

THE BIENNIAL REPORT  
OF THE  
**Public Service Commission**

FOR YEARS ENDING NOVEMBER 30, 1933  
AND NOVEMBER 30, 1934



1934

COMMISSIONERS

J. C. COLLET, *Chairman*

GEORGE H. ENGLISH  
WILLIAM STOECKER

W. M. ANDERSON  
HARRY E. McPHERSON

---

JEFFERSON CITY, MISSOURI

## MISSOURI PUBLIC SERVICE COMMISSION

---

J. C. COLLET, Chairman.....Salisbury  
GEORGE H. ENGLISH, Commissioner.....Kansas City  
WILLIAM STOECKER, Commissioner.....Webster Groves  
W. M. ANDERSON, Commissioner.....Harrisonville  
HARRY E. MCPHERSON, Commissioner.....St. Joseph

---

ROBERT E. HOLLIWAY, Secretary.....Jefferson City  
SAM O. HARGUS, General Counsel.....Kansas City  
S. B. NELSON, Engineer.....Kansas City  
A. J. BARAGIOLA, Chief Accountant.....St. Louis  
R. E. DUFFY, Chief Electric and Mechanical  
Engineer.....Greenfield  
V. E. SMART, Chief Rate Expert.....Jefferson City  
A. J. SNEDEKER, Supervisor of Motor Bus De-  
partment.....Columbia

LETTER OF TRANSMITTAL

---

STATE OF MISSOURI  
PUBLIC SERVICE COMMISSION

Jefferson City, Mo.,

*To His Excellency, Guy B. Park, Governor of Missouri:*

Dear Sir: I have the honor to transmit the Biennial report of the Public Service Commission of Missouri, covering the period from November 30, 1932 to November 30, 1934, inclusive.

Very respectfully yours,

J. C. COLLET, Chairman.

(4)

## STATE OF MISSOURI

---

### BIENNIAL REPORT FOR THE YEARS 1933 AND 1934 OF THE PUBLIC SERVICE COMMISSION

---

#### STATEMENT BY THE COMMISSION

A reference to the past reports of the Commission discloses that the biennium just closed has been the busiest of any previous two years. During the years 1931 and 32, the Commission issued 2,124 orders (page 17, 1931-1932 biennial report). During the past biennium, 8,289 orders were issued.

The work of the Commission may be divided into two broad classifications; first, the duties incident to the administration of the commission law as it was originally drafted in 1913, and second, the administration of the so-called Bus and Truck Law passed in its present form in 1931. The latter class accounts for a great deal of the increased volume of work. Of the total number of orders issued during the biennium 7,225 related to truck cases alone. That does not mean that 7,225 certificates or permits were issued to truck operators. This figure includes orders of suspension, revocations, reinstatements and investigations, as well as authorities to operate.

Much of the time of the engineering and accounting departments has been occupied during the past two years in the completion of appraisals and audits commenced prior to 1933. These older appraisals have been made with much detail and a correspondingly large expenditure of money and time. The Commission is now profiting by the experience of the past, and has eliminated much of the time consuming detail work in the making of appraisals.

While the appropriation for the past two years has been much less than for the 1931-32 biennium, the work, other than the actual appraisal of the utilities, has not suffered to any appreciable extent. The personnel of the department has been exceedingly loyal, and has accepted substantial deductions in salaries as a necessary economy. The losses in the personnel have been unfortunately large. We regret to report that by resignation the Head of the Accounting Department, H. W. Ross, and his first assistant, A. L. Houlehan, have both accepted

better positions during the past year. The former Chief Engineer has resigned to become the Chief Engineer of the Arkansas Fact Finding Tribunal. The engineer in charge of the largest appraisal has resigned to accept another position. The Head of the Bus and Truck Department has been changed twice during the last year. These are the more important changes in the personnel.

The budget setting forth the estimated requirements for the Commission during the next two years has been forwarded to the Budget Officer. In that estimate we have suggested practically the same appropriation from the General Revenue Fund and for valuation purposes, which was made for the past biennium. If the appropriation is made in such a manner and form as will permit us to allocate the funds appropriated in such a manner as we may find necessary, we think a repetition of the turnover in the personnel can be avoided. If iron-clad allocations of the appropriation to various classes of service are made in the appropriation bill, the requirements estimated in our budget may prove inadequate. It is impossible to determine two years in advance the exact requirements of each of the various classes of work done by the Commission.

In our judgment, the efficiency of the department may further be increased by establishing a definite increasing scale of salaries for the principal departmental employees, based upon the length of satisfactory service with the Commission. A limit to the possible salaries to be paid any employee should, of course, be fixed, but if our principal departmental employees had definite assurance of continued advancement in salary for continued service with the Commission, our opinion is that the future for them with the Commission would hold much more promise, and ambitious, intelligent men and women in our employ would not feel it necessary to enter other lines of service. We expect in the future, as in the past two years, to carry out the present plan of observing the strictest economy in the administration of the department.

All of the appraisal work done by the Commission is paid for by the utilities appraised. Therefore, the appropriation made by the Legislature for this purpose, in effect, operates only as a check upon the amount of that kind and character of work which we may do. We think it is in the interest of the public good that this particular appropriation be made large enough to permit the valuation of any and all utilities which

may become necessary during the ensuing biennium. The estimated requirement in our proposed budget is intended only to cover the valuations of utilities included in a definite pre-determined plan for the ensuing two years. If other valuations should become advisable or necessary, the estimate we have made would be inadequate to permit the extra work. It will be borne in mind that under the Public Service Commission Act, the making of valuations is obligatory upon the Commission when a certain number of consumers or a municipality requests it. Therefore, we would suggest that the appropriation for this purpose be large enough to permit the making of any valuations which the exigencies of the times may require, leaving to the Commission the obligation and responsibility of making only such valuations as may be necessary.

In this connection we are pleased to report that we have established a definite policy of carefully scrutinizing each and every annual report filed by the utilities, and calling for reductions in rates by the utilities when annual reports indicate an excessive earning. Frequently differences of opinion arise as to whether or not the annual reports accurately and fully reflect the actual condition. In this event, it is necessary that an appraisal and audit be made to determine the propriety of the earnings of the utility. We cannot forecast with entire accuracy the number of investigations which may become necessary. This policy results in the continual scrutiny of the earnings of utilities, without the formality of formal complaints by the consumer.

The general condition of the utilities under regulation by the Commission is comparatively good. There has been no default in any security bearing a fixed obligation, the issuance of which has been authorized by the Commission, with the exception of a Street Railway Company and one Water Company as an incident to reorganization. It is our hope and purpose to make the securities of Missouri utilities safe investments for private capital, and at the same time insure the lowest possible rates to the consumer. In a few instances troublesome conditions exist wherein rates are higher than consumers feel justified in paying, resulting in a decrease in the number of consumers and a corresponding decrease in revenue to the Company. In some instances utilities earning less than previously, and in some instances less than a fair return on all of its property, do not feel justified in reducing rates for the purpose of increasing

consumption. The final solution of the proper, practicable and effective method of segregating non-useful from useful property of the utility under these conditions, is of great importance.

During the biennial period there was a total annual saving of \$3,158,775.67 to the customers of Missouri utilities. This saving was based on rate reductions ordered by the Commission and the filing of new schedules by the utilities.

In addition, the Commission issued its order on November 30, 1934, in an appraisal and valuation of the Laclede Gas Light Company of St. Louis, in which an annual rate reduction of \$348,000 was ordered.

The condition of the transportation agencies in Missouri is occupying a great deal of the attention of the Commission. Transportation by trucks and busses is increasing rapidly. At the same time, the railway companies are making a strenuous effort to hold the business they have and to regain lost business. The result is not to the best advantage of the transportation agencies, and in many instances disadvantageous to the public. The unification of the various transportation agencies into a co-ordinated system will, in time be accomplished.

