

ANNUAL REPORT  
PUBLIC SERVICE COMMISSION  
STATE OF MISSOURI



1964 - 1965

ANNUAL REPORT

Missouri Public Service Commission  
From July 1, 1964 to June 30, 1965

# Missouri Public Service Commission



JEFFERSON CITY  
TEL. 438-3111

January 3, 1966

COMMISSIONERS  
WILLIAM R. CLARK, CHAIRMAN  
E. L. MCCLINTOCK  
FRANK W. MAY  
DONALD D. GUFFEY  
CHARLES J. PAIN

The Honorable Warren E. Hearnes  
Governor of Missouri  
State Capitol Building  
Jefferson City, Missouri

Dear Governor Hearnes:

In accordance with the provisions of Section 386.380, Revised Statutes of Missouri 1963, as amended, the Public Service Commission of the State of Missouri has the honor of transmitting to you herewith for your consideration and approval its Annual Report for the fiscal year July 1, 1964 to June 30, 1965.

We have endeavored to present, as briefly as possible consistent with the facts, a summary of the vast amount of important matters presented to the Commission and the disposition of them.

We sincerely hope that the report will prove of interest and value to you.

Respectfully submitted,

PUBLIC SERVICE COMMISSION  
OF THE STATE OF MISSOURI

*William R. Clark*  
William R. Clark, Chairman

*Frank W. May*  
Frank W. May, Commissioner

*Donald D. Guffey*  
Donald D. Guffey, Commissioner

*E. L. McClintock*  
E. L. McClintock, Commissioner

*Charles J. Paine*  
Charles J. Paine, Commissioner



SECRETARY  
SAM L. MANLEY

# Serving Missouri since 1913...

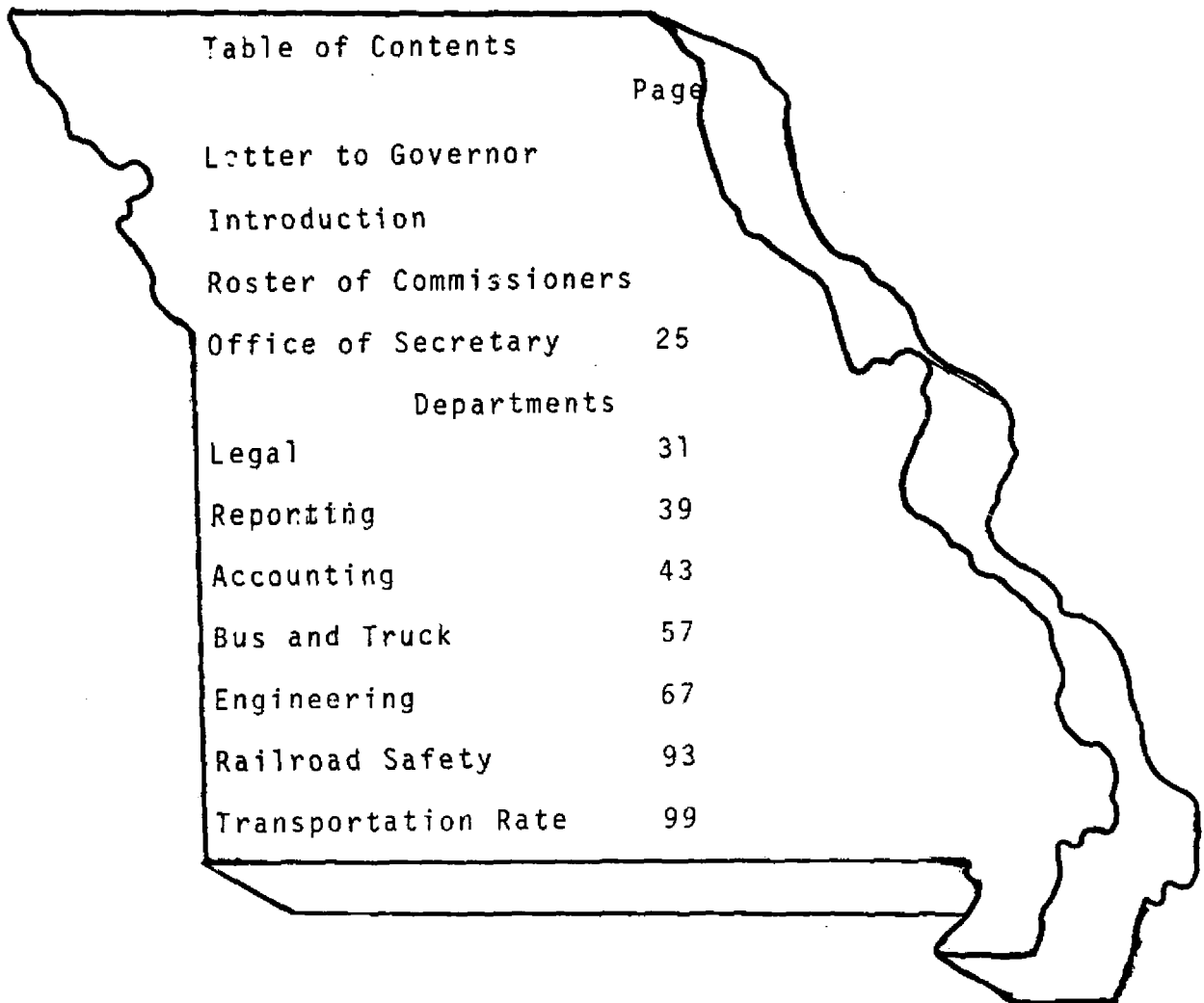
An outline map of the state of Missouri, oriented horizontally. The map is empty, serving as a background for the table of contents text which is placed within its boundaries.

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## THE SECOND HALF CENTURY OF SERVICE BEGINS

The Missouri Public Service Commission in 1964 began its second half century of service to Missouri. The Commission was founded in 1913 by an Act of the 47th General Assembly of Missouri. It was created in the interests of all Missourians and it continues to operate with that purpose in mind.

The 1913 Commission Act conferred upon the Public Service Commission power of regulation over public utilities functioning within the state. Those far-sighted legislators who brought the Commission into being might well be astonished to see the multitudinous responsibilities of today's Public Service Commission. They would be amazed to see the Commission's crowded dockets and a visit to the Commission offices, located on the ninth and tenth floors of the Jefferson Building, would be a revelation.

Public utilities, over which that first legislative body gave the Commission jurisdiction, have changed from luxury services to necessities. Electric power, gas, water systems, and telephone service are now a common part of modern living. Rulings of today's Public Service Commission are of personal significance and interest to every citizen. The modern Commission fulfills a serious obligation as an agency of State Government.

In the year 1931, the 56th General Assembly of Missouri

added still another obligation to the Public Service Commission. That group of law makers charged the Public Service Commission with the responsibility of regulation, supervision, inspection, and the right to levy certain fees on bus and truck vehicles traversing Missouri's highways. All motor transportation, operating for hire in the transporting of persons or properties over Missouri's highways and covered by the Bus and Truck Act, is under Public Service Commission authority.

The Public Service Commission fulfills a vital role in Missouri's economic stability. Because of its regulatory powers invested by law, the Commission helps to assure Missouri of an economically-sound public utility and transportation industry. Commission regulations call for financially-secure, investor-owned utilities capable of serving the needs of Missouri citizens. Proof of financial solvency and evidence of continued economic stability is required for Public Service Commission certification.

The Public Service Commission is quasi-legislative and quasi-judicial by nature. Hearings before the Commission are analogous to cases of any court although proceedings are generally more relaxed. Investigation preceding the hearing of a case is done by a competent staff within the Commission.

The Public Service Commission can and does act as watch-guard in matters of public utility for all Missourians. It has a responsibility to both consumer and investor in fulfilling

its regulatory obligations. Commission law protects the consumer from unfair and unrealistic rates and fares. It assures Missouri citizens of adequate service from monopolistically-inclined industries such as household utilities and transportation services.

At the same time, and by the same token, the Public Service Commission laws afford a certain protection to the industries it regulates. It assures the investor of a measure of protection from competitive and cutthroat business practices, so long as public need is satisfied. Any new utility or transportation industry must give evidence of need before it can offer its service or operate in Missouri with Public Service Commission approval.

The final responsibility in fulfilling the Public Service Commission's obligations rests on five Commissioners, headed by the Chairman. Each of the five Commissioners is appointed by the Governor with the advice and consent of the Senate. Each is appointed to serve a six-year term with terms of office so staggered that not more than two Commissioners' terms expire within any given year.

By tradition--but not by law--the Commissioners are selected on a bi-partisan basis. The Commissioners represent a three-to-two majority with three from the political party in power.

## ROSTER OF PUBLIC SERVICE COMMISSIONERS



TYRE W. BURTON  
Chairman

Tyre W. Burton served as Chairman of the Public Service Commission until his retirement on June 1, 1965. He had been Chairman longer than any other Chairman since the Commission was established in 1913.

Judge Burton began his career with the Commission as its Chief Counsel in 1949 and served in that capacity until appointed Chairman in 1952. He served under the administrations of five Missouri Governors.

A native of Fayette, Judge Burton is a member of the Missouri Bar. He served as Howard County Prosecuting Attorney from 1923 until 1927 and was State Representative from that county two terms (1931-1935).

Active in State Government from 1937, the Judge was Assistant Attorney General under two Attorneys General. He served as Chief Tax Attorney in the State Auditor's Office and Legal Secretary to Governor Forrest Smith.





WILLIAM R. CLARK  
Chairman

Governor Warren E. Hearnes on June 1, 1965 appointed William R. Clark Chairman of the Public Service Commission. The Missouri Senate, during its 73rd General Assembly, confirmed the Governor's appointment.

Judge Clark, a native of Missouri, formerly was engaged in general practice of law at Columbia. He served as Corporation Counsel under Secretary of State Walter H. Toberman (1955-1959) and was a member of the Colonel's staff of the late James T. Blair.

A graduate of the University of Missouri School of Law, Judge Clark also holds a degree from that university's School of Business and Public Administration. He is a graduate of Kemper Military Academy and attended Central College, Fayette, and the University of Colorado.

An Air Force pilot during World War II, flying 172 combat missions, Judge Clark served as jet test pilot from 1948-1953, and is a Lieutenant Colonel with the Air Force Reserve.

Shortly after his appointment to the Chairmanship, the 44-year-old Judge was named to the executive committee of the Midwest Association of Railroad and Utility Commissioners.



E. L. McCLINTOCK  
Commissioner

Judge E. L. McClintock, affectionately called the Dean of the Public Service Commission, has served as a Commissioner longer than any other person since the creation of the Public Service Commission in 1913. Judge McClintock was appointed as a member of the Commission on May 15, 1945, by the late Governor Phil M. Donnelly for an unexpired term of four years and was reappointed in 1949, 1955 and 1961. He has served under five Governors.

Judge McClintock has spent more than 50 years in the courts of Missouri. A portion of that time he was an official court reporter. A member of the Missouri Bar Association, Judge McClintock in 1965 was given the honorary title of Senior Counselor by that Association. He is a member of the Executive Committee of the National Association of Railroad and Utilities Commissioners and has also served as President of the Midwest Association of Railroad and Utilities Commissioners.

Judge McClintock's term of office will expire in April, 1967.



WILLIAM BARTON  
Commissioner

Commissioner William Barton in 1956 was appointed by the late Governor Phil M. Donnelly for an interim term as Public Service Commissioner. In 1957, the late Governor James T. Blair appointed Judge Barton as Commissioner for an unexpired term and in 1959 Governor Blair reappointed him to a full, six-year term. His term of office expires in October, 1965.

Judge Barton holds a Bachelor of Arts degree from Central Wesleyan College and attended the University of Kansas School of Law prior to receiving his LL.B. degree from the University of Missouri in 1930. He served as State Representative from Montgomery County five terms and was minority floor leader during the 60th General Assembly of Missouri.

In 1939, Judge Barton was appointed a member of the Revision Commission to revise and codify the laws of Missouri. This resulted in the Revised Statutes of Missouri, 1939. He is a member of the Missouri Bar Association and the Delta Theta Phi legal fraternity. He has been admitted to practice before the Interstate Commerce Commission and the U.S. Treasury Department. He holds the Civil Service rating of Hearing Examiner.



FRANK W. MAY  
Commissioner

Commissioner Frank W. May was appointed to the Public Service Commission by Governor John M. Dalton. His term of office began June 23, 1961 and will terminate in 1967.

He served as Assistant Prosecuting Attorney and as Prosecuting Attorney of St. Francois County and was the Eighth District Republican Congressional Candidate in 1956. On different occasions he served as City Attorney for Flat River, Bonne Terre, Esther and Elvins.

Commissioner May was born December 30, 1925. He graduated from the Desloge High School and attended Flat River Junior College before entering the United States Navy V-12 college program during World War II. He was commissioned Ensign in the Naval Reserve July 3, 1945, and served in the Pacific until discharged from the service.

Judge May received his LL.B. degree from Washington University School of Law in 1949. He also holds a degree in Business Administration from the Washington University School of Business. He is a member of the Missouri Bar and the Federal Bar.



DONAL D. GUFFEY  
Commissioner

Donal D. Guffey, a Democrat, was born April 11, 1926, in Kingston, Missouri, where he attended the public schools. He studied civil engineering in undergraduate school, attending Park College and Northwestern University, where he received his B. S. degree in 1947. He served in the United States Navy from 1944 to 1946, and taught in the Mirabile Consolidated High School in 1948. He was graduated from the Law School of the University of Missouri with an LL.B. degree in 1951.

