certain Rosslyn Bonds.

Order No. 2403, dated October 20, 1942, In the Matter of Application of The Chesapeake and Potomac Telephone Co. for certificate of authority to issue 300,000 shares of common stock.

Order No. 2405, dated October 27, 1942, In the Matter of Application of The Chesapeake and Potomac Telephone Co. for certificate of authority to issue notes.

UNIFORM CLASSIFICATION 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.

VALUATIONS

The value of \$24,000,000 for rate-making purposes of the used and useful property of the Capital Transit Co., found by the Commission in Order No. 1713, dated August 29, 1938, was kept up-to-date by engineering and accounting studies made during 1942.

While an investigation for the purpose of determining rates of the Potomac Electric Power Co. in accordance with the sliding-scale arrangement for the year 1942 was authorized by order No. 2094, hearing was not held during 1942. The rate base as reflected in the Commission's report for 1941 was continued in effect.

A rate base of \$28,088,322.57 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, 1942, was stated in order No. 2401, October 13, 1942.

As indicated in the Commission's report for 1941, the engineering investigation and appraisal of the property of The Chesapeake and Potomac Telephone Co., (authorized by order No. 1971, dated December 5, 1940) was suspended at the end of 1941 because of the national emergency. The accounting study was in progress throughout the year 1942.

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 Law 619--77th Congress)
(Chapter 428--2d Session)
(H. R. 6804)

AN ACT To amend paragraph 31 of section 7 of the Act entitled "An Act making appropriations to provide for the government of the District of Columbia for the fiscal year ending June 30, 1903, and for other purposes", approved July 1, 1902, as amended, approved June 20, 1942.

(Public Law 803--77th Congress)
(Chapter 734--2d Session)
(S. 1008)

AN ACT To amend an Act entitled "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", approved June 29, 1938, as amended, approved December 15, 1942.

SERVICE

During the year purchase of the following new equipment was authorized:

CAPITAL TRANSIT COMPANY

100 Mack model CM, 44-passenger busses.
100 White model 798, 44-passenger busses.
100 A.C.F. model 45-S, 45-passenger busses.
1 Super-Twin Diesel-Electric Urban, 58-passenger coach.
100 Street cars of the Presidents' Conference Committee type.

WASHINGTON, MARLBORO & ANNAPOLIS MOTOR LINES, INC.

40 White model 788, 43-passenger busses.

WASHINGTON GAS LIGHT COMPANY

Pursuant to gas rate schedules and general service provisions filed on February 2, 1942, by Washington Gas Light Co., the Commission by order No. 2168, dated February 4, 1942, scheduled a public hearing thereon. As a result of evidence introduced at hearing on February 17, 1942, order No. 2185 was issued, effective March 24, 1942, limiting the availability of service furnished under Schedules A, B, C and F and "application for service" under Par. 2 of General Service Provisions included in order No. 2098. The application of the restrictive provisions of order No. 2185 were removed from certain premises by orders Nos. 2234, 2265 and 2398.

The principal track changes during the year were:

Construction of a double track connected branchoff in the northeast quadrant of 14th and U Streets, N. W. was authorized.

Coincident with the construction of grade separation structure at 14th Street and Maine Avenue, S. W., plans were approved for a subway street car loop terminal at that point, and track changes incident thereto were authorized by order No. 2243, dated April 17, 1943.

An off-street car-bus clockwise loop was constructed as a terminal of the North Capitol Street Line to be operated west from 12th Street, N. E., in Quincy Street into property of Capital Transit Co. in Square 3887. (Order No. 2328, June 24, 1942.)

Construction of an overhead trolley surface track counter-clockwise street car loop in McLean Gardens Community west of an connected with tracks in Wisconsin Avenue. (Order No. 2376, September 1, 1942.)

Construction of a turn-back wye and connecting track at the intersection of 2nd and Upshur Streets, N. W., to permit operation of street cars of Presidents' Conference Committee type on Soldiers' Home branch of the Georgia Avenue Car Line. (Order No. 2389, September 25, 1942.)

Because of possibility of serious curtailment of the supply of gasoline as a result of the National emergency, the Commission, by order No. 2455, dated December 19, 1942, authorized temporary emergency bus service by short routing the various lines as may be occasioned by the extent of gasoline curtailment.

REPORT OF GENERAL COUNSEL

During the calendar year 1942 the following cases were pending, acted upon, or terminated in the District Court of the United States for the District of Columbia or the United States Court of Appeals for the District of Columbia:

United Taxicab Drivers, Inc., et al. v. P.U.C., Civil Action No. 16086, was an appeal by United Taxicab Drivers, Inc., and three members of the corporation from the Commission's Order No. 2282, establishing taxicab fares and zones. The Commission's motion to dismiss, on the grounds that the corporation was not affected by the order and that the individuals had not filed petitions for reconsideration, was sustained by the court and the action was dismissed, June 22, 1942. Motion for rehearing was denied.

Washington, Marlboro and Annapolis Motor Lines, Inc. v. P.U.C., Civil Action No. 15793, was an appeal from Orders Nos. 2124 and 2187, extending Route C-2 of the Capital Transit Company from its former terminal at 32nd Street and Alabama Avenue to 36th Street and Suitland Road, N.E. This appeal was dismissed by praecipe March 4, 1943, without trial.

James F. Byrnes, Director of Economic Stabilization, et al. v. James H. Flanagan, et al. involved appeals from the Commission's Order No. 2401, establishing rates and charges for gas service under the sliding scale plan. Civil Action No. 17805 was an appeal by the Price Administrator on behalf of the Director of Economic Stabilization; No. 17806 was an appeal by the Price Administrator; No. 17813 was an appeal by Fort Davis Citizens' Association, et al., and No. 17814 was an appeal by Washington League of Women Shoppers. In Nos. 17805 and 17806 the appellants contended that the Commission's order was illegal because the Commission had not broadened the scope of the investigation to make a redetermination of the basic elements of the sliding scale plan. The Commission moved to dismiss all four actions on the ground that, among others, they failed to state causes of action, and in Civil Actions Nos. 17813 and 17814 on the ground that the associations were unincorporated voluntary associations, without right to bring suit to annul the Commission's order. These cases were argued orally on December 22nd and 23rd in the District Court and were awaiting decision at the end of the year. By memorandum decisions dated February 1st, the court dismissed the actions in Nos. 17813 and 17814, but vacated Order No. 2401 in Actions Nos. 17805 and 17806. The order of vacation was suspended pending appeal to the Court of Appeals.

This office rendered an opinion that The Chesapeake and Potomac Telephone Company was not entitled to deduct as the cost of raw material the costs of paper, printing, binding and transporting directories in making its report of gross earnings, under the Act of July 1, 1902 (32 Stat. 590, 619), and that in reporting gross receipts under the Act of July 26, 1939, the Company was required to report all of its gross receipts because all of its facilities are located within the District of Columbia and its business constituted telephone service within the District of Columbia. The Assessor followed the opinion of this office and required the Company to report in accordance therewith. On petition to the Board of Tax Appeals for the District of Columbia, the view of this office was sustained, and the Company took an appeal to the Court of Appeals for the District of Columbia, which action was pending at the end of the year.

Formal Case No. 311 was an investigation by the Commission to determine whether all or any part of the charges for telephone service on the premises of hotels, apartment houses and clubs are within the jurisdiction of the Commission and what tariffs if any should be filed with the Commission showing such charges. The Federal Communications Commission had issued its order of investigation on January 9, 1942, in Docket No. 6255, involving the same questions in relation to that Commission. Joint hearings were conducted by the two commissions. The questions involved in the joint hearings were whether telephone service rendered by hotels, clubs and apartment houses, through the instrumentalities and facilities of The Chesapeake and Potomac Telephone Company, constituted public utility service and whether such service was subject to regulation by the Public Utilities Commission or by the Federal Communications Commission. Neither Commission had rendered a decision at the end of the year.

The Office of General Counsel carried on negotiations throughout a large part of the year 1942 with the Lorton Telephone Company in an effort to obtain the installation of a new switchboard at the Penal Institutions and to reestablish tie lines between the exchange at Lorton and the switchboard in the District of Columbia. This matter had not been settled at the end of the year, and as a consequence, complaint was filed with the State Corporation Commission of the State of Virginia to require installations to meet the demands for telephone service between the District of Columbia and the Penal Institutions at Lorton.

In the report for 1941 mention was made of the work of this office in connection with amendments to Paragraph 31 of the License Act of the District of Columbia. On January 15, 1942, Public Law 399, 77th Congress, was approved, which, by new subparagraphs (g) and (h), permitted interstate carriers transporting school children to the District of Columbia to operate within the District without obtaining a license,

and also permitted occasional operations not exceeding fifteen days in any one license year without license. This paragraph was further amended by Public Law 619, 77th Congress, June 20, 1942, by adding subparagraphs (i) and (j), which permit drivers of ambulances and funeral cars to carry their identification badges in the vehicles or on their persons.

The increased demands for mass transportation in the District of Columbia due to the great increase in population and increased use of public transportation because of the shortage of gasoline and tires presented many complicated transportation problems. This office, with the Commission and its staff, has participated in many informal conferences and hearings with various Government agencies interested in transportation problems, specifically the Office of Defense Transportation, the Office of Price Administration and the Rubber Director. This office participated during the year in all formal cases listed on pages 6 through 8 of this report and in numerous informal hearings before the Commission. The office also participated in conferences with the District Commissioners on matters relating to public utilities. Many conferences were held with representatives of public utilities and with staff members of the Commission. The office prepared numerous opinions, both written and oral, on law questions and advised the Commission and members of its staff on many administrative matters.

A representative of this office sat as a substitute member on joint boards established under the Motor Carrier Act in hearings involving interstate motor carriers operating between the District of Columbia and adjacent states.

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 1943, inclusive, were as follows:

Year:	Number of licenses	Year:	Number of licenses
1928 -----	783	1936 -----	4,067
1929 -----	1,283	1937 -----	4,391
1930 -----	1,387	1938 -----	4,239
1931 -----	2,355	1939 -----	3,869
1932 -----	3,658	1940 -----	4,395
1933 -----	4,000	1941 -----	4,858
1934 -----	3,809	1942 -----	4,751
1935 -----	3,670	1943 -----	5,201

For the year 1943 the number applied to December 31, 1942; and at that date 3,441 taxicabs were registered as belonging to 19 associations, 1,248 included in 9 fleets, and 512 operated by independent owners, totaling 5,201. It should be noted that the 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 201, sightseeing busses numbering 1 and express vans numbering 5 had also been approved for tags and licenses. It should be noted, however, that sightseeing business was ordered discontinued by the Office of Defense Transportation, with the result that all sightseeing cars are operating in other essential service and all busses have ceased operating, the majority having been removed from the District of Columbia.

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 1942:

Class of vehicles	Number licensed	Stands established		
		Number	Capacity in vehicles	Feet of curb space occupied
Taxicabs -----	5,201	296	814	15,071
Sightseeing vehicles (less than 8 passengers) ---	201	0	0	0
Sightseeing busses -----	1	0	0	0
Express vehicles -----	5	5	14	390

STREET RAILWAY TRACK RECONSTRUCTION, REMOVAL, AND MAINTENANCE

During the year 1942 track reconstruction was carried out as follows:

Underground Tangent Track Work

On New Jersey Avenue between G Street and New York Avenue, about 3,100 feet of single track.

On Fourteenth Street SW., about 600 feet of single track south of Independence Avenue, necessary to connect with the underground loop at C Street.

Underground Trolley Track Special Work

Underground loop terminal under the intersection of Fourteenth and C Streets SW.

Single track branch-off and curve track entering the car house at Fourteenth and Decatur Streets NW.

Single track branch-off and curved over straight crossing in Seventh Street NW., at Florida Avenue.

Overhead Trolley Track Work

Renewal of rail in Upshur Street NW., between Second and Fifth Streets, about 3,000 feet of single track.

Relocation and reconstruction of tracks in Wisconsin Avenue between R Street and Calvert Street, about 8,000 feet of single track.

Removal of Abandoned Track

Tracks previously abandoned were removed on Fourteenth Street and Maine Avenue, from C Street to and including the terminal loop east of the railroad viaduct, on L Street, SW., between Maine Avenue and Fourth Street, on Eleventh Street SW., between Maryland Avenue and Independence Avenue, on Fifteenth Street and K Street SE., between Pennsylvania Avenue and Commodore Barney Circle, and on California Street, Second Street and F Street NE., between Union Station Plaza and Eighth Street.

At the end of the year there were 84.85 miles of underground trolley track and 47.01 miles of overhead trolley track, a total of 131.86 miles of track in the District of Columbia and 19.97 miles of overhead trolley track in Maryland, a total of 151.83 miles. There were also 12.24 miles of track in carhouses and yards in the District of Columbia, for a grand total of 164.07 miles.

Regular annual inspection of all street car 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	1939 -----	317,176
1935 -----	396,407	1940 -----	374,586
1936 -----	302,188	1941 -----	424,247
1937 -----	282,303	1942 -----	195,367
1938 -----	299,751		

STREET CARS AND BUSES

During the year the Capital Transit Company purchased 67 new street cars of the Presidents' Conference Committee type and retired none, leaving a total of 830 cars at the end of the year, of which 8 were in storage and 822 in active service. The number of seats in all cars was 38,170 December 31, 1942, as contrasted with 34,887 December 31, 1941.

The company also purchased 341 busses and retired 1 bus, leaving a total of 1,235 busses at the end of the year, 1,168 of which were in active service and 67 in storage. The number of seats provided by these busses was 45,450 December 31, 1942, contrasted with 31,011 December 31, 1941.

The following table shows for street cars and busses the number purchased, retired, stored, in service, and totals for the years 1936 to 1942, inclusive:

	Street cars					Busses					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	1163	1195
1937	65	76	32	640	672	84	37	17	542	559	149	113	49	1182	1231
1938	50	61	43	618	661	42	20	0	581	581	92	81	43	1199	1242
1939	38	34	44	621	665	71	21	0	631	631	109	55	44	1252	1296
1940	34	0	70	629	699	107	7	5	726	731	141	7	75	1355	1430
1941	65	1	10	753	763	180	16	13	882	895	245	17	23	1635	1658
1942	67	0	8	822	830	341	1	67	1168	1235	408	1	75	1990	2065

The regular annual inspection of street cars was made and all defects noted were reported to company for correction.

CAR AND BUS STOPS

At the end of 1942, street car stops provided with concrete platforms, wooden platforms, combination wood and concrete platforms and safety zones of various capacities had been established as tabulated below:

Concrete platforms:

6-car capacity	1	
4-car capacity	5	
3-car capacity	21	
2-car capacity	178	
1-car capacity	<u>108</u>	313

Wooden platforms:

4-car capacity	5	
3-car capacity	14	
2-car capacity	26	
1-car capacity	<u>8</u>	53

Wood and concrete platforms:

5-car capacity	2	
2-car capacity	<u>2</u>	4

Safety zones:

4-car capacity	1	
3-car capacity	2	
2-car capacity	30	
1-car capacity	<u>47</u>	80

Total platforms and safety zones	450
Stop signs only	<u>509</u>
Total street car stops	959

Bus stops, many provided with zones of various capacities to permit access thereto, had been established as set forth in the following table:

Bus zones and stops:

4-bus capacity	1
3-bus capacity	9
2-bus capacity	142
1-bus capacity	<u>292</u>

Total zones at stops	444
Stop signs only	<u>1,220</u>

Total bus stops	1,664
Terminal stands	<u>81</u>

Total all stops and terminals	1,745
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STREET CAR SPEED AND KILOWATT-HOURS CONSUMED PER CAR-MILE

There follows a graph (Fig. 1) on which are shown the speed in miles per hour and the kilowatt-hour consumption per car-mile of the Capital Transit Company cars during the period 1934 to 1942, 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 5 or 6 years there has been very little change in the miles per hour shown on this curve.

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. 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 1942 was as follows:

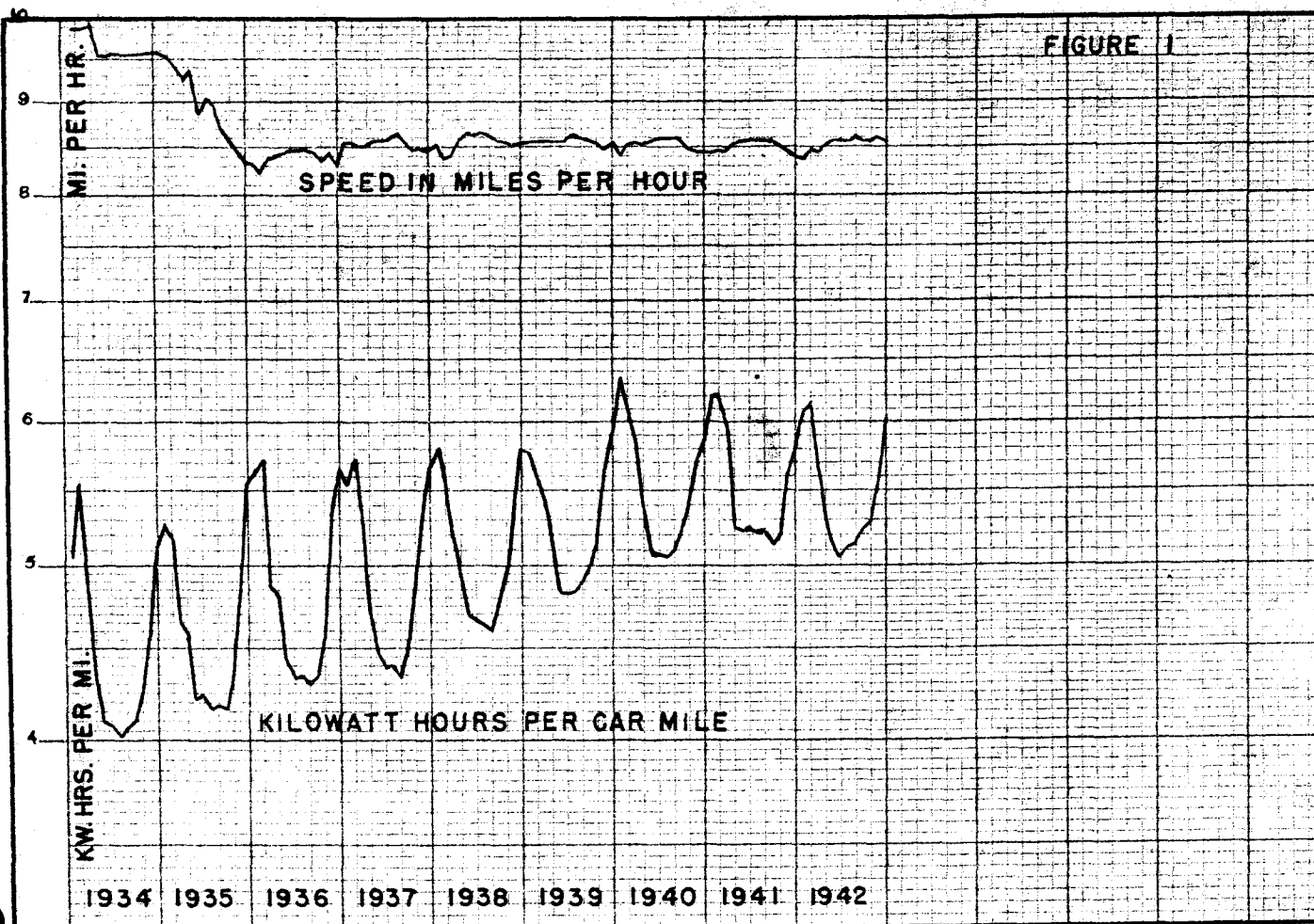
Year:		Year:	
1934	4.496	1939	5.261
1935	4.611	1940	5.506
1936	4.866	1941	5.514
1937	4.946	1942	5.468
1938	5.085		

STREET CAR AND BUS DELAYS

The chart of hours delay per 100,000 vehicle-miles operated by street cars and busses, (Fig. 2), shown below, indicates that from 1935 to 1942 there was considerable improvement. The record for street cars is shown by the full line and the record for busses by the dotted line. It should be noted, however, the marked effect adverse weather has on the record for both types of operation, large increases being shown in periods of unusual weather conditions.

The following table 1 shows the street car detentions for the year, classified as to causes. Increases in all classes have occurred, as compared with the preceding year.

FIGURE 1



CURVES FOR STREETCARS SHOWING SPEED AND KILOWATT-HOURS CONSUMED

HOURS DELAY PER 100,000 VEHICLE MILES OPERATED

FIGURE 2

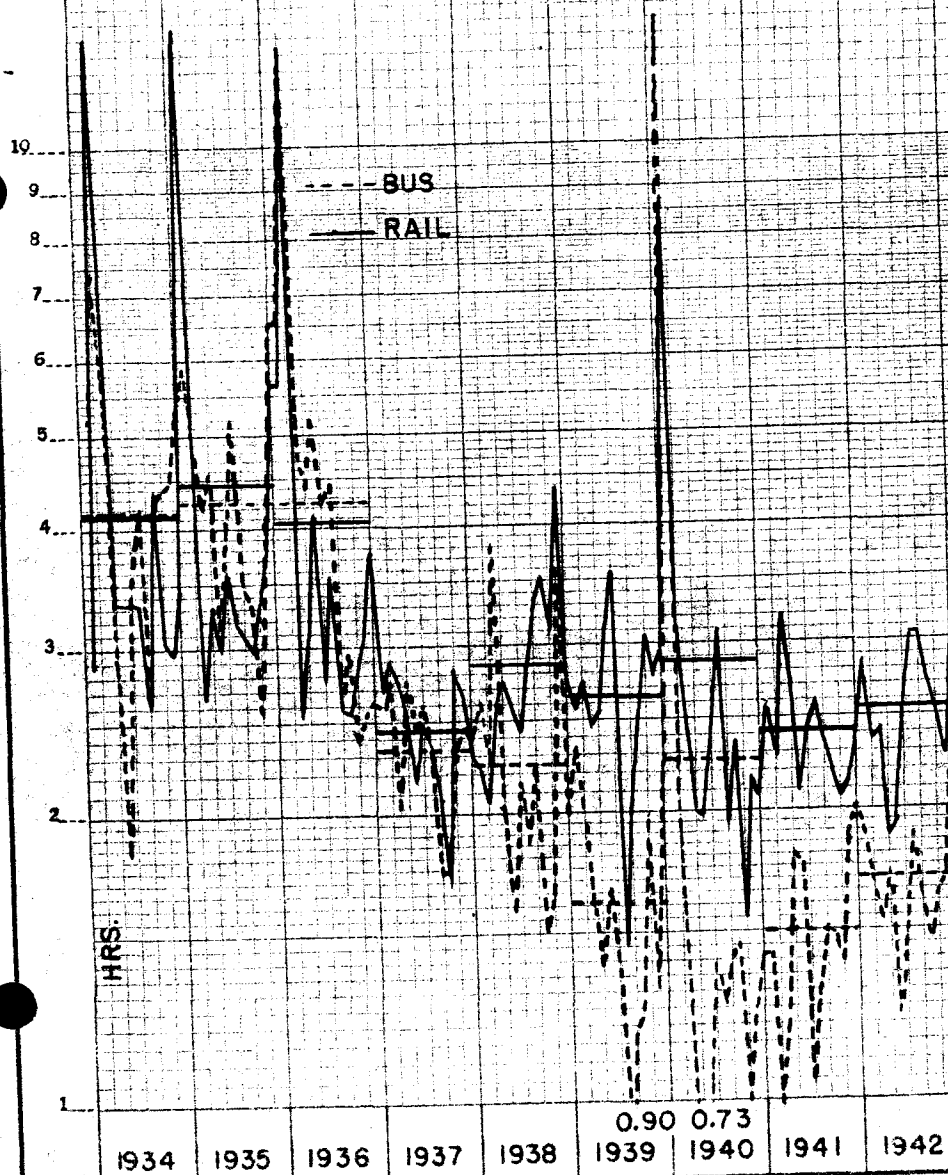


Table 1. Street car detentions during calendar year 1942, Capital Transit Company

Classification	Number	Minutes	Hours
Underground:			
Flows:			
Pulled -----	186	3,755	62.58
Grounded -----	83	1,906	31.77
Leads and fuses -----	56	885	14.75
Springs and shoes -----	22	336	5.60
General:			
Defective track -----	15	395	6.58
Split switch -----	52	1,275	21.25
Defective conductor bar -----	32	966	16.10
In out-out -----	7	90	1.50
Miscellaneous -----	30	492	8.20
Total -----	483	10,100	168.33
Equipment, track, etc.:			
Rolling stock:			
Mechanical -----	75	1,456	24.26
Electrical -----	243	3,757	62.62
Defective track -----	4	165	2.75
Defective trolley -----	1	30	.50
Derailment -----	34	1,056	17.60
Power off -----	15	366	6.10
Collisions and accidents -----	593	10,431	173.85
Miscellaneous -----	19	360	6.00
Total -----	984	17,621	293.68
Outside:			
Obstructions on track -----	298	6,219	103.65
Miscellaneous -----	58	1,215	20.25
Total -----	356	7,434	123.90
Grand total -----	1,823	35,155	585.91

Table 1-A shows the bus detentions for the year. Increases in all classes have occurred, as compared with the preceding year.