Estimates made by agencies investigating such conditions indicate that not to exceed 5 per cent of the truck traffic on the Missouri Highways is under or subject to the regulation of this Commission and the payment of fees for operating on the highways (other than the registration fee paid through the Secretary of State, and the tax upon the gasoline and oil consumed). Suggestions have been made to the Commission that we recommend a general tax upon all motor vehicles operating upon the highways of Missouri for hire. Because of the constitutional inhibition contained in Section 44a of Article IV of the Missouri Constitution, such a general tax, in addition to the registration fee above referred to, is impossible until the expiration of the time fixed by the constitution within which no increase in fees may be made. It is, however, advisable, we think, that during the next two years a careful investigation be made for the purpose of determining accurately the maintenance cost of the State Highway system; the proportion of use of that highway system by trucks and busses on the one hand, and automobiles on the other; the comparative damage to and consequent depreciation of the highways caused by each of the two classes of vehicles; the determination of the number and tonnage of the trucks and

busses as compared to the number and tonnage of privately owned passenger carrying vehicles. With this information in the possession of the 1937 General Assembly a proper distribution of the expense of maintaining the highways to the different classes of motor vehicles can be made.

A detailed report by departments follows:



## ENGINEERING DEPARTMENT

The personnel of the department during this period has consisted on an average of fifty engineers, clerks, and stenographers, under the supervision of the Chief Engineer. The force consisted of approximately ninety-five employees at the beginning of the biennium. Thirty-six employees were released in April and sixteen in October, 1933. One assistant engineer and one clerk, who also acts as stenographer, are assigned to the Chief Engineer's office in Jefferson City, and all others are engaged directly in investigation and appraisals of utility properties throughout the state.

The duties of the Engineering Department consist of:

- (a) Appraisal of utility properties ordered by the Commission.
- (b) All matters relating to investigation of accidents on steam and electric railways.
- (c) All matters relating to protection, alteration, and elimination of grade crossings.
- (d) Investigation to determine the necessity and safety of switch and sidetrack connections.
- (e) All matters relating to steam and electric railway signal systems and interlocking plants.
- (f) All matters relating to street railway traffic studies and services.
- (g) All matters relating to the service offered by railroad companies at railway stations.
- (h) Attending hearings, introducing testimony, and assisting in the examination of witnesses, and all matters of appraisal work and other engineering problems.
- (i) Assisting in the preparation of reports involving engineering problems and valuation of properties for rate base purposes.

During the biennium ended November 30, 1933, this department made reports and recommendations in two hundred and ten cases, and handled numerous correspondence relative to complaints as to grade crossings, station service, value of property in various towns, and other matters relating to the valuation of utility properties.

## APPRAISALS OF PROPERTIES OF PUBLIC UTILITIES

During the biennium ended November 30, 1934, the Engineering Department completed appraisals of utility properties, the cost of reproduction of which exceeds \$65,000,000. These properties are as follows:

Missouri Power and Light Company,  
Arkansas-Missouri Power Company,  
St. Joseph Railway, Light, Heat and Power Company,  
Laclede Gas Light Company,  
Caruthersville Exchange of Southeast Missouri Telephone Co.,  
Butler Exchange of United Telephone Company,  
Clinton Exchange of United Telephone Company.

In addition to the appraisals completed, the Department will complete by January 1, 1935, appraisals of the properties of the Ozark Utilities Company, and Independence Waterworks Company. The Department is now engaged in the valuation of the properties of the following companies:

Union Electric Light and Power Company,  
Kansas City Power and Light Company,  
Kansas City Gas Company,  
Southwestern Bell Telephone Company (Kansas City Exchange),  
Missouri Public Service Company.

The Engineering Department also repriced the properties of the Salem and Oak Grove Exchanges of the United Telephone Co., and the Palmyra Exchange of the Western Telephone Corporation, and investigated an engineering report relating to the use and capacity of McDaniel Lake of the Springfield Water Company. The Department also checked a number of appraisals made by engineers of utility companies or consulting engineering firms.

## INVESTIGATIONS OF GRADE CROSSINGS

During the biennium ended November 30, 1934, the Department made investigations and issued reports and orders permitting the following changes in railroad crossings within the state:

|   | Year ended<br>Nov. 30,<br>1933. | Year ended<br>Nov. 30,<br>1934. | Total. |
|---|---------------------------------|---------------------------------|--------|
| New grade crossings established . . . . .                         | 45                              | 28                              | 73     |
| New tracks constructed across existing crossings . . . . .        | 10                              |                                 | 10     |
| Viaducts constructed over tracks . . . . .                        | 12                              | 12                              | 24     |
| New viaducts replacing old viaducts . . . . .                     | 1                               |                                 | 1      |
| Viaducts closed . . . . .   |                                 | 2                               | 2      |
| Subways constructed under tracks . . . . .                        | 3                               | 10                              | 13     |
| Grade crossings eliminated by viaducts or subways . . . . .       | 2                               | 2                               | 4      |
| Grade crossings eliminated by changes in roads . . . . .          | 11                              | 15                              | 26     |
| Grade crossings provided with special signal protection . . . . . | 6                               | 3                               | 9      |

The Engineering Department has also made extensive surveys of all serious railroad accidents to determine the necessity of grade crossing protection. These investigations include surveys of the ground and photographs of the crossings.

A compilation of the number of accidents during the year ended November 30, 1933, and the ten months ended September 30, 1934, disclosed the following:

ALL ACCIDENTS, DECEMBER 1, 1932, TO NOVEMBER 30, 1933.

|                            | Steam.  |          | Electric. |          | Total.  |          |
|----------------------------|---------|----------|-----------|----------|---------|----------|
|                            | Killed. | Injured. | Killed.   | Injured. | Killed. | Injured. |
| Passengers . . . . .       |         | 124      | 3         | 1,101    | 3       | 1,225    |
| Employees . . . . .        | 9       | 281      |           | 12       | 9       | 293      |
| Trespassers . . . . .      | 130     | 132      | 2         | 1        | 132     | 133      |
| *Non-trespassers . . . . . | 37      | 146      | 26        | 943      | 63      | 1,089    |
| Totals . . . . .           | 176     | 683      | 31        | 2,057    | 207     | 2,740    |

\*Includes grade crossing accidents.

ALL ACCIDENTS, DECEMBER 1, 1933, TO SEPTEMBER 30, 1934.

|                            | Steam.  |          | Electric. |          | Total.  |          |
|----------------------------|---------|----------|-----------|----------|---------|----------|
|                            | Killed. | Injured. | Killed.   | Injured. | Killed. | Injured. |
| Passengers . . . . .       |         | 66       |           | 903      |         | 969      |
| Employees . . . . .        | 9       | 229      |           | 8        | 9       | 237      |
| Trespassers . . . . .      | 69      | 95       | 1         | 2        | 70      | 97       |
| *Non-trespassers . . . . . | 33      | 128      | 17        | 617      | 50      | 745      |
| Totals . . . . .           | 111     | 518      | 18        | 1,530    | 129     | 2,048    |

\*Includes grade crossing accidents.

## GRADE CROSSING ACCIDENTS.

|                             | Dec. 1, 1932, to<br>Nov. 30, 1933. |          | Dec. 1, 1933, to<br>Sept. 30, 1934. |          | Total.  |          |
|-----------------------------|------------------------------------|----------|-------------------------------------|----------|---------|----------|
|                             | Killed.                            | Injured. | Killed.                             | Injured. | Killed. | Injured. |
| Train striking vehicle..... | 36                                 | 71       | 30                                  | 68       | 66      | 139      |
| Vehicle striking train..... | 9                                  | 29       | 2                                   | 43       | 11      | 72       |
| Totals.....                 | 45                                 | 100      | 32                                  | 111      | 77      | 211      |

## INVESTIGATIONS OF SIGNAL SYSTEMS AND INTER-LOCKING PLANTS

The Engineering Department investigated and approved plans for the installation and changes of interlocking and signal systems at St. Joseph, Beverly, Illmo, Tindall, Ustick, Sheffield, Rushville, and at the Spruce Street Tower in St. Louis.