Commissioner Guffey served as an Assistant Attorney General of Missouri from 1951 to 1960. In 1960 he became engaged in the general practice of law in Kansas City, Missouri, where he was associated with, and a member of the firm of Hillix, Hall, Hasburgh, Brown and Hoffhaus. He was appointed to the Public Service Commission by Governor John M. Dalton, and was sworn in July 1, 1963.

COMMISSIONERS' SECRETARIES

Hazel Benefiel  
Sue L. Cobble  
Marie Colvin  
Lucille Cybofsky

Marjorie Hardin Horn

(Commissioner Frank W. May)  
(Commissioner Donal D. Guffey)  
(Commissioner William Barton)  
(Chairman Tyre W. Burton)  
(Chairman William R. Clark)  
(Commissioner E. L. McClintock)

## FORMER COMMISSIONERS AND CHAIRMEN

Frank J. Iuen		1959-1963
D. D. McDonald		1955-1961
M. J. McQueen		1954-1956
Charles L. Henson		1942-1959
Maurice W. Covert		1952-1953
Frank Collier		1953-1954
Henry McKay Cary		1950-1955
John P. Randolph		1949-1951
Morris E. Osburn	Chairman	1945-1952
Agnes Mae Wilson		1943-1949
Kyle Williams	Chairman	1944-1945
Kyle Williams		1941-1952
Richard Arens		1944-1945
Albert Miller	Chairman	1943-1944
John A. Ferguson		1936-1944
Frederick Stueck	Chairman	1941-1943
Paul Van Osdol		1941-1943
J. D. James	Chairman	1941-1942
J. D. James		1938-1941
Marion S. Francis		1938-1941
John S. Boyer		1935-1941
Sam O. Hargus	Chairman	1935-1938
Scott Wilson		1938-1941

Roster of Commissioners continued -

William M. Anderson		1933-1938
Albert D. Nortoni		1936-1938
William Stoecker		1933-1936
George H. English		1931-1936
J. H. Porter		1925-1933
Harry E. McPherson		1934-1935
J. C. Collett	Chairman	1933-1935
J. Fred Hull		1929-1934
Milton R. Stahl	Chairman	1929-1933
S. M. Hutchison		1925-1931
Almon Ing		1925-1933
Almon Ing	Chairman	1928-1929
J. P. Painter		1928-1929
Thomas J. Brown	Chairman	1924-1928
Thomas J. Brown		1923-1924
D. F. Calfee		1925-1929
Merrill E. Otis	Chairman	1923-1924
Richard H. Musser		1923-1925
A. J. O'Reilly		1921-1925
Hugh McIndoe		1921-1923
John A. Kurtz	Chairman	1921-1923
John A. Kurtz		1920-1921
Edward Flad		1917-1921
Noah W. Simpson		1917-1923
David E. Blair		1917-1920



Roster of Commissioners continued -

William G. Busby	Chairman	1916-1921
Eugene McQuillin		1915-1921
Edwin J. Bean		1914-1925
Howard B. Shaw		1913-1917*
Frank A. Wrightman		1913-1916*
John Kennish		1920-
John Kennish		1913-1917*
William F. Woerner		1913-1914*
John M. Atkinson	Chairman	1913-1916**

\* First Commissioners of the Public Service Commission

\*\* First Chairman

# **Office of SECRETARY**

Warren Taylor, secretary

## OFFICE OF THE SECRETARY

The office of the Secretary might well be called the hub of all Commission activity. It is through this office that the business of the Commission has its beginnings and culmination.

Duties of the Secretary are administrative in nature. The Secretary is selected by the five Commissioners and he serves at the pleasure of the Commissioners. He is the keeper of the Official Commission Seal and administers the Oath of Office to each Commission employee.

Employees and officials pledge support of the United States Constitution and the Constitution of the State of Missouri. They solemnly swear to faithfully demean themselves in their duties with the Commission.

### Responsibilities Outlined

It is the responsibility of the Secretary to sign and mail all formal notices of hearings to interested parties at least ten days prior to hearing dates. The scheduling of hearings is handled by the Secretary. After a case is heard and decision reached, the Secretary is responsible for sending each party of record a copy.

The Secretary's office, during the fiscal year of this report, processed 209 regular utility applications and filed

1,185 new bus and truck cases. Utility orders during that period numbered 400 and 1,942 bus and truck orders were issued. Those cases represent all phases of Commission business.

Correspondence to the Commission is directed to the attention of the Secretary's office. The office receives, sorts and routes for handling all incoming mail. Mail not directed to individuals or departments of the Commission is opened by the Secretary's office and channeled to the proper department for action.

To publish the vast volume of correspondence, legal papers, and so forth, a print shop is operated under supervision of the Secretary. Duplicating equipment is used for printing numerous forms used within the Commission, weekly docket schedules, a monthly register of motor carrier cases, copying transcripts of cases, and the printing of this annual report, to list a few publications handled by the Secretary's office.

#### True Records Kept

It is also the duty of the Secretary and his staff to preserve a true and complete copy of all records and proceedings. Records are filed, in their entirety, for a period of five years. After five years, records are transferred to microfilm.

Permanent records of Commission cases are open to the interested public at any time during office hours. These records date back to April 25, 1913, when "Case No. 1" was con-

cluded and became a matter of history.

In addition to his other duties, the Secretary is property manager for the Commission. He must keep an inventory of Commission properties. The Secretary's office is also responsible for the annual preparation and publication of this report.

Office of Secretary Personnel

Secretary	Warren G. Taylor
Assistant to the Secretary	Margaret E. Meadows
Chief Clerk	Leola A. Parker
Public Information	Jane Erickson
Clerk-Stenographer II	Elsie Dunwiddie
Clerk III	Helen Sitton
Clerk-Typist III	Mary Potts
Switchboard Operator	Marie Whitener
Clerk I	Irene Ulstad
Duplicating Equipment Operator	Gilbert J. Bax, Jr.
Mail Clerk	John Campbell
Custodian	Julius Mulkey, Jr.
Custodian	Eugene Jefferson.

**LEGAL**

Wayne Waldo, general counsel

## LEGAL DEPARTMENT

The personnel of the Legal Department is composed of the General Counsel, Assistant General Counsel, Attorney-Examiners, Reporter of Opinions, and secretarial and clerical employees.

The General Counsel's obligation is two-fold. His interests are those of the general public as well as the Commission. It is his duty to represent the Commission and serve as its attorney. He lends counsel to the Commission and speaks for the Commission before Federal regulatory bodies and at certain court hearings.

The General Counsel also gives advice to the general public or any municipality requesting advice as to rights under the Public Service Commission laws. It is the General Counsel's duty to represent the public in rate hearings before the Public Service Commission.

The scope of the duties of the Legal Department is very broad and all have been discharged even though the work load has steadily increased. Part of the increase is due to a growing volume of business in the Commission generally and part is due to enlarged emphasis on certain phases of Commission activity.

The General Counsel, with his Assistants, has engaged in conferences with the Commissioners and the technical staff. They have advised all departments within the Commission on questions of law arising within that department. They have



conferred with and advised members of the public and officials on many problems related to the business of the Commission. The General Counsel's office has prepared replies to a considerable volume of correspondence directed to the Commission.

The General Counsel and his Assistants have taken an active part in conferences with public utilities dealing with the rates charged by the utilities to the public and represented the public in all hearings which are in any way related to the rates charged by the utilities.

There has been an increase in the number of applications to discontinue the operation of passenger trains now serving the State of Missouri and the General Counsel has actively represented the interests of the general public in the State of Missouri in all these proceedings. An example is the application of the St. Louis-San Francisco Railway Company to discontinue all of its passenger trains in the State of Missouri.

The General Counsel's office has filed interventions in several cases before the Federal Power Commission dealing with the service and rates for natural gas and electricity, and by this intervention is protecting the interests of the consuming public in Missouri.

The Legal Department has cooperated with other agencies and departments of the state government, particularly in the enforcement of the Bus and Truck Act by the various enforcement agencies of the State of Missouri.

During the fiscal year eighteen decisions of the Commission were taken to the Circuit Court for review. These cases necessitated the writing of a brief for the Circuit Court by the Legal Department and appearances in Circuit Court on the dates set for the cases.

In addition to the review by the Circuit Court several cases were appealed to the Appellate and Supreme Courts, and the Legal Department prepared briefs and represented the Commission and the public on these appellate cases.

Attorney-Examiners in the Legal Department have assisted the Commission by acting as hearing examiners in cases which have been filed before the Commission. The work of the hearing examiners has helped the Commission dispose of many cases on the crowded docket of the Commission. In addition to presiding at the hearing, the examiners have prepared suggested reports and orders which have been submitted to the Commission for consideration.

Attorneys and examiners from the Legal Department have represented the State of Missouri on Joint Boards created by the Interstate Commerce Commission pursuant to the provisions of the Federal Motor Carriers' Act. Missouri is a member of Joint Boards with adjoining or surrounding states and these Joint Boards have heard many cases during the year relating to motor carriers and bus and truck operators.

The Reporter of Opinions has been very active in the past fiscal year. The Publications Commission, consisting of the members of the Public Service Commission and the General Counsel, have selected many cases for publication in the Public Service Commission Reports. The publication of the Reports is under the supervision of the Reporter of Opinions and two volumes of the Reports were published during the fiscal year. Because of the accelerated activity in this field the official publication of the Reports of the decisions of the Commission is now on a current status.

Personnel of the Legal Department on June 30, 1965.

General Counsel	Wayne W. Waldo
Assistant General Counsel	Glenn D. Evans
Attorney-Examiner	Paul H. Reis
Reporter of Opinions	H. Burks Davis
Secretaries	Wanda Tipton
	Linda Scott
	Vera Smith

# Reporting

Lillian Cunningham, chief official reporter

REPORTING DEPARTMENT

The function of the Reporting Department is to report, verbatim, all proceedings held by the Public Service Commission, either in Jefferson City or out-State, docketed for hearing. Transcripts are sold to anyone requesting them, for the statutory fee.

It is also the Reporter's duty to see that all exhibits are properly marked and preserved.

STATISTICS: July 1, 1964 to June 30, 1965

CASES HEARD - - - - -	485
TOTAL HEARING ROOM HOURS .....	743
TOTAL CASES TRANSCRIBED - - - - -	320
TOTAL CASES NOT TRANSCRIBED - - - - -	138
TOTAL MASTER PAGES - - - - -	25,777
TOTAL PAGES SOLD - - - - -	11,645

PERSONNEL:

Chief Reporter

Lillian M. Cunningham

Reporter

Robert L. Stratman

Reporter

Irene O. McVay

Reporter

Dorotha R. Sullivan

Reporter

Marilea Stadler

# Accounting

James England, chief accountant



## ACCOUNTING DEPARTMENT

The department is charged with the responsibility of assisting the Commission in matters regarding valuations of utility properties for rate-making purposes, security issues, reorganizations, consolidations, and property acquisitions, and provides evidence at hearings in which these matters are involved. The department conducts audits and examinations of the various utilities, in order to develop and present information which enables the Commission to evaluate the actual condition of utilities when considering cases involving any of the matters mentioned above.

Other functions consist of the supervision of the accounting methods of all utilities operating in the State which are subject to the jurisdiction of the Commission, including annual reports covering the operation of each utility which are filed with the Commission as public records. The department also prepares the biennial budget, maintains current records of expenditures, and periodically advises the Commission as to the current status of each appropriation.

By application of provisions of Section 386.370, Missouri Revised Statutes 1959, which set forth the method of assessing the various classes of public utility companies by the Commission to cover the expenses incurred each fiscal year in exercising its regulatory power, the department calculates the exact amount of each assessment against each public utility company.

### Audit and Special Duties

With the exception of the Chief Accountant and office staff, the personnel of the department primarily perform their duties in the field, auditing and examining the books and records of the various utilities. The purpose of these audits and examinations is to determine the original cost of property, operating revenues and expenses, net operating income and the utilities' capitalization, for use in any valuation or rate case which may come before the Commission and for any other purpose the Commission might deem proper.

During the fiscal year, six members of the department staff were in the field on audits and examinations of various utilities. These audits and examinations were conducted in order to determine if the accounting was being maintained in conformity with the Uniform Classification of Accounts and Rules and Regulations as promulgated by the Federal Communications Commission, the Federal Power Commission, the Interstate Commerce Commission, and the Missouri Public Service Commission.

### Adjustments to Accounts

Numerous deviations were found, and exceptions were taken to the account distribution of specific entries in the records. These deviations and exceptions in most cases necessitated adjustments to the accounts, and the adjusting entries were included in the audit report furnished each utility involved.

The following utilities were involved in audits and examinations:

Capital City Telephone Company  
Eastern Missouri Telephone Company  
Green Hills Telephone Company  
Kingdom Telephone Company  
Leewood Telephone Company  
Mid-Missouri Telephone Company  
Modern Telephone Company  
Noel Telephone Company  
Northwest Nodaway Telephone Company  
Peculiar Telephone Company  
Reeds Spring Telephone Company  
Southwest City Telephone Company

In addition to the above, the staff assisted the Engineering Department in examining the original cost of the St. Peters Water and Sewer Company of St. Peters, Missouri.

#### Assistance Requested

The staff also furnished accounting guidance where such assistance had been requested, or where the department deemed such guidance necessary.

When not in the field, these members of the staff from time to time made special studies for the purpose of inquiring as to the adequacy, or inadequacy, of the rate of return of the various utilities based on the net operating income and the existing rate base.

During the fiscal year a total of 999 annual reports and 1,844 quarterly reports were filed by various motor carriers covering their 1964 operations. The accountant in charge analyzes these reports as to their conformity with requirements set forth by the Commission and as to the propriety of the accounting methods and practices of the carriers. Where deviations are found the carrier is notified.