Table 1-A. Bus detentions during the calendar year 1942, Capital Transit Company

Classification	Number	Minutes	Hours
Power plant, fuel and ignition:			
Engine -----	404	5,504	91.73
Clutch -----	86	1,089	18.15
Transmission -----	82	1,134	18.90
Drive shaft -----	22	312	5.20
Rear end -----	16	222	3.70
Ignition -----	223	3,357	55.95
Fuel system -----	218	2,934	48.90
Cooling system -----	59	798	13.30
Starter -----	68	981	16.35
Total -----	1,178	16,331	272.18
Body, chassis and brakes:			
Body -----	47	607	10.11
Chassis -----	71	986	16.43
Brakes -----	34	504	8.40
Compressor -----	50	749	12.49
Air -----	100	1,352	22.53
Total -----	302	4,198	69.97
General:			
Tires -----	96	1,389	23.15
Windshield wiper -----	5	65	1.08
Skid chains -----	-	-	-
Ice or snow -----	14	270	4.50
Collisions - accidents -----	159	1,924	32.07
Miscellaneous -----	24	378	6.30
Total -----	298	4,026	67.10
Grand total -----	1,778	24,555	409.25

It should be noted, however, for the year 1942, that while the increase in detentions was 6 percent for street cars and 8 percent for busses, the increase in miles operated was 22 percent and 30 percent respectively.

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 normal days in the month, counting Sundays and holidays as half days.

The graph which follows (Fig. 3) shows bus, rail, and total of bus and rail revenue passengers and passenger revenue reduced to the normal day. It indicates distinctly the material change in the operations of the Capital Transit Company due to the continually increasing bus operation. The daily bus passengers increased from 30,000 or 40,000 per day in 1934 to 500,000 per day at the end of 1942. Rail passengers decreased from about 390,000 per day at the end of 1934 to about 300,000 during the seasonal slump of 1938, but have since increased to about 700,000 per day at the end of 1942. The total passengers increased from about 450,000 per day at the end of 1934 to 1,200,000 per day at the end of 1942.

A table (No. 2) showing total passengers carried and the number of street car and bus miles operated in the District of Columbia during the years 1941 and 1942 follows:

Table 2. Total passengers carried and number of street car and bus miles operated, 1941-42 (service outside of District of Columbia excluded), Capital Transit Company

	Total passengers carried ¹			Number of car- and bus-miles operated		
	1941	1942	Increase over 1941	1941	1942	Increase over 1941
January	22,069,663	30,097,806	8,028,143	2,862,982	3,676,612	813,630
February	20,740,994	28,835,526	8,094,532	2,624,692	3,437,827	813,135
March	23,380,184	33,074,562	9,694,378	2,938,222	3,842,112	903,890
April	24,417,496	34,500,664	10,083,168	2,992,996	3,874,687	881,691
May	24,960,306	36,760,547	11,800,241	3,089,978	4,010,971	920,993
June	23,813,709	37,105,867	13,292,158	3,040,183	3,972,244	932,061
July	24,099,430	38,438,575	14,339,145	3,193,301	4,098,464	905,163
August	24,202,032	38,446,410	14,244,378	3,209,397	4,024,986	815,589
September	25,017,214	38,532,662	13,515,448	3,136,715	3,893,118	756,403
October	27,570,831	40,745,432	13,174,601	3,384,675	4,070,709	686,034
November	26,296,958	38,638,032	12,341,074	3,202,885	3,981,132	778,247
December	29,155,954	41,534,247	12,378,293	3,585,152	4,129,467	544,315
Total	295,724,771	436,710,330	140,985,559	37,261,178	47,012,329	9,751,151

¹Includes revenue, transfer, and free passengers.

FIGURE 3

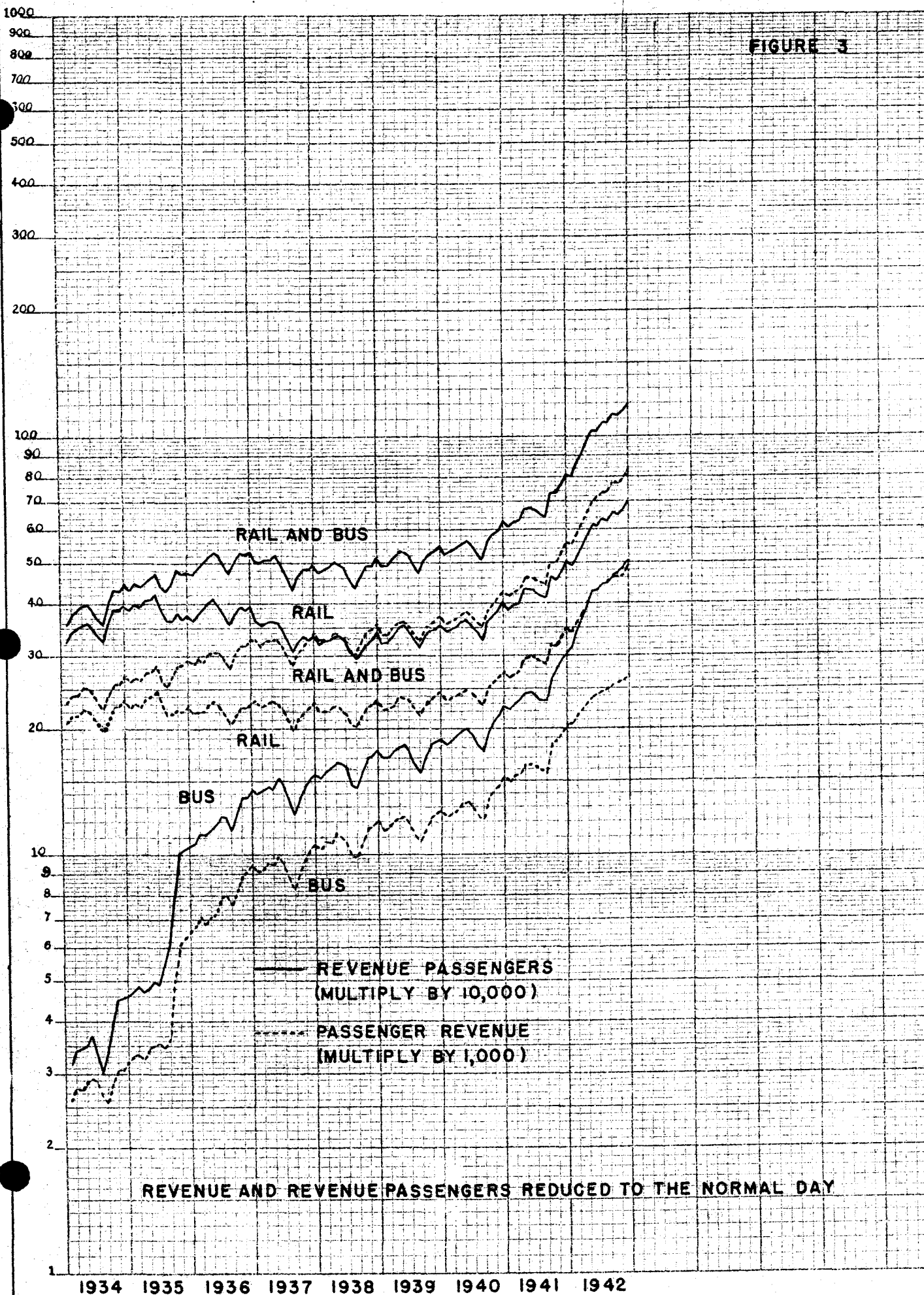


Table (No. 2-A) which follows shows the total passengers carried and the total miles operated for bus, rail and combined operations of the Capital Transit Company and preceding companies from 1934. It shows the continually increasing bus operation as well as the large increase in passengers carried and miles operated in 1941 and 1942 due to defense and war activities as well as restrictions imposed on private cars. It is of interest to note that while the total passengers carried has increased about 150 percent from 1934, the total mileage operated has increased only about 92 percent. This is due to more intensive riding per vehicle; the passengers per vehicle mile having increased from 6.9 in 1934 to 9.1 in 1942.

Table 2-A. Capital Transit Company system, total passengers carried and miles operated, including Washington, Baltimore and Annapolis Electric Railroad Company and Washington Rapid Transit Company

	Bus		Rail		Total	
	<u>Total passengers</u>	<u>Total miles</u>	<u>Total passengers</u>	<u>Total miles</u>	<u>Total passengers</u>	<u>Total miles</u>
1934	20,918,580	7,325,980	160,725,171	19,075,011	181,643,751	26,400,991
1935	34,041,616	10,076,612	176,312,660	19,046,441	210,354,276	29,123,053
1936	55,271,126	13,443,017	175,090,235	17,490,725	230,361,361	30,933,742
1937	62,365,648	14,344,230	156,817,800	16,366,391	219,183,448	30,710,621
1938	70,170,828	15,063,620	147,119,946	15,902,895	217,290,774	30,966,515
1939	77,365,834	15,761,040	154,577,150	15,983,718	231,942,984	31,744,758
1940	86,127,241	17,060,339	164,166,385	16,820,269	250,293,626	33,880,608
1941	109,327,677	20,362,404	196,244,583	19,335,206	305,572,260	39,697,610
1942	180,137,379	26,481,361	274,679,449	23,598,223	454,816,828	50,079,584

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, 1941, to October 31, 1942, 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		Total
		On regular route	In charter service	
Blue Ridge Transportation Co.	3,408½	39,879.45	136.0	40,015.45
Eastern Trails, Inc.	1,454	13,130.60	0	13,130.60
Greyhound Lines:				
Atlantic Greyhound Corporation	5,605	26,904.00	0	26,904.00
Capitol Greyhound Lines, Inc.	9,159	78,855.80	0	78,855.80
Pan American Greyhound Lines, Inc.	197½	3,002.00	0	3,002.00
Pennsylvania Greyhound Lines, Inc.	35,982	345,427.20	1,720.0	347,147.20
Richmond Greyhound Lines, Inc.	18,407	98,840.30	0	98,840.30
Safeway Trails, Inc.	8,781	84,297.60	0	84,297.60
Virginia Stage Lines, Inc.	7,187	40,965.90	267.9	41,233.80
Total	90,181	731,302.85	2,123.9	733,426.75

CLASS B BUSES (SUBURBAN)

Name of company	Number of round trips	Bus Miles		Total
		On regular route	In charter service	
Airport Transport, Inc.	3,128	28,149.00	0	28,149.00
Alexandria, Barcroft & Wash- ington Transit Co.	191,566	867,212.80	150,126.5	1,017,339.30
Arlington & Fairfax Motor Transportation Co.	58,423	260,600.00	6,253.0	266,853.00
Blue & Grey Sightseeing Tours, Inc.	136	611.20	9,607.0	10,218.20
Gouldman, Samuel O.	372	1,822.80	0	1,822.80
Suburban Lines & Cab Service	20,071	9,381.70	0	9,381.70
Washington, Marlboro & Annapolis Motor Lines, Inc.	60,132	648,743.40	1,672.0	650,415.40
Washington, Virginia & Maryland Coach Co.	141,924½	897,890.40	5,016.6	902,907.00
Total	475,752½	2,714,411.30	172,675.1	2,887,086.40

CLASS C BUSES (CITY)

The Capital Transit Company operated 44 lines over 207.00 miles of streets. The total mileage operated during the year was 19,941,289.00. This mileage includes the Montgomery Bus Line, Silver Spring Community Bus Line, Takoma, Maryland Bus Line, Pentagon, school contract and charter service.

SIGHTSEEING BUSES

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

Name of owner:	Number of busses
Atwood, Chester M. -----	1
Baltimore Motor Coach Co. -----	2
Blue & Grey Sightseeing Tours, Inc. -----	10
Diamond Tours, Inc. -----	1
The Green Line, Inc. -----	<u>2</u>
Total -----	16

TRAFFIC OBSERVATIONS

During the year traffic observations were made by the inspector of traffic and schedules covering stationary and riding checks on all street car and bus lines, including interstate and suburban bus lines, the total of such observations being 734 hours. Three hundred and seventy-one additional hours were devoted to miscellaneous observations.

In addition, the Capital Transit Company submitted to the Commission three times during the year stationary traffic checks on all of its lines at 47 locations.

STREET CAR AND BUS ACCIDENTS

The accidents in which street cars and busses were involved are set forth by classification of accidents in the following table 3, for the year 1942.

Increases have occurred for both street railway and bus operation in all classifications except the Washington, Virginia and Maryland Coach Co., for which a substantial decrease has taken place.

Table 3. Accidents in which street cars and busses were involved during the calendar year 1942.

Classification	St. Ry. :					Busses				
	Capital Transit Co.	Capital Transit Co.	Alexandria, Barcroft & Washington	Washington, Marlboro & Annapolis	Washington, Virginia & Maryland	Washington, Arlington & Fairfax Motor Transportation Co.	Inc.			
Collisions and derailments:										
Number of collisions with--										
Street cars -----	116	1830	455	76	26	84				
Vehicles -----	3725	8								
Other objects -----		55	11		1	4				
Pedestrians -----	274									
Derailments -----	2									
Total -----	4117	1893	466	76	27	88				
Persons killed and injured:										
Number of persons killed:										
Passengers -----	1	9	1		1					
Employees -----	20									
Others -----	21									
Total -----		9	1		1					
Number of persons injured:										
Passengers -----	1352	690	91	21	4	9				
Employees -----	734	264								
Others -----	435	140	26		2	4				
Total -----	2521	1094	117	21	6	13				
Number of persons injured:										
Boarding car or bus -----	298	114	15	1		1				
Riding on car or bus -----	855	412	73	18	4	8				
Alighting from car or bus -----	199	164	3	2	1					
Nonpassengers in vehicular collisions -----	153	85	15		1					
Pedestrians struck -----	274	55	11			4				
Employees operating cars or busses -----	176	68								
Employees working elsewhere -----	558	196								
Miscellaneous -----	8									
Total -----	2521	1094	117	21	6	13				

RECORD OF ACCIDENTS FOR OTHER UTILITIES

The following table shows the accidents for the year for The Chesapeake & Potomac Telephone Company, the Washington Gas Light Company, the Potomac Electric Power Company, and the Western Union Telegraph Company, segregated as between employees and others. This list indicates two fatalities for the year, two persons, not employees, having been killed, one each by the Chesapeake & Potomac Telephone Company and the Potomac Electric Power Company.

Table 4. Number of accidents during the calendar year 1942 reported by companies, other than street railway and bus lines.

	The Chesapeake and Potomac Telephone Company	Washington Gas Light Company	Potomac Electric Power Company	Western Union Telegraph Company
At plant -----	274	179	117	
Overhead lines -----	23		44	
Underground lines -----	30		100	
Miscellaneous -----	<u>165</u>	<u>168</u>	<u>162</u>	<u>44</u>
Total -----	492	347	423	44
Employees killed -----				
Others killed -----	<u>1</u>	<u>—</u>	<u>1</u>	<u>—</u>
Total -----	1		1	
Employees injured -----	492	347	423	44
Others injured -----	<u>5</u>	<u>11</u>	<u>16</u>	<u>5</u>
Total -----	497	358	439	49

INSPECTION OF ELECTRIC METERS

Three referee tests of electric meters were requested and made during 1942. All meters registered between 98 and 102 percent at light, normal and full loads.

The Potomac Electric Power Company made its regular tests of meters, and the record for the 10 years 1933-42 is summarized as follows:

	Request tests	Inquiry tests	Install- tion 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
1941 -----	199	1,980	2,932	34,318	39,429
1942 -----	131	1,917	1,659	32,494	36,201

For such testing the Potomac Electric Power Company 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 94 percent of the meters that were tested when ready to go out were reading 100 percent or less, that less than 6 percent registered over 100 percent accuracy, and of these meters none was reading in excess of the limit of accuracy prescribed by the Commission. These tests further showed that the average accuracy of the meters as tested by the Potomac Electric Power Company was 99.67 percent, and as tested by the Commission was 99.62 percent, or a difference of only 0.05 percent.

STATISTICS WITH RESPECT TO ELECTRICAL CONSUMPTION FOR LIGHT AND POWER

There follows a tabulation containing information concerning electric consumption and costs. This covers the years from 1930 to 1942 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 both large and 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 Company 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 1,373 kilowatt-hours in 1942. The cost per kilowatt-hour as shown in the last column decreased from 4.682 cents in 1930 to 2.429 cents in 1942.

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 Company, 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
1941 -----	179,360	1,342	240,737,626	5,878,597	32.78	2.442
1942 -----	188,384	1,373	258,715,760	6,284,278	33.36	2.429

Potomac Electric Power Company, electrical power consumption and costs
(Continued)

COMMERCIAL AND POWER

Year	Average number of con- sumers	Kilowatt-hour con- sumption		Revenue		Cents per kilowatt- hour
		Per con- sumer	Total	Total	Per con- sumer	
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 -----	29,952	20,233	606,007,296	9,222,245	307.90	1.522
1941 -----	31,443	23,470	737,982,711	10,477,502	333.22	1.420
1942 -----	32,685	27,057	884,373,985	11,893,925	363.90	1.345

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	79.09	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	16,550,907	82.68	1.719
1941 -----	210,847	5,380	1,134,415,984	18,378,947	87.17	1.620
1942 -----	221,113	6,091	1,346,743,499	20,668,807	93.48	1.535

The following chart (Fig. 4) 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 customer. This figure increased from slightly under \$30 per year in 1930 to slightly over \$33 per year in 1942. 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 middle of the diagram increased at a slightly greater rate than the kilowatt-hour consumption per customer shown just below. The decreased cost in cents per kilowatt-hour is very evident.

A similar chart (Fig. 5) 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, then by a more gradual increase to 1942. The considerable increase in kilowatt-hour consumption per customer during the years 1933 to 1942 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 COMPANY

There follows a table showing for the years 1925 to 1942, inclusive, the generating capacity of the power plant of the Potomac Electric Power Company, together with, for the years 1933 to 1942, the additional capacity available through an interchange agreement for power with the Baltimore Company, 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.

FIGURE 4

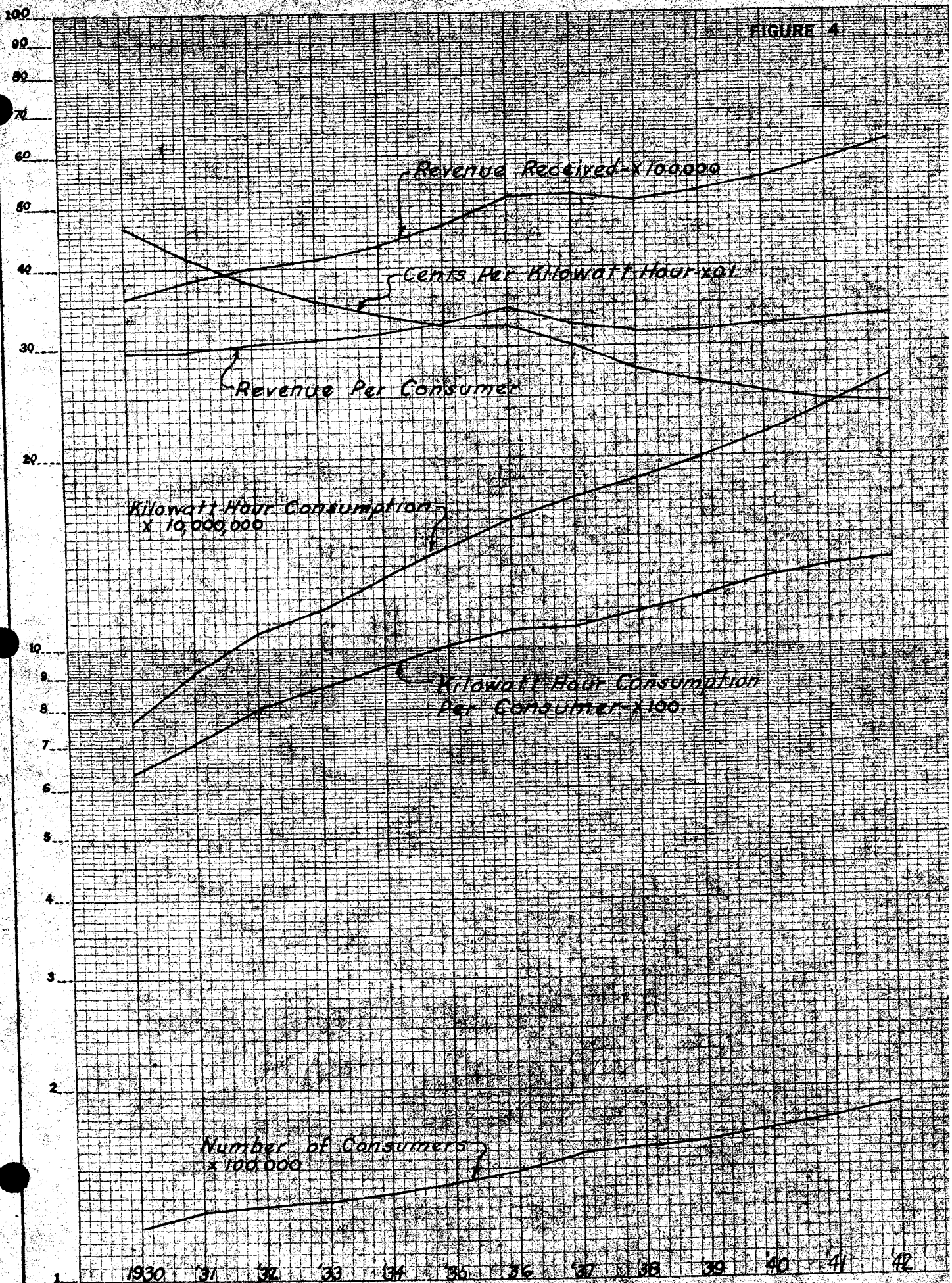
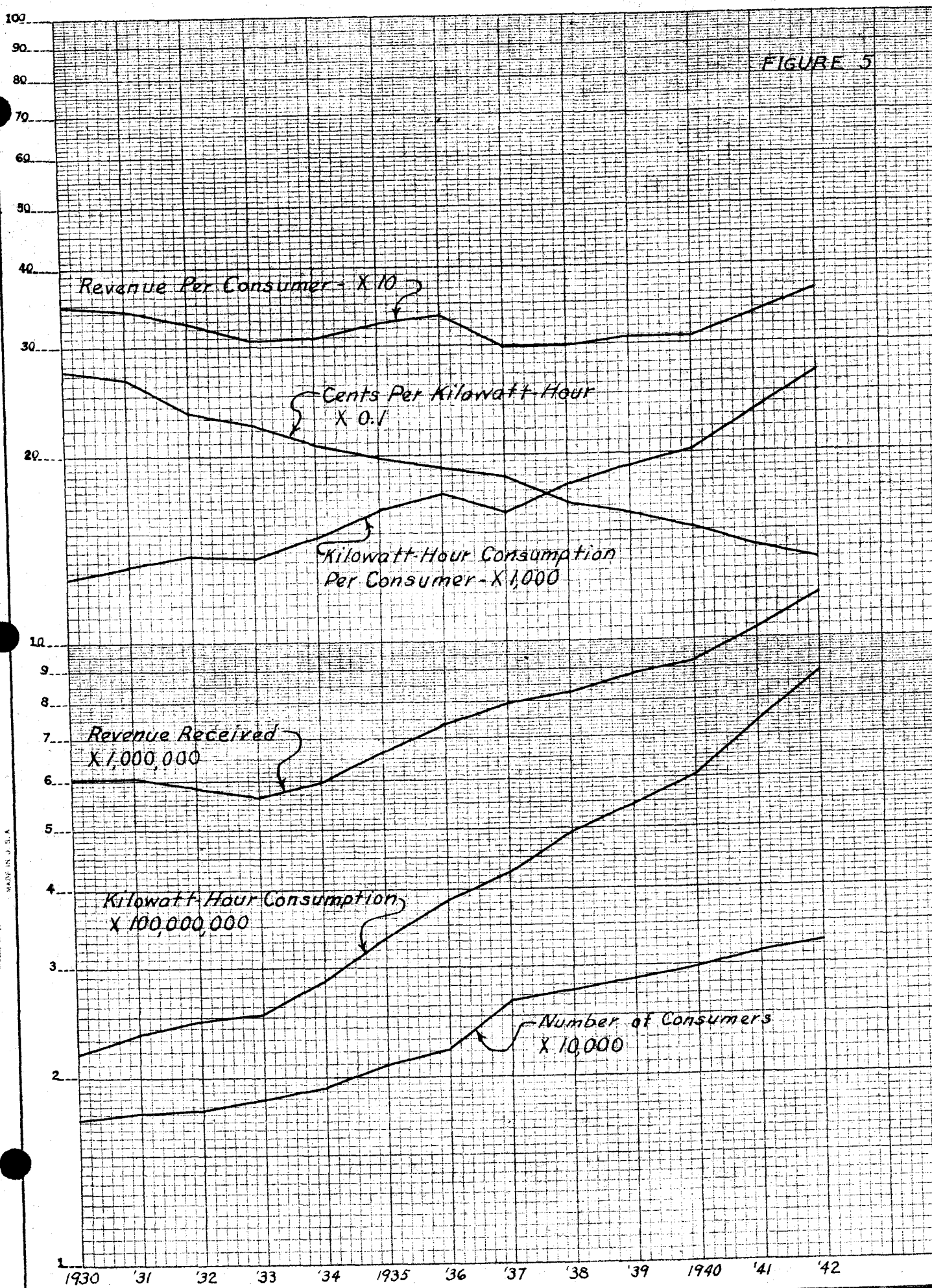