## REGULATION OF RAILROAD SERVICE

Investigations were made as to the adequacy of service rendered by steam railways, and assistance was given by the department at a large number of hearings relative to the regulation of train service, requests for the discontinuance of station agents, etc.

## STEAM RAILWAY CLEARANCES

Investigations were made and assistance given by this department relative to six requests for permission to construct tracks and structures with clearances less than prescribed by law and Commission's General Order No. 24.

## DEPARTMENT OF STATISTICS AND ACCOUNTS

The personnel of this department consists of one chief accountant, one assistant chief accountant, two expert accountants, five assistant accountants and one clerk. There are now seven field accounts as compared to eleven at the beginning of the biennium. In addition, the salary of each member of the department was reduced by 10 per cent during the biennium, and as a result of these economies the salary roll of this department has been considerably reduced during the biennium.

The duties and activities of this department are as follows:

(A) Auditing books and records of the public utility companies in order to ascertain investment, original cost, capitalization, income, expenses, etc., to be used in valuation, capitalization and rate making cases; testifying before the Commission and courts where necessary with respect to audits.

(B) Attendance at hearings and analyzing accounting and statistical exhibits presented at hearings in valuation, capitalization and rate making cases.

(C) Preparing, mailing, receiving and filing annual reports of the utilities operating in the State.

(D) Checking the accuracy of annual reports filed by the utilities and bus and truck companies, securing corrections of inaccuracies or omissions and ascertaining rate of return.

(E) Drafting accounting systems and forms of annual reports for the utilities.

(F) Advising verbally and by correspondence with the utilities in regard to matters pertaining to accounts, statistics and annual reports.

(G) Analyzing all applications for issuance of securities and preparing reports and orders in security cases.

(H) Advising with the Commission and the other departments in all matters involving statistics, accounts and securities.

### *Audits:*

The following audits have been completed by this department during the period:

1. Missouri Power & Light Company,
2. St. Joseph Railway, Light, Heat and Power Company,
3. Kansas City Power & Light Company,
4. Missouri Electric Power Company,

5. Missouri General Utilities Company,
6. Missouri Southern Public Service Company,
7. Arkansas Missouri Power Company,
8. Joplin Waterworks Company,
9. Independence Waterworks Company,
10. United Telephone Company, Clinton Exchange,
11. United Telephone Company, Salem Exchange,
12. United Telephone Company, Butler Exchange,
13. United Telephone Company, Oak Grove Exchange,
14. Scotia Telephone Company, Union Exchange,
15. Southeast Missouri Telephone Company, Caruthersville Exchange,
16. LaClede Gas Light Company.

In addition the following audits were in progress on November 30, 1934, or would be started shortly thereafter:

1. Union Electric Light & Power Company,
2. Ozark Utilities Company,
3. Missouri Public Service Company,
4. Kansas City Gas Company,
5. Southwestern Bell Telephone Company—Kansas City, Mo.,
6. Kansas City Power & Light Company—Supplemental Audit.

All of the audits made by this department involved valuations and rates, information being presented showing original cost (where procurable) and the revenues and expenses and net return, so that propriety of rates could be determined. Many communities were involved, for example, one of the utilities audited serves 140 communities, another 72 communities and another 44 communities.

The properties audited by this department during this biennium and those in progress represent a book value of approximately \$225,000,000.00 and serve approximately 500 communities.

#### *Accounting Systems—Annual Reports:*

All accounting systems have been completely revised. A new form of annual report for trucking companies has been completed and distributed to cover operations beginning the

year of 1933. Much valuable statistical data has been incorporated in these annual reports which will be of considerable benefit to the Commission in its regulation of trucking operations.

This department, in conjunction with the engineering department, has done much research work looking towards a system of perpetual inventory for the utilities. Such a system will preserve the vast amount of appraisal data heretofore accumulated by the Commission at a cost (since 1923) of approximately \$1,600,000, and will enable previous valuations to be brought up-to-date at any time at a minimum of expense. This will result in savings to the customers of the utilities, and will provide a plan whereby valuations may be made without delays.

#### *Securities Authorized.*

This department has analyzed all applications filed with the Commission by the utilities for authority to issue stocks, bonds, notes or other securities, and has attended all hearings upon such matters. Fewer securities have been authorized by the Commission during the biennium than in any similar period since its organization.

The securities authorized by the Commission during the period covered by this report are detailed in the following table:

TABLE SHOWING ALL AUTHORIZATIONS TO ISSUE STOCKS, BONDS AND NOTES UNDER THE PUBLIC SERVICE COMMISSION LAW FOR DEC. 1, 1932, TO NOV. 30, 1934:

| Case No. | Name of Company.                 | Kind of security.            | Amount allowed. | Date of permit. |
|----------|----------------------------------|------------------------------|-----------------|-----------------|
| 8272     | Joplin Water Company.....        | { Bonds.....                 | \$100,000.00    | 2-16-1933       |
|          |                                  | { Notes.....                 | 18,000.00       | 2-16-1933       |
| 8299     | St. Joseph Water Company.....    | { Stock.....                 | 700,000.00      | 2-17-1933       |
|          |                                  | { Non-Par Stock...           | 7,500 Shares    | 2-17-1933       |
| 8313     | Doniphan Telephone Company..     | Non-Par Stock...             | 1,000 Shares    | 2-20-1933       |
| 8326     | Ozark Central Telephone Co....   | Non-Par Stock...             | 700 Shares      | 3-29-1933       |
| 8305     | Union Electric Light & Pr. Co... | Bonds.....                   | \$11,250,000.00 | 3-30-1933       |
| 8382     | Laclede Gas Light Company....    | Bonds.....                   | 3,000,000.00    | 5-5-1933        |
| 8438     | Kansas City Public Service Co..  | Bonds.....                   | 15,000,000.00   | 6-10-1933       |
| 8483     | Laclede Power & Light Co.....    | Non-Par Stock...             | 25,000 Shares   | 8-28-1933       |
| 8481     | Missouri Western Gas Co.....     | Notes.....                   | \$100,000.00    | 10-10-1933      |
| 8582     | Banner Truck Lines.....          | Stock.....                   | 10,000.00       | 12-14-1933      |
| 8590     | Warrenton Telephone Co.....      | Notes.....                   | 14,000.00       | 12-18-1933      |
| 8655     | Ray Schwalm.....                 | Notes.....                   | 6,000.00        | 2-13-1934       |
| 8570     | St. Louis Public Service Co....  | Receivers' Certificates..... | \$1,150,000.00  | 2-14-1934       |
| 8718     | Warrenton Telephone Co.....      | Notes.....                   | 2,000.00        | 4-6-1934        |
| 8789     | Lexington Water Co.....          | { Bonds.....                 | 96,600.00       | 7-26-1934       |
|          |                                  | { Notes.....                 | 130,000.00      | 7-26-1934       |
| 8852     | Missouri Telephone Co.....       | Bonds.....                   | 700,000.00      | 10-23-1934      |

## RECAPITULATION.

|                                    |                 |
|------------------------------------|-----------------|
| Total Bonds.....                   | \$30,146,600.00 |
| Total Notes.....                   | 270,000.00      |
| Total Receivers' Certificates..... | 1,150,000.00    |
| Total Stock.....                   | 710,000.00      |
| Total Stock, Non-Par Value.....    | 34,200 Shares   |

Despite the existing depression and the financial failures throughout the country, there has been only one default in any original bond issue of a Missouri operating public utility authorized by this Commission, this exception being a street railway company. This is splendid proof of the soundness of the policy providing for the regulation of the securities of the Missouri utilities.