Often the carrier receives proffered help toward improving accounting methods and practices and the preparation of future reports. The department is also used for obtaining such accounting and statistical data relative to the various motor carriers as might be required by the Commission from time to time in passing upon requests of various motor groups for increased rates.

#### Security Issues

During the fiscal year the amount of security issues authorized by the Commission was \$169,179,563.15, 17.86% less than the amount authorized during the preceding fiscal year. Of this amount none was for the purpose of refunding outstanding securities and debt, as compared with \$1,173,384.00 for the preceding year. All of this year's issues were for new money for use in the acquisition, construction, completion, extension and improvement of property and services of the various utility companies.

The fact that Missouri public utility companies were able to obtain their capital requirements during the past year reflects to a high degree the sound financial condition of these companies and

their high credit rating. This is further justification for the continuance by the Commission of its policy of careful scrutiny of all proposed security issues, with the view toward improving corporate structures and increasing the margin of safety to investors.

The following table shows the securities authorized during the period July 1, 1964, to June 30, 1965:

Apr. 26, 1965	15,721	Citizens Electric Corporation	Note	\$ 2,296,000.00
Apr. 29, 1965	14,806	Reeds Spring Telephone Company	Note	122,000.00
Apr. 29, 1965	15,737	General Telephone Company of Missouri	Bonds	4,000,000.00
Apr. 29, 1965	15,737	General Telephone Company of Missouri	Common Stock	1,500,000.00
May 7, 1965	15,726	Missouri Cities Water Company	Debentures	97,800.00
May 25, 1965	15,749	Missouri Edison Company	Bonds	3,000,000.00
May 28, 1965	14,574	Midwest Missouri Gas Company	Common Stock	140,000.00
June 14, 1965	15,747	Le-Ru Telephone Company	Notes	455,000.00
June 21, 1965	15,764	Stoutland Telephone Company	Notes	92,000.00
June 23, 1965	15,757	The Gas Service Company	Common Stock	2,000,000.00
June 23, 1965	15,757	The Gas Service Company	Bonds	7,000,000.00
June 29, 1965	15,763	St. Charles County Water Company	Common Stock	220,000.00
June 29, 1965	15,763	St. Charles County Water Company	Note	157,000.00
TOTAL				\$169,179,563.15

RECAPITULATION

Bonds	\$ 55,350,000.00
Common Stock	107,166,584.00
Debentures	97,800.00
Preferred Stock	340,000.00
Notes	6,225,179.15
TOTAL	<u>\$169,179,563.15</u>

SECURITIES AUTHORIZED JULY 1, 1964 to JUNE 30, 1965

<u>DATE OF AUTHORITY</u>	<u>CASE NO.</u>	<u>COMPANY</u>	<u>KIND OF SECURITIES</u>	<u>REFUNDING</u>	<u>TOTAL VALUE</u>
July 8, 1964	15,506	Peculiar Telephone Company	Note	\$	127,968.09
July 15, 1964	15,406	Olympian Utilities, Inc.	Common Stock		52,200.00
July 21, 1964	15,556	Northwest Nodaway Telephone Corp.	Note		45,000.00
July 24, 1964	B21,575	Premier Service Corporation	Note		85,191.03
July 30, 1964	15,492	Hartville Telephone Company	Note		430,000.00
Aug. 12, 1964	15,574	Nodaway Valley Telephone Company	Note		150,000.00
Aug. 24, 1964	15,577	Kingdom Telephone Company	Note		280,000.00
Sept. 22, 1964	15,564	Meramec Telephone Company	Note		315,000.00
Sept. 23, 1964	B21,330	Gladstone Bus Lines	Note		13,000.20
Sept. 24, 1964	15,611	Capital City Telephone Company	Preferred Stock		300,000.00
Oct. 5, 1964	15,602	Joplin Water Works Company	Bonds		500,000.00
Oct. 5, 1964	15,602	Joplin Water Works Company	Common Stock		350,000.00
Oct. 14, 1964	15,599	Goodman Telephone Company	Note		243,000.00
Oct. 19, 1964	15,608	Seneca Telephone Company	Notes		623,000.00
Oct. 23, 1964	15,381	Doniphan Telephone Company	Notes		300,000.00
Nov. 24, 1964	15,647	Southwestern Bell Telephone Company	Common Stock		100,000,000.00
Dec. 1, 1964	15,655	United Telephone Company of Missouri	Common Stock		900,000.00
Dec. 1, 1964	15,655	United Telephone Company of Missouri	Bonds		1,750,000.00
Dec. 10, 1964	B14,564	A. H. Walburn, d/b/a Pioneer Bus Line Corporation (R.E.A.)	Note		15,709.55
Dec. 11, 1964	15,635	South Missouri Telephone Company	Common Stock		660,000.00
Dec. 11, 1964	15,635	South Missouri Telephone Company	Preferred Stock		40,000.00
Dec. 31, 1964	15,669	St. Louis County Water Company	Bonds		4,000,000.00
Jan. 4, 1965	15,665	Grand River Mutual Telephone Corporation (R.E.A.)	Note		360,000.00
Jan. 18, 1965	15,667	Webster County Telephone Company	Bonds		100,000.00
Feb. 8, 1965	15,684	Noel Telephone Company	Note		30,000.00
Feb. 17, 1965	B11,274-4	A. Wallen - Missouri Southern Coaches	Note		42,570.00
Mar. 17, 1965	B15,757-8	Mid-American Coaches, Inc.	Note		42,740.28
Mar. 18, 1965	15,697	Union Electric Company	Bonds		35,000,000.00
Mar. 18, 1965	15,705	Missouri Utilities Company	Common Stock		1,344,384.00

## Filing of Annual Reports

Approximately 1,202 electric, gas, water, heating, telephone, telegraph, street transit, railroad, sleeping car, express, sewer, and bus and truck companies filed annual reports with the Commission. These reports show each reporting utility's or carrier's financial condition and operating results for the calendar year 1964. They are available for public inspection, and information contained in them is used extensively by security holders, investment brokers, municipal and county officials, interested public utilities and individuals.

The department uses these reports in developing rates of return and earnings of the various companies. From time to time statistical studies pertaining to various matters under review are also developed for the use of the Commission.

Many times in the past some small utilities have been remiss in filing their annual reports and the department has been compelled, by various means, to procure them. In spite of these efforts, there are always a few from which the department receives no report. For the calendar year the department's persuasive efforts culminated in the filing of reports by practically all utilities so obligated. While the Public Service Commission law grants power to assess a penalty for failure to file, the Commission has never exercised this prerogative, preferring instead by less severe methods to impress upon all utilities the importance of compliance.



## Assessments

The department advises the Commission as to the status of each appropriation under which it operates. Current records are maintained in the department regarding the expenditures under the various appropriations and showing the unencumbered balance in each fund. All proposed expenditures are referred to the department to determine if money is available for such expenditure within the particular appropriation.

In accordance with the provision of Section 386.370, Missouri Revised Statutes 1959, the Commission on June 25, 1965, entered its Order in Case No. 11,110, Supplemental Order No. 18, in which it estimated the amount of its expenses for the 1965-66 fiscal year, payable under this Section, at \$400,000.

After crediting the various utilities with the estimated unexpended amount of \$2,000.00 from the preceding fiscal year, the Commission assessed each group, in addition to said estimated sum, as follows:

(a) Railroad Companies.....	\$ 57,000.00
(b) Street Railroad Corporations.....	3,000.00
(c) Other Common Carriers..... (Railway Express Company)	2,000.00
(d) Electric Corporations, Gas Corporations, Water Corporations, Heating Companies, Telephone Corporations and Sewer Companies.....	334,500.00
(e) Telegraph Corporations.....	<u>1,500.00</u>
Total	<u>\$398,000.00</u>

The department, in the same Order, was directed to calculate the amount of assessment against each public utility in each group in proportion to its gross intrastate revenues for the preceding calendar year in relationship to the total for the group. The assessment so calculated was presented to the Secretary of the Commission, who thereafter notified each utility of the amount assessed and the method by which payment should be made.

#### Fees

During the fiscal year the fees collected, exclusive of the Bus and Truck Department, were as follows:

Authority Fees	\$32,440.00
Miscellaneous Earnings	<u>6,848.89</u>
Total	<u>\$39,288.89</u>

The fees amounting to \$39,288.89 collected during the fiscal year compare with \$35,269.97 collected in the preceding fiscal year. All authority fees and miscellaneous earnings are credited directly to the State General Revenue Fund.

#### Cooperation With Other Commissions

During the fiscal year cooperation was maintained with the Federal Power Commission in connection with joint problems relative to Missouri electric and gas utilities; with the Federal Communications Commission in connection with joint problems relative to Missouri telephone and telegraph companies, and with the Securities and Exchange Commission and the Rural Electrification Administration in matters of mutual interest. The department, when called

upon, has furnished information, engaged in conferences, and cooperated with personnel of the Rural Electrification Administration in connection with applications for Government loans for rural telephone companies.

#### Other Duties

In addition to previously outlined functions, the department is constantly called upon for assistance and information by those regulated, as well as the general public, and, when not in conflict with Commission policy, such assistance and information is furnished. The department works in close cooperation with other departments within the Commission, and many of the results achieved have been through the cooperation and assistance from these other departments.

The department is faced with ever-increasing demands for the service of its personnel. Because of increasing operating costs, various utilities frequently petition the Commission for authority to file schedules of increased rates, which usually necessitates field work by department accountants. Usually in these cases the petitioner stresses the urgency of the situation and requests immediate remedial action. The department will, considering its limited personnel, continue to make the necessary studies and examinations as rapidly as physically possible.

## Accounting Department Personnel

James M. England, Chief Accountant

Paul W. Christian, Assistant Chief Accountant

Edward Fritsch, Accountant

George L. Goedde, Field Examiner

Sidney M. Graf, Field Examiner

Gilbert E. Hoffman, Accountant

A. R. Hudgins, Field Examiner

James F. Mauney, Field Examiner

Gerald J. Pleus, Field Examiner

Elmer J. Schlueter, Field Examiner

James S. Stuart, Accountant

Irma P. Faris, Clerk-Stenographer III

Sarah C. Goedde, Clerk-Stenographer II

# **Bus & Truck**

J. Sidney Schanbacher, supervisor

## BUS AND TRUCK DEPARTMENT

The Bus and Truck Department of the Missouri Public Service Commission is a diversified department. It assists the Commission and general public on all matters relating to the operation and regulation of common and contract carriers of persons and property operating for hire on the highways of the State. It also cooperates with other State Departments in the handling of problems involving motor carriers in this State. This Department came into existence in 1931 and since that time there have been many changes in policy and procedure due to the continued modernization and growth of the transportation industry.

At the present time the personnel of this Department consists of a Supervisor, Chief license clerk, four clerks, a stenographer and nine field inspectors. The office staff of this Department handles all correspondence, questionnaires, applications, motions, filing insurance coverage, issuing annual license stickers, complaints of illegal operators, service, damage and complaints about carriers exceeding exemptions and other irregularities of authorized carriers and constant requests for General Order No. 33-D, Missouri Bus and Truck Law Books.

### More Than 6,000

At the present time there are over 6,000 authorized carriers listed with this Department. To date we have issued over 24,000 stickers which will probably by the end of the year be in excess of 25,000. The revenue collected from the sale of these stickers will amount to approximately \$630,000 for this year.

In the past fiscal year the office staff has handled and processed new cases, motions transcripts and orders totaling 4,048 in addition to issuing approximately 25,000 annual P.S.C. license stickers. The insurance division of this Department keeps a current record of approximately 8,000 to 10,000 insurance certificates which are required to be filed by all intrastate and interstate carriers under the jurisdiction of this Commission.

### Constant Checks Made

The duties of the field staff are many in that they are contacting certificated carriers in their area and working with them. In addition to this they are constantly checking equipment on the roads, at the weight stations, and with the weight inspectors operating the portable scale trucks throughout the State. This is done in order to see that the truckers are operating in compliance with the rules and regulations as

set out in the Bus and Truck Law and that the carrier is operating within his scope of authority. Another main objective of the Inspectors is that of accident prevention.

Our Inspectors are trained and qualified to make rigid safety inspections of the motor equipment to see that it is in safe operating order. Steering, lighting devices, tires, horns, windshield wipers, coupling devices and brake systems are closely checked. Periodically spot road checks are made throughout the State by this Department in cooperation with the State Highway Patrol and the Interstate Commerce Commission Bureau of Motor Carriers. These checks are valuable in that they promote safety and eliminate the consistent wild-catter or violator.

A relatively new duty of the Inspector is also to investigate serious accidents which involves our certificated carriers. That is, a complete individual investigation is made of the accident to determine the cause, whether it be driver fatigue or the driver operating while under the influence of amphetamine or "bennies" or due to faulty or defective equipment. Investigations are also handled by the field men on complaints of poor service, overcharge, or illegal transportation that are received by the office or are received directly by the field staff from other sources such as the Highway Patrol, other carriers, etc. Results of the investigations are kept in a separate file here in this office and many



times these investigations result in citation cases before the Commission for further penalties.

### Nationwide Participation

Annually around the clock checks are held at strategic spots in the State for a period of from three to seven days in participation with 42 other States in order to make necessary traffic survey analysis of the type carrier operating on the road to ascertain percentage of illegal trucking throughout the Nation.

This Department gives and receives fine cooperation with other Departments of the State such as the Highway Patrol, Highway Reciprocity Commission, Department of Revenue, Secretary of State, not to mention the fine cooperation we enjoy from the Federal Regulatory Body, Bureau of Motor Carriers and with the neighboring States.