FIGURE 5



System capacity, peak load, output, and load factor									
Year	Available capacity in kilowatts		Safe operat- ing Capacity	Peak load	Kilowatt hours produced	Kilowatt hours delivered	Percent of deliv- ered to generated	Annual load factor	
	Gener- ating	Exchange Total power							
1925	121,000		81,000	82,000	226,329,134	178,666,710	79.0	31.5	
1926	121,000		81,000	91,500	254,149,397	202,709,942	79.6	31.8	
1927	148,000		98,000	101,000	286,961,952	228,687,482	79.7	32.4	
1928	148,000		98,000	110,000	318,000,211	252,358,738	79.4	32.9	
1929	178,000		118,000	120,000	354,932,330	282,861,493	79.7	33.8	
1930	178,000		118,000	123,000	400,208,431	321,097,955	80.3	37.1	
1931	208,000		148,000	130,000	438,360,381	355,346,571	81.0	38.5	
1932	208,000		148,000	137,000	464,108,604	386,365,716	83.2	38.7	
1933	220,000	45,000	200,000	148,000	495,013,756	411,783,465	83.1	38.3	
1934	220,000	45,000	200,000	164,000	662,832,609	552,885,180	83.5	46.2	
1935	220,000	45,000	200,000	169,000	725,463,909	613,055,815	84.6	49.0	
1936	220,000	45,000	200,000	179,000	778,927,009	672,641,929	85.2	49.6	
1937	220,000	45,000	200,000	193,000	835,167,909	725,515,786	86.8	49.5	
1938	255,000	35,000	220,000	203,000	910,962,309	802,069,818	88.0	51.0	
1939	255,000	35,000	220,000	224,000	993,138,809	880,423,236	88.1	50.6	
1940	305,000	35,000	255,000	249,000	1,090,702,737	969,217,907	88.9	49.9	
1941	305,000	35,000	255,000	283,000	1,272,846,900	1,141,555,554	89.7	51.3	
1942	355,000	35,000	290,000	320,000	1,494,207,000	1,353,056,363	90.6	53.3	

This information is shown in the following chart (Fig. 6). The peak load is shown and may be compared with the system capacity with two spare units, which indicates that for the year 1942 the peak load exceeded the system capacity with two spare units by about 30,000 kilowatts. Due to the rapid growth in load, a second 50,000 kilowatt unit was completed in 1942 and a third unit is under contract for early installation. Referring to the lower portion of the diagram, it will be noticed that the proportion of kilowatt-hours delivered to kilowatt-hours generated increased from about 79.0 percent in the year 1925 to 90.6 percent in the year 1942. Also the annual load factor increased from 30.5 percent in the year 1925 to 53.3 percent in the year 1942. 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 Company the railway load which, prior to December 1, 1933, was furnished by the railway companies. Since the merger all power for railway operation has been furnished by the Potomac Electric Power Company.

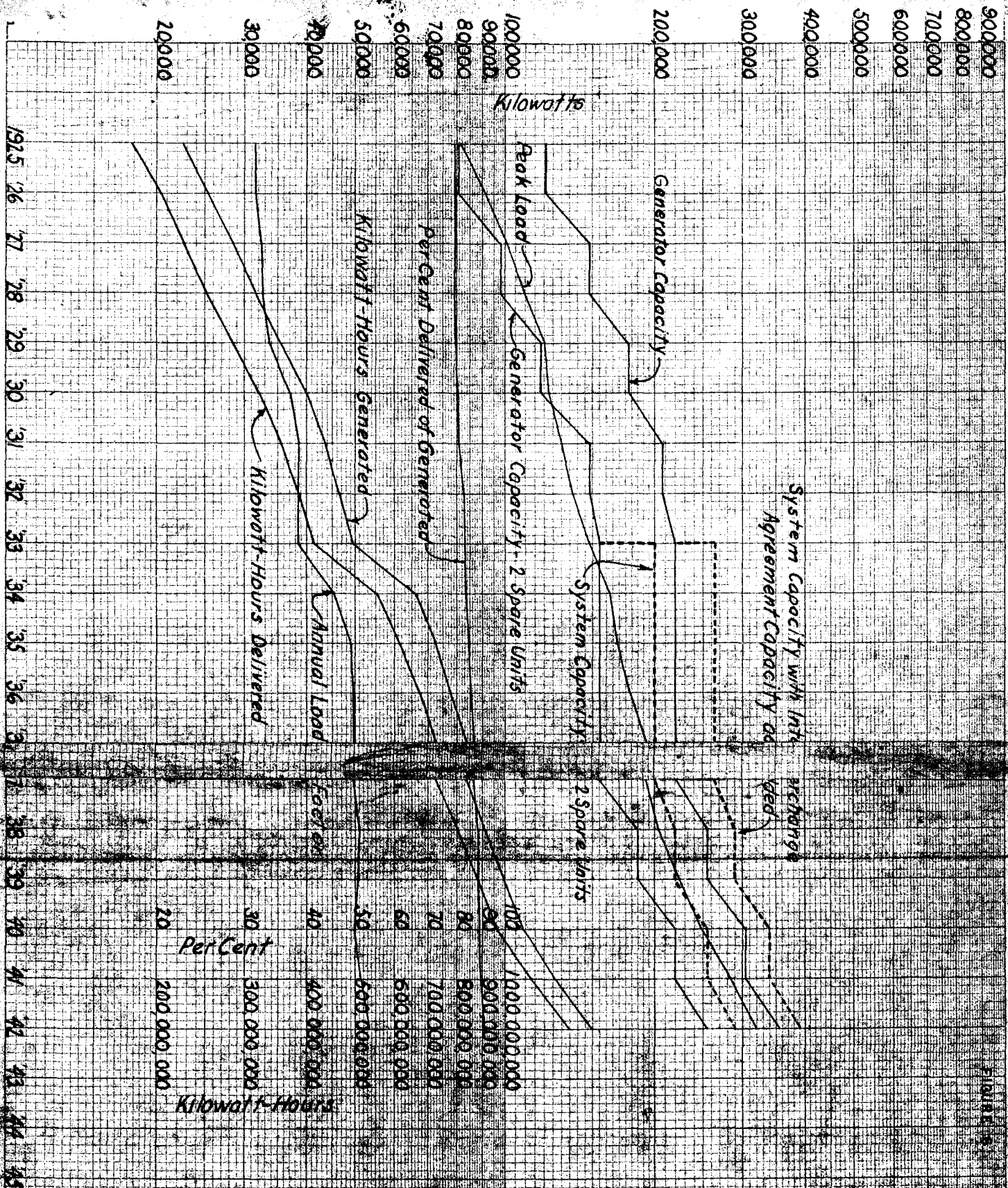
STATISTICS WITH RESPECT TO GAS CONSUMPTION

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 1942, 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 45.71 M cubic feet per year in 1942, with slight decreases in certain single years. 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 1942, inclusive, it appears that while the consumption per meter increased, there has been very little change in the revenue per meter. During the period the rates expressed in cents per 1,000 cubic feet have decreased from 84.63 cents in 1933 to 77.43 cents in 1942. During the period the number of meters increased from 114,961 to 148,175.

Space heating or house heating increased rapidly during the period shown. The number of meters increased from 2,963 in 1931 to 24,996 in 1942. 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. The rate in cents per M cubic feet fell from about 63 cents in the year 1933 to about 60 cents in the year 1937 and following years. Because of the shortage of materials necessary to increase the capacity of the plant, no new space heating units were allowed to be connected to the system, effective February 18, 1942.

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 COMPANY

Table showing number of domestic consumers, their consumption and revenues by years--1931-1942

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
1941	141,881	43.95	6,235,990	4,851,866.50	34.20	78.00
1942	148,175	45.71	6,773,150	5,244,734.29	35.40	77.43

Table showing number of space-heating customers and their consumption and revenue by years--1931-1942

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
1941	22,047	146.32	3,225,888	1,935,701.31	87.80	60.00
1942	24,996	151.13	3,773,221	2,263,472.99	90.55	59.99

Table showing number of commercial and industrial consumers and their consumption and revenue by years--1931-1942

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	1,486,535	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	68.46
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
1941	6,485	303.43	1,967,767	1,196,669.81	184.53	60.81
1942	6,779	323.94	2,195,985	1,328,553.94	195.98	60.50

The following table indicates an increase in gas sold from slightly under 7,000,000 M cubic feet in 1931 to slightly under 17,000,000 M cubic feet in 1942 with increases in revenue from \$6,337,000 in 1931 to \$10,698,000 in 1942. The average price per M cubic feet for all gas sold decreased from 91 cents in 1931 to 63.18 cents in 1942.

WASHINGTON GAS LIGHT COMPANY

Table showing amount of gas delivered, unaccounted for, used by the company, and sold for years 1931-1942

Year	M cubic feet of gas				Revenue	
	Delivered	Unaccounted for %	Amount	Used by company	Sold	Dollars Cents per M cubic feet
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
1941	15,333,437	4.64	711,946	44,298	14,577,193	9,415,680.44 64.59
1942	17,847,782	4.86	867,888	48,118	16,931,776	10,698,020.71 63.18

STATISTICS WITH RESPECT TO TELEPHONE OPERATIONS

The following chart (Fig. 7) shows the extent and nature of telephone operations beginning with the year 1930. The total telephones in use have increased from 168,000 in 1930 to about 360,000 in 1942. The curves for the use of these telephones show that for local calls the average per month has increased from 17,088,000 in 1930 to slightly less than 42,000,000 in 1942 and the average local calls per month per telephone from 105 to 128 in 1941, decreasing to 117 in 1942. For toll calls the average number of calls per month has increased from 437,000 in 1930 to 491,000 in 1936. During 1937 a reclassification of rate zones resulted in a large number of toll calls being billed as local calls, with a consequent decrease in average toll calls per month to 275,000. The number of toll calls decreased through 1938 and then increased again to an average of 633,000 per month in 1942. The average number of toll calls per month per telephone has decreased from 3 in 1930 to 1.04 in 1938, and increased slightly since then to 1.77 in 1942.

The number of exchanges required to meet the telephone service demand have increased from 13 in 1930--3 of which were dial operated--to 23 in 1942, 22 of which were dial operated. The exchange circuits to which these exchanges furnished service have increased from 83,814 in 1930 to 145,042 in 1942.

FIGURE 7

AVERAGE TELEPHONE CALLS PER MONTH AND TELEPHONES INSTALLED
AT THE END OF THE YEAR

AVERAGE LOCAL CALLS PER MONTH
(MULTIPLY BY 1,000,000)

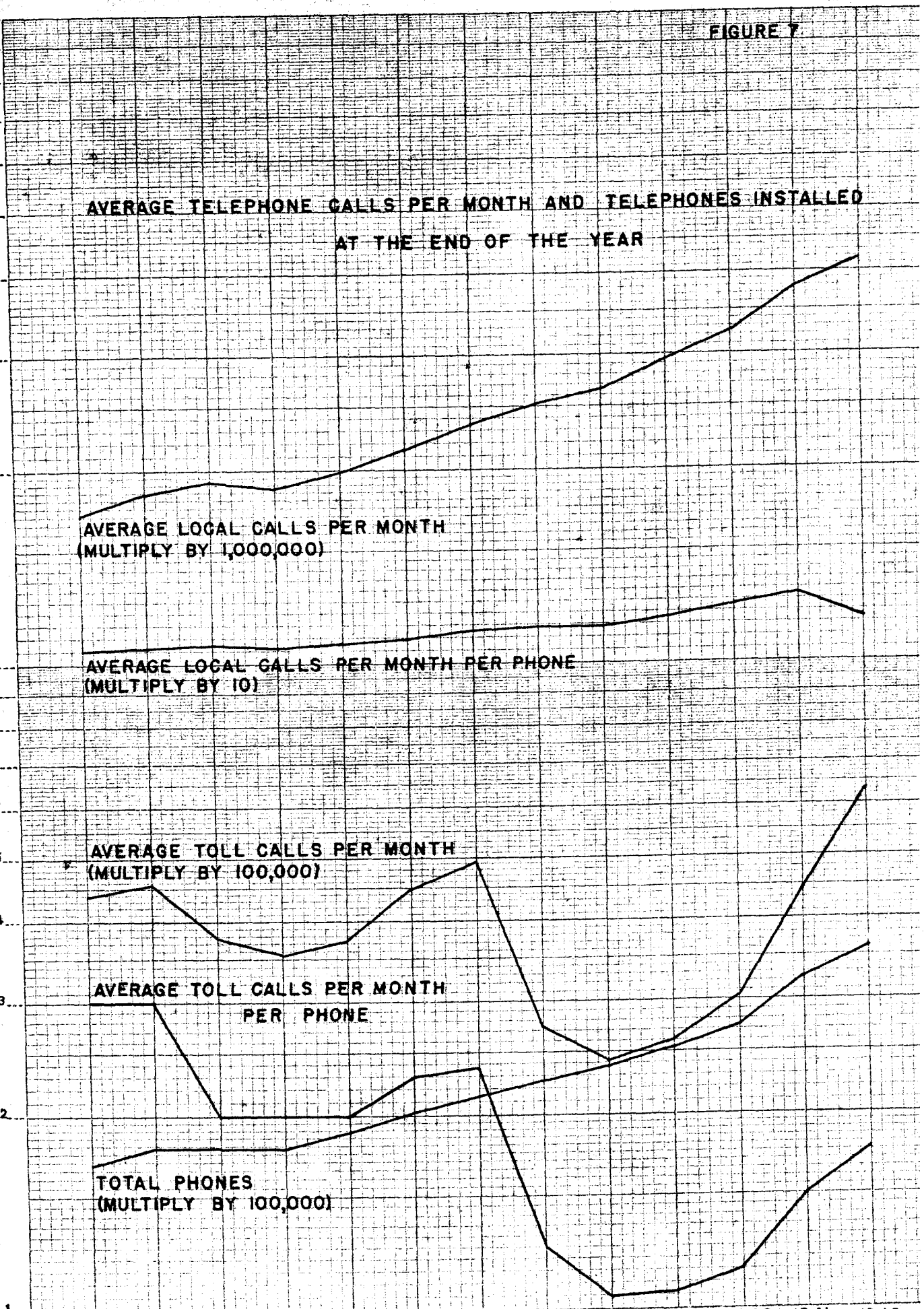
AVERAGE LOCAL CALLS PER MONTH PER PHONE
(MULTIPLY BY 10)

AVERAGE TOLL CALLS PER MONTH
(MULTIPLY BY 100,000)

AVERAGE TOLL CALLS PER MONTH
PER PHONE

TOTAL PHONES
(MULTIPLY BY 100,000)

1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942



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 62 meter and service complaints, exclusive of those handled by telephone, involving 35 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 sendout for the year was 115,327 M cubic feet on December 20th when the average temperature was 11 degrees. The two manufacturing plants totaled an output of 17,689,622 M cubic feet of mixed gas during the year. In making this amount 5,032,982 M cubic feet of natural gas were used for enriching, and 2,749,281 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.

HEATING VALUE

The regulatory monthly average of not less than 600 British thermal units per cubic foot of gas was maintained. There was only one instance when, because of an accident, the heating value dropped for a brief period of time below 550. (See table 1.)

PURITY

Total sulfur.--This impurity varied from 1.84 to 8.91 grains per hundred cubic feet of gas, and averaged 3.56 grains.

Hydrogen sulfide.--This impurity was present on 25 days during the year.

Specific gravity.--The specific gravity of the distributed product varied from 0.606 to 0.677 and averaged 0.638.

PRESSURE

The number of district governors in the gas distribution system was increased to 74, and the number of curb, or "P. U. C.", weekly recording pressure gages was increased to 83. The charts from these gages during the year showed 10 maximum and 1 minimum pressure violations, and 40 violations of variation in pressure.

This Bureau obtained a continuous record of 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. The fee for EMCORECTORS has been 20 cents. 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.)

On January 31st this Bureau began sealing EMCORECTORS with a lead-seal wire in addition to the regular serially numbered paper seal.

On February 18th, because of curtailments wrought by war conditions, the company was permitted to begin changing Age-In-Service meters by yearly quarters, rather than by months, and on June 11th it was relieved of the mandatory obligation to the extent that shortage of maintenance personnel and materials required. Therefore, this Bureau tested and sealed less meters, by approximately 9,000, than otherwise would have been the case.

Table 1. Heating value of the gas supplied by the Washington Gas Light Company as determined at the central, southeast, northwest, and Georgetown testing stations during the calendar year 1942

Month	British thermal units												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			Total Mean
January	600.5	611.8	544.5	602.5	612.8	584.5	599.7	610.8	565.7	600.5	614.7	549.9	600.8	26	101
February	602.2	608.5	595.5	606.0	611.1	601.3	603.9	612.4	598.4	601.8	608.9	596.8	603.6	23	87
March	599.7	605.3	595.5	602.0	610.4	597.0	603.5	610.6	596.0	601.8	606.6	597.5	601.9	26	101
April	601.8	610.5	594.2	603.7	619.7	588.9	604.1	613.1	596.9	602.2	612.2	576.9	602.9	26	100
May	602.0	607.2	596.2	605.0	611.9	598.9	604.8	609.9	601.1	601.4	606.4	597.2	603.2	26	97
June	604.3	609.6	596.9	605.5	611.1	598.0	603.6	615.8	586.2	603.3	609.4	593.1	604.2	25	98
July	603.2	605.9	600.2	603.6	609.1	598.3	602.6	607.6	589.0	602.5	607.4	598.2	603.1	26	96
August	604.1	606.5	602.0	601.1	605.6	595.6	599.0	604.4	592.0	603.5	606.0	595.6	602.0	26	100
September	602.8	608.3	594.6	603.1	613.8	598.4	600.8	613.5	596.1	602.4	607.5	596.6	602.3	25	97
October	602.1	606.3	595.0	604.5	611.4	597.4	603.9	613.5	588.9	603.1	606.9	599.7	603.4	27	103
November	602.1	610.7	598.5	603.6	609.2	600.0	603.3	611.4	595.9	604.0	611.8	597.9	603.2	23	87
December	601.7	608.3	595.1	602.4	610.9	595.5	601.2	609.1	595.6	600.8	607.9	575.0	601.5	26	104
For the year	602.2	611.8	544.5	603.6	619.7	584.5	602.4	615.8	565.7	602.2	614.7	549.9	602.6	305	1,171

Table 3. Classes and number of meters tested and the fees received during the calendar year 1942

Class and fee	Number of meters	Amount
Supervisory tests at 10 cents each -----	32,268	\$3,226.80
Supervisory tests at 20 cents each -----	43	8.60
Referee tests at 50 cents each -----	26	13.00
Special Virginia test at 50 cents -----	1	0.50
Special test on "Emcoorrectors" for high-pressure meters at 20 cents -----	2	0.40
Grand total -----	32,340	3,249.30

Table 4. Meters inspected and proved for the Washington Gas Light Company, during the calendar year 1942

SUPERVISORY TESTS

Month	Total number of meters tested	New Meters									
		Number tested		Fast		Number unbalanced		Number defective		Slow	
		Number	Average	Maximum	Per-cent	Number	Average	Number	Maximum	Number	Average
					Per-cent						Per-cent
January	3,360	1,402	1.227	3	1.227	31	1.227	87	4	3.149	1,218
February	3,239	1,225	1.135	-	1.135	53	1.135	142	5	3.219	993
March	3,660	1,010	1.261	4	1.261	62	1.261	131	5	3.290	771
April	3,660	1,269	1.152	3	1.152	102	1.152	73	5	3.123	1,011
May	2,640	659	1.209	3	1.209	60	1.209	28	6	3.107	528
June	2,280	244	1.200	2	1.200	20	1.200	10	4	3.100	204
July	2,340	-	-	-	-	-	-	-	-	-	-
August	1,470	17	-	-	-	-	-	-	-	-	17
September	2,820	970	1.200	2	1.200	22	1.200	18	4	3.167	884
October	2,640	479	1.105	2	1.105	9	1.105	11	5	3.182	439
November	1,799	121	1.143	2	1.143	4	1.143	-	-	-	110
December	2,430	574	1.167	3	1.167	9	1.167	8	7	3.500	527
For the year	32,338	7,970	1.189	4	1.189	372	1.189	508	7	3.205	6,703

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

Table 4. (Continued)

Month	Repaired Meters										
	Number tested	Fast		Average	Number unbalanced	Number defective	Slow		Number correct		
		Number	Maximum				Number	Maximum		Average	
January	1,255	21	6	2.238	21	2	25	6	2.360	1,186	
February	1,280	24	3	2.042	29	1	21	3	2.095	1,205	
March	1,483	21	3	2.048	42	2	40	3	2.075	1,378	
April	1,347	24	6	2.292	51	-	30	7	2.267	1,242	
May	983	36	4	2.056	53	1	24	8	2.125	869	
June	1,448	57	3	2.035	62	1	32	5	2.250	1,296	
July	1,979	76	8	2.266	73	4	46	115	4.630	1,780	
August	1,104	28	4	2.250	24	2	20	11	2.700	1,030	
September	1,259	46	4	2.174	51	-	47	5	2.255	1,115	
October	1,500	42	5	2.214	65	3	61	10	2.525	1,329	
November	1,285	25	3	2.120	51	2	74	6	2.176	1,133	
December	1,585	17	4	2.588	59	-	100	30	2.540	1,409	
For the year	16,508	417	8	2.196	581	18	520	115	2.536	14,972	

Table 4. (Continued)

New Diaphragmed Meters											
Month	Number tested	Fast		Number unbalanced	Number defective	Slow		Number correct			
		Number	Maximum			Per- cent	Average		Number	Maximum	Per- cent	Average
January	387	11	3	9	1	5	5	361	3.600		
February	349	4	1	4	-	5	7	336	3.800		
March	544	11	2	15	-	3	4	515	3.333		
April	369	17	2	12	1	6	3	333	3.000		
May	480	37	2	14	-	10	3	419	3.000		
June	277	10	2	5	1	6	3	255	3.000		
July	135	1	1	-	2	3	3	129	3.000		
August	63	-	-	2	-	1	9	60	9.000		
September	110	3	2	1	-	3	3	103	3.000		
October	166	9	2	6	-	6	9	145	4.833		
November	42	1	1	1	-	-	-	40	-		
December	39	-	-	2	-	-	-	37	-		
For the year	2,961	104	3	71	5	48	9	2,733	3.522		

Table 4. (Continued)

Resealed Meters ²											
Month	Number tested	Fast		Average	Number unbalanced	Number defective	Slow		Number correct		
		Number	Maximum				Per- cent	Maximum		Average	
January	312	21	3	2.190	28	-	34	4	2.267	229	
February	382	40	4	2.200	36	-	46	3	2.262	260	
March	615	86	4	2.104	80	-	57	4	2.193	392	
April	673	41	4	2.195	94	-	64	3	2.188	474	
May	515	52	4	2.075	72	1	50	4	2.300	340	
June	311	29	3	2.110	56	-	35	160	6.600	191	
July	225	25	6	2.200	28	-	24	4	2.250	148	
August	284	18	3	2.166	31	1	30	5	2.333	204	
September	480	45	6	2.200	34	-	31	4	2.335	370	
October	495	47	4	2.149	36	1	32	15	2.290	379	
November	348	30	4	2.200	38	-	13	3	2.385	267	
December	232	18	3	2.166	27	-	24	4	2.125	163	
For the year	4,872	452	6	2.153	560	3	440	160	2.636	3,417	

² Resealed meters are those having 6 or less years service since last being sealed, which need no repairs, and prove to be correct.