*Statistical Data:*

This department has been called upon frequently during the year for statistical information by municipalities seeking to construct their own power plants, and for statistical data for taxing purposes. It is believed that the statistical data so furnished has been of immense benefit to all concerned.



## THE ELECTRIC, WATER, GAS, TELEPHONE, TELEGRAPH AND STEAM HEATING DEPARTMENT

The personnel of this Department consists of the Chief of the Department, one clerk and one stenographer.

The work of the Department covers:

(a) The keeping of an accurate official record of the rates charged by all privately owned utilities furnishing gas, electric, telephone, telegraph, steam heating, and water service in this state.

(b) Attention to correspondence and verbal requests for information on matters pertaining to the rates charged and service furnished by gas, electric, telephone, telegraph, steam heating and water utilities.

(c) Adjustment of correspondence complaints involving gas, electric, telephone, telegraph, steam heating or water service.

(d) The filing of the schedules or rates, rules and regulations of gas, electric, telephone, telegraph, steam heating, and water utilities, and the keeping of a record showing the increase or decrease in the annual gross revenue that will result from the application of the new schedules.

(e) General inspection of equipment and test of service meters.

(f) General supervision of the quality of equipment of gas, electric, telephone, telegraph, steam heating and water utilities in so far as the public interest, public health and safety of the public and employees are concerned.

(g) Attending hearings, offering testimony and making investigations when necessary, in matters before the Commission involving permits for electric transmission lines, inductive interference controversies and transfers of utilities. the filing of rate schedules, and other formal cases before the Commission relating to standards, adequacy and extensions of utility service and the charges for such service.

During this period, 6,695 letters and 347 reports and orders were written. When writing a majority of the letters it was necessary first, to collect information and data, and make copies of enclosures to be sent with the letters. During the period covered by this report 1,942 schedules of rates, rules and regulations were filed. Also 787 hearings and conferences were attended.

There were no increases in electric, gas, water, telephone or steam heating rates during the period. Reductions in utilities' annual gross revenues, resulting from the filing of new schedules are shown in the table below:

|                    | From Dec. 1, 1932,<br>to Dec. 1, 1933. | From Dec. 1, 1933,<br>to Dec. 1, 1934. |
|--------------------|--|--|
| Electric.....      | \$2,389,308.76                         | \$452,195.00                           |
| Gas.....           | 2,850.00                               | 7,900.00                               |
| Water.....         | 80,025.91                              | 69,800.00                              |
| Telephone.....     | 99,596.00                              | 9,600.00                               |
| Steam heating..... |  | 47,500.00                              |
| Totals.....        | \$2,571,780.67                         | \$586,995.00                           |

The above figures show that the rates for this service are continuing to be reduced. In fact one of the large utilities in this State now supply electric service to the residences of its customers at the lowest rates in existence or that have ever been in existence anywhere. The increased use of the service resulting from the lower rates and the improvement in appliances as well as the ever growing kinds of electrical appliances makes the electrical industry continue to expand.

Service lines to rural customers have continued to increase not so great as formerly, but our records show that the potential need of it in rural areas is as great as ever.

Improvements in the equipment used by various water utilities of the state for treating the water supplied by the particular water utility have been investigated. Some of these investigations have been completed, resulting in needed improvements that will give the consumers better service, none of these improvements have resulted in increased rates.

During the period there were many complaints against the telephone service furnished by the different telephone companies, but it is noticable that of late there has been much less of that. Upon calling such matters to the attention of the companies they have immediately undertaken to remove the cause of complaint. The result has been in most all cases changes or improvements necessary to restore proper service.

## TRANSPORTATION DEPARTMENT

This department has general supervision of the Commission's activities in the administration of the various laws that provide for the regulation of the rates, charges, rules, regulations and practices of railroad, street railroad, interurban, express, sleeping car, motor bus and motor truck companies.

The department inspects all tariffs filed by these carriers, testing all new rates, charges or other provisions sought to be established. Unlawful tariffs are rejected. Rates, charges or provisions that appear to be unreasonable or otherwise unlawful are made the subject of an investigation, and such a schedule is frequently suspended from becoming effective pending the result of the investigation. Likewise upon petition or complaint of interested shippers or carriers such investigations are instituted and the lawfulness of the schedule is determined after a public hearing.

The department not only keeps a legal and complete file of all tariffs covering the Missouri intrastate rates filed by these carriers but also maintains a large file of tariffs containing interstate rates for the making of quotations to the public, including State Departments, and comparative statements of rates in Missouri with interstate rates and those applicable in other states.

This file is now particularly important and many requests are received from truck companies for railroad rates and from railroads for truck rates.

This department annually accumulates and compiles essential statistics of railroad, bus and truck, common carrier operations in Missouri also railroad statistics from other states and the rate making groups in the United States prescribed by the Interstate Commerce Commission, enabling this Commission to compare operating and traffic conditions and results in Missouri with those in sister states and the several interstate groups.

### LEVEL OF RATES

Effective November 13, 1933, reasonable maximum freight rates on class traffic and many commodities, less carloads and carloads, were established by the railroads operating in southern Missouri. These rates were prescribed by the Interstate Com-

merce Commission for interstate traffic in I. C. C., Docket 21772, and by this Commission on intrastate traffic in Cases 6128 and 6202. The less carload class rates were reduced effective February 15, 1934, the reduction being an average of about 12½ per cent. This reduction was made pursuant to the fixing by this Commission of reasonable less truckload class rates for all motor freight carriers in Missouri in Cases 8351-8397 and 8405. No general changes have been made in railroad carload rates except voluntary reduction on canned goods, hay and livestock to meet truckload competition, and the temporary establishment of drought rates on certain feeds during the latter part of 1934. A proceeding is pending in which the establishment of truck load rates for motor carriers is involved.

Passenger fares on railroads have been generally reduced from 3.6 cents per mile to 3 cents per mile with pullman privileges and 2 cents per mile for coach travel. Round trips are generally 180 per cent of the one way fare. The fifty per cent surcharge on pullman and parlor car charges has been generally discontinued in this state.

Motor bus fares for distances up to 200 miles is based at 2 cents per mile, with 1.9 cents per mile over 200 miles, with round trip fares generally 180 per cent of the one way fare.

The railroads have recently established revisions in baggage and excess baggage rules, resulting in reductions in the charges heretofore made.

No changes have been made in rates charged by the Railroad Express Agency except that on carload shipments of butter eggs, dressed poultry and strawberries, and on milk and cream, its rates have been materially reduced during the past year to meet truck carrier competition.

Street railroad fares in St. Louis, Kansas City and St. Joseph have been modified to attract traffic from users of private automobiles and service cars. In Kansas City, a weekly pass system was established in 1933, with a rate of \$1.00 per pass. In 1934 the price of the pass was increased to \$1.10. This innovation appears to be very popular in Kansas City as about 50 per cent of the total passengers carried used the pass.

In St. Louis, the standard fare is 10 cents, four tokens being sold for 35 cents, with shopper's tickets for round trips between 10 A. M. and 4 P. M. for 10 cents, and Sunday and Holiday tickets permitting as many rides as desired for a net cost of 25 cents by the holder thereof.

At St. Joseph, commutation ticket fares have been recently established for use between St. Joseph and points on the inter-urban line running to Savannah.

All of these innovations have been made as experiments to stimulate traffic, and have reduced the transportation costs to the public.

### RAILROAD CONSTRUCTION.

No new railroad construction has been authorized during this biennial period.