The following charts show a breakdown of the foregoing facts concerning the work load of the office staff and a table showing the amount of revenue collected from motor carriers under the jurisdiction of this Commission.

### Revenue Collected

The following tabulation shows the amount of revenue collected from motor carriers under the jurisdiction of this Commission, from July 1, 1964, to June 30, 1965:

	TRUCK	BUS	GRAND TOTAL
July, 1964	\$ 16,525.00	\$ 1,075.00	\$ 17,600.00
August, 1964	14,922.00	1,650.00	16,572.00
September, 1964	13,379.00	375.00	13,754.00
October, 1964	7,445.00	225.00	7,670.00
November, 1964	4,989.00	75.00	5,064.00
December, 1964	1,322.00	25.00	1,347.00
January, 1965	418,250.00	46,675.00	464,925.00
February, 1965	28,389.00	350.00	28,739.00
March, 1965	19,517.00	25.00	19,542.00
April, 1965	18,714.00	375.00	19,089.00
May, 1965	22,410.00	1,900.00	24,310.00
June, 1965	<u>20,236.00</u>	<u>1,075.00</u>	<u>21,311.00</u>
TOTALS	\$586,098.00	\$53,825.00	\$639,923.00

Bus and Truck cases filed, motions filed, transcripts filed, cases set for hearing, cases heard, transcripts filed, and orders issued:

	<u>New Cases Filed</u>	<u>Motions Filed</u>	<u>Cases Set For Hearing</u>	<u>Cases Heard</u>	<u>Transcripts Filed</u>	<u>Orders Issued</u>	<u>Totals</u>
July, 1964	101	21	26	15	14	159	336
August, 1964	88	27	13	19	24	151	322
September, 1964	97	21	23	11	9	165	326
October, 1964	94	21	18	8	8	178	327
November, 1964	78	21	14	14	8	132	267
December, 1964	68	21	19	14	7	128	257
January, 1965	119	42	22	7	12	188	390
February, 1965	111	22	21	9	9	171	343
March, 1965	131	43	36	13	16	207	446
April, 1965	87	24	28	12	10	149	310
May, 1965	76	18	5	12	11	137	259
June, 1965	<u>135</u>	<u>32</u>	<u>66</u>	<u>27</u>	<u>28</u>	<u>177</u>	<u>465</u>
GRAND TOTALS	1,185	313	291	161	156	1,942	4,048

Bus & Truck Department Personnel

Supervisor	J. Sidney Schanbacher
Chief License Clerk	Elizabeth Hughes
Field Inspector	Perrin A. Cooper
Field Inspector	Bernard J. Scheve
Field Inspector	George Phipps
Field Inspector	Ralph M. Toalson
Field Inspector	Walter C. Walton
Field Inspector	Jesse L. Bledsoe
Stenographer	Joan Dale
Clerk-Typist	Helen Rearick
Clerk-Typist	Lucille DeBroeck
Insurance Clerk	Marguerite Smith
Asst. Insurance Clerk	Jane Larm

# ENGINEERING

Ralph Duffy, chief engineer

## ENGINEERING DEPARTMENT

Problems coming before the Commission in connection with the regulation of electric, gas, steam heating, telegraph, telephone, and water utilities in the State of Missouri require the attention of the Engineering Department. The work of this Department requires the employment of trained and experienced personnel in order to expedite the work. The staff in this Department has the assignment of receiving and filing tariffs of the above referred to utilities, making original cost appraisals and related studies of the tangible plant of the regulated utilities. It also prescribes the depreciation rates, and during the period covered by this report four Depreciation Orders have been written for telephone companies, one for electric, one for water, and one for gas. It also makes investigations relative to complaints coming before the Commission and inquiries concerning service and safety problems.

### Electric Rates and Service

The electric utilities in the State continue to grow at what appears to be an accelerating rate and it is not possible, at this time, to foresee how long that acceleration may continue.

Following the year 1921, electric rates in Missouri have continued to decline until about the middle of the year 1958.

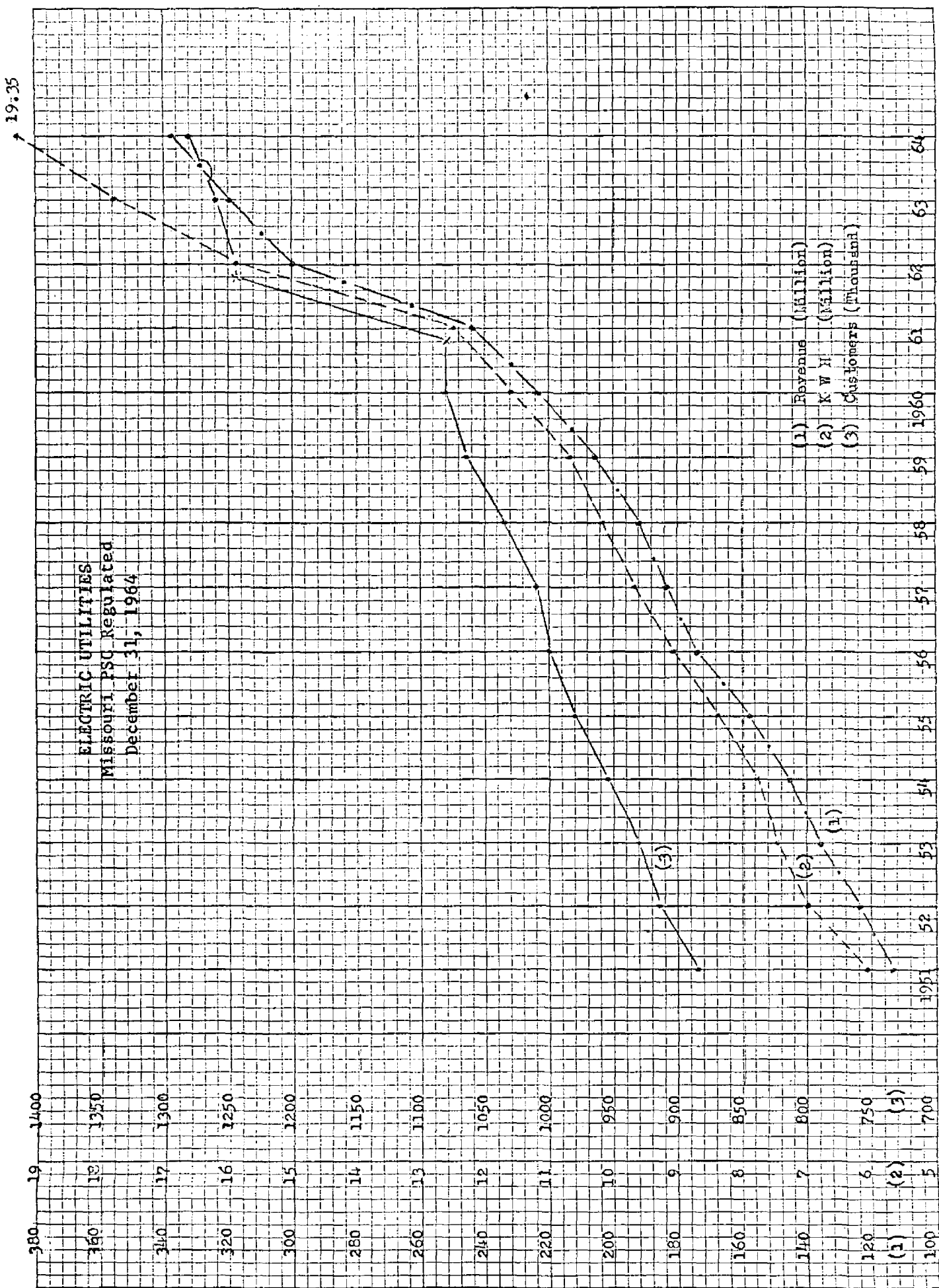
The need for additional generating and transmission capacity has grown so rapidly that utilities have been under continuous stress to provide the capacity to take care of the needs of the public for the service. They have done so in a remarkable way and by the construction of new generating facilities have had the advantage of having available modern generating stations which will produce electric energy at a lower fuel cost per kilowatt hour than the older stations. The Taum Sauk pumped-storage hydro project was completed at a cost of approximately \$50,000,000. The capacity is 350,000 kilowatts. An upper man-made lake covering 55.3 acres was constructed atop a 900-foot mountain and a lower reservoir consists of a 395-acre pool created by a concrete dam.

Futhermore, as their systems grow, utilities have been able to operate the new generating plants near if not at 100% capacity, thereby generating the base load of the system at high thermal efficiencies.

Due to decreased production and/or purchased power costs and technological advances it has been possible for electric distribution utilities to reduce their charges to consumers by approximately \$1,294,171.00 per annum during the year 1964, which affected namely the following classes of service: removal of penalty clause relating to delinquent payment, primary service, commercial service, space heating, reclassification of communities and miscellaneous rates.

The growth in the regulated electric utilities in Missouri during the period 1951 through 1964, inclusive, is indicated by the chart on the following page. That chart does not indicate any slowing up in the growth.





## Gas Supply in Missouri

The sources of supply for the natural gas consumed are interstate transmission line companies with lines extending from natural gas fields located in states to the south and to the west of Missouri, through Missouri and into other states in the northeastern part of the United States. Allocations of additional natural gas from the transmission line companies are under the jurisdiction of the Federal Power Commission and the problems of securing sufficient allocations of natural gas to meet the peak demand of the consuming public of Missouri are still unsolved but have shown substantial betterment.

The need continues for additional gas for space heating in new residences as well as to provide for conversion to gas homes previously heated by other means. The availability of sufficient gas to meet the demand of the consuming public has improved to some extent. Some utilities have found that the installation of auxiliary liquefied petroleum gas plants was necessary and such plants have been provided in order to supply service to customers during extreme cold weather.

### Additional Rate Problem

The use of auxiliary liquefied petroleum gas for supplementing the natural gas in the distribution systems creates additional rate problems which are in addition to increases that are allowed from time to time by the Federal Power Commission to the interstate pipeline companies which supply

natural gas to the distributing utilities. For many years it has been the practice of electric utilities to file and apply a fuel clause to electric energy furnished to large industrial consumers because the rates filed with the Commission are relatively low and electric energy is sold in large quantities, so that there would be a small compensating cost varying with the fluctuating cost of fuel. Similarly, gas for space heating is consumed in large quantities and at a justifiably low unit cost. This low unit cost is sensitive to the increased cost of the use of auxiliary liquefied petroleum gas.

One company has partially alleviated its gas peak demand problem by successfully establishing an underground storage facility whereby it stores gas during the non-heating season for the winter peak load.

From the year 1951 to the year 1965, gas utilities expanded materially. MCF sold increased by 119 percent. Income from gas sales increased 171 percent. Investment in plant physical property increased 185 percent and the number of consumers increased by 44 percent. Statistics on the 1951-1964 expansion are shown in Table No. E-1. Table No. E-2 provides comparable data for the 1951-64 period. Pertinent data by year (1951 through 1964) is contained in graphs on following pages.

TABLE NO. E-1  
MISSOURI NATURAL GAS UTILITIES \*  
1951 - 1964

	1951	1964	% Increase
Investment Dollars	\$109,800,195	\$313,325,923	185
Number of Consumers	597,328	862,131	44
Av. Inv. Dollars per Consumer	184	363	97
Gas Sold - MCF			
Residential	66,781,247	117,602,897	76
Commercial	8,752,883	42,907,561	390
Industrial	37,071,240	86,709,013	132
Total	112,605,370	246,719,748	119
Gas Sold (\$)			
Residential	43,389,191	99,709,013	130
Commercial	5,357,527	27,038,410	405
Industrial	8,134,041	27,388,206	237
Total	56,880,759	154,135,629	171
Av. Rate per MCF Sold (\$)			
Residential	0.650	0.848	30
Commercial	0.612	0.630	3
Industrial	0.219	0.318	45
Total	0.505	0.625	24

\* Does not include Municipal Utilities

TABLE NO. E-2.