Table 4. (Continued)

REFEREE TESTS

Month	Number tested	Consumers' Meters									
		Fast		Number unbalanced		Number defective		Slow		Number correct	
		Number	Maximum	Average	Per-cent	Number	Maximum	Average	Per-cent	Number	Maximum
January	4	-	-	-	-	-	-	-	-	4	-
February	3	-	-	-	-	-	-	-	-	3	-
March	8	6	6	3.000	-	-	-	2	2.000	1	-
April	2	2	3	2.500	-	-	-	-	-	-	-
May	2	1	3	3.000	-	-	-	2	2.000	-	-
June	-	-	-	-	-	-	-	-	-	-	-
July	1	-	-	-	-	-	-	-	-	1	-
August	2	2	2	1.500	-	-	-	-	-	-	-
September	1	-	-	-	-	-	-	-	-	1	-
October	-	-	-	-	-	-	-	-	-	-	-
November	3	3	5	3.333	-	-	-	-	-	-	-
December	-	-	-	-	-	-	-	-	-	-	-
For the year	26	14	6	2.714	-	2	2	2.000	-	10	-

REPORT OF THE CHIEF ACCOUNTANT

The year 1942 was a most active one for the Accounting Bureau. The establishment of a full and practically new Commission for the first time in about a year greatly accelerated and increased the demands on the Accounting Bureau. There follows a brief outline of the most important matters engaging the Bureau during the year:

ANNUAL AUDITS

The annual audits of the accounts of the utilities under the jurisdiction of the Commission were conducted as usual by the Accounting staff and reports thereon submitted to the Commission. The audits of the Potomac Electric Power Company and the Washington Gas Light Company are conducted concurrently with the annual investigation required by the Sliding Scale arrangements in effect with those companies, and as these audits are made currently many necessary adjustments can be made on the books of the Company without action by the Commission. Controversial items must of course be submitted to the Commission for decision either formally or informally.

FINANCING

Four applications for approval of security issues and one covering the acquisition of securities were investigated and reported on by the Accounting Bureau during the year; namely, as follows:

Potomac Electric Power Company - 30,000 shares of \$100 par value Common Stock
Potomac Electric Power Company - \$5,000,000 First Mortgage Bonds 3 1/4% Series due 1977
Washington Gas Light Company - 40,000 shares of \$5.00 Cumulative Preferred Stock
Washington Gas Light Company - Acquisition of 9,500 shares of \$100 par value capital stock of Rosslyn Gas Company
The Chesapeake and Potomac Telephone Company - 300,000 shares of \$100 par value Common Stock

Formal public hearings were held on the two cases involving the sale of common stock and the Chief Accountant testified at these hearings.

In addition to the foregoing, the Accounting Bureau investigated and reported on five applications of the Capital Transit Company for authority to execute conditional sale agreements covering the purchase of new equipment. These agreements cover the purchase of 225 busses and 67 street cars and involve a total of expenditure, exclusive of interest, of \$3,761,889.90.

SPECIAL INVESTIGATIONS

Taxicab Rates and Zones.

The investigation of taxicab rates and zones instituted in the latter part of 1941 was completed in April, 1942, and the information developed was presented in exhibit form at a formal hearing held shortly thereafter. This survey occupied practically the entire time of the Accounting Bureau for the first quarter of the year (approximately 20%). As a result of the survey a complete revision of zone boundaries was ordered by the Commission and new zone rates established.

Taxicab Stands.

The Accounting Bureau was assigned the somewhat unusual task (for accountants) of establishing additional taxicab stands in order that the cruising of taxicabs might be eliminated or reduced. This task necessitated a field survey of suitable and desirable locations for taxicab stands and precise measurements of curb space in order that the necessary order might be prepared. Two hundred and fifty-three locations providing space for six hundred and twenty-six taxicabs were considered. Out of the foregoing eighty-six stands, principally in the congested area, providing space for an additional one hundred and seventy cabs were provided by the Commission and other District authorities having jurisdiction over public space. An additional seventy-three stands providing space for two hundred and two cabs are available for establishment if and when needed. This survey occupied more than 9% of the total productive man hours of the Bureau for the year 1942.

The Chesapeake and Potomac Telephone Company Valuation.

The determination of original cost was continued throughout the year 1942 and completed in the early part of 1943. Progress reports were submitted to the Commission during the year and final report was made shortly after the completion of the investigation, setting forth original cost as of December 31, 1942. This investigation has been in progress for several years and involved detailed

studies of accounting procedures and methods as well as substantial verification of charges made to the various plant accounts. This investigation also embraced an examination of the income accounts of the Company and the results thereof were likewise incorporated in the report to the Commission.

Capital Transit Company - Rates, Routings and Service to Takoma, Petworth and Chillum Areas.

Upon receipt of this application which included a proposal to establish a 10¢ cash fare without transfer privileges on express bus lines, an investigation was instituted to determine the cost of service. Data was prepared for presentation at a public hearing but inasmuch as the application was dismissed upon petition of the Company, the information developed was presented informally to the Commission.

Washington Gas Light Company - Sliding Scale Investigation for the Year 1942.

The usual annual investigation of the results of operation for the year 1942 was conducted and the information developed presented in exhibit form at the formal public hearing. Several controversial adjustments were proposed by the Accounting staff including the elimination of excess profits taxes as a proper operating revenue deduction. All of the proposed adjustments were sustained by the Commission. In addition to sustaining the elimination of excess profits taxes as a proper operating revenue deduction, the Commission in its order also disallowed Federal income taxes in excess of 31% of taxable income. This case was marked by the intervention of the Office of Price Administration originally acting in its own behalf and later in behalf of the Director of Economic Stabilization. As a result of these interventions the Chief Accountant was subjected to protracted cross examination on the facts presented but as indicated above the figures presented were, with the one exception of Federal income taxes, used by the Commission in determining the amount available for increasing the rates under the Sliding Scale arrangement. The final figures for rate base, income and amount available for rate increases are set forth hereinafter along with pertinent foot notes under the caption "Regulation of Rates of the Washington Gas Light Company".

Potomac Electric Power Company - Sliding Scale Investigation for the Year 1942.

This investigation was conducted by the Accounting staff as usual and the pertinent facts developed therefrom were presented

in exhibit form at the formal public hearing held during March, 1943. The Office of Price Administration, the Director of Economic Stabilization, Treasury Department, Commissioner of Public Buildings and the Mid City Citizens Association intervened in this case and as in the Gas Case the testimony of the Chief Accountant was subjected to protracted cross examination. Two departures from past practice were proposed by the Accounting staff and both were sustained by the Commission. One related to the method of eliminating from the rate base the difference between book cost and Consent Decree value of property in service in 1924 (date the Consent Decree value was established) whenever such property is retired. The other concerns Federal income and excess profits taxes. In line with the Commission's decision in the 1942 Gas Rate Case only 31% of taxable income was allowed as an operating revenue deduction. Several other minor adjustments affecting operating expenses were also proposed by the staff and sustained by the Commission. The staff proposed the elimination from the rate base of an intercompany profit on real estate acquired by the Potomac Electric Power Company from its parent, the Washington Railway and Electric Company. The Commission however did not sustain this adjustment. With this exception the figures presented by the accounting staff were used without change in the determination of the amount available for rate reduction under the Sliding Scale arrangement. The pertinent figures are set forth hereinafter under the caption "Regulation of Rates of the Potomac Electric Power Company".

GENERAL

Many other matters of minor import occupied approximately 25% of the productive man hours of the Accounting Bureau. This embraced personnel matters, filing reports and correspondence, checking reports, minor rate changes, miscellaneous correspondence on complaints on rates, furnishing information to other regulatory bodies and other departments of the District Government and etc.

During a part of the year the Engineering Bureau of the Commission was engaged on an Origin and Destination Survey of the working population of the District of Columbia and the Accounting Bureau personnel devoted approximately 5% of its time to this project.

The following pages contain in narrative and tabular form the results of regulation of the electric and gas rates under the Sliding Scale arrangement, balance sheets and income statements with supporting schedules and miscellaneous statistical data on the major utilities operating in the District of Columbia in the form and order heretofore used in presenting similar information for prior years.

RESULTS OF ELECTRIC AND GAS RATE
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. - 7 1/2 percent on annual rate base.

DISPOSITION OF EXCESS EARNINGS. - One-half of the earnings in any year in excess of 7 1/2 percent return on the rate base for the year to determine the aggregate amount of rate 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 varying rates described to the rate base, to be credited to the reserve, but only such portion of the aggregate accrual to be contra-debited to depreciation expenses as remains after the deduction of interest on the reserve balance at the rate of 4 percent per annum which is to be contributed to the reserve by the company through contra-debiting non-operating income.

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 rate reductions for the twelve 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 8 1/4 percent.
60 percent of earnings in excess of 8 1/4 percent but less than 9 percent.
75 percent of earnings in excess of 9 percent.

1936 - RATE OF RETURN. - Reduced to 6 1/2 percent.

DISPOSITION OF EXCESS EARNINGS. - Aggregate rates reductions for the twelve 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 1/2 percent but less than 7 3/4 percent.
60 percent of earnings in excess of 7 3/4 percent but less than 8 1/2 percent.
75 percent of earnings in excess of 8 1/2 percent.

1937 - DEPRECIATION. - Depreciation on certain equipment charged to clearing accounts.

Effective January 1, 1937, depreciation accrual on transportation equipment and general tools and equipment to be deducted from the amounts charged to depreciation expense and interest, and concurrently added to clearing accounts for distribution to operating expenses, plant, and other accounts on a use basis.

1938 - RATE OF RETURN. - Reduced to 6 percent.

DISPOSITION OF EXCESS EARNINGS. - Aggregate rates reductions for the twelve 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 7 1/4 percent.
60 percent of earnings in excess of 7 1/4 percent but less than 8 percent.
75 percent of earnings in excess of 8 percent.

1940 - DEPRECIATION - Modifications of method of accounting for depreciation on certain equipment.

Effective August 30, 1940, depreciation accrual on transportation and general tools and equipment to be deducted from depreciation expense only.

Effective November, 1940, the rate of accrual applicable to transportation equipment and general tools and equipment increased to 10 percent per annum.

1942 - FEDERAL INCOME AND EXCESS PROFITS TAXES.

Prior to 1942, Federal income and excess profits taxes were allowed as an operating revenue deduction in the computation of the amount available for return. In 1942 only 31% of taxable income was allowed as an operating revenue deduction predicated on the precedent established in the Commission's decision on the Washington Gas Light Company Rate Case for the year ended June 30, 1942, (Order No. 2401).

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

Year	Rate base at Dec. 31st (Unweighted)	Rate base for the year (Weighted)(1)	Net income (return) earned	Rate of return earned Percent	Excessive earnings	Portion excess earnings applied to subsequent rate reductions
1924	\$ 32,500,000	\$ 33,608,189	\$ 3,223,391	9.59	702,777	\$762,352
1925	34,679,427	36,131,723	3,510,467	9.72	800,588	352,164
1926	37,701,979	40,699,951	3,750,997	9.22	698,500	430,829
1927	42,595,625	43,893,122	4,512,975	10.28	1,220,990	337,895
1928	45,386,589	47,970,898	4,958,655	10.34	1,360,837	624,062
1929	49,889,912	49,372,904	5,286,592	10.71	1,583,624	660,035
1930	51,441,982	55,125,620	5,268,276	9.56	1,409,482	830,463
1931	57,821,943	58,728,032	5,170,304	8.80	1,059,342	861,023
1932	59,671,626	61,759,448	5,080,999	8.23	757,838	563,335
1933	64,953,244	66,073,182	4,920,124	7.45	295,001	379,841
1934	67,543,689	67,407,554	4,986,251	7.40	620,722	148,921
1935	68,898,515	70,136,260	5,545,009	7.91	986,152	310,755
1936	71,537,006	73,792,842	5,864,029	7.95	1,436,458	504,682
1937	75,731,338	77,198,939	5,420,107	7.02	788,171	770,080
1938	79,571,447	80,974,759	5,985,565	7.39	1,127,080	393,986
1939	82,527,938	84,978,701	5,772,731	6.79	674,009	575,297
1940	91,538,672	95,068,035	5,692,076	5.99	---	338,324
1941(2)	98,676,158	100,154,231	6,630,073	6.62	620,820	---
1942	102,876,494					311,784

(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.

(2) No hearing was held on the sliding scale arrangement for the year 1941. The figures shown above for this year are those developed by the Accounting Bureau in anticipation of a formal hearing.

(c) DISTRIBUTION OF RATE 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
1942	--	--	--	--	--
1943	68,606	243,178	--	--	311,784
Totals	\$3,908,234	\$4,912,451	\$303,133	\$32,010	\$9,155,828
Percent	42.69%	53.65%	3.31%	0.35%	100.00%

(1) Parentheses denote deduction or decrease.

(d) SALES OF ELECTRICITY AND REVENUES THEREFROM:

	Gross Revenues (1)		Kilowatt-hours sold (1)		Average price received (1) per kilowatt-hour sold	
	Dollars	Percent of 1924	Number	Percent of 1924	Cents	Percent of 1924
1924 (2)	7,062,015.85	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
1941	16,374,196.74	231.86	980,215,112	700.38	1.67	33.07
1942	18,178,203.13	257.41	1,143,089,745	816.76	1.59	31.49

- (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 1943 (MONTHLY BILLING
RATES; CENTS PER KILOWATT-HOUR):

	<u>1924</u>	<u>1925</u>	<u>1926</u>	<u>1927</u>	<u>1928</u>
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

	<u>1929</u>	<u>1930</u>	<u>1931</u>
Straight-line meter rate:			
Flat rate	5.2	4.7	4.2

	<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>
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	

	<u>1939</u>	<u>1940</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>
Block meter rate:					
First 46 kilowatt-hours	3.9				
First 40 kilowatt-hours		3.9			
First 36 kilowatt-hours			3.9	3.9	
First 34 kilowatt-hours					3.9
Next 80 kilowatt-hours	1.7				
Next 90 kilowatt-hours		1.75			
Next 100 kilowatt-hours			1.8	1.8	
Next 102 kilowatt-hours					1.8
Excess 126 kilowatt-hours	1.5				
Excess 130 kilowatt-hours		1.5			
Excess 136 kilowatt-hours			1.5	1.5	1.5

(f) TYPICAL MONTHLY RESIDENTIAL BILLS, 1924 THROUGH 1943. (1)

<u>Year</u>	<u>Kilowatt-hour consumption</u>		
	<u>25</u>	<u>100</u>	<u>250</u>
1924	\$2.50	\$10.00	\$18.50
1925	1.88	7.50	14.85
1926	1.75	7.00	14.25
1927	1.56	6.25	13.35
1928	1.48	5.90	12.93
1929	1.30	5.20	13.00
1930	1.18	4.70	11.75
1931	1.05	4.20	10.50
1932 .....	.98	3.85	8.35
1933 .....	.98	3.75	7.20
1934 .....	.98	3.60	6.35
1935 .....	.98	3.50	6.15
1936 .....	.98	3.40	6.05
1937 .....	.98	3.10	5.65
1938 .....	.98	2.85	5.10
1939 .....	.98	2.71	5.01
1940 .....	.98	2.61	4.94
1941 .....	.98	2.56	4.91
1942 .....	.98	2.56	4.91
1943 .....	.98	2.51	4.77

(1) Bills as shown apply when payment is made within 20 days
from date of rendition of bill to consumer.

(2) 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	1,421,824.99	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
1941	2,009,046.48	575,068.28	1,433,978.20
1942	2,087,522.60	609,116.94	1,478,405.66
Totals	\$22,429,653.91	\$7,302,467.25	\$15,127,186.66
Percent	100.00%	32.56%	67.44%

(1) Abnormal increase in rate base resulted in a lower reserve ratio and a higher rate of accrual caused in 1934 by addition to rate base of additional plant at Buzzard Point, cost of tie line, and substation 27, and in 1941 by addition to rate base of additional plant at Buzzard Point and related transmission and distribution facilities.

(2) No hearing was held on the sliding scale arrangement for the year 1941. The figures shown above for this year are those developed by the Accounting Bureau in anticipation of a formal hearing.

(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 COMPANY:

(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 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 "rate year" shall be determined according to the return earned on rate base during a "test year" ended two months prior to the first day of the "rate 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 1/2 percent discount for the twelve 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 twelve months. The aggregate rate 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 twelve months ended June 30, 1935, or \$840,939.46.

At the inception date of the gas Sliding Scale three affiliated gas companies - the Washington Gas Light Company, The Georgetown Gaslight Company, 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 Company absorbed The Georgetown Gaslight Company. 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 Company 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 Company to compute rate base and earnings under the arrangement. The subsequent "basic elements" consequently refer to the combined Washington Gas Light Company (including Georgetown Gaslight Company 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 1/2 percent of annual rate base.

DISPOSITION OF EXCESS EARNINGS. - Earnings in any "test year" in excess of 6 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 1/2 percent but less than 7 1/2 percent.

75 percent of earnings in excess of 7 1/2 percent but less than 8 1/2 percent.

83-1/3 percent of earnings in excess of 8 1/2 percent.

DEPRECIATION ACCRUAL. - Depreciation to be accrued at the annual rate of 1 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 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 earnings on the reserves, however invested, or, in lieu of such investment, interest at the rate of 4 percent per year on the weighted average monthly balance not invested during the "test year". The amount so deducted from the aggregate accrual to be contributed to the reserve by the company through contra-debiting non-operating income.

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.

The previously described provisions of Order No. 1458 have been subsequently modified and amended by the Commission as follows:

1940 - DEPRECIATION. - Depreciation on certain equipment charged to clearing accounts.

Effective January 1, 1940, depreciation accrual on transportation equipment and tools and work equipment to be deducted from the amounts charged to depreciation expense and concurrently added to clearing accounts for distribution to operating expenses, plant, and other accounts on a use basis.

The Sliding Scale arrangement provides that taxes be treated as operating revenue deductions. This terminology coupled with Supreme Court decisions on the matter has been construed to include income taxes. The Company was liable for excess profits taxes and in order to prevent the pyramiding effect that the inclusion of excess profits taxes as an operating revenue deduction would have, the Accounting staff of the Commission proposed that such taxes be not considered in determining the amount available for increase in rates. ^{1/} This proposed treatment of excess profits taxes was approved by the Commission and in addition thereto the Commission in its Order No. 2401 held that Federal income taxes in excess of 31% of taxable income should also be disallowed as an operating revenue deduction in the determination of the amount available for increase in rates.

^{1/} For the year 1942 the Sliding Scale arrangement indicated that an increase in rates was warranted.

(1) RATE BASES, EARNINGS, RATES OF RETURN, AND RATE CHANGES: (1)

Test year ended	Rate base for the year (weighted) (2)	Net amount available for return	Rate of return earned (Percent)	Earnings in excess of or (below) basic rate of return	Portion of excess or deficient earnings available for rate reductions or (increases) (3)	Amount applied to rate decreases or (increases) during ensuing rate year	From prior test year	Total amount applied	Amount applied to other than ensuing rate year
Year	Year	Amount	Percent	Rate of return	(Increases) (3)	Year	Year	Year	Year
June 30, 1936	\$21,052,618.90	\$1,460,302.64	6.94	\$ 91,382.61	\$ 45,944.30	\$ 47,423.08 (4)	--	\$ --	\$ 47,423.08
June 30, 1937	21,937,559.19	1,452,218.99	6.57	6,275.64	3,137.82	--	--	--	3,137.82
June 30, 1938	23,145,728.40	1,603,202.33	6.93	98,735.98	49,367.99	50,492.18 (4)	1937	3,137.82	53,630.00
June 30, 1939	24,119,926.77	1,866,294.86	7.74	292,469.62	163,574.90	120,100.00	--	--	120,100.00
June 30, 1940	25,218,909.40	1,766,063.80	7.00	128,834.69	63,447.35	61,825.10	1939	43,474.90	105,300.00
June 30, 1941	26,282,275.16	1,579,809.18	6.01	(128,538.71)	--	--	--	--	--
June 30, 1942	28,086,322.57	1,555,051.65	5.54	(270,689.32)	(203,016.99)	(201,733.25)	1940	1,592.25	(200,141.00) (5)
Totals				\$ 223,000.51	\$ 122,422.37	\$ 78,117.03		\$48,204.97	\$ 126,322.00
									\$46,921.23

- (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 paragraph 1 (a) for explanation of the term "weighted". The rate bases include allowance for working capital.
- (3) See Schedule (c) following for actual application of rate reductions and increases by rate years and classes of consumers.
- (4) Rate reductions actually made in the rate years beginning September 1, 1936 and September 1, 1938 exceeded amounts available for rate reductions by \$1,491.70 and \$1,124.19, respectively.
- (5) Order No. 2401 prescribing this increase for the rate year beginning September 1, 1942, provided in effect that if the increased rates authorized result in the payment of excess profit taxes by the Washington Gas Light Company, any portion of the revenue derived from the increased rates, which, if retained by the Company would be subject to excess profits tax, should be refunded to consumers. The Company was liable for excess profits taxes for the year 1942 in an amount in excess of the revenue attributable to the increased rates, therefore, this amount, \$38,427.32 has been refunded. Thus the rate increase authorized by the Commission under Order No. 2401 actually amounts to \$101,713.07 for the rate year beginning September 1, 1942.