### RAILROAD ABANDONMENT

During this period the railroads have abandoned operation on the following lines:

| Railroad.                                    | From                            | To                                 | Miles. |
|--|---------------------------------|------------------------------------|--------|
| Alton.....                                   | Fulton.....                     | South Cedar City....               | 24.53  |
| Atchison, Topeka and Santa Fe....            | Henrietta.....                  | North Lexington.....               | 3.11   |
| Chicago, Rock Island and Pacific....         | Rushville.....                  | Wallace.....                       | 11.87  |
| Kansas City, Clay County and St. Joseph..... | Kansas City.....                | St. Joseph.....                    | 51.6   |
| Kansas City, Clay County and St. Joseph..... | Kansas City.....                | Excelsior Springs....              | 27.9   |
| St. Louis-San Francisco.....                 | Brownwood.....                  | Zalma.....                         | 8.6    |
| St. Louis-San Francisco.....                 | Marquette.....                  | Brooks Jct.....                    | 25.9   |
| St. Louis-San Francisco.....                 | Miller.....                     | South Greenfield....               | 12.1   |
| St. Louis-San Francisco.....                 | Vanduser.....                   | Bloomfield.....                    | 17.3   |
| St. Louis-San Francisco.....                 | S. W. Mo. Conn.....             | Unnamed Point.....                 | .79    |
| St. Louis-San Francisco.....                 | Hollow Spur—Carterville Br..... | End of Line.....                   | 1.1    |
| St. Louis-San Francisco.....                 | Galena, Kan.....                | Hero Mine Spur....                 | 3.4    |
| St. Louis-San Francisco.....                 | Rex Branch Jct.....             | Southern Limits,<br>Webb City..... | 4.9    |
| St. Louis-San Francisco.....                 | In Webb                         | City.....                          | .22    |
| St. Louis-San Francisco.....                 | Prosperity Jct.....             | End of Line.....                   | 3.45   |
| St. Louis-San Francisco.....                 | Ozark.....                      | Chadwick.....                      | 15.2   |
| Wabash.....                                  | Excelsior Springs Jct.          | Excelsior Springs....              | 8.72   |
| Total.....                                   |                                 |                                    | 220.69 |

**MILEAGE OF STEAM AND ELECTRIC RAILWAYS, CITY STREET RAILWAYS AND EXPRESS COMPANIES OPERATED IN MISSOURI  
ON DECEMBER 31, 1933.**

**MILEAGE OF CLASS 1 RAILROADS IN MISSOURI.**

| Railroad.  | Miles of road.  | Miles of second main track. | Miles of third main track. | Miles of fourth main track. | Miles of industrial track. | Miles of yard track, sidings, etc. | Total.           |
|--|-----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|------------------------------------|------------------|
| The Alton Railroad Company.....                  | 254.04          | 20.03                       |                            |                             | 14.87                      | 83.52                              | 372.46           |
| The Atchison, Topeka and Santa Fe Ry. Co.....    | 309.34          | 200.49                      | 15.18                      | .41                         | 19.33                      | 136.78                             | 681.53           |
| Chicago, Burlington & Quincy R. R. Co.....       | 1,138.68        | 129.62                      |                            |                             | 73.19                      | 400.53                             | 1,742.02         |
| Chicago Great Western Railroad Co.....           | 101.24          | 3.61                        |                            |                             | 1.38                       | 45.55                              | 151.78           |
| Chicago, Milwaukee, St. Paul & Pacific R. R..... | 147.98          | 44.42                       | 6.48                       | 5.44                        | 4.57                       | 99.67                              | 308.56           |
| Chicago, Rock Island and Pacific Ry.....         | 612.71          | 83.47                       | 8.04                       | 6.62                        | 21.79                      | 203.89                             | 936.52           |
| The Kansas City Southern Railway Co.....         | 201.16          | 10.50                       |                            |                             | 38.83                      | 98.52                              | 349.01           |
| Missouri and North Arkansas Ry. Co.....          | 69.21           |                             |                            |                             | .34                        | 14.50                              | 84.05            |
| Missouri-Illinois Railroad Co.....               | 105.18          |                             |                            |                             | 7.98                       | 35.19                              | 148.35           |
| Missouri-Kansas-Texas Railroad Co.....           | 470.24          | 28.29                       |                            |                             | 14.37                      | 165.62                             | 678.52           |
| Missouri Pacific Railroad Co.....                | 1,634.74        | 211.92                      | 1.50                       |                             | 127.94                     | 604.43                             | 2,580.53         |
| Quincy, Omaha and Kansas City R. R.....          | 246.88          | 1.09                        |                            |                             | 4.63                       | 20.90                              | 273.50           |
| St. Louis-San Francisco Railway Co.....          | 1,790.22        | 60.25                       |                            |                             | 163.58                     | 437.63                             | 2,451.68         |
| St. Louis Southwestern Railway Co.....           | 226.66          | 19.67                       |                            |                             |                            | 81.81                              | 328.14           |
| Wabash.....                                      | 654.94          | 93.04                       | 13.38                      |                             | 35.26                      | 269.25                             | 1,056.87         |
| <b>Totals.....</b>                               | <b>7,954.22</b> | <b>906.40</b>               | <b>41.58</b>               | <b>12.47</b>                | <b>528.06</b>              | <b>2,697.79</b>                    | <b>12,143.52</b> |

SMALL ROADS AND SWITCHING ROADS IN MISSOURI—  
MILEAGE.

|  | Average<br>mileage. |
|--|---------------------|
| <b>SMALL ROADS.</b>                              |                     |
| Bevier and Southern Railroad Co. ....            | 10.20               |
| Cassville and Exeter Railway Co. ....            | 4.70                |
| Missouri Southern Railroad Co. ....              | 69.56               |
| Ozark Southern Railroad Co. ....                 | 14.70               |
| Rockport, Langdon and Northern Railway Co. ....  | 5.65                |
| Shelby County Railroad Co. ....                  | 8.50                |
| Shelby Northwestern Railway Co. ....             | 21.50               |
| St. Joseph and Grand Island Railway Co. ....     | .44                 |
| St. Louis and Hannibal Railroad Co. ....         | 50.80               |
| St. Louis and Troy Railroad. ....                | 5.95                |
| Cape Girardeau Northern. ....                    | 12.00               |
| <b>Total. ....</b>                               | <b>204.00</b>       |
| <b>SWITCHING ROADS.</b>                          |                     |
| Hannibal Connecting Railroad. ....               | 2.94                |
| Illinois Terminal Railroad. ....                 | 2.51                |
| Kansas City Connecting Railroad. ....            | 4.80                |
| Kansas City Terminal Railway Co. ....            | 124.04              |
| Missouri-Illinois Bridge and Belt Railway. ....  | 3.62                |
| Manufacturers Railway. ....                      | 33.22               |
| Rock Island and Frisco Terminal Railway Co. .... | 14.99               |
| St. Joseph Terminal Railway Co. ....             | 13.74               |
| St. Joseph Belt Railway Co. ....                 | 21.62               |
| Terminal Railroad Association. ....              | 171.54              |
| Union Terminal Railway Co. ....                  | 24.67               |
| Leavenworth Terminal Railway and Bridge Co. .... | 1.01                |
| St. Joseph Union Depot Co. ....                  | 2.21                |
| <b>Total. ....</b>                               | <b>420.91</b>       |

ELECTRIC RAILROADS OPERATED IN MISSOURI—  
MILEAGE.

|  | Average<br>mileage. |
|--|---------------------|
| <b>ELECTRIC INTERURBAN RAILROADS.</b>              |                     |
| Joplin-Pittsburg Railroad Co. ....                 | 18.33               |
| St. Francois County Railroad Co. ....              | 7.68                |
| North Kansas City Bridge and Railroad Co. ....     | 10.406              |
| Southwest Missouri Railroad Co. ....               | 38.23               |
| <b>Total. ....</b>                                 | <b>74.646</b>       |
| <b>CITY STREET RAILWAYS.</b>                       |                     |
| Kansas City Public Service Co. ....                | 129.65              |
| Missouri Power and Light Co., Jefferson City. .... | 4.11                |
| St. Louis Public Service Co. ....                  | 451.83              |
| St. Joseph Railway, Light, Heat and Power Co. .... | 42.83               |
| Springfield Traction Co.**. ....                   | 53.73               |
| Cape Girardeau Jackson Interurban Railway Co. .... | 3.6                 |
| <b>Total. ....</b>                                 | <b>685.75</b>       |
| <b>EXPRESS COMPANIES</b>                           |                     |
| Railway Express Agency, Inc. ....                  |                     |

\*\*34.00 miles operated by busses.