## MISSOURI NATURAL GAS UTILITIES \*

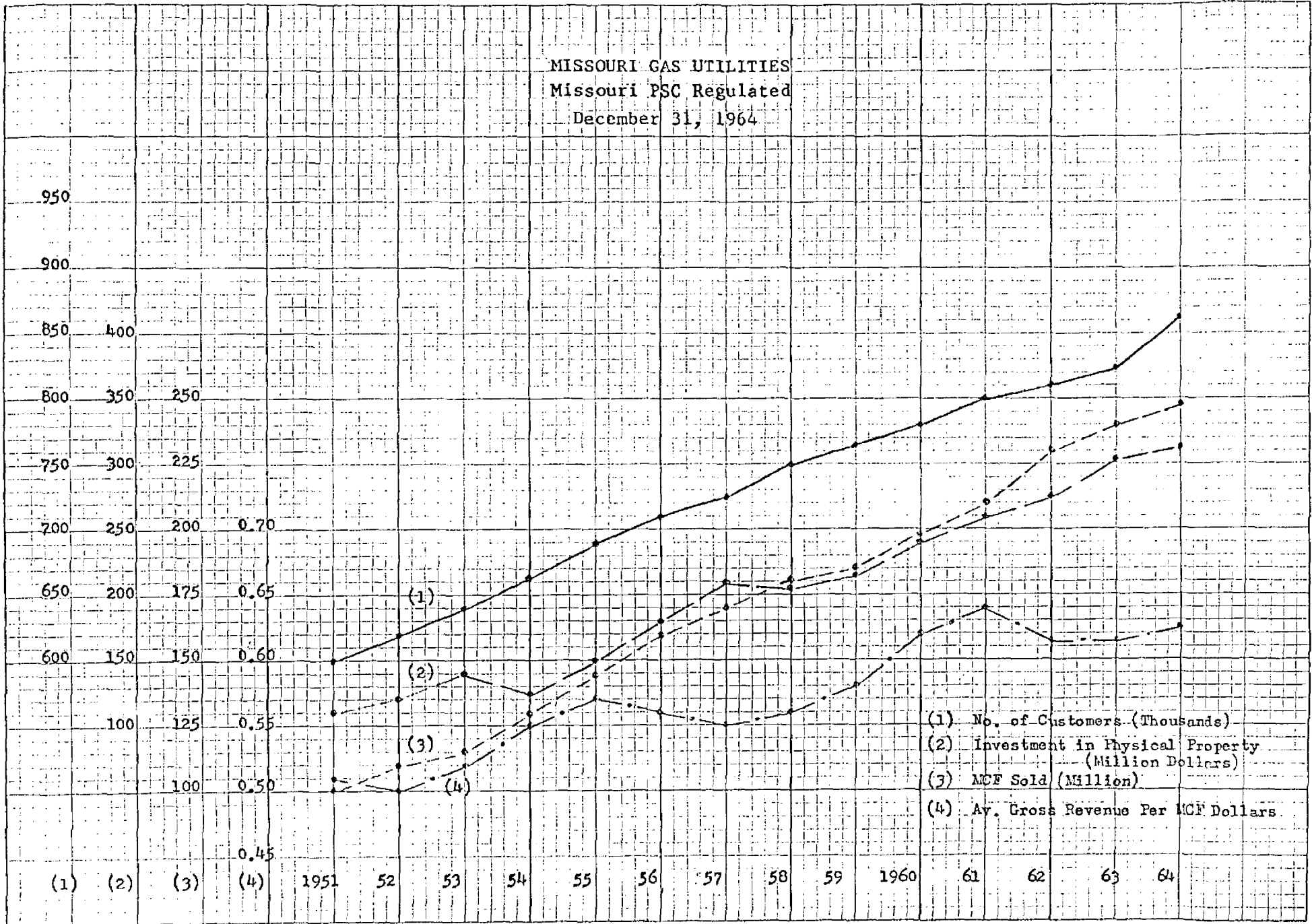
1963 - 1964

	1963	1964	% Increase
Investment Dollars	302,785,860	313,325,923	3
Number of Consumers	822,093	862,131	1
Av. Inv. Dollars per Consumer	368	363	(1)
Gas Sold - MCF			
Residential	114,590,675	117,602,897	3
Commercial	38,481,811	42,907,561	12
Industrial	85,733,960	86,209,290	1
Total	238,806,446	246,719,748	3
Gas Sold (\$)			
Residential	95,723,523	99,709,013	4
Commercial	25,167,563	27,038,410	7
Industrial	26,103,238	27,388,206	4
Total	146,994,324	154,135,629	5
Av. Rate per MCF Sold (\$)			
Residential	0.835	0.848	2
Commercial	0.654	0.630	(4)
Industrial	0.304	0.318	(1)
Total	0.616	0.625	1

\* Does not include Municipal Utilities

( ) Denotes decrease

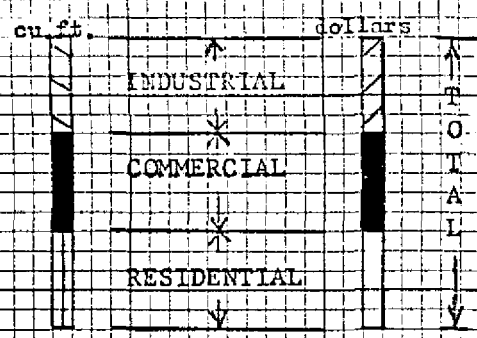
MISSOURI GAS UTILITIES  
 Missouri PSC Regulated  
 December 31, 1964



**MISSOURI GAS UTILITIES \***  
 Total yearly consumption of Gas  
 and charges paid by Consumers  
 December 31, 1964

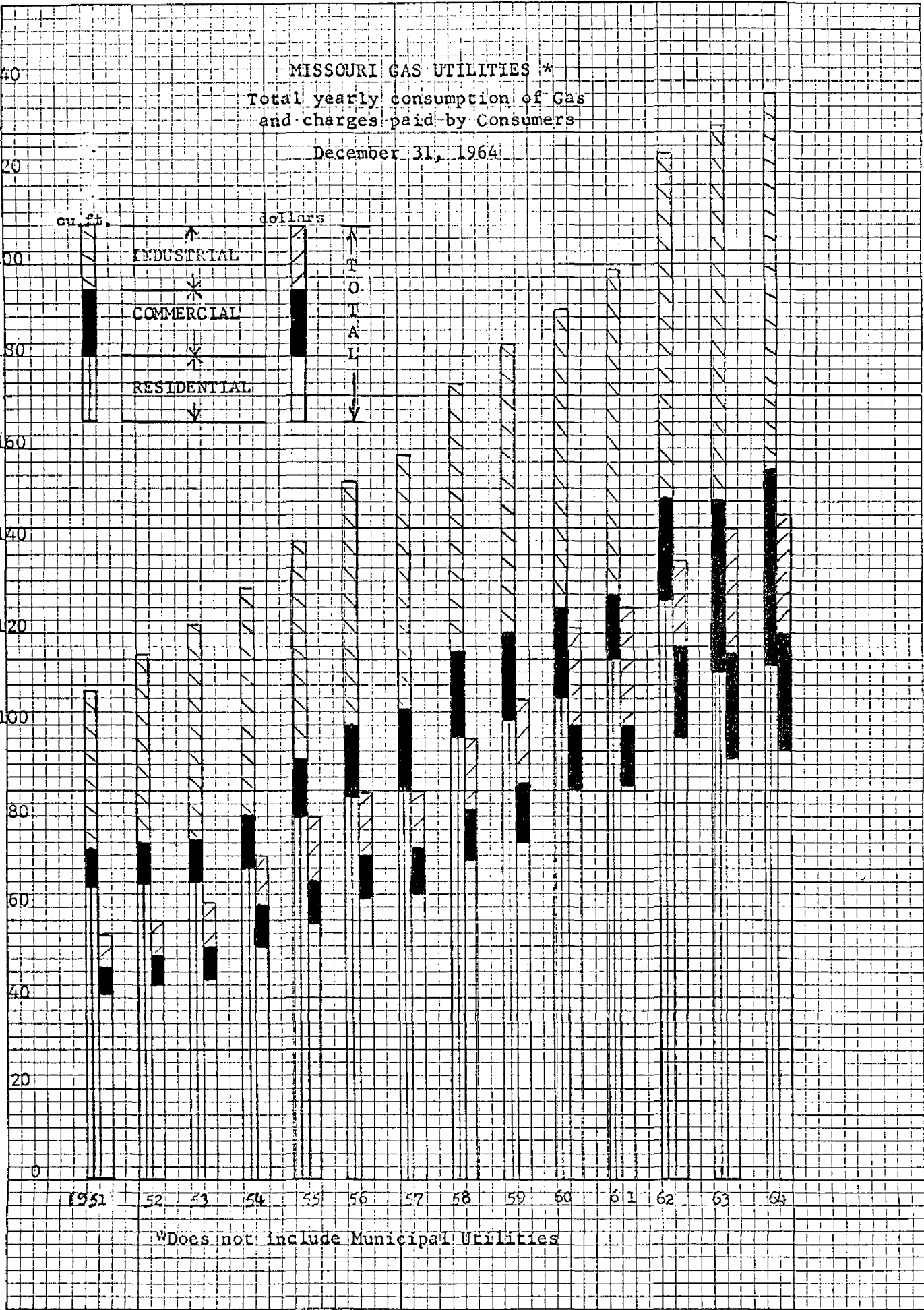
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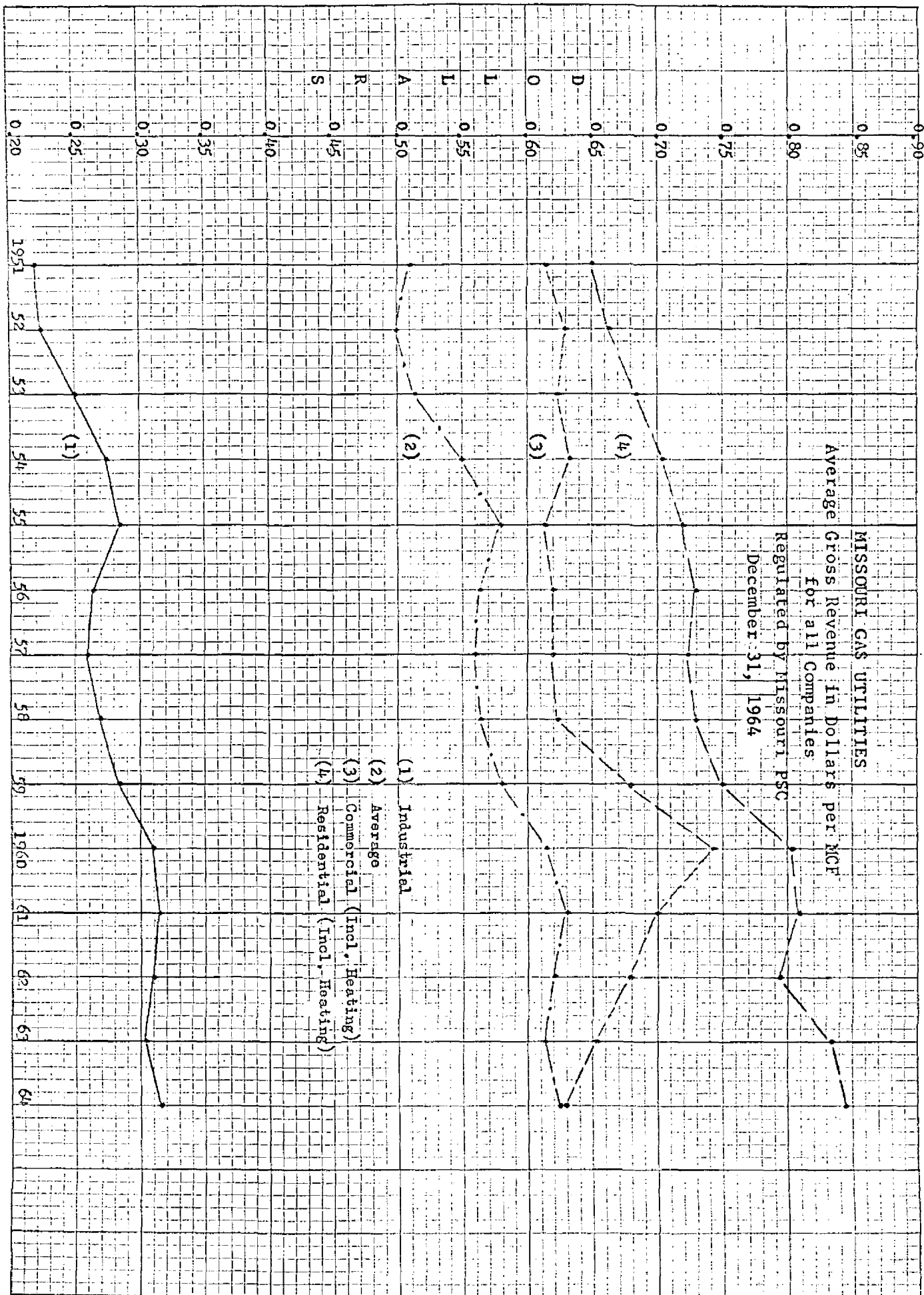
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1951    52    53    54    55    56    57    58    59    60    61    62    63    64

\*Does not include Municipal Utilities







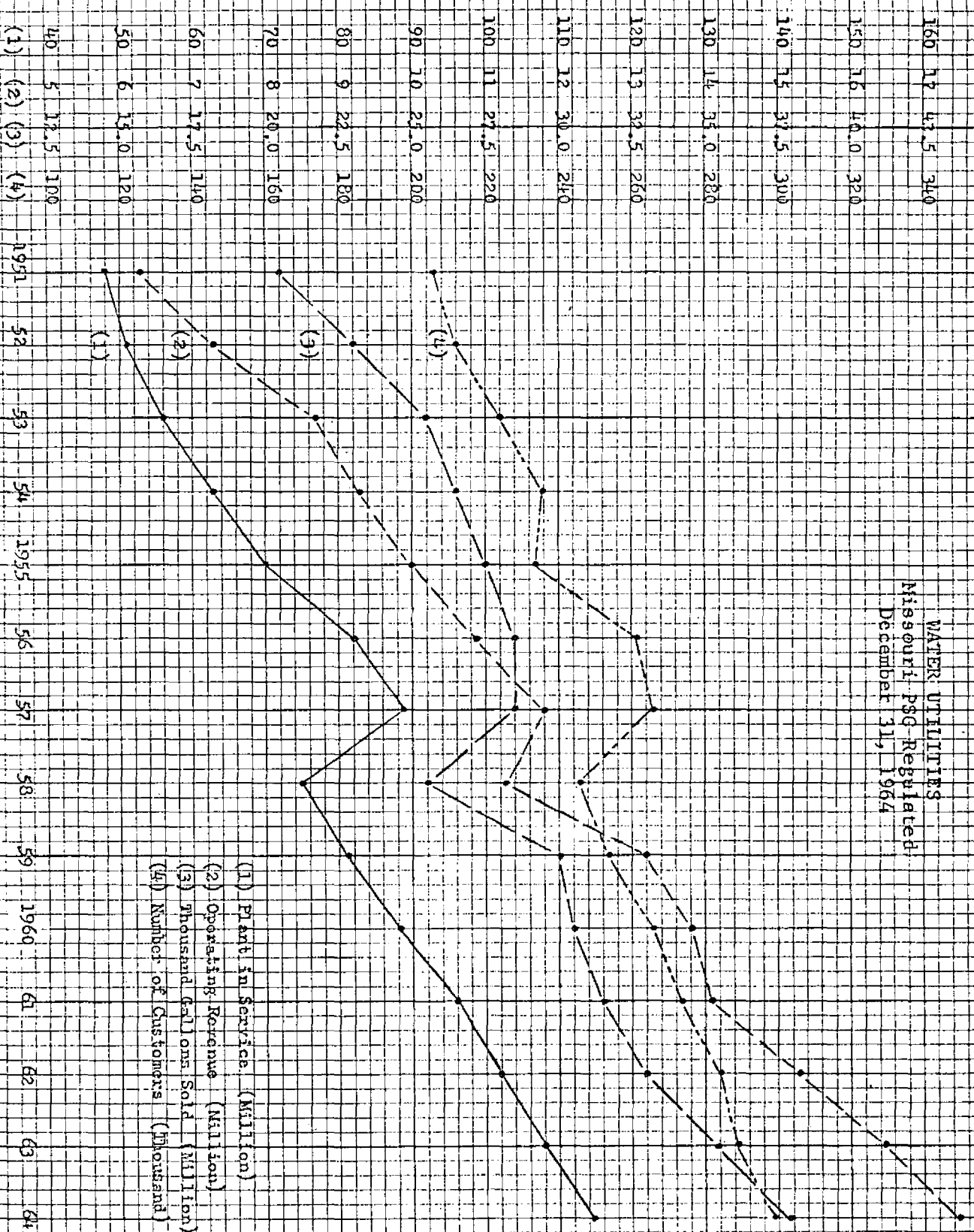
## Missouri Water Utilities

Water utilities throughout the State have found it necessary to continue to expand their properties. However, during the current period their expansion problems have not been so severe as previously experienced.