An appeal was taken from the Commission's Order No. 2401 by the Office of Price Administration and Director of Economic Stabilization and the lower Court set aside the Commission's Order but permitted the Company to continue to charge the rates authorized in Order No. 2401 pending the decision of the Court of Appeals for the District of Columbia.

(c) DISTRIBUTION OF RATE REDUCTIONS AND (INCREASES) 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	\$ 532,323(1)	\$201,752(1)	\$ 3,393(1)	\$101,836(1)	\$1,685(1)	\$840,989(1)
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
Sept. 1, 1941	---	---	---	---	---	---
Sept. 1, 1942	(154,637)(2)	(42,295)(3)	(2,991)	---	(218)	(200,141)
Totals	\$ 551,196	\$305,440	\$ 7,372	\$101,836	\$1,467	\$967,311
Percent of Totals	56.98%	31.58%	0.76%	10.53%	0.15%	100.00%

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

(2) Includes increase of \$101,208 for space heating due to abolishment of Schedule B on September 1, 1942.

(3) Includes increase of \$6,387 for space heating due to abolishment of Schedule B on September 1, 1942.

(d) SALES OF GAS AND REVENUES THEREFROM: (1)

Year Ended	Gross Revenues		M.C.F. Sold		Average price received per 100 cu. ft. 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
June 30, 1941	8,219,599	134.43	11,857,042	153.10	6.93	87.83
June 30, 1942	8,784,004	143.67	12,736,421	164.45	6.90	87.45

(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, nor miscellaneous utility revenues.

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

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

	(2)		(3)	
	Sept. 1, 1940- Aug. 31, 1941	Sept. 1, 1941- Aug. 31, 1942	Sept. 1, 1942- Aug. 31, 1943	Sept. 1, 1943- Aug. 31, 1944
First 800	9.4	9.4	9.4	9.4
Next 1,700	8.0	8.0	8.0	8.0
Next 3,500	7.0	7.0	7.2	7.2
Excess of 6,000	6.1	6.1	6.2	6.2

- (1) Published rates of the company. From August 1, 1932 through December 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 8 1/2 percent.
- (2) Minimum monthly bill per meter - \$0.75 for first 800 cubic feet or less.
- (3) Includes space heating such service previously available under Schedule B (See Notes 2 and 3 under Schedule (c)).

(1)

(F) TYPICAL MONTHLY RESIDENTIAL BILLS, 1935 THROUGH 1943

Rate Schedules		Minimum Bill		Consumption									
From	Effective To	Amount	Therms Inc.	5	10	15	25	35	100(2)	250(2)			
				Therms	Therms	Therms	Therms	Therms	Therms	Therms			
Dec. 16, 1935	Aug. 31, 1936	\$.75	4.8	.78	\$1.44	\$2.11	\$3.43	\$4.59	\$10.93	\$25.93			
Sept. 1, 1936	Aug. 31, 1937	.75	4.8	.78	1.44	2.11	3.38	4.54	10.88	25.88			
Sept. 1, 1937	Aug. 31, 1938	.75	4.8	.78	1.44	2.11	3.38	4.54	10.88	25.88			
Sept. 1, 1938	Aug. 31, 1939	.75	4.8	.78	1.44	2.11	3.38	4.54	10.88	25.88			
Sept. 1, 1939	Aug. 31, 1940	.75	4.8	.78	1.44	2.11	3.33	4.49	10.83	25.83			
Sept. 1, 1940	Aug. 31, 1941	.75	4.8	.78	1.44	2.11	3.28	4.44	10.78	25.78			
Sept. 1, 1941	Aug. 31, 1942	.75	4.8	.78	1.44	2.11	3.28	4.44	10.78	25.78			
Sept. 1, 1942	Aug. 31, 1943	.75	4.8	.78	1.44	2.11	3.31	4.51	11.24	26.74			

(1) Bills as shown apply when payment is made within 20 days from date of rendition of bill to consumer.

(2) Except for bills rendered for the rate year beginning September 1, 1942, at which time pursuant to Order No. 2401, Building Heating Schedule (B) was abolished, the amount shown consists of 25 therms computed under Domestic Schedule (A) and the remaining therms computed under Building Heating Schedule (B). (See Note 2 under Schedule (c) and Note 5 under Schedule (b).)

(g) ACCRUALS TO DEPRECIATION RESERVE:

Twelve months ended	Aggregate accrual	Less interest on reserve	Portion charged to operating expenses and clearing accounts
June 30, 1936	\$ 291,441.00 ⁽¹⁾	\$ ---	\$ 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	451,239.11	55,290.14	395,948.97
June 30, 1941	474,994.22	64,757.47	410,236.75
June 30, 1942	498,103.02	74,226.63	423,876.39
Totals	\$2,929,372.79	\$294,616.33	\$2,634,756.46
Percent	100.00%	10.06%	89.94%

(1) Aggregate retirement accrual shown for 12 months' period ending June 30, 1936 computed as follows: 2% per M.C.F. gas sold from July 1, 1935 to December 15, 1935 and 1 3/4 percent per annum on the initial rate base (\$21,000,000) from December 16, 1935 to August 31, 1936. From September 1, 1936, accruals made per sliding-scale arrangement as outlined in the condensed history of the Gas arrangement. (P. 66.)

SCHEDULE 1.--BALANCE SHEETS OF MAJOR UTILITIES, DECEMBER 31, 1942.

		ASSETS AND OTHER DEBITS						
		Capital Transit Company	The Chesapeake and Potomac Telephone Co.	Potomac Electric Power Co.	Washington Gas Light Company	Washington Railway & Electric Co.	Total all companies	Increase (or decrease) over preceding year
Utility plant		\$60,364,569.29	\$75,924,573.86 (111.38)	\$100,093,095.41	\$38,719,618.55	\$	\$275,041,797.11 (111.38)	\$16,885,810.47
Utility plant adjustments								
Total utility plant		\$60,364,569.29	\$75,924,573.86	\$100,093,095.41	\$38,719,618.55	\$	\$275,041,797.11	\$16,885,810.47
Investments								
Other physical property		\$ 615,572.33	\$	\$ 99,609.97	\$ 627,902.63	\$	\$ 1,343,078.93	\$ 639,595.05
Investments in associated companies		41,001.00		15,000.00	9,105,297.87	29,613,872.68	38,775,171.55	4,214,254.53
Other investments (stocks, bonds, notes, etc.)		3,540,475.17	50,000.00	1,088,597.76	7,100.00	1.00	4,686,173.93	3,025,904.11
Sinking funds		158,903.75					158,903.75	72,640.15
Miscellaneous special funds			3,440.00	30.18		116.97	3,587.15	(9,440.70)
Total investments		\$ 4,355,952.25	\$ 53,440.00	\$ 1,203,231.91	\$ 9,714,300.50	\$29,613,990.65	\$ 44,966,915.31	\$ 7,942,993.44
Current and accrued assets								
Cash		\$ 1,999,356.30	\$ 303,831.51	\$ 1,687,359.38	\$ 932,218.35	\$ 460,223.61	\$ 5,382,989.15	\$ (2,044,637.13)
Special deposits		279,423.11	82,068.87	345,053.50	94,194.99	20,950.53	820,271.00	(119,794.02)
Working funds			36,932.15	102,057.00	18,103.08		157,092.23	37,036.96
Temporary cash investments				3,550,000.00		309,000.00	3,859,000.00	3,549,000.00
Notes receivable		86,862.31	5,275,250.45	1,687,932.12	1,237,653.36		8,287,698.22	1,712,915.55
Accounts receivable		9,890.10		4,134.02	9,658.74	396.25	24,059.11	21,530.40
Interest, dividends, and rents receivable			81,941.77	280,843.18	47,963.18	7.81	440,755.94	(17,284.43)
Receivables from associated companies		856,776.04	734,209.99	2,711,069.10	1,048,804.65		5,350,859.76	476,701.75
Materials and supplies		236,407.86	218,582.72	98,652.91	48,501.18		602,144.67	83,152.17
Prepayments		213,690.00	111,862.50				325,552.50	205,087.50
Other current and accrued assets								
Total current and accrued assets		\$ 3,682,405.72	\$ 6,844,679.94	\$ 10,465,681.21	\$ 3,437,317.51	\$ 784,578.20	\$ 25,214,662.58	\$ 3,903,863.75
Deferred debits								
Unamortized debt discount and expense		\$ 129,606.65	\$	\$	\$ 50,038.45	\$ 31,824.14	\$ 211,469.24	\$ (20,552.26)
Clearing accounts, retirement and other work in progress			6,418.81	122,412.23			128,831.04	21,744.95
Other deferred debits		156,409.80	200,977.40	115,595.24	112,672.66		585,695.10	85,721.48
Total deferred debits		\$ 286,016.45	\$ 207,396.21	\$ 238,047.47	\$ 162,711.11	\$ 31,824.14	\$ 925,995.36	\$ 86,914.17
Capital stock discount and expense								
Discount on capital stock		\$	\$	\$ 104,655.44	\$	\$	\$ 104,655.44	\$
Capital stock expense				\$ 104,655.44			\$ 104,655.44	\$ 3,355.70
Total capital stock discount and expense		\$	\$	\$ 104,655.44	\$	\$	\$ 104,655.44	\$
Total assets and other debits		\$66,688,943.71	\$83,029,948.63	\$112,044,651.44	\$52,059,947.67	\$30,430,392.99	\$346,253,884.44	\$28,882,897.53

(1) Parentheses indicate deduction or decrease.

LIABILITIES AND OTHER CREDITS

	Capital stock	Preferred	Common	Long-term debt	Notes payable	Accounts payable	Customer deposits	Matured interest, dividends, and rents unpaid	Taxes accrued	Accrued interest, dividends, and rents payable	Other current and accrued liabilities	Deferred credits	Unamortized premium on debt	Customer advances for construction	Other deferred credits	Total deferred credits	Reserves	Reserve for depreciation of plant	Reserve for depreciation of other physical property	Reserve for uncollectible accounts	Insurance reserves	Reserve for injuries and damages	Sinking fund reserves	Reserve for debt retirement	Other reserves	Total reserves	Contributions in aid of construction	Capital surplus	Earned surplus	Total surplus	Total liabilities and other credits	
	\$24,000,000.00	---	---	\$24,000,000.00	1,091,880.52	636,807.98	73,507.48	3,350,390.45	83,489.27	267,400.80	5,1483,476.50	820.65	323,021.36	323,021.36	---	323,021.36	13,143,632.15	125,989.68	2,824.32	1,168,178.54	77,975.00	500,410.71	500,000.00	187,569.42	16,009,636.11	---	239,121.64	4,736,225.73	4,975,357.37	\$68,688,945.71		
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SCHEDULE 2.--INCOME STATEMENT OF MAJOR UTILITIES FOR THE YEAR ENDED DECEMBER 31, 1942.

	Capital Transit Company	Washington Railway and Electric Co.	Power Electric Power Co.	The Chesapeake and Potomac Telephone Co.	Washington Gas Light Company	Total all companies	Increase (or decrease) over preceding year
Operating revenues	\$23,955,709.64	\$	\$20,762,849.95	\$21,572,243.11	\$10,668,908.36	\$77,159,711.08	\$17,301,169.84
Operating revenue deductions:							
Depreciation	15,250,766.63		9,291,219.65	13,431,236.48	7,476,677.95	45,449,902.71	10,324,146.21
Taxes	2,124,411.54		1,522,889.60	3,061,145.64	550,840.21	7,259,286.99	1,602,866.27
Uncollectible operating revenues	4,213,420.99		4,350,425.01	2,110,205.74	1,194,522.04	11,848,573.78	4,518,714.28
Total revenue deductions	\$21,588,601.16	\$	\$15,155,776.38	\$18,676,587.86	\$9,235,888.29	\$64,658,853.69	\$16,466,589.80
Net operating income	2,367,108.48	3,092,018.80	5,607,073.57	2,893,655.25	1,633,020.09	12,500,857.39	834,580.04
Nonoperating income	109,638.70		5,232.16	104,311.35	322,649.01	3,642,880.04	(405,035.01)
Gross income	2,476,747.18	3,092,018.80	5,612,305.75	2,997,996.60	1,965,669.10	16,144,737.43	429,545.03
Deductions from gross income:							
Interest on funded debt	\$ 732,270.26	\$ 125,536.00	\$ 1,190,312.50	\$	\$ 763,753.63	\$ 2,811,872.39	\$ 134,567.87
Interest on retirement reserve balance		1,200.00	627,216.63		66,683.37	627,216.63	11,705.65
Miscellaneous interest and rent	18,723.70	3,569.16	(77,196.23)	1,160,406.64	5,249.94	1,151,093.72	100,280.04
Amortization of debt discount and expense	8,565.19		(48,306.24)	120,809.02	44,749.54	(21,363.44)	(7,476.74)
Miscellaneous deductions			9,581.87			189,705.62	9,130.45
Total deductions	\$ 759,559.15	\$ 130,305.16	\$ 1,701,008.47	\$ 1,281,215.66	\$ 880,436.48	\$ 4,752,524.92	\$ 248,207.27
Net income	\$ 1,717,188.03	\$2,961,713.64	\$ 3,911,297.28	\$ 1,716,780.94	\$ 1,085,232.62	\$11,392,212.51	\$ 181,337.76

(1) Parentheses indicate deduction or decrease.

SCHEDULE 3.--CHANGES IN SURPLUS OF MAJOR UTILITIES FOR THE YEAR ENDED DEC. 31, 1942.

	Capital Transit Company	Washington Railway & Electric Co.	Potomac Electric Power Co.	The Chesapeake & Potomac Telephone Co.	Washington Gas Light Company	Total, all companies
Credits:						
Credit balance beginning of year	\$5,851,149.10	\$11,612,449.87	\$28,419,204.59	\$4,440,273.61	\$11,525,484.21	\$61,848,561.38
Net income for year	1,717,188.03	2,961,713.64	3,911,297.28	1,716,780.94	1,085,232.62	11,392,212.51
Miscellaneous credits	77,721.99	15,771.46	48,987.19	9,338.54	59,494.17	211,313.35
Total credits	\$7,646,059.12	\$14,589,934.97	\$32,379,489.06	\$6,166,393.09	\$12,670,211.00	\$73,452,087.24
Debits:						
Dividend appropriations of surplus	\$ 420,000.00	\$ 2,830,000.00	\$ 3,500,035.35	\$1,750,000.00	\$ 974,604.01	\$ 9,474,639.36
Miscellaneous debits	2,250,701.75 (1)	1,615.66	37,466.59	46,344.02	133,913.60	2,470,041.62
Total debits	\$2,670,701.75	\$ 2,831,615.66	\$ 3,537,501.94	\$1,796,344.02	\$ 1,108,517.61	\$11,944,680.98
Credit balance end of year	\$4,975,357.37	\$11,758,319.31	\$28,841,987.12	\$4,370,049.07	\$11,561,693.39	\$61,507,406.26

(1) Includes appropriations for a \$1,500,000.00 property account adjustment, a \$500,000.00 Property Adjustment Reserve, and a \$200,000.00 Special Reserve for Retirement of Funded Debt, the latter two being a portion of undistributed earnings for the year 1942.

SCHEDULE 4.--LONG TERM DEBT, MAJOR UTILITIES, AS OF DECEMBER 31, 1942
(Actually outstanding in hands of public)

	Maturity Date	Capital Transit Company	Washington Gas Light Company	Potomac Electric Power Company	Washington Railway & Electric Company	Grand Total
Capital Traction Co. first-mortgage 5% gold coupon bonds	June 1, 1947	\$ 5,202,500.00	---	---	---	\$ 5,202,500.00
Anacostia & Potomac River R. R. Co. first-mortgage bonds, modified, 3 3/4%	December 1, 1951	1,870,000.00	---	---	---	1,870,000.00
Anacostia & Potomac River R. R. Co. first-mortgage bonds, unmodified, 5%	April 1, 1949	222,000.00	---	---	---	222,000.00
Anacostia & Potomac River R. R. Co. first-mortgage bonds, guaranteed, 5%	April 1, 1949	455,000.00	---	---	---	455,000.00
Washington Railway & Electric Co. consolidated mortgage 4% gold bonds	December 1, 1951	3,720,500.00	---	---	\$2,138,400.00	6,858,900.00
City & Suburban first-mortgage bonds, modified, 3 3/4%	December 1, 1951	1,249,000.00	---	---	---	1,249,000.00
Serial Notes, 5% (purchase of Washington Rapid Transit Company)	August 1, 1948	99,000.00	---	---	---	99,000.00
Equipment Purchase Contracts, 3%	(1)	90,000.00	---	---	---	90,000.00
Equipment Purchase Contracts, 1 1/2% to 3%	(2)	1,497,931.54	---	---	---	1,497,931.54
Equipment Purchase Contracts, 2 3/4%		2,091,268.81	---	---	---	2,091,268.81
Equipment Purchase Contracts, 4%		865,551.37	---	---	---	865,551.37
Washington Gas Light Co. General mortgage 5% 50-year gold bonds	November 1, 1960	---	5,199,500.00	---	---	5,199,500.00
Washington Gas Light Co. refunding mortgage 4 1/4% bonds	March 1, 1956	---	2,240,000.00	---	---	2,240,000.00
Georgetown Gas Light Co. first-mortgage 5% 50-year gold coupon bonds	September 1, 1963	---	8,500,000.00	---	---	8,500,000.00
Real Estate Mortgage Loan	August 1, 1961	---	1,000,000.00	---	---	1,000,000.00
Potomac Electric Power Co. first-mortgage 3 1/4% bonds	July 1, 1967	---	987,500.00	20,000,000.00	---	20,000,000.00
Do.	July 1, 1966	---	---	5,000,000.00	---	5,000,000.00
Do.	December 1, 1974	---	---	10,000,000.00	---	10,000,000.00
Do.	August 1, 1975	---	---	5,000,000.00	---	5,000,000.00
Do.	August 1, 1977	---	---	---	---	---
Totals		\$17,896,631.72	\$17,927,000.00	\$40,000,000.00	\$2,138,400.00	\$78,962,031.72

- (1) \$30,000.00 annually on June 10th.
(2) 5 issues of equipment trust notes, executed in 1937, 1938, 1939 and 1940, were, by supplemental agreements executed in June, 1941, extended as to maturity date, and interest rates changed to 3 percent per annum on unpaid balances.

SCHEDULE 5.--OPERATING TAXES, MAJOR UTILITIES, YEAR ENDED DEC. 31, 1942.

	Capital Transit Company	Potomac Electric Power Company	The Chesapeake & Potomac Telephone Company	Washington Gas Light Company	Total, all companies
Federal:					
Capital stock	\$ 75,000.00	\$ 76,313.30	\$ 45,014.70	\$ 21,500.00	\$ 215,828.00
Excise tax on electrical energy	---	456,182.02	---	---	456,182.02
Excise tax on telephone and telegraph messages	---	---	1,021.75	---	1,021.75
Income	2,505,521.24	2,506,209.81	998,659.00	581,939.18	6,592,319.23
Miscellaneous	7,016.95	34,247.08	78,017.19	24,809.67	7,016.95
Social security: old age benefits	106,280.55	10,273.18	23,405.82	7,441.09	245,346.49
Social security: unemployment compensation	31,881.92	---	---	---	73,002.08
Total Federal taxes	\$2,725,710.63	\$3,063,225.40	\$1,144,098.46	\$ 635,683.94	\$ 7,568,718.63
District of Columbia:					
Bus mileage	\$ 176,569.58	---	---	---	176,569.58
Gasoline	237,469.22	---	---	---	237,469.22
Gross earnings	429,207.37	620,298.55	522,532.52	345,912.72	1,915,952.17
Income	241,565.25	240,090.33	131,189.75	58,157.74	670,963.07
Miscellaneous	3,752.16	10.00	10.00	10.00	3,782.16
Real and personal property	88,215.46	145,352.46	91,764.49	89,840.44	415,272.85
Social security: unemployment compensation	287,251.75	91,514.24	210,652.04	66,636.72	656,054.75
Total District of Columbia taxes	\$1,166,130.79	\$1,097,225.56	\$ 956,149.81	\$ 558,557.62	\$ 4,078,063.80
Other states:					
Bus license - Md.	\$ 15,513.28	---	---	---	15,513.28
Corporation - N. Y.	---	---	10.00	---	10.00
Gasoline - various	---	---	---	---	---
Gross receipts - Md.	1,893.15	34,148.20	---	---	34,148.20
Income - Md.	81.75	11,095.70	---	---	12,926.85
Miscellaneous	4,151.19	123,776.67	---	---	127,927.86
Real and personal property - Md.	---	955.46	9,947.47 (1)	---	11,183.44
Social security: unemployment compensation	---	---	---	280.48	---
Total taxes, other states	\$ 21,579.37	\$ 169,974.03	\$ 9,957.47	\$ 280.48	\$ 201,791.35
Total taxes	\$4,213,420.93	\$4,330,425.01	\$2,110,205.74	\$1,194,522.04	\$11,848,573.76

(1) Amount billed by other telephone companies - Includes \$4,115.05 for Federal old age benefits and unemployment compensation and \$5,531.82 for unemployment compensation taxes of other states.

SCHEDULE 6.--DEPRECIATION ACCRUALS AND BASES FOR THE YEAR ENDED
DEC. 31, 1942.

(a) CHANGES IN DEPRECIATION RESERVES FOR THE YEAR:

	<u>Capital Transit Company</u>	<u>The Chesapeake & Potomac Telephone Company</u>	<u>Potomac Electric Power Company</u>	<u>Washington Gas Light Company</u>
Credits to reserves:				
Credit balance beginning year	\$11,792,833.50	\$12,065,087.78	\$15,010,519.60	\$2,171,608.41
Accruals contra-charged to operating expenses	2,124,411.54	3,061,145.64	1,522,889.60	550,840.21
Accruals contra-charged to non-operating income	22,725.63 ⁽¹⁾	----	----	----
Accruals contra-charged to clearing accounts	----	31,222.15	73,541.22	36,842.96
Interest on reserves contra-charged to non-operating income	----	----	627,216.63	----
Salvage and insurance	43,234.53	4,230,028.65	891,701.05	26,715.36
Total credits	<u>\$13,983,205.20</u>	<u>\$19,387,484.22</u>	<u>\$18,125,868.10</u>	<u>\$2,786,006.94</u>
Debits to reserves:				
Costs of property retired	318,482.30	5,720,137.59	1,048,297.46	163,701.93 ⁽²⁾
Costs of removal	95,101.07	100,766.51	410,407.45	25,533.56
Miscellaneous debits	----	----	----	----
Total debits	<u>\$ 413,583.37</u>	<u>\$ 5,820,904.10</u>	<u>\$ 1,458,704.91</u>	<u>\$ 189,235.49</u>
Credit balance ending year	<u>\$13,569,621.83</u>	<u>\$13,566,580.12</u>	<u>\$16,667,163.19</u>	<u>\$2,596,771.45</u>

(1) Includes \$2,206.47 contra charged to Profit and Loss.

(2) Excludes \$16,472.31 book cost of Gas Plant Retired and charged to Contributions in Aid of Construction.