**SELECTED STATISTICS OF RAILROAD OPERATIONS IN MISSOURI FROM ANNUAL REPORTS TO PUBLIC SERVICE COMMISSION OF MISSOURI, OF CARRIERS SHOWN IN NOTE.**

| Year. | Operating revenue. | Operating expenses. | Freight revenue. | Passenger service train revenue. | Ton miles revenue freight per mile of road. | Revenue passenger miles per mile of road. | Total carload traffic terminated. |            | Total less carload traffic terminated. Tons. |
|-------|--------------------|---------------------|------------------|----------------------------------|---|---|-----------------------------------|------------|--|
|       |                    |                     |                  |                                  |   |   | Cars.                             | Tons.      |  |
| 1920  | \$171,415,938.91   | \$157,883,421.86    | \$118,140,675.11 | \$48,279,540.12                  | 1,338,970                                   | 162,757                                   |                                   |            |  |
| 1921  | 162,471,925.89     | 129,681,893.24      | 114,326,065.78   | 42,316,868.84                    | 1,016,387                                   | 122,094                                   |                                   |            |  |
| 1922  | 162,024,720.18     | 125,028,532.87      | 114,844,028.45   | 39,557,039.96                    | 1,121,022                                   | 108,534                                   |                                   |            |  |
| 1923  | 171,553,045.60     | 133,663,688.13      | 122,290,088.72   | 41,872,989.36                    | 1,269,906                                   | 119,728                                   |                                   |            |  |
| 1924  | 167,721,783.78     | 126,712,417.64      | 120,625,481.54   | 39,206,139.40                    | 1,301,387                                   | 112,096                                   |                                   |            |  |
| 1925  | 175,026,959.55     | 125,892,295.47      | 127,701,263.11   | 37,528,700.03                    | 1,347,727                                   | 107,006                                   |                                   |            |  |
| 1926  | 174,885,985.49     | 126,773,621.51      | 130,975,485.96   | 36,058,683.57                    | 1,380,078                                   | 101,983                                   |                                   |            |  |
| 1927  | 169,189,650.48     | 125,562,953.74      | 128,418,370.54   | 32,815,065.60                    | 1,372,524                                   | 92,329                                    |                                   |            |  |
| 1928  | 172,432,014.48     | 124,395,214.48      | 133,998,663.10   | 30,206,664.20                    | 1,466,051                                   | 81,861                                    |                                   |            |  |
| 1929  | 178,171,460.13     | 127,343,075.25      | 138,357,656.09   | 31,148,857.49                    | 1,527,354                                   | 78,774                                    | 1,096,411                         | 34,200,689 | 1,035,696                                    |
| 1930  | 151,710,815.81     | 110,062,232.00      | 119,388,138.80   | 24,597,498.65                    | 1,353,423                                   | 66,417                                    | 974,723                           | 31,180,264 | 840,481                                      |
| 1931  | 121,115,570.19     | 92,411,898.51       | 95,003,208.22    | 18,538,246.65                    | 1,129,100                                   | 47,105                                    | 772,648                           | 25,104,484 | 596,261                                      |
| 1932  | 89,312,638.97      | 68,632,507.85       | 71,659,649.64    | 12,622,054.38                    | 810,825                                     | 34,721                                    | 596,576                           | 18,645,486 | 472,905                                      |
| 1933  | 85,782,787.48      | 64,441,275.99       | 70,433,951.98    | 10,624,946.31                    | 812,688                                     | 31,862                                    | 573,617                           | 17,631,689 | 467,399                                      |

NOTE: Alton; Atchison, Topeka and Santa Fe; Chicago, Burlington and Quincy; Chicago Great Western; Chicago, Milwaukee, St. Paul & Pacific; Chicago, Rock Island & Pacific; Kansas City Southern; Missouri-Illinois; Missouri-Kansas-Texas; Missouri & North Arkansas; Missouri Pacific; Quincy, Omaha and Kansas City; St. Louis-San Francisco; St. Louis Southwestern; Wabash.



## LEGAL DEPARTMENT

Approximately 120 cases were handled by the Legal Department during the biennial period. During the first part of 1933, the department passed on all insurance policies filed under the Bus and Truck Law. In addition, the department has assisted prosecuting attorneys throughout the state in the enforcement of the misdemeanor section of the Public Service Commission Law.

Outstanding in the various suits begun, ended or disposed of during the biennial period, the following cases may be noted:

State ex rel. Ferguson-Wellston Bus Company vs. Public Service Commission (Commission Case No. 7649): This case involved the interpretation of the Bus and Truck Law relating to the jurisdiction of the Public Service Commission within what is described as suburban territory, holding that operators of motor vehicles transporting persons or property from one community to another in suburban territory are subject to the jurisdiction of the Public Service Commission.

State ex rel. Kansas City, Independence and Fairmount Stagelines Co. vs. Public Service Commission: This case raised a new point in the Public Service Law of Missouri and determined that the statute relative to procedure before the Commission and in courts provide for the filing of only one motion for rehearing and the appeal must be taken within thirty days after the motion for rehearing is overruled.

Park Transportation Company vs. Public Service Commission, et al.: This case challenged the constitutionality of the Motor Vehicle Law relative to the length of vehicles using the highway and also the authority of the Public Service Commission to require motor carriers to comply with the Motor Vehicle Law relative to length of vehicle and load.

State ex rel. Public Service Commission vs. Mulloy: The importance of this case is that it frees the Public Service Commission from the annoyance of injunction suits filed against the Commission preventing it from proceeding under the Public Service Commission Law with required regulation. This case held that injunction will not lie to prevent the Commission from performing its official duties.

State ex rel. Union Electric Light and Power Company vs. Public Service Commission, et al. (Commission Case No. 7801): This case involved the authority of the Commission to authorize the transfer of more than ten per cent of the stock of a utility from one holding company to another, settling a matter that has been in controversy for several years.

State ex rel. Cities Service Gas Company vs. Public Service Commission (Commission Case No. 7523): This case involved the right and authority of the Commission to require a pipe line company to file schedules of rates. Under the decision in this case the Public Service Commission can require the natural gas pipe lines in Missouri to file schedules of rates upon showing that they are serving local customers. Heretofore these pipe lines claimed to be free from any regulation of the Commission.

State ex rel. Kansas City Power & Light Company vs. Public Service Commission (Commission Case No. 8099): This case is important in that the question of the authority of the Commission to determine to which particular utility a certificate of convenience and necessity may be issued to perform a given service was challenged. The Commission's order was affirmed by the Supreme Court.

State ex rel. Panhandle Eastern Pipe Line Company vs. Public Service Commission: This case grew out of an order of the Public Service Commission requiring the Panhandle Eastern Pipe Line Company to furnish gas for distribution by a municipally owned distribution system at Fulton, Missouri. The importance of this case lies in the fact that the authority of the Commission to require utilities to serve municipally owned plants will be determined when they are shown to be serving local consumers.

State ex rel. City of St. Louis vs. Public Service Commission: This case was tried in Circuit Court and appealed to the Supreme Court. It is important in that it determines the power and authority of the Commission in passing on questions of the acquisition of more than ten per cent of the capital stock of a utility by a non-utility company. The Commission's order was affirmed by the Supreme Court.