During the current period there have been five new water utilities and three new sewer utilities created. Most of these subdivision developments have occurred in areas in the State where ground water is available by the drilling of wells. It has been necessary to allow the developers to establish the systems as public utilities, and in order to conform to the law they have been granted certificates of convenience and necessity to operate such systems as public utilities.

During the period of 1951 and 1965 there has been a continuous growth shown in records on file with companies regulated by the Commission in the number of customers served, the gallons of water sold, the revenues received and the investment in plant required to render satisfactory water service, except for the year 1958. The decline shown that year was caused by increased rainfall during 1958 and by the fact that one of the larger regulated water utilities was sold to the municipality then being served. No report was forthcoming from that municipality. The chart on the following page shows the expansion in water service throughout the State during the period of 1951 to 1965.

WATER UTILITIES  
 Missouri PS&G Regulated  
 December 31, 1964



- (1) Plant in Service (Million)
- (2) Operating Revenue (Million)
- (3) Millions Sold (Million)
- (4) Number of Customers (Thousand)

## Steam Heat

A few steam heating plants in Missouri continue without much change or expansion. Those systems are used to supply steam for space heating in the heavy business district of our largest cities and since the advent of natural gas throughout the State there is not much to encourage steam heating utilities to attempt to extend their facilities to new areas.

## Western Union

Western Union is perhaps the oldest communication utility and has undergone many changes in recent years. It is encouraging to note that many new services are being offered to customers, largely on an interstate basis. Most of the regulations governing the Company's activities are under Federal Communications Commission jurisdiction, but there still are many problems involved in intrastate matters.

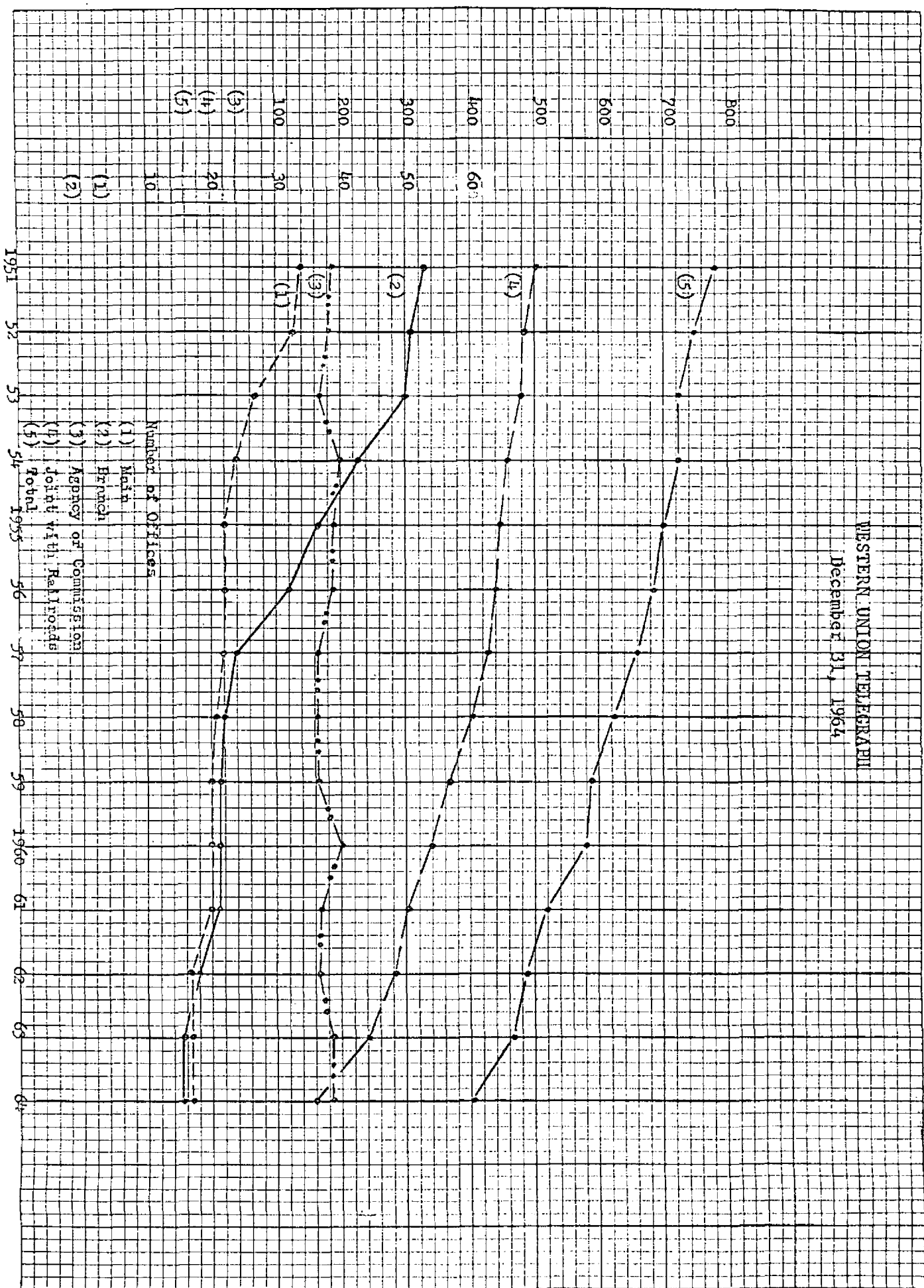
Telegraphic services are continuing to be discontinued with the closing of smaller railroad stations and many local offices have been closed in large cities, but new services have offset much of the revenue loss in such instances. Broadband Exchange Service, introduced just a few months ago, is in the very early stages of development. It is a service which, like Telex, is going to take a reasonable time to develop.

Western Union furnishes private wire record, voice, and alternate record-voice communication systems, the recently introduced AUTODIN system for the military services, and the planning for such important projects as a transcontinental microwave system to better serve the public. TELEX, the dial communication subscriber-to-subscriber project, has expanded to a nationwide basis, and PATS, the first private automatic telephone system, is in operation.

The Company has modernized many public offices in recent years and is now testing new special services, including telephone answering service, which has proven successful during an experimental period and is now being made a permanent offering. Personal Opinion Message (POM) is also a permanent service which has been made available on an intrastate basis.

In 1951 Western Union had 34 main offices; in 1963 there were 17, a decrease of 50%, with no change noted during 1964. In 1951 there were 53 branch offices; in 1963 there were 16, a decrease of 70%, and this remained constant during 1964. In 1951 Western Union had 505 joint offices with railroad companies; in 1964 it had 180, a decrease of 64%. In 1961 it had 187 agency and commission offices; in 1964 it had 188, an increase of slightly under 1%. The total of offices operated in 1951 was 779; in 1964 it was 401, a decrease of 49%. This information is shown graphically on the following page.

WESTERN UNION TELEGRAPH  
December 31, 1964



## Telephone Service in Missouri

The year 1964 was a period of continuing expansion and technological advancement for the telephone industry in Missouri.

92,862 telephones were added, with total telephones in service as of December 31, 1964, being 2,066,101. 99.1 per cent are dial. 116 Independent Telephone Companies and Southwestern Bell serve the 711 telephone exchanges in the State.

The average number of local calls made each day was 10,450,700. The average number of long distance calls made daily was 366,000. As of December 31, 1964, 885,400 main telephones were equipped for direct outward dialing of long distance calls and 1,374,000 main telephones were equipped to receive direct dialed long distance calls. This was an increase of 38.7 percent and 6 percent respectively over 1963.

In addition to providing the State with complete communications the telephone industry contributed significantly to the State's economy. Construction expenditures in 1964 amounted to \$93,800,000.

## Savings to Missourians

Despite these record expenditures for construction and service improvements, increased operating efficiencies made possible rate reductions of nearly \$3 million in 1964. Another rate reduction resulting in annual savings of \$370,000

for Missouri users became effective April 15, 1965. These reductions involved reduced charges for optional foreign zone service in the second and third tier zones in the Kansas City and St. Louis portions of the metropolitan areas, elimination of toll charges on local inter-zone calls in many areas and extension of the "after 9 p.m." reduced long distance rates to include calls made after 8 p.m. and all day Sunday. For example, a three-minute station-to-station call from St. Louis to Kansas City after 8 p.m. and all day Sunday now costs .60¢ as compared with the prior rate of .80¢.

The program to provide new and expanded services has continued. Expanded direct distance dialing was introduced at Rolla in 1963 and at Springfield in 1964. This new service allows telephone users to dial nearly all of their calls directly, including person-to-person, collect, charge to a third station, and credit card calls.

A new service plan to provide suburban service to about 28,000 rural customers who now have eight-party service was introduced in July, 1964. This major service improvement will require spending more than \$9.5 million in 183 exchanges and will require nearly three years to complete.

#### Experimental Service

A "Special residence long distance service" which permits one party residence users unlimited calling to any point in Missouri between 6 p.m. and 4:30 a.m. at a flat monthly rate



was introduced in twelve exchanges. This is an experimental service offering to determine the possible demand and practicability of this type of long distance service offering.

Extended area service, an arrangement whereby customers in one exchange (or zone) can call customers in contiguous exchanges (or zones) at local exchange rates based upon the total number of telephones in the primary service area, was further expanded. This service is now provided in 301 exchanges (or zones) representing 81.3 percent of the total telephones in the State.

Centrex PBX service, which permits the direct dialing of incoming and outgoing calls from PBX extension stations is now furnished seven firms. Installation for three more firms is nearing completion. It is expected the demand for this new type of service will increase substantially in the future.

#### Eliminating Interruptions

Not only have new services been introduced, but extensive programs to improve existing services have been undertaken. In the past ten years, 23,800 miles of cable have been pressurized to provide extra resistance to service interruptions caused by storms and water. Long distance circuits have been increased from 3,758 to 10,172 with 88 percent of the State's long distance circuit - miles being placed in cable or in microwave relay to reduce interruption from damage from snow, ice, sleet, and rain.