(b) DEPRECIATION ACCRUALS, BASES, AND RATES FOR YEAR ENDED DECEMBER 31, 1942:

CAPITAL TRANSIT COMPANY. - Depreciation accrual rates temporarily increased and made retroactive to January 1, 1942 by authority of Commission under Order No. 2468 dated January 5, 1943, upon request of company, to provide for currently accelerated depreciation due to abnormal wartime conditions. Depreciation accrued at the rate of 11.1% per annum on investment in busses and bus accessories; at the rate of $6 \frac{1}{4}$ percent per annum on investment in street cars known as "Providence cars"; at the rate of 5 percent per annum on investment in "Presidents' Conference Committee" and streamlined street cars; and at the rate of 2 percent per annum on investment in road and equipment other than that previously specified herein.

CHESAPEAKE & POTOMAC TELEPHONE COMPANY. - Depreciation accrued on "straight-line" basis, the composite annual rates as applicable to investment in individual classes of property being as follows at the close of the year: buildings 2.21 percent, central office equipment, 3.72 percent; station apparatus, 7.09 percent; private branch exchanges, 9.17 percent; booths and special fittings, 7.90 percent; pole lines, 7.30 percent; aerial cable, 5.14 percent; underground cable, 3.16 percent; buried cable, 4.50 percent; submarine cable, 6.30 percent; underground conduit, 2.10 percent; furniture and office equipment, 5.40 percent; vehicles and other work equipment, 11.93 percent. The over-all composite rate for all depreciable property was 4.43 percent.

POTOMAC ELECTRIC POWER COMPANY. - Depreciation accrued for corporate purposes at the annual rate of 2.5 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 $\frac{1}{4}$ 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. For depreciation accruals under the sliding scale arrangement see Par. 1-Schedule (g).

WASHINGTON GAS LIGHT COMPANY. - Depreciation accrued for corporate records purposes 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. For depreciation accruals under the sliding scale arrangement see Par. 2-Schedule (g).

SCHEDULE 7.--PERSONNEL AND PAYROLL DATA, ALL MAJOR UTILITIES, YEAR ENDED DECEMBER 31, 1942.

(a) Elected officers:

Capital Transit Company

President
Vice President and Comptroller
Vice President
Vice President and Secretary
Treasurer

E. D. Merrill
J. E. Heberle
J. H. Stephens
W. B. Bennett
H. D. Crampton

Salary
Received
\$24,166.67
11,333.31
6,166.67
11,333.32
7,366.67
\$60,366.64

Portion charged to
Capital
Transit Co.
Montgomery
Bus Lines, Inc.

\$24,078.29
11,291.85
6,144.17
11,291.86
7,339.81
\$220.66

Potomac Electric Power Company

President
Vice President and General Manager
Vice President and Commercial Manager
Secretary and Assistant Treasurer
Treasurer

A. G. Neal
J. H. Ferry
H. A. Brooks
G. M. Thompson
R. W. Wilson

\$35,000.00
22,000.00
15,200.00
10,500.00
7,000.00
\$89,700.00

Potomac Electric
Power Co.

Bradock Light
& Power Co.

Washington
Railway &
Electric Co.

\$34,506.25
21,877.16
15,115.13
8,521.92
6,686.17
\$181.24
\$193.75
122.84
64.87
42.24
37.54
\$300.00
--
1,935.83
276.29
\$2,512.12

Washington Gas Light Company

President
Vice President and General Manager
Vice President and Treasurer
Assistant Vice President
Secretary
Comptroller
Assistant Treasurer
Assistant Treasurer
Assistant Treasurer
Assistant Secretary

M. L. Sperry
E. J. Boothby
R. C. Owens
J. D. Dingwell, Jr.
B. T. Stafford
C. H. Rittenour
W. W. Barrow
A. G. Dawson
F. R. Holt
H. G. Thompson

\$32,515.00
18,416.67
15,500.00
8,800.00
6,607.00
8,661.54
7,215.70
4,666.67
5,000.00
3,630.00
2,517.88
\$106,507.76

Washington Gas
Light Co.

Rosslyn
Gas Co.

Washington
Co. of Mont.
Co., Md.

Washington
Suburban
Gas Co.

\$26,490.00
14,993.75
12,625.00
7,175.00
5,275.00
8,661.54
7,215.70
3,808.34
4,075.00
3,225.24
2,051.04
\$87,034.07
\$2,150.00
1,891.67
1,025.00
575.00
425.00
588.25
308.33
325.00

166.42
\$6,783.64
\$3,325.00
1,891.67
1,600.00
900.00
675.00
907.39
466.67
500.00
404.76
257.56
\$10,928.05
\$1,761.80

The Chesapeake and Potomac Telephone Company

President
Vice President, Secretary and Treasurer
Vice President
Vice President
Vice President
Vice President and General Counsel
Vice President and General Manager

L. E. Wilson
P. C. Coffin
L. K. Griffin
R. C. McCarty
J. A. Remon
R. A. Vandorfel
C. A. Robinson

\$17,500.00
5,850.00
5,850.00
2,437.50
8,750.00
8,750.00
22,500.00
\$71,637.50

The C. & P.
Telephone
Company

(2) Also served and received compensation from The Chesapeake and Potomac Telephone Company of Baltimore City, The Chesapeake and Potomac Telephone Company of Virginia and The Chesapeake and Potomac Telephone Company of West Virginia.

SCHEDULE 7. - Personnel and payroll data. (Continued.)

(b) Officers and employees exclusive of elected officers: ⁽¹⁾

	<u>No.</u>	<u>Salaries and Wages</u>
Capital Transit Company	4,975	\$10,831,564.17
Potomac Electric Power Company	2,241	5,898,859.36
Washington Gas Light Company	1,547	3,743,455.75 ⁽¹⁾
The Chesapeake and Potomac Telephone Company	5,977	12,046,521.73
Totals	14,740	\$32,520,401.01

(1) Prior to allocation to subsidiary or associated companies.

(c) All officers and employees: ⁽¹⁾

	<u>No.</u>	<u>Salaries and Wages paid</u>	<u>Portion charged directly to operating expenses</u>
Capital Transit Company	4,980	\$10,891,930.81 ⁽¹⁾	\$10,596,509.88 ⁽¹⁾
Potomac Electric Power Company	2,246	5,988,559.36	3,873,251.75
Washington Gas Light Company	1,557	3,849,963.51 ⁽¹⁾	2,672,083.26
The Chesapeake and Potomac Telephone Company	5,984	12,118,159.23	10,127,145.67
Totals	14,767	\$32,848,612.91	\$27,268,990.56

(1) Prior to allocation to subsidiary or associated companies.

(d) Hours of service:

CAPITAL TRANSIT COMPANY. - The basic required work week of employees is as follows: - general office employees, 39 hours per week; general shop employees, 44 hours per week; garage and car house employees, 48 hours per week; ways and structures maintenance employees, various lengths of time from a minimum of 45 hours to a maximum of 56 hours per week; transportation supervisory employees, various lengths of time from a minimum of 48 hours per week to a maximum of 54 hours per week; trainmen and bus operators, no basic week other than each individual is scheduled off one day in each seven, the average pay length of run on week days being about 8.4 hours including time off for meals which

is paid for, while Sunday runs are shorter, so that the individual work week may be composed of 6 week days or 5 week days and one Sunday.

POTOMAC ELECTRIC POWER COMPANY. - The basic required work week of employees is 40 hours per week, with the exception of certain clerical employees who work $38 \frac{3}{4}$ hours per week.

WASHINGTON GAS LIGHT COMPANY. - The basic required work week of employees is 40 hours per week.

THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY. - The basic required work week of employees is as follows: - engineers, draftsmen, surveyors, accountants, clerks, local managers and commercial agents, $37 \frac{1}{2}$ hours per week; experienced switchboard operators, from a minimum of 35 hours to a maximum of 40 hours per week; operators in training, service inspectors, supervising foremen, central office installation and maintenance men, line and station construction, installation and maintenance men, cable and conduit construction and maintenance men, 40 hours per week.

SCHEDULE 8. - Control of voting securities of major utilities as of
December 31, 1942.

CAPITAL TRANSIT COMPANY

Controlling interest. - Not determined. Fifty percent of voting securities (240,000 shares of common stock) held by Washington Railway and Electric Company; also additional 3,012 shares of common stock are owned and/or controlled by the North American Company. (See subsequent data on Washington Railway and Electric Company)

Corporations directly controlled by Capital Transit Company. - Montgomery Bus Lines, Inc.; Glen Echo Park Company. (Nonutility)

THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY

Controlling interest. - American Telephone and Telegraph Company owned one hundred percent of voting securities (common stock).

Corporations directly controlled by The Chesapeake and Potomac Telephone Company. - None.

POTOMAC ELECTRIC POWER COMPANY

Controlling interest. - Directly controlled by Washington Railway and Electric Company which held one hundred percent of voting securities (common stock). (See subsequent data on Washington Railway and Electric Company)

Corporations directly controlled by Potomac Electric Power Company. - None.

WASHINGTON GAS LIGHT COMPANY

Controlling interest. - Voting stock consisting of 503,976 shares, reported by company to be distributed among 7,685 holders, the largest single holding being only 7,000 shares or 1.4 percent of the total voting stock outstanding.

Corporations directly controlled by Washington Gas Light Company. - Rosslyn Gas Company (Va.); Prince George's Gas Corporation (Md.); Washington Gas Light Company of Montgomery County (Md.); Washington Suburban Gas Company (Md.)

WASHINGTON RAILWAY AND ELECTRIC COMPANY

Controlling interest. - Not determined. At December 31, 1942, the voting securities of the Washington Railway and Electric Company consisted of 150,000 shares (85,000 preferred and 65,000 common), of which the North American Company beneficially owned 51,827 and 33/40 shares, or 34.55 percent. The North American Company holdings embraced 50,197 shares of common stock and 65,233 certificates of participating units of beneficial ownership of Washington Railway and Electric Company common stock, each unit representing 1/40th of a share with proportional interests in all distributions, rights, and voting rights. These 65,233 certificates constitute the remainder of 480,000 such certificates received from Bankers Trust Company in exchange for 12,000 shares of Washington Railway and Electric Company common stock under deposit agreement dated November 29, 1939, 414,767 certificates having been distributed as dividends to holders of North American Company common stock during 1939, 1940 and 1941.

Corporations directly controlled by Washington Railway and Electric Company.

Potomac Electric Power Company; Washington and Rockville Railway Company (A holding company).

SCHEDULE 9.--CAPITAL TRANSIT CO: DETAILED NET OPERATING INCOME,
YEAR ENDED DEC. 31, 1942.

	<u>Rail</u>	<u>Bus</u>	<u>Total rail and bus</u>
OPERATING REVENUES:			
Passenger revenue	\$14,329,612.85	\$9,407,250.40	\$23,736,863.25
Mail express and switching	75,358.86	---	75,358.86
Special revenue, chartered service	---	74,329.81	74,329.81
Station, car and bus privi- leges	33,597.12	22,191.18	55,788.30
Rent of buildings and equip- ment	6,472.73	6,896.69	13,369.42
Total operating revenues .	\$14,445,041.56	\$9,510,668.08	\$23,955,709.64
OPERATING EXPENSES:			
Way and structures	\$ 785,766.04	\$ ---	\$ 785,766.04
Buildings, fixtures and grounds	---	48,733.28	48,733.28
Equipment	771,349.60	1,516,810.11	2,288,159.71
Power	1,016,177.57	---	1,016,177.57
Fuel and lubricants for re- venue vehicles	---	876,425.60	876,425.60
Conducting transportation .	4,821,075.04	3,395,828.04	8,216,903.08
Traffic	20,017.27	17,487.30	37,504.57
General and miscellaneous .	1,242,838.47	738,260.31	1,981,098.78
Depreciation	1,054,374.78	1,070,036.76	2,124,411.54
Taxes	3,578,623.06	634,797.93	4,213,420.99
Total operating expenses .	\$13,290,221.83	\$8,298,379.33	\$21,588,601.16
NET OPERATING INCOME.....	\$ 1,154,819.73	\$1,212,288.75	\$ 2,367,108.48

SCHEDULE 10.--CAPITAL TRANSIT COMPANY MILEAGE, CAR-HOURS, PASSENGERS, AND PASSENGER REVENUES
STATISTICS FOR YEAR ENDED DECEMBER 31, 1942.

	Rail	Bus	Total Rail and Bus
Mileage:			
1-man cars	15,987,576	---	15,987,576
1-man busses	---	26,344,090	26,344,090
2-man cars	7,610,647	---	7,610,647
Total	23,598,223	26,344,090	49,942,313
Passenger-car hours:			
1-man cars	1,888,830	---	1,888,830
1-man busses	---	2,657,674	2,657,674
2-man cars	874,059	---	874,059
Total	2,762,889	2,657,674	5,420,563
Revenue passengers:			
District of Columbia:			
10-cent cash fares	41,508,639	21,522,516	63,031,155
8 1/3-cent token fares	40,740,141	31,101,724	71,841,865
Weekly pass	115,877,074	69,949,502	185,826,576
Subtotal	198,125,854	122,573,742	320,699,596
3-cent school ticket fares ...	3,175,340	2,884,894	6,060,234
5-cent fares	---	2,020,527	2,020,527
Miscellaneous:			
Hains Point bus	---	8,604	8,604
Total District of Columbia ...	201,301,194	127,487,767	328,788,961
Maryland:			
10-cent cash fares	---	302,897	302,897
8 1/3-cent token fares	---	275,929	275,929
8-cent cash fares	843,555	242,998	1,086,553
7 1/2-cent ticket fares	85,337	24,540	109,877
7-cent ticket fares	---	---	---
5-cent cash and ticket fares ...	626,879	6,647,174	7,274,053
Weekly pass	1,541,427	3,261,521	4,802,948
Miscellaneous:			
Commutation	338,753	1,787,168	2,125,921
Total Maryland	3,435,951	12,542,227	15,978,178
Grand total: District of Columbia and Maryland combined	204,737,145	140,029,994	344,767,139
Passenger revenues:			
District of Columbia:			
10-cent cash fares	\$ 4,150,863.90	\$ 2,152,251.60	\$ 6,303,115.50
8 1/3-cent token fares	3,337,677.51	2,591,772.16	5,929,449.67
Weekly pass	6,536,435.41	3,947,643.12	10,484,078.53
Subtotal	\$14,024,976.82	\$ 8,691,666.88	\$22,716,643.70
3-cent school ticket fares ...	155,260.20	86,546.82	241,807.02
5-cent fares	---	101,026.35	101,026.35
Miscellaneous:			
Hains Point bus	---	2,064.80	2,064.80
Total District of Columbia ...	\$14,180,237.02	\$ 8,881,304.85	\$23,061,541.87
Maryland:			
10-cent cash fares	\$ ---	\$ 30,289.70	\$ 30,289.70
8-1/3-cent token fares	---	---	---
8-cent cash fares	67,484.40	19,439.84	86,924.24
7-1/2-cent ticket fares	6,400.28	1,840.50	8,240.78
7-cent ticket fares	---	---	---
5-cent cash and ticket fares ...	31,343.95	332,358.70	363,702.65
Weekly pass	29,641.84	62,720.05	92,361.89
Miscellaneous:			
Commutation	14,505.36	79,296.76	93,802.12
Total Maryland	\$ 149,375.83	\$ 525,945.55	\$ 675,321.38
Grand total: District of Columbia and Maryland combined	\$14,329,612.85	\$ 9,407,250.40	\$23,736,863.25
Average fare paid-revenue passengers	6.9990	6.7180	6.8849
Total operating expenses and taxes dollars	\$13,290,221.83	\$ 8,298,379.33	\$21,588,601.16
Average operating expenses and taxes per revenue passenger - cents	6.4914	5.9261	6.2618

Note: Data include District of Columbia and Maryland. Revenues exclude chartered service.

SCHEDULE 11.--PASSENGERS AND PASSENGER REVENUES, DISTRICT OF COLUMBIA, 1933 THROUGH 1942.

(a) REGULAR FARE (1) PASSENGERS AND PASSENGER REVENUES - RAIL AND BUS IN THE DISTRICT OF COLUMBIA ONLY - 1933 (2) THROUGH 1942.

		Passenger			Passenger revenue	Average fare per ride cents
		Rail	Bus	Total		
1933	(2)					
	Number	71,793,479	9,821,900	81,615,379)	\$ 6,730,513.50	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)		
1941	Number	138,831,059	73,789,588	212,620,647)	15,051,318.69	7.079
	Percent	65.30	34.70	100.0)		
1942	Number	198,125,854	122,573,742	320,699,596)	22,716,643.70	7.083
	Percent	61.78	38.22	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 November 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 1942:

11(c) - WEEKLY PASS REVENUE PASSENGERS AND REVENUES - RAIL AND BUS IN
THE DISTRICT OF COLUMBIA, 1933 THROUGH 1942.

	Number of Passes sold	Rate	Bus	Weekly pass revenue passengers (1)				Weekly pass revenues				Average fare per weekly pass revenue ride cents	Average number of revenue rides per pass per week
				Total rail and bus		Aggregate regular fare passengers (2)		Amount		Aggregate regular fare revenues (2)			
				Number	Percent	Number	Percent	Amount	Percent	Amount	Percent		
1933 (3)	2,986,205	60,724.210	5,146,727	65,880,937	52.10	\$ 3,093,242.74	37.15	1,604	22.4				
1934 (4)	2,600,753	74,311.926	10,346,096	84,056,984	58.05	3,066,628.97	42.75	4,980	22.3				
1935 (4)	4,345,096	77,450.656	19,310,050	96,760,746	60.27	4,473,365.09	45.30	4,982	22.3				
1936 (4)	2,606,324	53,720.351	19,502,021	72,223,442	48.56	3,618,234.55	35.09	5,102	24.5				
1937	2,956,545	50,905.454	21,350,476	72,441,912	48.79	3,695,681.70	35.10	5,025	24.5				
1938	3,132,245	54,164.652	23,766,913	77,951,566	49.13	3,917,303.74	35.00	5,114	24.4				
1939	3,429,546	58,629.930	26,900,981	85,530,911	49.70	4,399,482.86	36.02	5,232	23.6				
1940	1,669,049	74,510.746	36,639,384	111,150,130	52.28	5,871,027.75	35.01	5,046	22.4				
1941	1,669,049	74,510.746	36,639,384	111,150,130	52.28	5,871,027.75	35.01	5,046	22.4				
1942	6,313,201	115,877.074	69,949,502	189,026,576	57.94	10,454,078.52	46.15						

- (1) Rides made on weekly passes in the District of Columbia are counted and 72.5 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 revenue, see immediately preceding schedule no titled.
- (3) No weekly passes were offered for sale prior to December 1, 1935.
- (4) Figures for these years include applicable amounts for District of Columbia operations of the Washington Rapid Transit Company, which was absorbed by the Capital Transit Company on June 10, 1936.

SCHEDULE 12 - CAPITAL TRANSIT COMPANY: - Net additions of passenger vehicles, year ended December 31, 1942 and passenger vehicles in service at December 31, 1942.

	2-man streetcars	1-man streetcars	Busses	Recorded Cost
Additions during year:				
New "Presidents' Conference Committee" streetcars		67		\$1,250,722.38
2-man streetcars converted to 1-man operation during year	(2)	2		2,523.80
Total streetcars added during year	(2)(1)	69		\$1,253,246.18
40 passenger White busses			15	\$160,897.35
27 passenger Ford busses			30	158,012.68
44 passenger G.M.C. busses			20	288,358.77
44 passenger White busses			100	1,180,800.67
44 passenger Mack busses			75	925,134.39
58 passenger Super-Twin bus			1	12,786.00
Total busses added during year			241	\$2,725,989.86
Retirements during year:				
Streetcars retired during year	-	-		-
Total streetcars retired during year	-	-		-
29 passenger Yellow bus			1	\$9,017.88
Total busses retired during year			1	\$9,017.88
Net additions of passenger vehicles for year ended December 31, 1942	(2)(1)	69	240	\$2,716,971.98
Number of passenger vehicles in service at December 31, 1941	440	323	895	
Number of passenger vehicles in service at December 31, 1942	438	392	1,135(2)	

(1) Parentheses indicate deduction or decrease.

(2) Excludes 100 busses in service leased from Defense Plant Corporation.

SCHEDULE 13.--THE CHESAPEAKE & POTOMAC TELEPHONE CO.: DETAILED NET
OPERATING INCOME, YEAR ENDED DEC. 31, 1942.

OPERATING REVENUES:

Local-service revenues:

Subscribers' station revenues	\$14,086,216.63	
Public telephone revenues	2,008,631.00	
Service stations	14,703.77	
Local private-line service	<u>274,722.99</u>	
Total local-service revenues		\$16,384,274.39

Toll-service revenues:

Message tolls	\$ 4,292,319.18	
Toll private-line service	54,206.05	
Other toll-service revenues	<u>725.48</u>	
Total toll-service revenues		\$ 4,347,250.71

Miscellaneous revenues:

Telegraph commissions	\$ 30,741.38	
Directory advertising and sales	542,438.72	
Rent revenues	240,111.94	
Other operating revenues	<u>27,425.97</u>	
Total miscellaneous revenues		\$ 840,718.01

Total operating revenues \$21,572,243.11

OPERATING EXPENSES:

Maintenance expenses	\$ 4,923,941.05	
Traffic expenses (excludes operators' wages)	954,606.09	
Operators' wages	3,791,875.72	
Commercial expenses	1,928,472.16	
General miscellaneous expenses	1,542,833.11	
General services and licenses	289,508.35	
Depreciation	3,061,145.64	
Taxes	2,110,205.74	
Uncollectible revenues	<u>76,000.00</u>	

Total operating expenses \$18,678,587.86

NET OPERATING INCOME \$ 2,893,655.25

SCHEDULE 14. - THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY: OPERATING STATISTICS, YEAR 1942.

PLANT MILEAGE

<u>Class</u>	<u>Total owned mileage</u>	<u>Total route mileage</u>
Miles of pole lines	200	200
Miles of wire in cables	1,391,626	1,391,703
Miles of aerial wire	---	---
Miles of single-duct underground conduit	1,804	1,815

CENTRAL OFFICES

<u>Class</u>	<u>Number of central offices</u>	<u>Number of exchange circuits</u>	<u>Number of company telephones</u>
Common battery manual	1	2,290	3,114
Dial (automatic) system	22	142,752	354,645
Total	23	145,042	357,759

TELEPHONES

	<u>Beginning of year</u>	<u>End of year</u>	<u>Increase during year</u>
Main telephones	141,746	154,045	12,299
P. B. X. stations	141,792	165,962	24,170
Extension telephones	38,386	37,752	(634) (1)
Total company	321,924	357,759	35,835
Service telephones	858	1,463	605
Private line and others (including telegraph and teletypewriter)	2,586	2,844	258
Total	325,368	362,066	36,698

(1) Parentheses indicates decrease

MESSAGES

	<u>1941</u>	<u>1942</u>
Average local calls per month	37,927,948	41,917,329
Average toll calls per month	444,999	633,201
Average number of telephones during year	296,637	345,438
Average local calls per telephone per month	127.86	121.35
Average toll calls per telephone per month	1.50	1.83

SCHEDULE 15.--POTOMAC ELECTRIC POWER CO.: DETAILED NET OPERATING INCOME,
YEAR ENDED DEC. 31, 1942.