State vs. Dixon: This case was a suit brought for the purpose of testing the validity of General Order No. 27. Court

en banc adopted the divisional opinion by Westhues holding violations of the Commission's rules and regulations to be misdemeanors.

Two decisions have been handed down by the United States District Court in *Midland Stages vs. Public Service Commission* and *Daniels Motor Stages vs. Public Service Commission*, respectively, which hold that the Public Service Commission has the legal right to cancel the permit of an interstate carrier.

## BUS AND TRUCK DEPARTMENT

The total number of truck cases filed since September 14, 1931, the date on which the Bus and Truck Law became effective is 3929. Of this number 3057 were filed previous to 1934, and 872 during the year 1934. The number of cases filed during the past year is less than in any year since the passage of the act, the average for 1931-32-33, being about 1,200 each year. In view of the fact these three years represent a period in which the first rush of applications were received, the records of filings for the eleven months of 1934 do not indicate a cessation of application.

At the beginning of 1934 there remained 188 cases to be disposed of.

Following is a statement of the disposition of all cases filed to December 1, 1934:

|  |       |
|--|-------|
| Total number filed to December 1, 1934.....            | 3,929 |
| Dismissed, Denied, Withdrawn.....                      | 1,552 |
| Authorities issued in.....                             | 1,871 |
| Cases pending before Commission, December 1, 1934..... | 137   |
| New cases.....   | 45    |
| Submitted on the record.....                           | 29    |
| Continued.....   | 17    |
| Set but not heard.....                                 | 18    |
| Approved.....  | 1     |
| Incomplete.....  | 16    |
| Ready for orders.....                                  | 11    |
|  | 137   |
| Joint Rate Cases disposed of.....                      | 130   |
| Complaints disposed of.....                            | 25    |
| Transfers granted.....                                 | 214   |
|  | 3,929 |

On December 1, 1934, the number and classes of licensed carriers were as follows:

### TRUCK.

#### *Common Carriers*

##### *Intrastate only*

|                                 |     |
|---------------------------------|-----|
| Regular.....                    | 61  |
| Irregular.....                  | 237 |
| Both regular and irregular..... | 179 |
|                                 | 477 |

*Interstate only*

|                                 |     |
|---------------------------------|-----|
| Regular.....                    | 16  |
| Irregular.....                  | 167 |
| Both regular and irregular..... | 6   |

---

 189
*Combined Intrastate and Interstate*

|                                 |     |
|---------------------------------|-----|
| Regular.....                    | 4   |
| Irregular.....                  | 100 |
| Both regular and irregular..... | 51  |

---

 155

---

 821
*Contract Haulers**Intrastate only*

|                |    |
|----------------|----|
| Regular.....   | 2  |
| Irregular..... | 41 |

---

 43
*Interstate only*

|                                 |     |
|---------------------------------|-----|
| Regular.....                    | 8   |
| Irregular.....                  | 125 |
| Both regular and irregular..... | 2   |

---

 135
*Combination of Intrastate and Interstate*

|                |    |
|----------------|----|
| Regular.....   | 1  |
| Irregular..... | 11 |

---

 12

---

 190

---

 1,011

## BUS

*Common Carrier**Intrastate only*

|                                 |    |
|---------------------------------|----|
| Regular.....                    | 54 |
| Irregular.....                  | 3  |
| Both regular and irregular..... | 2  |

---

 59
*Interstate only*

|              |    |
|--------------|----|
| Regular..... | 18 |
|--------------|----|

---

 18

*Combination of Intrastate and Interstate*

|                                 |   |
|---------------------------------|---|
| Regular.....                    | 9 |
| Irregular.....                  | 0 |
| Both regular and irregular..... | 5 |

---

 14

91

There were 55 of the licensed freight carrying motor carriers suspended as of December 1, 1934, and 25 of the passenger carrying motor carriers.

During 1933, 169 certificates and permits of the freight carriers were revoked, as compared to 177 during 1934. Also 17 permits were cancelled during 1934.

Attached is a comparative classified statement of fees, received by this department from December 1, 1932, to December 1, 1934.

The increase in collections in 1934 over the previous year is due largely to the method established on July 1, 1934, for the collection of emergency fees. These fees are now paid in advance, at the time of purchase of the travel order, with a result that collections have been simplified and the amount of revenue increased.

**COMPARATIVE CLASSIFIED STATEMENT OF BUS AND TRUCK FEES COMMENCING DEC. 1, 1932, AND ENDING DEC. 1, 1933, AND DEC. 1, 1933, AND DEC. 1, 1934.**

|                           | Dec. 1, 1932,<br>to<br>Dec. 1, 1933. | Dec. 1, 1933,<br>to<br>Dec. 1, 1934. | Total.       |
|---------------------------|--------------------------------------|--------------------------------------|--------------|
| Truck License Fees.....   | \$164,299.25                         | \$139,740.67                         | \$304,039.92 |
| Truck Emergency Fees..... | 15,562.00                            | 118,741.89                           | 134,303.89   |
| Bus License Fees.....     | 38,009.24                            | 50,043.18                            | 88,052.42    |
| Bus Emergency Fees.....   | 2,712.34                             | 8,066.52                             | 10,778.86    |
| Totals.....               | \$220,582.83                         | \$316,592.26                         | \$537,175.09 |

**CLASSIFIED STATEMENT OF BUS AND TRUCK FEES COMMENCING DECEMBER 1, 1930, AND ENDING DECEMBER 1, 1932.**

|                           | Dec. 1, 1930,<br>to<br>Dec. 1, 1932. |
|---------------------------|--------------------------------------|
| Truck License Fees.....   | \$34,799.09                          |
| Truck Emergency Fees..... | 367.45                               |
| Bus License Fees.....     | 78,902.24                            |
| Bus Emergency Fees.....   | (Incl. in license)                   |
|                           | \$114,068.78                         |

The Missouri Bus and Truck Law applicable to Common Carriers in most instances has been quite fully enforced, but enforcement has been rendered somewhat difficult and produced unsatisfactory results because of lack of control over certain classes of motor carriers with which common carriers must compete. Some of the most difficult situations follow:

### CONTRACT CARRIERS

Evidently quite a number of motor carriers attempt to evade the payment of fees required of common carriers by professing to be contract haulers when they are apparently engaged in the common carrier's type of operation. Approximately two hundred applications have been granted to operate as contract haulers, interstate and intrastate, some of these carriers have filed as many as fifteen contracts which are various in their nature. They include contract agreements to haul meat, groceries, dry goods and other merchandise.

### PEDDLING OPERATIONS

A large number of truck men resort to peddling operations when the primary purpose of this operation is motor transportation. In South Missouri, truck loads of merchandise consisting of groceries and fruit are distributed to merchants under this guise. Quite a number of truck men provide themselves with a merchants license and haul quantities of merchandise from the city markets and thus avoid payment of tax, since they keep no stock on hands.

### FARM-TO-MARKET HAULER

The farm-to-market hauler through arrangement with the farmer whose stock he transports to market frequently brings back loads of cattle, feed and lumber which really belong to the farmer who has provided the money for the purchase of these goods. Live stock commission companies and wholesale dealers knowingly enter into this arrangement by issuing bills of sale to the truck owner. Law enforcement agencies are unable to obtain convictions on this type of operation on account of the difficulty of proving that the operation is for hire.

## THE TON AND ONE-HALF EXEMPTION

A marked increase for 1934 has been noted in the operation of trucks claiming exemption under that part of the Statute which reads:

“The provision of this act shall not apply to trucks of one and one-half ton capacity and less.”