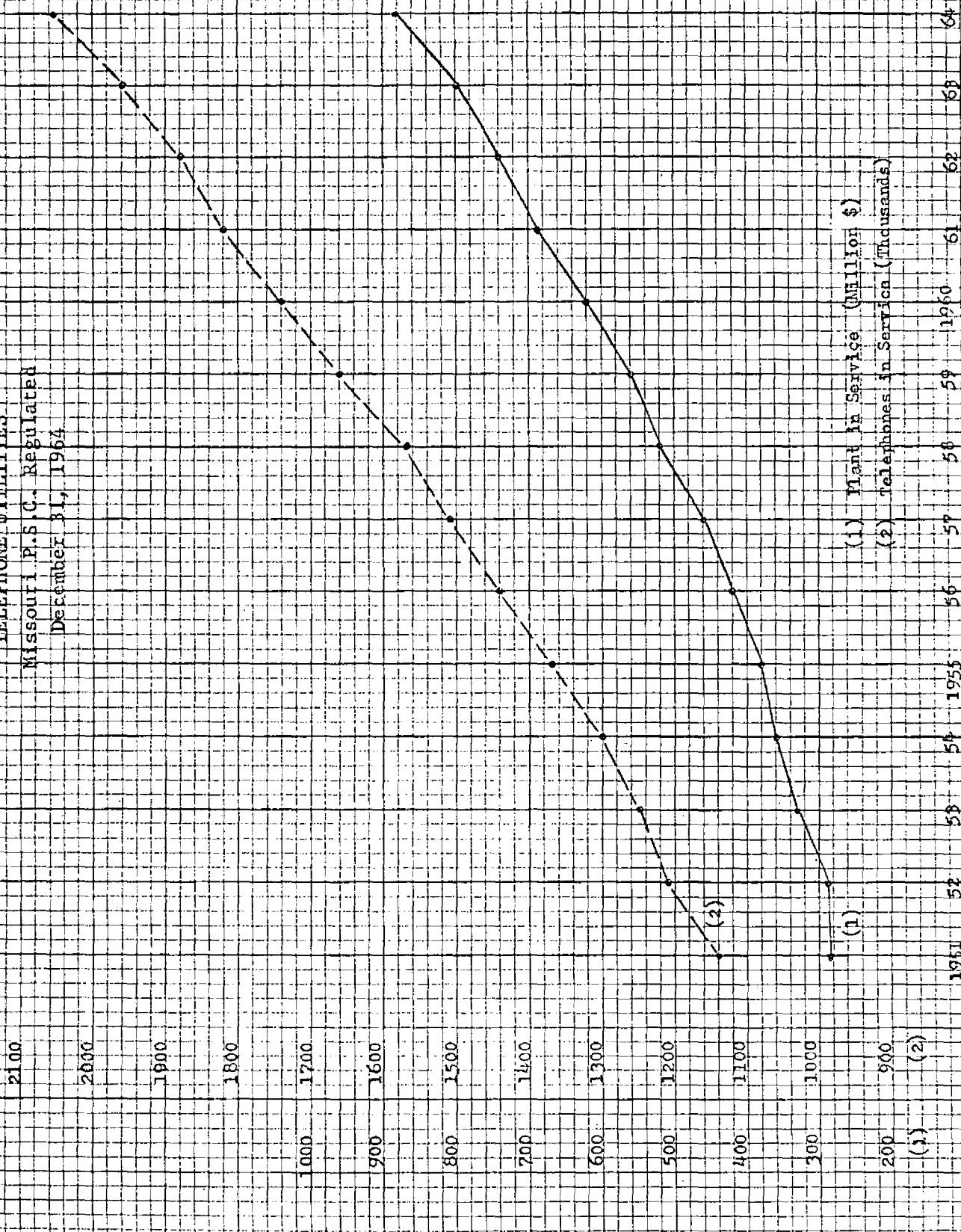
During this ten year period the State gained 725,000 telephones. 79 percent of Missouri families now have telephone service as compared to 70 percent ten years ago. By 1975 this is expected to increase to 86 percent.

Pertinent Data About the Telephone Industry in Missouri

<u>Telephones in State</u>	Telephones (Main and Extensions) 6-30-64		
	<u>Southwestern Bell</u>	<u>Ind.</u>	<u>Total</u>
Business	479,221	58,228	537,449
Residence	1,202,705	269,234	1,471,718
Total	1,681,705	327,462	2,009,167
			6-30-65
Business	499,004	61,591	560,598
Residence	1,262,662	284,426	1,547,088
Total	1,761,660	346,017	2,107,683
Gain	79,961	18,555	98,516
Number of Telephone Companies	1	116	117
Number of Telephone Exchanges & Zones	194	517	711
Percent Dial of Total Telephones	99.9	94.8	99.1
Percent of Telephones with DDD			12-31-64
Inward Dialing	99.9	94.5	98.0
Outward Dialing	77.3	12.7	63.2
Number of Dial Conversions in Period 6-30-64 to 6-30-65	1	29	30
Number Scheduled for Next 12 Months	1	28	29

(See Graph on Next Page)

TELEPHONE UTILITIES  
 Missouri P.S.C. Regulated  
 December 31, 1964



(1) Plant in Service (Million \$)  
 (2) Telephones in Service (Thousands)

## Engineering Department Personnel

Chief Engineer	Ralph Duffy
Assistant Chief Engineer	Richard Kieselbach
Engineer III	John O. Richey
Engineer III	J. C. Alexander
Engineer III	Grover R. Wicker
Utility Appraiser	A. R. Hamilton
Utility Appraiser	I. A. Chester
Engineer I	William E. Kreisel
Engineer Aide	Billy M. Nickle
Engineer Aide	Arlie E. Smith
Stenographer	Dorothy Lee Miller
Stenographer	Rose Mary Ekstam
Stenographer	Flora Parsons

# **Railroad SAFETY**

R.E. Dorr, supervisor

## RAILROAD SAFETY DEPARTMENT

Safe operation of railroads in Missouri is the chief aim of the Railroad Safety Department of the Public Service Commission. It is the duty of this department and its Railroad Safety Supervisor to report to the Commission hazardous conditions found involving railroad operations and railroad equipment in the state.

Any violation of the safety code falling under the jurisdiction of the Public Service Commission is called to the attention of railroad management with suggestions for improving the situation, eliminating the hazard and preventing future incidents. The Supervisor spends much of his time in the field on inspection trips of railroad properties.

Grade crossing accidents continue to plague safety records. Much emphasis has been given the elimination of such accidents by the Railroad Safety Department and the Missouri Highway Department.

### Potential Danger

The principal cause of grade crossing accidents has been listed as the failure of the motorist to stop or exercise due care and caution or to observe and comply with existing safety laws and regulation. The ultimate goal of complete elimination of grade crossing accidents is by educating the motor vehicle operator to the plain fact that he must exercise utmost caution at all railroad grade crossings no matter how remote.

Any railroad crossing is potential danger area and should be approached as such.

To eliminate the number of accidents at such crossings, the Railroad Safety Department constantly urges the installation of safety signals. It insists that railroads keep brush or other obstructing objects from blocking the motorist's view at crossings. Automatic electrical warning installations at restricted visibility crossings are a continual pursuit of the Department.

The Railroad Safety Department, between July 1, 1964 and May 10, 1965, made 110 crossing surveys and inspections in its program to eliminate grade crossing accidents. During the fiscal year covered by this report, 23 flashing light signals and other safety signals were ordered installed in cooperation with the Missouri Highway Department or as a direct result of the inspections made by Railroad Safety Department.

#### Civic Meetings

It is also the duty of the Safety Supervisor to represent the Commission at civic gatherings concerned with railroad safety. The Safety Supervisor attended many such meetings with city officials, county courts, and Parent-Teacher Association members during the year of this report. A great volume of mail is handled by the Supervisor concerning railroad safety. It is his duty to answer all correspondence involving railroad safety complaints or questions concerning Public



Service Commission jurisdiction over complaints. The Supervisor also notifies management of any violation of General Orders issued by the Commission.

Railroads are required by law to notify the Public Service Commission's Railroad Safety Supervisor of any railroad accident involving injury or death. The Supervisor then inspects the area to see if any violation of the Commission's safety requirements had direct bearing on the accident.

The Supervisor carries with him a camera to record safety deviations along Missouri's railroad lines. He notifies railroad management of debris on track, blind crossings, and other irregularities found. If a second inspection finds the conditions still not corrected, action is taken by the Commission on advice of the Safety Supervisor.

Railroad Safety Work Sheet

One hundred ten crossing surveys and inspections

Eighteen meetings with city officials, county courts and  
Parent-Teacher Associations

Six weed inspections

One fence inspection

Sixteen railroad yards inspected

One depot platform inspected, oil on tracks & platform:

Situation corrected

One flour mill tracks inspected (water on tracks):

Situation corrected

Twenty-nine cabooses inspected

Three train accidents (passenger) inspected for cause

One check for passenger on train through Jefferson City

Two substandard clearance checked

Five diesels inspected

Four locker rooms inspected

Two restaurants inspected

Two inspections of union station facilities for clerks and  
baggage men.

One inspection of facilities for express company employees

One inspection for car-men working conditions

Two new shelter houses inspected

Two grade crossings in St. Louis checked traffic count

Interviewed City Engineer at Kansas City, Missouri

Checked cause of death of laborer at Versailles

# Rate

George Fox, chief rate expert

## TRANSPORTATION RATE DEPARTMENT

It is the responsibility of the Transportation Rate Department to advise and assist the Commission in the administration of the law providing for the regulation of rates and services of railroads, motor carriers, street railways, express and pullman car companies.

All carriers providing for-hire transportation service as common carriers are required to publish and file with the Commission rate and fare schedules. Each of these schedules is examined by the Department to determine the reasonableness of proposed changes in rates and charges and for the purpose of making suggested recommendations to the Commission as to whether any such changes should be suspended and assigned for public hearing. During the past year the Department received and examined more than 5,600 common carrier tariff schedules. The railroads and their tariff agents filed 3,944 freight rate schedules and 360 passenger fare schedules. The Railway Express Agency filed 39 express rate schedules. Common carrier trucking companies filed 705 rate schedules and the motor bus companies filed 561 fare schedules.

Each new or amended rate schedule is examined to determine if it provides 30 days notice to the public of any changes and if there is reasonable compliance with the tariff circular requirements. During the year 13 tariff schedules

were rejected for failure to give sufficient notice or for flagrant violation of tariff circular requirements.

#### Contract Alterations

At present there are about 125 motor contract carriers operating between points in Missouri, each of which is required to file a bilateral contract for each shipper served showing rates or charges for its service. Each new or amended contract is examined by the Department to determine whether the rates and charges are just and reasonable.

If it appears to the Department in its examination of the rate and fare schedules that changes in rates or other provisions may adversely affect the public interest, or if complaints are made as to any such changes, the Commission is advised of the changes along with the Department recommendation as to whether the new rates should be suspended and set for hearing to determine whether they are reasonable and proper. In initiating and disposing of such investigation and suspension proceedings last year 18 recommended orders were prepared for consideration by the Commission.

Under the law carriers may initiate changes in rates and charges by filing new or amended tariff schedules with the Commission on not less than 30 days' notice. Frequently, however, emergency situations develop which necessitate changes in rates or other provisions on less than statutory

notice. Emergencies often require departure from the Commission's tariff circular requirements. During the year the Department received and disposed of 128 applications for permission to establish tariff changes on less than statutory notice or other tariff rule relief.

#### Correspondence Handled

A heavy volume of correspondence is maintained by the Department with the carriers and their tariff agents in relation to the rate schedules. Obvious errors and departures from the publishing rules are called to the attention of the tariff publisher to enable correction before the changes become effective. While every effort is made through correspondence and personal contact to obtain compliance with the statutory requirement that carriers must publish and file proper tariff schedules, it is sometimes possible to obtain compliance only by suspending the carrier's authority until a proper tariff has been filed.

During the past year the authorities of 38 motor carriers were suspended because of their failure to post and file proper tariffs or to establish rates prescribed by the Commission. Ordinarily the period of suspension is of short duration and by the end of this report period 23 of the suspended authorities had been reinstated.

Although the Commission has no jurisdiction with respect

to interstate rates and charges of transportation agencies, it is authorized by law to participate in interstate transportation proceedings when the public interest of Missouri citizens is affected. The Department keeps itself informed on interstate rate matters and maintains an extensive file of interstate tariffs. These tariffs are useful for rate comparisons and other purposes, not only by the Department, but for other state departments and the public generally. The interstate tariff files have been of considerable use in developing rate information for the Department of Commerce and Industrial Development in its efforts to attract new commerce and industry to Missouri.

#### 97 Bus Schedules

Bus operators are required to file time schedules with the Commission, showing arrival and departure times for all bus trips operated on regular schedules. These schedules are also received and examined by the Department. During the past year 97 new bus time schedules were filed. Each of the schedules is examined to determine whether proposed changes are likely to adversely affect the public interest. Schedules which propose any substantial changes are called to the attention of the officials of the communities involved with the request that the Commission be advised as to whether a hearing is desired.

Often a carrier will withdraw a proposed time schedule or change it to conform with the desires of the community when it is aware that there is a complaint from the community. However, if there are protests against schedule changes which cannot be resolved informally, the matter is referred to the Commission with the recommendations of the Department. It is then decided if the changes should be suspended and a hearing held to determine whether or not the changes should be permitted.

Inquiries or complaints concerning proposals to discontinue or abandon passenger or freight train services, as well as the consolidation, dualization or abandonment of agency stations, are first referred to the Department. All such inquiries or complaints are acknowledged and every effort is made to supply the requested information or to satisfy the complaints informally. Any complaint that cannot be otherwise resolved is set for hearing. Hearings are held so the Commission can be fully advised of all the facts and to issue its decision based on the evidence adduced. To discharge its responsibility in this respect the Department seeks to keep informed of service changes and to obtain all the information necessary to determine whether any such hearings should be held.

#### Public Interest

In all cases where rates and charges of transportation



agencies are involved the Department is represented in hearings before the Commission. In most cases evidence is offered by the Department personnel when the public interest is involved and it appears that the Commission may not otherwise be advised of all the pertinent facts. Personnel of the Department also participate in proceedings before the Interstate Commerce Commission involving rates and services of carriers operating within Missouri.

The initial recommendation with respect to whether the Commission should grant or deny applications for temporary authority which seek to fill an immediate and urgent need for motor carrier service for which no other carrier is available, is the responsibility of the Department. During the past year the Department prepared 112 recommended orders to grant or deny temporary operating rights.

The Department maintains extensive records which indicate completely and accurately the operating rights of motor carriers. Records are useful in the processing of applications for permanent authorities or for transfers of operating rights. The Department used these records during the past year in providing 132 restatements of motor carrier authorities for use in transfer orders or orders granting additional authority.

187 Summaries Prepared

The Department examines all applications for new or addi-

tional authority and prepares a summary of the rights sought for publication in the Commission's Register of Motor Carrier Cases. During the year 187 such summaries were prepared.

The Department endeavors to keep itself and the Commission informed with respect to transportation conditions in Missouri and throughout the country. To this end the Department accumulates and compiles statistical information of rail and motor carrier operations in Missouri. It receives and analyzes statistical data received from other state Commissions, the Interstate Commerce Commission and various transportation associations.