OPERATING REVENUES:	Kilowatt- hours sold	Revenues
Sales:		
Residential or domestic (excluding Federal Government)	258,544,022	\$ 6,277,555.61
Commercial and industrial (excluding D. of C. and Federal Governments) .	460,672,900	7,918,369.73
Street, park, and traffic lights:		
D. C. Government	24,060,188	765,892.65
Federal Government	1,458,698	57,648.08
Other	1,783,529	103,594.29
Other sales to public authorities:		
a. D. C. Government:		
Commercial and industrial	27,177,402	381,564.23
b. Federal Government:		
Residential or domestic	171,738	3,118.94
Commercial or industrial	396,523,683	3,581,541.20
Railroad corporations	129,027,580	1,020,920.81
Other electric corporations	47,323,759	388,540.08
Penalties		170,061.29
Total sales	<u>1,346,743,499</u>	<u>\$20,668,806.91</u>
Other:		
Rent from property used in utility operations		86,916.75
Miscellaneous utility revenues		7,126.29
Total operating revenues		<u>\$20,762,849.95</u>
OPERATING EXPENSES:		
Production:		
Operation & miscellaneous	\$4,654,936.58	
Maintenance	376,553.27	
Energy interchanged	<u>1,458.01</u>	
Total production		\$5,032,947.86
Transmission:		
Operation & miscellaneous	27,673.60	
Maintenance	<u>32,921.76</u>	
Total transmission		60,595.36
Distribution:		
Operation & miscellaneous	1,408,352.75	
Maintenance	<u>578,671.31</u>	
Total distribution		1,987,024.06
Customers' accounting & collecting		856,571.04
Sales promotion expenses		110,201.33
Administrative & general expenses:		
Operation	1,210,971.10	
Maintenance	<u>32,908.90</u>	
Total administrative & general .		1,243,880.00
Retirement expense		1,522,889.60
Taxes		4,330,425.01
Uncollectible revenues		<u>11,242.12</u>
Total operating expenses		<u>\$15,155,776.38</u>
NET OPERATING INCOME		<u>\$ 5,607,073.57</u>

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

SCHEDULE 16. - POTOMAC ELECTRIC POWER COMPANY: OPERATING STATISTICS,
YEAR 1942.

Kilowatt-hours output:

Generated at--

Benning plant	543,770,000
Buzzard Point plant	984,864,000
Received under interchange contract	134,382,000
Total	1,663,016,000

How accounted for:

Sales (see operating statement)	1,346,743,499
Delivered under interchange contract	168,809,000
Used by company	6,312,684
Total	1,521,865,183

Unaccounted for

141,150,817

Other data:

Tons (2,000 pounds) bituminous coal consumed (1)	737,604.02
Average pounds coal consumed per kilowatt-hour produced	0.9650
Boilers installed, 28; Rated capacity, 34,654 H.P.	
Steam generators installed, 13; Rated capacity, 355,000 kilowatts.	
(1) Includes 253,111 gallons of oil expressed as 1,335.02 net tons of coal.	

CUSTOMER AND METERS, ON DECEMBER 31, 1942.

<u>Class</u>	<u>Customers</u>	<u>Meters</u>
Residential	193,941	196,263
Commercial	30,574	36,282
Power	494	1,173
Municipal	41	
Other public-service corporations	2	6
Railroad corporations	1	119
Inactive meters		2,309
Total	225,053	236,152

SCHEDULE 17.--WASHINGTON GAS LIGHT CO.: DETAILED NET OPERATING INCOME,
YEAR ENDED DEC. 31, 1942.

OPERATING REVENUES:	MCF Sold	Revenues
Domestic	6,773,150	\$ 5,244,734.29
Space heating	3,773,221	2,263,472.99
Commercial & industrial	2,195,985	1,328,553.94
Water heating - commercial	7,165	3,394.94
Apartments - master meters	191,350	142,404.68
Government buildings	569,004	290,282.58
Street & park lighting	244	286.33
Washington Gas Light Co. of Montgomery County, Md.	1,946,053	836,802.97
Rosslyn Gas Co.	1,313,235	525,294.00
Prince George's Gas Corporation	20,996	8,789.81
Washington Suburban Gas Co.	10,347	4,449.13
Washington Suburban Gas Co. (Resale Nat. Gas)	131,026	49,555.05
Penalties		107,803.62
Total sales	<u>16,931,776</u>	<u>\$10,805,824.33</u>
Rent from utility plant		57,079.15
Miscellaneous operating revenues		6,004.90
Total operating revenues		<u>\$10,868,908.38</u>
OPERATING EXPENSES:		
Production:		
Operation:		
Natural gas purchased for reforming \$	742,305.87(1)	
Natural gas purchased for enriching	1,850,526.13(2)	
Natural gas expense	10,835.77	
Other expenses	<u>1,982,058.20</u>	
Total operation		\$4,585,725.97
Maintenance		260,250.63
Natural gas purchased for resale (3)		<u>52,163.62</u>
Total production & gas purchased for resale		4,898,140.22
Distribution:		
Operation	830,924.26	
Maintenance	<u>237,650.21</u>	
Total distribution		1,068,574.47
Customers' accounting & collecting ..		563,207.43
Sales-promotion expenses		167,504.77
Administrative and general:		
Operation	760,296.91	
Maintenance	<u>18,954.15</u>	
Total administrative & general ...		779,251.06
Retirement expense		550,840.21
Taxes		1,194,522.04
Uncollectible revenues		<u>13,848.09</u>
Total operating expenses		<u>\$ 9,235,888.29</u>
NET OPERATING INCOME		<u>\$ 1,633,020.09</u>

(1) 2,749,281 MCF
(2) 5,032,982 "
(3) 158,160 "
Total 7,840,423

SCHEDULE 18. - WASHINGTON GAS LIGHT COMPANY: OPERATING STATISTICS,
YEAR 1942.

Gas to account for:		
On hand first of year	M cubic feet	33,069
Water gas made	do	12,656,857
Natural gas purchased for resale	do	158,160
Natural gas purchased for enriching	do	5,032,982
Total	do	<u>17,881,068</u>
Gas accounted for:		
Sold	do	16,931,776
Used by company	do	48,118
On hand end of year	do	33,286
Total	do	<u>17,013,180</u>
Unaccounted for	do	<u>867,888</u>
Average calorific value, natural gas	B.t.u.	1,141.6
Average calorific value, mixed gas at works	do	605
Generator fuel per M cubic feet gas made	pounds	11.814
Average cost generator fuel - coke	per ton	\$9.82
Average cost generator fuel - coal	per ton	\$6.17
Oil used for carbureting per M cubic feet gas made	gallons	.311
Average cost of oil	cents per gallon	4.3
Residuals made during year:		
Gallons tar		1,236,831
Yards cinders (not measured)		
Maximum daily output of gas - December 20, 1942	M cubic feet	114,908
Minimum daily output of gas - July 19, 1942	do	24,320

ACTIVE METERS IN SERVICE

<u>Class</u>	<u>At the end of year</u>	<u>Average for year</u>
Domestic	150,428	148,175
Space heating	25,430	24,966
Commercial and industrial	6,851	6,779
Water heating--commercial	15	15
Apartments--master meters	864	766
Government buildings	1,029	992
Total	<u>184,617</u>	<u>181,693</u>

SCHEDULE 19. - THE WESTERN UNION TELEGRAPH COMPANY AND POSTAL TELEGRAPH-CABLE COMPANY:

The annual reports filed with this Commission by The Western Union Telegraph Company and the Postal Telegraph-Cable Company 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 Company	\$285,586.01
Postal Telegraph-Cable Company	34,766.20

DIGEST OF ORDERS, 1942

Order No.	Date	Name of Utility	Subject	File No.
2141	Jan. 7	Capital Transit Co.	Loading platform on 4th Street, Northwest, between Blair Road and Butternut Street.	3293/1
2142	Jan. 7	Commission personnel	A simplified procedure for distributing costs of the personnel of the Public Utilities Commission.	3315
2143	Jan. 14	Capital Transit Co.	Application for authority to convert two-man cars of conventional type for one-man operation.	2843/40, F.C. 306
2144	Jan. 14	Capital Transit Co.	Consideration of requests from the Federation of Citizens' and Civic Associations for the issuance of three (3) tokens for twenty-five (25) cents.	3186/92, F.C. 309
2145	Jan. 14	Capital Transit Co.	Application for authority to execute a "Conditional Sale Agreement" with the White Motor Company and notes provided for therein.	2843/43
2146	Jan. 14	Capital Transit Co.	Application for authority to execute a "Conditional Sale Agreement" with the St. Louis Car Company and the Reconstruction Finance Corporation and notes provided for therein.	2843/43
2147	Jan. 14	Capital Transit Co.	Application for authority to execute a "Conditional Sale Agreement" with the Steuart Motor Company, Transit Bus Division, and notes provided for therein.	2843/43

Order No.	Date	Name of Utility	Subject	File No.
2148	Jan. 14	Capital Transit Co.	Protest of Manor Park Citizens' Association against removal of bus stops at Peabody Street, Northwest, on 3rd Street and 5th Street.	3192/127 & 3192/129
2149	Jan. 14	Capital Transit Co.	Operation of busses (Massachusetts Avenue Bus Line).	2643/79
2150	Jan. 14	Capital Transit Co.	Operation of busses (Garfield Bus Line).	3282.
2151	Jan. 14	Vehicles for hire, used in hauling goods, wares, or merchandise.	Public vehicle stands.	3221
2152	Jan. 14	Taxicabs	do	3013/265
2153	Jan. 14	Washington, Virginia and Maryland Coach Company, Inc.	Operation of busses within the District of Columbia.	2731
2154	Jan. 23	Capital Transit Co.	Application of Mrs. Ira P. Miller relative to the use of school tickets by stu- dents of Wilson Teachers College.	2880/121
2155	Jan. 23	The Chesapeake and Potomac Telephone Co.	Special Telephone Charges of Hotels, Apartment Houses and Clubs on Telephone Com- munications.	F.C. 311
2156	Jan. 14	Capital Transit Co.	Stops for busses on the 16th Street Bus Line.	2547/57
2157	June 4	Capital Transit Co.	Operation of busses (Petworth and Chillum Bus Lines).	3192/102
2158	Jan. 23	Taxicabs	Public vehicle stands.	3013/265

Order No.	Date	Name of Utility	Subject	File No.
2159	Jan. 14	Capital Transit Co.	Bus stops and terminals on the Anacostia-Congress Heights Bus Line.	3256
2160	Jan. 14	Capital Transit Co.	Establishment of bus zones.	2547/57 & 3192/128
2161	Jan. 14	Capital Transit Co.	Relocation of northbound bus stop and zone on 4th Street, Southwest, at the near side of M Street.	3085/178
2162	Jan. 14	Capital Transit Co.	Loading platform on Pennsylvania Avenue, Northwest, east of 17th Street.	3292/1
2163	Jan. 14	Capital Transit Co.	Bus stops on the Massachusetts Avenue Bus Line.	2643/79
2164	Jan. 29	Taxicabs	System of Uniform Zones and Rates and Regulations Applicable Thereto for Taxicabs Operated within the District of Columbia.	F.C. 312
2165	Feb. 6	Capital Transit Co.	Application for authority to execute a "Conditional Sale Agreement" with the General Motors Truck and Coach Division of Yellow Truck and Coach Manufacturing Company, and notes provided for therein.	2843/43
2166	Feb. 4	Capital Transit Co.	Northbound route of Chevy Chase bus service (Routes L-2, L-4 and L-7) between the intersection of 13th and H Streets, Northwest, and the intersection of 18th Street and Connecticut Avenue.	F.C. 290

Order No.	Date	Name of Utility	Subject	File No.
2167	Feb. 6	Potomac Electric Power Co. and Washington Railway and Electric Co.	Application for approval of the issue and sale by the former to the latter and the acquisition by the latter, for cash at par, of 30,000 shares of Common Stock.	F.C. 313
2168	Feb. 4	Washington Gas Light Co.	Proposed gas rate schedules and general service provisions.	F.C. 314
2169	Feb. 6	Taxicabs	System of Uniform Zones and Rates and Regulations Applicable Thereto for Taxicabs Operated within the District of Columbia.	F.C. 312
2170	Feb. 6	Capital Transit Co.	Operation of Temporary Feeder Bus Lines (Routes X-1, X-3 and X-5)	3321
2171	Feb. 14	Taxicabs	System of Uniform Zones and Rates and Regulations Applicable Thereto for Taxicabs Operated within the District of Columbia.	F.C. 312
2172	Feb. 12	Capital Transit Co.	Application of School of Remedial Education for the privilege of using reduced school fares.	2880/123
2173	Feb. 12	Capital Transit Co.	Restoration of bus stop.	3192/126
2174	Feb. 12	Capital Transit Co.	Establishment of bus stops and zone.	3257
2175	Feb. 12	Capital Transit Co.	Establishment of Sunday street car stops.	3292
2176	Feb. 12	Capital Transit Co.	Establishment and abolishment of street car stops and safety zones.	3293

Order No.	Date	Name of Utility	Subject	File No.
2177	Feb. 12	Capital Transit Co.	Street car loading plat- forms.	3298/1
2178	Feb. 12	Capital Transit Co.	Safety Zones.	3297/1
2179	Feb. 12	Alexandria, Barcroft and Washington Transit Company.	Operation of busses within the District of Columbia.	2097/2
2180	Feb. 12	Capital Transit Co.	Installation of street car platform reflector signals.	2962/10
2181	Feb. 21	Capital Transit Co.	Bus stops and terminals (Garfield Bus Line).	3282
2182	Feb. 21	Capital Transit Co.	Stops for busses on the Sousa Bridge Lines.	3269
2183	Feb. 24	Taxicabs	Placing War Department signs in taxicabs operat- ing within the District of Columbia.	3072/57
2184	Feb. 25	Taxicabs	System of Uniform Zones and Rates and Regulations Applicable Thereto for Taxicabs Operated within the District of Columbia.	F.C. 312
2185	Mar. 24	Washington Gas Light Co.	Proposed gas rate sched- ules and general service Provisions.	F.C. 314
2186	Feb. 24	Capital Transit Co.	Application for authority to execute two "Condi- tional Sale Agreements" with the Mack-Interna- tional Motor Truck Cor- poration, and notes provided for therein.	2843/43 & 2843/45
2187	Feb. 24	Capital Transit Co.	Bus routes for the Sousa Bridge Lines.	3269, F.C. 310

Order No.	Date	Name of Utility	Subject	File No.
2188	Feb. 24	Capital Transit Co.	Bus stops and zones.	2558/52, 2696/26, 2841 & 2703/60
2189	Feb. 24	Washington, Virginia and Maryland Coach Company, Inc.	Bus stands, stops and zones.	2731
2190	Feb. 24	Taxicabs	Public Vehicle Stands.	3013/265
2191	Mar. 3	Washington Gas Light Co.	Application for authority to increase its capitalization by increasing its authorized capital stock from 1,000,000 shares without par value to 1,090,000 shares without par value.	3204/3, F.C. 308
2192	Mar. 3	Capital Transit Co.	Investigation into the rates, routings and service of the Company to the Takoma, Petworth and Chillum areas.	3192/102, F.C. 303
2193	Mar. 3	Capital Transit Co.	Operation of busses (Potomac Park Bus Line, Route R-4).	2609/5
2194			Not issued.	
2195	Mar. 3	Arlington and Fairfax Motor Transportation Company.	Operation of busses within the District of Columbia.	2991
2196	Mar. 3	Alexandria, Barcroft and Washington Transit Company.	Operation of busses within the District of Columbia.	2097/2
2197	Mar. 3	Washington, Virginia and Maryland Coach Company, Inc.	Operation of busses within the District of Columbia.	2731
2198	Mar. 3	Capital Transit Co.	Investigation of the routes, services and transportation facilities.	3327, F.C. 315

Order No.	Date	Name of Utility	Subject	File No.
2199	Mar. 3	Capital Transit Co.	Routes of the Chevy Chase bus service.	3244/28
2200	Mar. 3	Capital Transit Co.	Operation of busses (Anacostia-Congress Heights Bus Line).	3256
2201	Mar. 10	Capital Transit Co.	Bus Stops and Bus Zones on Connecticut Avenue at Cathedral Avenue and at Legation Street.	3183/6
2202	Mar. 6	Taxicabs	System of Uniform Zones and Rates and Regulations Appli- cable thereto for Taxicabs operated within the District of Columbia.	2942/128
2203	Mar. 6	Taxicabs	do	F.C. 312
2204	Mar. 6	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2205	Mar. 10	Taxicabs	Public Vehicle Stands.	3013/265
2206	Mar. 10	Capital Transit Co.	Operation of busses on the Buzzard Point Bus Line.	3256
2207	Mar. 10	Capital Transit Co.	Loading platform on Rhode Island Avenue, Northeast, east of 4th Street.	3294/1
2208	Mar. 12	Taxicabs	Complaint against Thomas A. Crabtree in connection with taxicab service.	
2209	Mar. 12	Taxicabs	Complaint against Calvin Campbell, operator of Diamond Cab No. 795.	3319, F.C. 312/18
2210	Mar. 13	Taxicabs	Regulations Governing the Operation of Passenger Vehicles for Hire having a Seating Capacity of less than Eight Passengers.	2942/29

Order No.	Date	Name of Utility	Subject	File No.
2211	Mar. 13	Potomac Electric Power Co.	Rates, tolls, charges, rules, regulations and conditions of service and related matters.	2708/98
2212	Mar. 17	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2213	Mar. 20	Taxicabs	do	F.C. 312
2214	Mar. 20	Taxicabs	Informal complaint against A. Glyde Schuebel, operator and/or driver of Diamond Cab No. 253.	
2215	Mar. 20	Taxicabs	Informal complaint against Harold G. Strickland, oper- ator of Globe Cab No. 39.	
2216	Mar. 20	Taxicabs	Rules and regulations necessary to make effective the purposes of "AN ACT To provide that all cabs for hire in the District of Columbia be compelled to carry insurance for the protection of passengers, and for other purposes".	3230
2217	Mar. 24	Taxicabs	Regulations Governing the Operation of Passenger Vehicles for Hire having a Seating Capacity of less than Eight Passengers.	2942/29
2218	Mar. 20	Blue and Grey Sight Seeing Tours, Inc.	Operation of busses within the District of Columbia.	2935/10
2219	Mar. 20	Washington Gas Light Company	Investigation of rates, tolls, charges, tariffs, rules, regulations and conditions of service.	3305, F.C. 316

Order No.	Date	Name of Utility	Subject	File No.
2220	Mar. 24	Capital Transit Co.	Rate of three tokens for twenty-five cents.	F.C. 309
2221	Mar. 26	Washington Gas Light Co.	Application for authority to increase its capitalization by 90,000 shares of cumulative preferred stock.	3204/3, F.C. 308
2222	Mar. 20	Capital Transit Co.	Operation of busses (East Washington Bus Line).	3286
2223	Mar. 20	Capital Transit Co.	Operation of busses (Cross-town Bus Line).	3317
2224	Mar. 20	Capital Transit Co.	Bus stops and zones, car stops and platforms.	3295, 2703/60, 3257, 3070, 3292/1, 3269/3, 3292, 3301, 3326, 3256, 2097/36, 2696/26, 2731 & 3241.
2225	Mar. 20	Taxicabs	Public Vehicle Stands.	3013/265
2226	Mar. 27	Potomac Electric Power Company and Washington Railway and Electric Company	Application for approval of the issue and sale by the former to the latter and the acquisition by the latter, for cash at par, of 30,000 shares of Common Stock.	F.C. 313
2227	Mar. 27	Blue and Grey Sight Seeing Tours, Inc.	Operation of busses within the District of Columbia.	2935/10
2228	Mar. 27	Capital Transit Co.	Operation of busses on the Buzzard Point Bus Line.	3326
2229	Mar. 27	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2230	Apr. 18	Capital Transit Co.	Street car stops in the Southwest Mall.	3184/19

Order No.	Date	Name of Utility	Subject	File No.
2231	Apr. 7	Capital Transit Co.	"Owl" service.	2818/6
2232	Apr. 7	Capital Transit Co.	Bus routes for the Sousa Bridge Lines.	3269
2233	Apr. 7	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2234	Apr. 17	Washington Gas Light Co.	Application for Relief from Provisions of Order No. 2185.	3320, F.C. 314
2235	Apr. 16	Capital Transit Co.	Bus routes for the Sousa Bridge Lines.	3269, F.C. 310
2236	Apr. 18	Capital Transit Co.	do	do
2237	Apr. 18	Capital Transit Co.	Operation of busses (East Washington Bus Line).	3286
2238	Apr. 17	Taxicabs	Regulations governing the operation of passenger vehicles for hire having a seating capacity of less than eight passengers.	2942/29
2239	Apr. 17	Capital Transit Co.	Routes of the Chevy Chase bus service (L-2, L-4 and L-7).	3244/28
2240	Apr. 17	Capital Transit Co.	Operation of busses (Takoma Park, Petworth and Chillum Heights).	3192/102
2241	Apr. 17	Capital Transit Co.	Bus stops on the Crosstown Bus Line.	3317
2242	Apr. 17	Capital Transit Co.	Application for relocation of street car stops on Wisconsin Avenue.	3301 & 3292
2243	Apr. 17	Capital Transit Co.	Tracks in the vicinity of 14th Street and Maine Ave- nue, Southwest.	2354/284

Order No.	Date	Name of Utility	Subject	File No.
2244	Apr. 17	Various companies.	Routes of busses, street cars, and interstate motor carriers during construction of underground street car loop and grade separation project on 14th Street, Southwest, at and north of Maine Avenue.	2097/2, 2991, 3070, 3257, 2075/29, 2935/10, 3307 & 3054/3
2245	Apr. 17	Capital Transit Co.	Bus stops on the East Washington Bus Line.	3286
2246	Apr. 21	Washington Gas Light Co.	Application for authority to issue and sell 40,000 shares of \$5 Cumulative Preferred Stock.	3204/4, F.C. 317
2247	Apr. 18	Capital Transit Co.	Stops for street cars.	3296 & 3298
2248	Apr. 18	Capital Transit Co.	Stops and zones for busses.	2547/57, 2703/60, 3286, 3183/6 & 3321
2249	Apr. 18	Alexandria, Barcroft and Washington Transit Co. and Arlington and Fairfax Motor Transportation Company	Bus stands and zones.	2097/2 & 2991
2250	Apr. 18	Taxicabs	Public Vehicle Stands.	3013/265
2251	Apr. 23	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2252	Apr. 21	Capital Transit Co.	Bus stop and zone.	3183/6
2253	Apr. 21	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2254	Apr. 21	Taxicabs	do	do
2255	Apr. 21	Taxicabs	Public Vehicle Stands.	3013/265
2256	Apr. 24	Taxicabs	Rentals, Charges and Practices of Taxicab Companies and Associations.	2942/149, F.C. 319

Order No.	Date	Name of Utility	Subject	File No.
2257	Apr. 17	Capital Transit Co.	Street car stops and safety zones (14th Street car Line).	3291
2258	Apr. 28	Potomac Electric Power Co.	Rates, tolls, charges, rules, regulations and conditions of service, and related matters.	2708/99
2259	Apr. 28	Various companies.	Reporting of Property Changes.	1145/12
2260	Apr. 28	Alexandria, Barcroft and Washington Transit Company and Arlington and Fairfax Motor Transportation Company.	Operation of busses within the District of Columbia.	2097/2 & 2991
2261	Apr. 28	Taxicabs	Public Vehicle Stands.	3013/265
2262	Apr. 28	Capital Transit Co.	Operation of busses on the Buzzard Point Bus Line.	3326
2263	Apr. 28	Taxicabs	Public Vehicle Stands.	3013/265
2264	Apr. 28	Capital Transit Co. and Washington, Marlboro and Annapolis Motor Lines, Inc.	Transportation service in the area east of the Anacostia River and between Ridge Road and Good Hope Road, and adjacent area.	2097/36
2265	Apr. 29	Washington Gas Light Co.	Application for Relief from Provisions of Order No. 2185.	3320, F.C. 314
2266	Apr. 30	Taxicabs	Regulations Governing the Operation of Passenger Vehicles for Hire having a Seating Capacity of less than Eight Passengers.	2942/29
2267	May 5	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312