All inquiries or informal complaints relating to transportation rate and service matters are first referred to this Department. All complaints are investigated. Some require extensive investigation. Such investigations are generally made by a service inspector assigned to the department although he is sometimes assisted by other members of the Department.

Investigations during the past year were limited because of the death of our Service Inspector in September, and our inability to replace him until June of this year. However, during the time the Department did not have an inspector, the special assignments for investigation were handled in a meritorious manner by inspectors in the Bus and Truck Department.

#### Railroad Operations

For the third straight year the nations' railroads ex-

perienced moderate gains in freight traffic and net earnings. Freight traffic volume in 1964, as measured by ton miles, reached a new high for the period since World War II. Longer rail hauls and increased freight car capacity combined with an increase of 2 per cent in carloadings to establish the new volume high. The 665 billion ton miles in 1965 was less than 2 per cent more than the previous post war record of 655 billion in 1947, a period in which the national industrial production doubled.

Increased carloadings were reported for each of the commodity groups except grain and grain products and livestock, for which there were declines of 6.4 per cent and 6.8 per cent respectively. There was also a decrease of 26.3 per cent in less-car-load traffic, occasioned no doubt by the discontinuance of L.C.L. service by many of the larger railroads.

In 1964 rail piggyback traffic set a new annual record of 890,216 flat cars loaded with one or more highway trailers. This was an increase of 11.6 per cent over the 797,474 cars in 1963. Trailer-on-flat-car service has experienced a steady and continuous growth since separate statistics were first commended for this service in 1955.

#### New Auto Transports

Another phase of railroad operations in which there has been special interest has been the concentrated effort to regain the automobile traffic. The railroads once handled

two-thirds of new motor cars, but their share fell to only 8 per cent in 1959, in which year the new multi-level automobile rack car was put into use. By the end of 1964 there were nearly 11,000 of these cars in use.

There was an increase of 40 per cent in railroad shipments of new cars in 1964 raising their share of the automobile traffic from 28 per cent of the total in 1963 to about 38 per cent of the total in 1964. The estimated net income for the nations' Class 1 railroads was \$699 million in 1964 as compared to \$651 million in 1963. For the first six months of 1965 the Class 1 railroads had estimated net income of \$335 million as compared to \$330 million in the same period of 1964.

Revenue passenger miles in 1964 dropped to a 30-year low of 18.2 billion. This represented a decline in rail passenger traffic of 1.3 per cent from the previous low of 18.4 billion in 1963 and a decline of about 38 per cent in the past decade.

The Interstate Commerce Commission extended the range of its study of freight car supply which it initiated in 1963 in Ex Parte 241 by directing Class 1 railroads to furnish additional information on freight car ownership, utilization and distribution. The information was to be based on operations in October 1964, and was due in part by March 1, 1965, and the remainder prior to September 1, 1965. An interim report of the Interstate Commerce Commission issued in June 1964 noted "substantial inadequacy in ownership in more than one category

of freight cars throughout the United States with the exception of the Pocahontas district".

### Freight Car Cases

Hearings were concluded in 1964 in the freight car per diem cases before the Interstate Commerce Commission which relate to the reasonableness of the per diem rates now in effect and to the possible prescription of per diem rates for the future. Briefs were due from the interested parties by March 1, 1965. The fixing of more realistic per diem rates for freight car usage is intended to provide a greater incentive for freight car ownership.

A rate case which has been watched with concern by grain interests was decided in July 1964 in I.C.C. Docket 33171 (322 ICC 743) in which the Commission vacated the "absolute rate-break" rule which the railroads had observed for over 30 years as the exclusive basis of charges on grain shipments at points from which proportional rates are applicable. The Commission concluded that the rate-break rule was not, in itself, unreasonable regulation, but stated it has "perpetuated an atmosphere conducive to the general stoppage of grain cars in transit, and, in its absolute form, has resulted in an inertia resisting change toward the more efficient utilization of equipment and the most economical form of movement".

## Voluntary Reduction

There was a general voluntary reduction of 10 per cent in grain rates on traffic moving into the Missouri river markets last year. However, the grain rate reductions, without corresponding decreases in rates on flour or other grain products, have caused the grain processors in this area some concern that grain will be shipped to milling points closer to the area where the finished products will be consumed. The milling interests have requested of the railroads, decreases in rates on flour and other milled products comparable to the reduction in grain rates but the railroads' rate committee has not yet made its decision on this request.

There were no changes in the basic fare structure of the railroads during 1964. The Chicago, Rock Island and Pacific Railroad, effective June 1, 1965, established daily sale round-trip charter coach fares beginning at 15 per cent of the one-way coach fare for parties of 10 or more, reducing in stages according to size of the party to the one-way coach fare for the round trip for parties of 150 or more.

## Rail Passenger Service

In March 1965, the St. Louis-San Francisco Railway Company posted notices indicating that it intended to discontinue all remaining passenger service. The trains were ordered continued

pending an investigation by the Interstate Commerce Commission. The Missouri Commission intervened in the hearings that were assigned.

By the elimination of the more unprofitable service and by increasing passenger fares, the railroads have succeeded in reducing their passenger service deficit from a high of \$723,000,000 in 1957. The deficit was reduced each year to a low of \$394,277,000 in 1962, however, the trend has reversed with the passenger service deficit in 1963 amounting to \$398,875,000. In 1964 the estimated passenger service deficit was \$410,000,000.

#### Railway Express Operations

In an effort to improve its service through the central portion of the state, in April 1965, Railway Express Agency sought temporary authority to operate motor vehicles between Kansas City and St. Louis serving numerous intermediate and off-route points where it has stations. REA alleged in its application that the discontinuance of passenger train service and the failure of the remaining trains to permit sufficient stop time for loading and unloading of express business at the stations served created an emergency situation which required the immediate grant of temporary motor carrier authority to enable REA to provide the public with express service. The temporary authority was granted by the I.C.C., but this Com-

mission concluded that the situation described was not an emergency for which temporary authority should be granted without hearing, and denied the temporary authority.

On November 12, 1964, the I.C.C., in Docket 3397, approved certain container rates of Railway Express Agency which had been in effect since January 12, 1962, between 35 principal cities. The Commission found the rates on straight and mixed shipments of freight in containers holding up to 3,000 pounds to be reasonably compensatory and neither unjust nor unreasonable in relation to rates of protesting carriers. These container rates were also filed to be effective between Kansas City and St. Louis and were suspended by this Commission by Order issued in Case No. 14,896. Following a hearing, this Commission found that REA had failed to establish by competent evidence that the rates were reasonably compensatory and ordered that they be canceled. However, upon petition of REA the matter was assigned for rehearing which was concluded on May 12, 1965. Briefs have been filed in this proceeding and the matter has been orally argued and is now pending decision.

#### Truck Operations

Tonnage of intercity freight transported by truck during 1964 was up 9.0 per cent compared with 1963 and was up 14.4 per cent over 1962. This comparison is based on the opera-



tions of 2453 Class I and II intercity common and contract motor carriers of property throughout the United States which reported 467,529,937 tons of intercity freight in 1964 as compared with 428,966,424 tons in 1963. The following table, taken from a recent release of the American Trucking Association, illustrates the substantial increase in truck tonnage by relating the annual tonnage for each year since 1940 to the average for 1957-59 as Index 100:

<u>Year</u>	<u>Tonnage Index</u>	<u>Year</u>	<u>Tonnage Index</u>
1940	23	1952	78
1941	26	1953	84
1942	33	1954	81
1943	35	1955	93
1944	39	1956	96
1945	39	1957	97
1946	42	1958	95
1947	49	1959	108
1948	56	1960	109
1949	58	1961	111
1950	72	1962	120
1951	77	1963	126
		1964	138

Reports filed with the Commission by 28 Class A motor carriers having operations in Missouri show an increase of 9.8 per cent in tonnage hauled in 1964 as compared to 1963 and an increase in intrastate revenue of 11.5 per cent. For the year 1964, the 28 Class A carriers reported total intrastate revenues of \$13,273,594 for transporting 738,347 tons of freight, as compared to total intrastate revenues in 1963 of \$11,896,313 for transporting 672,422 tons of freight.

Due primarily to increased labor costs under existing

labor contracts, increased truck rates were sought by Missouri motor carriers by petition filed with the Commission on March 4, 1965. The petition sought an increase of 5 per cent in class rates and to increase the present minimum charge by 50 cents a shipment. At the close of the hearing the carriers requested an Interim Report and Order authorizing the increases sought on an immediate emergency basis pending final decision of the Commission. The request was under consideration at the close of the report period.

#### Intercity Bus Fares and Operations

Rates and services of the intercity bus lines remained relatively unchanged throughout the past year. The carriers continued to enjoy a comparatively high level of charter coach and express traffic. In September 1964, the bus operators requested authority to file a 10 per cent increase in their passenger fares by publication thereof in a Master Table Tariff. After a hearing, the Commission on March 1, 1965, authorized carriers whose 1963 operating ratio was 90 percent or higher to increase fares by applying specified basic rates to mileage. This Order was subsequently set aside at the request of the Applicants and the matter was set for further hearing. Further hearing was held on May 17 and 26, 1965, and at the end of this report period the matter remained under advisement by the Commission.

## Transit Operations

During the past year, the Kansas City Transit, Inc., continued to experience a decline in riding which, with the increased operating costs, has reduced the margin between its revenues and expenses. However, it did not propose any increases in its fare structure during the past year. It did seek to reduce its operating costs by elimination of service on several of its lines where patronage was the lightest.

In the most recent of these proceedings a new policy was established insofar as service of Kansas City Transit is concerned. The Commission required that any proposed changes in service be first submitted to the city of Kansas City and that such changes would be permitted to become effective unless there was objection from the city. At the present time the fare structure in Kansas City includes a 30-cent cash adult fare, a childrens fare of 10-cents and a transfer charge of 2-cents.

The St. Joseph Light and Power Company provided transit service in St. Joseph throughout most of the year on a fare structure that was made effective July 26, 1964, consisting of an adult cash fare of 20-cents, six tokens for \$1.00, and a student rate of eight tokens for \$1.00. The childrens fare is 10-cents.

## Railroad Mileage

Class I railroads operating in Missouri reported total track mileage of 10,965 miles on December 31, 1964 as compared to 10,899 miles on December 31, 1963. The Missouri-Illinois Railroad Company increased its main line tracks by about 72 miles as a result of I.C.C. Finance Docket 22733 which authorized trackage rights over St. Louis-San Francisco, Missouri Pacific, and Terminal Railroad Association via St. Louis as a connection between the Missouri and Illinois segment of its operations.

The main line tracks reported by the Missouri Pacific Railroad Company were reduced as a result of the I.C.C. approval in Finance Docket 22539 of the abandonment of 6.95 miles of track on its Creve Coeur Subdivision in St. Louis County.

There was also a net reduction of about 26 miles in way and yard switching tracks.

Track mileage operated by the small railroads was 2.24 miles less than reported a year ago, as a result of the abandonment and dismantling of certain switching tracks of Hannibal Connecting Railroad Co., in June 1964.

The following table shows track mileage in Missouri operated by the various railroads as of December 31, 1964:

RAILROAD MILEAGE OPERATED IN MISSOURI AS OF DECEMBER 31, 1964

Class I Railroads	Main Line Tracks	Second Main Tracks	Other Main Tracks	Passing Crossovers Turnouts	May & Yard Switching Tracks	TOTALS
A. T. & S. F. Ry. Co.	308.17	197.85	26.54	38.96	63.97	635.49
C. B. & Q. RR. Co.	1,283.87	31.30	-	141.36	340.65	1,797.21
C. G. W. Ry. Co.	101.22	3.61	-	9.11	20.39	134.33
C. M. St. P. & P. RR. Co.	155.97	57.46	12.45	30.29	105.05	361.22
C. R. I. & P. RR. Co.	509.88	69.60	27.60	51.40	125.76	784.24
G. M. & O. RR. Co.	245.07	12.49	-	46.73	50.46	354.75
I. T. RR. Co.	2.54	-	-	.41	9.34	12.29
K. C. S. Ry. Co.	202.29	10.33	-	46.12	119.67	378.41
M-I RR. Co.	245.86	24.56	-	26.52	28.08	325.02
M-K-T RR. Co.	391.26	18.84	-	36.24	81.61	527.95
Mo. Pac. RR. Co.	1,400.42	196.71	3.29	172.22	540.29	2,312.93
St. L. - S.F. Ry. Co.	1,428.34	31.10	-	164.32	391.40	2,015.16
St. L. S. W. Ry. Co.	219.09	14.79	-	20.12	29.10	283.10
U. P. RR. Co.	1.98	1.54	-	5.96	12.16	21.64
N & W. Ry. Co. (*)	627.61	62.80	13.31	99.59	217.78	1,021.09
TOTALS	7,123.57	732.98	83.19	889.38	2,135.71	10,964.83

(\*) Formerly Wabash RR. Co. taken over and acquired by N & W. Ry. Co., effective October 16, 1964.

Small Railroads

Bevier & Southern Railroad Co.	-	-	-	-	-	15.33
Hannibal Connecting Railroad Co.	-	-	-	-	-	3.44
Kansas City Connecting Railroad Co.	-	-	-	-	-	4.65
Missouri & Illinois Bridge & Belt Railroad Co.	-	-	-	-	-	3.48
TOTALS	-	-	-	-	-	26.90

Transportation-Rate Department Personnel

Chief Rate Expert	George G. Fox
Rate Expert	Henry O. Reinhardt
Rate Expert	Robert F. Hincey
Rate Expert	Gus Havens
Service Inspector	Ed S. Ramsey
Stenographer II	Judy Zwayer
Stenographer II	Loretta Bisges