Order No.	Date	Name of Utility	Subject	File No.
2268	May 5	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2269	May 8	Capital Transit Co.	Operation of busses (Cross-town Bus Line).	3317
2270	May 5	Capital Transit Co.	Rules and Regulations for the Equipment and Operation of Common Carrier Motor Vehicles in the District of Columbia.	2097/29
2271	May 5	Washington, Marlboro and Annapolis Motor Lines, Inc.	do	2097/36
2272	May 8	Capital Transit Co.	Operation of busses (Sargent Road Feeder Line).	3290
2273	May 8	Capital Transit Co.	Bus stops, zones and stands.	3183/6, 3286, 2715/29, 3285 & 3085/178
2274	May 8	Taxicabs	Public Vehicle Stands.	3013/265
2275	May 15	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2276	May 15	Taxicabs	do	do
2277	May 8	Capital Transit Co.	Street car stop and safety zone.	3291
2278	May 12	Capital Transit Co.	Rate of three tokens for twenty-five cents.	F.C. 309
2279	May 12	Capital Transit Co.	Regulations Concerning Standards of Electric Railway Service in the District of Columbia.	2018/54

Order No.	Date	Name of Utility	Subject	File No.
2280	May 8	Capital Transit Co. and Washington, Marlboro and Annapolis Motor Lines, Inc.	Transportation service in the area of Bradbury Heights and Fort Davis and transfer privileges between the two com- panies.	3330, F.C. 320
2281	June 3	Potomac Electric Power Company and Washington, Railway and Electric Company.	Application for approval of the issue and sale by the former to the latter and the acquisition by the latter, for cash at par, of 30,000 shares of Common Stock.	F.C. 313
2282	May 15	Taxicabs	Taxicab Zones and Rates.	2942/142, F.C. 307
2283	May 15	Capital Transit Co.	Operation of busses (New Hampshire Avenue Extension Bus Line).	3192/114
2284	May 15	Various companies.	Transportation to and from the Federal Government Reservation adjacent to the District of Columbia, in the State of Virginia.	F.C. 321
2285	May 19	Taxicabs	Emergency Taxicab Pick-up Service.	F.C. 312
2286	May 28	Various companies.	Operation of common carrier busses on Saturday, May 30, 1942, in connection with the Memorial Day Parade.	1562/219
2287	May 29	Taxicabs	Taxicab Zones and Rates.	F.C. 307
2288	May 22	Capital Transit Co.	Transportation to and from the Federal Government Reservation adjacent to the District of Columbia, in the State of Virginia.	F.C. 321

Order No.	Date	Name of Utility	Subject	File No.
2289	May 22	Capital Transit Co.	Bus Stops and Zones (Cross-town Bus Line).	3317
2290	May 22	Montgomery Bus Lines, Inc.	Operation of busses within the District of Columbia.	2097/92
2291	May 22	Capital Transit Co.	Operation of busses (Potomac Heights-Foxhall Village Bus Line).	2715/29
2292	May 22	Capital Transit Co.	Bus stops and zones.	2547/57 & 3241
2293	May 22	Taxicabs	Public Vehicle Stands.	3013/265
2294	May 22	Capital Transit Co.	Bus stops and zones (Sargent Road Feeder Line).	3290
2295	May 22	Alexandria, Barcroft and Washington Transit Company and Arlington and Fairfax Motor Transportation Company	Operation of busses within the District of Columbia.	2097/2 & 2991
2296	May 22	Capital Transit Co.	Bus stops, zones and terminals.	3256
2297	May 22	Capital Transit Co.	Operation of busses (Rhode Island Avenue Bus Line).	2703/60
2298	May 27	Taxicabs	Taxicab Zones and Rates.	F.C. 307
2299	June 5	Taxicabs	do	do
2300	May 29	Taxicabs	Public Vehicle Stands.	3013/265
2301	May 29	Capital Transit Co. and Washington, Marlboro and Annapolis Motor Lines, Inc.	Transportation service in the area east of the Anacostia River and between Ridge Road and Good Hope Road, and adjacent area.	3190, F.C. 291

Order No.	Date	Name of Utility	Subject	File No.
2302	May 29	Washington, Marlboro and Annapolis Motor Lines, Inc.	Bus stops and zones for busses.	2097/36
2303	May 29	Capital Transit Co.	Operation of bus service along Portland Street and Alabama Avenue in Congress Heights.	3256/1
2304	May 29	Potomac Electric Power Company	Rates, tolls, charges, rules, regulations and conditions of service and related matters.	2742/86
2305	May 29	Taxicabs	Public Vehicle Stands.	3013/265
2306	May 29	Sightseeing busses	Public Vehicle Stands.	3162
2307	June 5	Taxicabs	do	3013/265
2308	June 5	Alexandria, Bar- croft and Washington Transit Company and Arlington and Fairfax Motor Transportation Company.	Bus Stands and Zones with- in the District of Columbia.	2097/2 & 2991
2309	June 5	Capital Transit Co.	Bus Stands and Zones.	2547/57 & 3192/102
2310	June 5	Taxicabs	Public Vehicle Stands.	3013/265
2311	June 5	Capital Transit Co.	Rules and Regulations for the Equipment and Operation of Common Carrier Motor Vehicles in the District of Columbia.	2097/29
2312	June 9	Capital Transit Co.	Operation of busses (Six- teenth Street, Petworth and Chillum Bus Lines).	2547/57
2313	June 9	Capital Transit Co.	Bus stops and terminals on the Anacostia-Congress Heights Bus Line.	3256

Order No.	Date	Name of Utility	Subject	File No.
2314	June 9	Capital Transit Co.	Bus stops and zones.	3241 & 3317
2315	June 9	Washington, Virginia and Maryland Coach Company, Inc.	Operation of busses with- in the District of Columbia.	2731
2316	June 9	Capital Transit Co.	Operation of busses (Chillum Bus Line, K-2 and K-4).	3192/126
2317	June 13	Taxicabs	Transportation by taxicab to and from the Federal Government Reservation adjacent to the District of Columbia, in the State of Virginia.	2942/161
2318	June 10	Capital Transit Co.	Routes of the Chevy Chase bus service (L-2, L-4 and L-7).	3244/28
2319	June 10	Capital Transit Co.	Operation of busses (Takoma Park Bus Lines).	3192/102
2320	June 12	Capital Transit Co.	Operation of bus service ("Owl" service).	2818/6
2321	June 12	Capital Transit Co.	Operation of street rail- way service ("Owl" serv- ice).	2818/6
2322	June 12	Eastern Trails, Inc.	Operation of busses within the District of Columbia.	2832
2323	June 12	Safeway Trails, Inc.	do	3206
2324	June 16	Airport Transport, Inc.	Operation of limousine bus service within the District of Columbia.	3307, F.C. 318
2325	June 16	Capital Transit Co.	Establishment and reloca- tion of street car stops.	3297
2326	June 16	Capital Transit Co.	Establishment of "owl" service street car stops.	2818/6

Order No.	Date	Name of Utility	Subject	File No.
2327	June 23	Various companies.	Regulations concerning standards of motor bus service in the District of Columbia.	3259
2328	June 24	Capital Transit Co.	Street car-bus terminal loop at 12th and Quincy Streets, Northeast.	2354/315
2329	June 26	Capital Transit Co.	Abolishment and establishment of bus stops on the Massachusetts Avenue Bus Line.	2643/79
2330	June 26	Capital Transit Co.	Operation of busses (Anacostia-Congress Heights Bus Line).	3256
2331	June 26	Taxicabs	Public Vehicle Stands.	3013/265
2332	June 26	Capital Transit Co.	Abolishment and establishment of bus stops and zones.	2643/79, 3257, 2547/57 & 2703/60
2333	June 26	Capital Transit Co.	Safety zone for street cars on the Kenilworth Line.	3296
2334	June 26	Capital Transit Co.	Operation of busses (Massachusetts Avenue Bus Line).	2643/79
2335	June 26	Washington, Marlboro and Annapolis Motor Lines, Inc.	Terminal stand for busses.	2097/36
2336	June 27	Taxicabs	Taxicab rates and zones.	F.C. 307
2337	June 29	Washington Gas Light Company	Application for authority to issue all or any part of 3,270 shares of \$5 Cumulative Preferred Stock for Property to be purchased.	3204/4, F.C. 317

Order No.	Date	Name of Utility	Subject	File No.
2338	June 23	Capital Transit Co.	Regulations concerning standards of electric rail-way service in the District of Columbia.	3260
2339	July 3	Capital Transit Co.	Abolishment of bus stand located on the west side of 11th Street, Northwest, north of Pennsylvania Avenue.	3192/62
2340	July 24	Capital Transit Co.	Operation of busses (P Street Bus Line).	3241
2341	July 9	Potomac Electric Power Co.	Application for approval of the issue and sale of \$5,000,000 principal amount of its First Mortgage Bonds by public invitation of proposals for the purchase or underwriting thereof.	2445/21
2342	July 10	Capital Transit Co.	Establishment, relocation and abolishment of bus stops and safety zones for bus lines.	2703/60, 2696/26, 2547/57, 3301 & 3241
2343	July 10	Taxicabs	Public Vehicle Stands.	3013/265
2344	July 10	Capital Transit Co.	Operation of busses (Anacostia-Congress Heights Bus Line).	3256
2345	July 24	Capital Transit Co.	Operation of busses (P Street Bus Line).	3241
2346	July 10	Capital Transit Co.	Operation of busses (Potomac Park Bus Line, Route R-4).	2609/5
2347	July 10	Capital Transit Co.	Establishment of bus stops for busses.	2609/5
2348	July 17	Taxicabs	Public Vehicle Stands.	3013/265
2349	July 17	Taxicabs	Taxicab Zones and Rates.	F.C. 307

Order No.	Date	Name of Utility	Subject	File No.
2350	July 17	Taxicabs - Edwin A. Glenn	Recommendation that the License of Edwin A. Glenn to operate a Taxicab in the District of Columbia be revoked.	
2351	July 17	Capital Transit Co.	Operation of busses (Anacostia-Congress Heights Bus Line).	3256
2352	July 17	Taxicabs	Public Vehicle Stands.	3013/265
2353	July 17	Capital Transit Co.	Abolishment and establishment of bus stops and zones.	2643/79 & 3257
2354			Not issued.	
2355	July 17	Capital Transit Co.	Street car stops.	3292 & 3301
2356	July 24	Capital Transit Co.	Operation of busses (Rhode Island Avenue Bus Line).	2703/60
2357	July 24	Capital Transit Co.	Bus stops, zones and stands on their lines.	3192/126, 3256 & 2664/71
2358	July 28	Capital Transit Co.	Bus zone signs on Connecticut Avenue.	3183/6
2359	July 28	Capitol Greyhound Lines.	Operation of busses within the District of Columbia.	2097/100
2360	July 29	Alexandria, Barcroft and Washington Transit Company.	Establishment of a bus terminal.	2097/2
2361	Aug. 7	Capital Transit Co.	Transportation to and from the Federal Government Reservation adjacent to the District of Columbia, in the State of Virginia.	F.C. 321
2362	Aug. 7	Capital Transit Co.	Bus stops and zones.	F.C. 321

Order No.	Date	Name of Utility	Subject	File No.
2363	Aug. 7	Capital Transit Co.	Routes of 16th Street busses (Route S-6).	2547/57
2364	Aug. 7	Capital Transit Co.	Car stops.	3295
2365	Aug. 7	Capital Transit Co.	Bus stops and zones.	2547/57, 2703/60, 3241, 3256 and 3257
2366	Aug. 7	Capital Transit Co.	Routes of the Chevy Chase bus service (L-2, L-4 and L-7).	3244/28
2367	Aug. 7	Taxicabs	Public Vehicle Stands.	3013/265
2368	Aug. 7	Blue and Grey Sight Seeing Tours, Inc.	Operation of busses within the District of Columbia.	2935/10
2369	Aug. 4	Taxicabs	Placing signs in taxicabs operating within the District of Columbia.	3072/57
2370	Aug. 11	Capital Transit Co.	Street Car Stops and Load- ing Platforms (Tenleytown Line).	3292/1
2371	Aug. 21	Taxicabs	Taxicab Zones.	F.C. 322, F.C. 323
2372	Aug. 21	Taxicabs	Taxicab Zones and Rates.	2942/142, F.C. 307
2373	Aug. 25	Washington Gas Light Co.	Application for certifi- cate of authority (a) to acquire 9,500 shares of \$100.00 par value capital stock of the Rosslyn Gas Company and (b) to extend the maturity date and change the interest rate of certain Rosslyn Bonds.	3204/5

Order No.	Date	Name of Utility	Subject	File No.
2374	Aug. 21	Taxicabs	Design and Identification of Taxicab Stands.	2942/183
2375	Sept. 1	Bus Line - Samuel O. Gouldman	Application to operate common carrier motor vehicle service in the District of Columbia.	3338
2376	Sept. 1	Capital Transit Co.	Overhead Trolley Surface Track Loop for Street Cars in the McLean Gardens Develop- ment in the vicinity of Idaho and Wisconsin Avenues, North- west.	2354/319
2377	Sept. 9	Alexandria, Barcroft and Washington Trans- it Company	Operation of busses within the District of Columbia.	2097/2
2378	Sept. 9	Arlington and Fairfax Motor Transportation Company	Operation of busses within the District of Columbia.	2991
2379	Sept. 9	Capital Transit Co.	Bus stops and terminals on the Anacostia-Congress Heights Bus Line.	3256
2380	Sept. 9	Capital Transit Co.	Bus Stands and Zones.	2547/57 & 3192/102
2381	Sept. 9	Taxicabs	Use of Fire Hydrants as Taxicab Stands.	3013/265
2382	Sept. 9	Capital Transit Co.	Bus Stops and Zones.	3192/129
2383	Sept. 18	Potomac Electric Power Company	Investigation of Rates, Tolls, Charges, Rules, Regulations, and Condi- tions of Service.	3340 F.C. 326
2384	Sept. 18	Capital Transit Co.	Operation of busses (East Washington Bus Line).	3286
2385	Sept. 18	Capital Transit Co.	Bus routes for the Sousa Bridge Lines.	3269

Order No.	Date	Name of Utility	Subject	File No.
2386	Sept. 25	Washington Gas Light Co.	Investigation of rates, tolls, charges, tariffs, rules, regulations and conditions of service.	3305, F.C. 316
2387	Sept. 25	Taxicabs	Public Vehicle Stands.	3013/265
2388	Sept. 25	Capital Transit Co.	Operation of busses (Ana- costia-Congress Heights Bus Line).	3256
2389	Sept. 25	Capital Transit Co.	Track construction - con- struction of wye and con- necting track at the inter- section of 2nd and Upshur Streets, Northwest.	2354/299
2390	Sept. 25	Capital Transit Co.	Bus Stops and Zones.	2703/60
2391	Sept. 25	Capital Transit Co.	Street car stops and con- crete loading platforms.	3299/1
2392	Sept. 29	Potomac Electric Power Company	Rates, tolls, charges, rules, regulations, and conditions of service, and related matters.	2742/134
2393	Sept. 29	Capital Transit Co. and Washington, Marl- boro and Annapolis Motor Lines, Inc.	Transportation service in the area of Bradbury Heights and Fort Davis and transfer privileges.	3344, F.C. 330
2394	Sept. 29	Taxicabs	Public Vehicle Stands.	3013/265
2395	Oct. 2	Capital Transit Co.	Street car routes.	2075/29
2396	Oct. 2	Capital Transit Co.	Car stops.	3297 & 3299
2397	Oct. 2	Capital Transit Co.	Operation of Temporary Feeder Bus Lines (Routes X-1, X-3, X-5 and X-7).	3321
2398	Oct. 9	Washington Gas Light Co.	Application for Relief from Provisions of Order No. 2185.	3320, F.C. 314

Order No.	Date	Name of Utility	Subject	File No.
2399	Oct. 30	Taxicabs	Public Vehicle Stands.	3013/265
2400	Oct. 9	Capital Transit Co.	Stops and Zones for busses.	3321
2401	Oct. 13	Washington Gas Light Co.	Rates, Tolls, Charges, Tariffs, Rules, Regulations, and Conditions of Service.	F.C. 316
2402	Oct. 24	Capital Transit Co. and Washington, Marl- boro and Annapolis Motor Lines, Inc.	Transfer privileges between the two companies.	3330, F.C. 320
2403	Oct. 20	The Chesapeake and Potomac Telephone Co.	Application for certificate of authority to issue 300,000 shares of common stock.	F.C. 329
2404	Oct. 23	Washington Gas Light Co.	Rates, tolls, charges, tariffs, rules, regulations and conditions of service.	F.C. 316
2405	Oct. 27	The Chesapeake and Potomac Telephone Co.	Application for certificate of authority to issue notes.	3345
2406	Oct. 23	Capital Transit Co.	Stops for busses.	3269/1, 3269/3, 3269/5, 3269/7
2407	Nov. 9	Capital Transit Co.	Car stops and safety zones.	3299
2408	Oct. 23	Bus Line - Samuel O. Gouldman.	Application to operate common carrier motor vehicle service in the District of Columbia.	3338
2409	Oct. 23	Washington, Marlboro and Annapolis Motor Lines, Inc.	Bus stops and zones.	2097/36
2410	Oct. 23	Taxicabs	Public Vehicle Stands.	3013/265

Order No.	Date	Name of Utility	Subject	File No.
2411	Oct. 30	United Taxicab Drivers, Inc.	Petition for changes in taxicab rates and zone boundaries.	2942/173, F.C. 323/7
2412	Nov. 9	Capital Transit Co.	Operation of New Hampshire Avenue Extension Bus Line.	3192/114
2413	Oct. 27	Capital Transit Co.	Route of the Glover Park-Trinidad Bus Line.	2696/26
2414	Oct. 27	Capital Transit Co.	Establishment of Sunday bus stops.	2570/56
2415	Oct. 30	Capital Transit Co.	Operation of busses (West End Bus Line).	2936
2416	Nov. 5	Capital Transit Co.	Proposed Express Bus Line on 16th Street, Northwest, during rush periods.	F.C. 325
2417	Nov. 9	Taxicabs	Public Vehicle Stands.	3013/265
2418	Nov. 9	Washington Gas Light Co.	Rates, Tolls, Charges, Tariffs, Rules, Regulations and Conditions of Service.	F.C. 316
2419	Oct. 23	Capital Transit Co.	Bus stops and zones.	3192/128
2420	Nov. 12	Taxicabs	Placing signs in taxicabs operating within the District of Columbia.	3072/60
2421	Nov. 13	Capital Transit Co.	Operation of Rush Hour Feeder Bus Lines (17th Street, Route R-1).	3346
2422	Nov. 16	Washington Gas Light Co.	Rates, Tolls, Charges, Tariffs, Rules, Regulations and Conditions of Service.	F.C. 316
2423	Nov. 16	Washington Gas Light Co.	do	do
2424	Nov. 16	Washington Gas Light Co.	do	do

Order No.	Date	Name of Utility	Subject	File No.
2425	Nov. 17	Eastern Trails, Inc.	Operation of busses within the District of Columbia.	2832
2426	Nov. 17	Capital Transit Co.	Bus and Street Car Transfer Facilities on Benning Road, F.C. Northeast, west of the west end of the viaduct.	2765/11, 278/8
2427	Nov. 17	Taxicabs	Public Vehicle Stands.	3013/265
2428	Nov. 20	Washington, Virginia and Maryland Coach Company, Inc.	Operation of busses within the District of Columbia.	2731
2429	Nov. 20	Capital Transit Co.	Route of the Glover Park- Trinidad Bus Line.	2696/26
2430	Nov. 20	Capital Transit Co.	Operation of busses (Massachusetts Avenue Bus Line).	2643/79
2431	Nov. 20	Capital Transit Co.	Routes of the Chevy Chase bus service.	3244/28
2432	Nov. 20	Capital Transit Co.	Operation of busses during rush hours between Potomac Park area and Sixteenth Street and Petworth areas.	2547/57
2433	Nov. 20	Bus Line - Henri H. G. Gasque	Application to operate common carrier motor vehicle service in the District of Columbia.	3347
2434	Nov. 20	Capital Transit Co.	Bus Stops and Zones.	3192/126, 3192/128, 2547/57, 2765/11 & 2936
2435	Nov. 20	Capital Transit Co.	Street car stops.	3294, 3295 and 3296

Order No.	Date	Name of Utility	Subject	File No.
2436	Nov. 20	Alexandria, Barcroft and Washington Trans- it Company	Operation of busses within the District of Columbia.	2097/2
2437	Nov. 21	Capital Transit Co.	Street Car Stops and Con- crete Loading Platforms.	3293/1
2438	Nov. 24	Capital Transit Co.	Transportation to and from the Federal Government Reservation adjacent to the District of Columbia, in the State of Virginia.	F.C. 321
2439	Nov. 24	Capital Transit Co.	Safety zones.	2315/412
2440	Nov. 27	Capital Transit Co.	Operation of busses (Potomac Park Bus Line, R-4).	2609/5
2441	Dec. 4	Virginia Stage Lines, Inc.	Operation of busses within the District of Columbia.	2681
2442	Dec. 4	Various companies	Routes of interstate common carriers of freight through the District of Columbia.	3054/3
2443	Dec. 4	Capital Transit Co.	Bus stops and terminals (South Washington Bus Line).	3257
2444	Dec. 4	Pan American Grey- hound Lines, Inc.	Operation of busses within the District of Columbia.	2097/100
2445			Not issued.	
2446	Dec. 4	Alexandria, Barcroft and Washington Trans- it Company, Arlington and Fairfax Motor Transportation Company and Washington, Virginia and Maryland Coach Com- pany.	Bus stops and zones.	2097/2, 2991 & 2731

Order No.	Date	Name of Utility	Subject	File No.
2447	Dec. 5	Taxicabs	Public Vehicle Stands.	3013/265
2448	Dec. 9	Capital Transit Co.	Operation of busses (Woodley Road Bus Line).	3342, F.C. 327
2449	Dec. 11	Capital Transit Co.	Operation of busses (Glover Park-Foxhall Village-Trinidad Bus Line).	3342, F.C. 327
2450	Dec. 11	Capital Transit Co.	Operation of busses (Nebraska Avenue-Loughboro Road Bus Line).	3342, F.C. 327
2451	Dec. 11	Taxicabs	Public Vehicle Stands.	3013/265
2452	Dec. 15	Taxicabs	do	do
2453	Dec. 15	Washington, Virginia and Maryland Coach Company, Inc.	Operation of busses within the District of Columbia.	2731
2454	Dec. 18	Capital Transit Co.	Rate of three tokens for twenty-five cents.	F.C. 309
2455	Dec. 19	Capital Transit Co.	Temporary Emergency Bus Service.	3351
2456	Dec. 18	Capital Transit Co.	Street Car Stops and Con- crete Loading Platforms.	3291/1, 3299/1 & 3296/1
2457	Dec. 18	Taxicabs	Public Vehicle Stands	3013/265
2458	Dec. 18	Capital Transit Co.	Bus stops and zones.	3317
2459	Dec. 18	Capital Transit Co.	Operation of busses within the District of Columbia.	2547/57
2460	Dec. 18	Taxicabs	Public Vehicle Stands.	3013/265
2461	Dec. 24	Washington, Virginia and Maryland Coach Company, Inc.	Operation of busses within the District of Columbia.	2731

Order No.	Date	Name of Utility	Subject	File No.
2462	Dec. 28	Washington, Marlboro and Annapolis Motor Lines, Inc.	Terminal stand for busses.	2097/36
2463	Dec. 28	Capital Transit Co.	Operation of Rush Hour Feeder Bus Lines (17th Street, Route R-1).	3346
2464	Dec. 29	Capital Transit Co.	Operation of busses (Hyattsville-College Park Bus Line).	2841
2465	Dec. 29	Capital Transit Co.	Operation of busses (Rhode Island Avenue Bus Line).	2703/60
2466	Dec. 29	Capital Transit Co.	Operation of busses (East Washington Suburban Bus Line).	3286
2467	Dec. 31	Washington, Marlboro and Annapolis Motor Lines, Inc.	Authority to suspend certain District express service.	2097/36, F.C. 330.