Complaints come from Springfield, Missouri, concerning a company which operates a fleet of one and one-half ton manufacturer's rated capacity trucks under the name of the “Ozark Trails Express.” They resort to elaborate advertising and quote rates below those required to be charged by licensed carriers. Similiar operations are reported from Joplin, Missouri, from which point the “Bay Mule Express” operates. Complaints against this type of trucking have been received from St. Joseph and St. Louis.

A check of this situation has been made by our inspectors and these trucks are frequently found to be loaded with 2,950 pounds of merchandise and apparently could safely carry several hundred more pounds.

The following charts are prepared as being a fair report, typical for the entire state.

**RECORD OF ARRESTS OF MOTOR CARRIERS AT ST. CHARLES, MO., APRIL 19th TO DECEMBER 1st.**

|   |            |
|---|------------|
| No Emergency Travel Order.....                                      | 38         |
| Improper Travel Order.....  | 131        |
| No Annual License Card in Cab.....                                  | 12         |
| Unauthorized Carrier.....   | 105        |
| Operating While Suspended.....                                      | 17         |
| Loaded in Excess of Permit.....                                     | 115        |
| Improper Markings.....  | 50         |
| Improper Equipment.....   | 4          |
| Operating Intrastate with Interstate Authority.....                 | 4          |
| Operating Interstate with Intrastate Authority.....                 | 9          |
| Aiding and Abetting.....  | 4          |
| Contract Hauler Transporting Property with no Contract on File..... | 10         |
| Contract Hauler Operating Over Regular Route of Common Carrier..... | 5          |
| <b>Total.....</b>   | <b>504</b> |



**CHART SHOWING DIFFERENT TYPES OF TRUCKS OPERATING ON HIGHWAY 40, DURING A 12-HOUR PERIOD, 6 A. M. TO 6 P. M., MARCH 26, 1934.**

|  | No permit. | Regular permit. | Oper-ating as extra. | Total.     |
|--|------------|-----------------|----------------------|------------|
| Non-P. S. C. trucks farm-to-market products.....   | 42         |                 |                      | 42         |
| Non-P. S. C. trucks into St. Louis with products other than farm and billed to truckers.....     | 3          |                 |                      | 3          |
| P. S. C. trucks—Mdse. into St. Louis.....  |            | 37              | 6                    | 43         |
| P. S. C. trucks into St. Louis empty.....  |            | 6               |                      | 6          |
| Non-P. S. C. trucks returning with flour, lumber, hardware and feed billed to truck drivers..... | 15         |                 |                      | 15         |
| P. S. C. trucks returning loaded.....  |            | 29              | 8                    | 37         |
| P. S. C. trucks returning empty.....   |            | 12              | 6                    | 18         |
| Non-P. S. C. trucks returning empty.....   | 82         |                 |                      | 82         |
| <b>Totals.....</b>   | <b>146</b> | <b>84</b>       | <b>20</b>            | <b>250</b> |

These reports were taken at St. Charles, Missouri, at which point practically every type of truck operation is encountered.

Splendid cooperation has been received from the law enforcing officers and the courts. During this year a more decided willingness on the part of Prosecuting Attornies over the state to enforce the Missouri Bus and Truck Law has been noted.

Complaints received by letter from various sources have decreased about sixty per cent. Upon receipt of a complaint of any nature our inspectors have immediately been requested to call upon the complainant and make such investigation as will satisfy the complainant. In practically all of these cases the illegal operations complained of have been suppressed without any court action having been taken. A number of complaints are received in regard to licensed carriers who are charging rates less than quoted in their tariff. Owing to the difficulty in obtaining proper evidence in these cases they have not been as satisfactorily handled as complaints of other natures.

The Bus and Truck Department issued 7,225 orders during the period from August, 1932 to November 30, 1934.

Of this number, 4,707 orders were issued from August, 1932 to January 1, 1934, divided as follows:

|  |       |
|--|-------|
| Dismissals.....                            | 1,313 |
| Reports and Orders licensing carriers..... | 1,446 |
| Joint Rate Orders.....                     | 7     |
| Complaints.....                            | 5     |
| Transfers.....                             | 98    |
| Citations and Revocations.....             | 338   |
| Motions.....                               | 359   |
| Supplemental Reports and Orders.....       | 100   |
| Suspensions.....                           | 1,041 |

From January 1, 1934 to November 30, 1934, 2518 orders were issued, divided as follows:

|  |     |
|--|-----|
| Dismissals.....  | 176 |
| Reports and Orders licensing carriers and giving additional authority..... | 503 |
| Joint Rate Orders.....   | 68  |
| Complaints.....  | 3   |
| Transfers.....   | 106 |
| Citations and Revocations.....   | 629 |
| Motions.....   | 41  |
| Suspensions.....   | 623 |
| Reinstatements.....  | 152 |
| Denials.....   | 53  |
| Setting Aside Dismissals.....  | 2   |
| Rehearings.....  | 5   |
| Setting Aside Revocations.....   | 1   |
| Extending Effective Dates.....   | 110 |
| Cancelling Contracts.....  | 2   |
| Cancelling Permits.....  | 44  |

Making a total number of orders issued from August, 1932 to November 30, 1934, 7225.

## HISTORICAL

---

The act creating the Missouri Public Service Commission was passed by the Forty-seventh General Assembly and became effective April 15, 1913. The bill creating the Commission was introduced in the legislature by Senator William G. Busby of Carroll County.

The act provided for a Commission of five members, appointed by the Governor, with the advice and consent of the Senate, one member to be designated by the Chief Executive as Chairman of the Commission. The term of office is six years.

EFFECTIVE APRIL 15, 1915, THERE WERE APPOINTED:

FRANK A. WIGHTMAN, railroad expert, of Monett, Mo., for a term of two years, ending April 15, 1915.

JOHN KENNISH, lawyer, of Kansas City, Mo., for a term of four years, ending April 15, 1917.

HOWARD B. SHAW, electrical engineer, of Columbia, Mo., for a term of four years, ending April 15, 1917.

JOHN M. ATKINSON, lawyer, Chairman, of Doniphan, Mo., for a term of six years, ending April 15, 1919.

WILLIAM F. WOERNER, lawyer, of St. Louis, Mo., effective July 3, 1913, for a term ending April 15, 1919.

WILLIAM F. WOERNER, resigned, effective November 18, 1914; and Edwin J. Bean, lawyer, of DeSoto, Mo., effective November 19, 1914, was appointed for the unexpired term, ending April 15, 1919.

FRANK A. WIGHTMAN, resigned, effective April 24, 1915; and EUGENE MCQUILLIN, lawyer, of St. Louis, Mo., effective April 24, 1915, was appointed for a term ending April 15, 1921.

JOHN M. ATKINSON, Chairman, resigned, effective May 1, 1916; and WILLIAM G. BUSBY, lawyer, of Carrollton, Mo., effective May 1, 1916, was appointed for the unexpired term, ending April 15, 1919, and named Chairman of the Commission.

EUGENE MCQUILLIN, resigned, effective February 21, 1917; and DAVID E. BLAIR, lawyer, of Joplin, Mo., effective February 26, 1917, was appointed for the unexpired term, ending April 15, 1921. Resigned August 23, 1920, effective immediately.

NOAH W. SIMPSON, lawyer, of LaBelle, Mo., effective April 15, 1917, was appointed for a term ending April 15, 1923, vice John Kennish, whose term expired.

EDWARD FLAD, civil engineer, of St. Louis, Mo., effective April 15, 1917, was appointed for a term ending April 15, 1923, vice Howard B. Shaw, whose term had expired. Resigned, effective October 11, 1921.

A. J. O'REILLY, civil engineer, of St. Louis, Mo., effective October 11, 1921, was appointed for the unexpired term ending April 15, 1923.

JOHN KENNISH, lawyer, of Kansas City, Mo., effective August 23, 1920, was appointed for the unexpired term, ending April 15, 1921. Resigned, effective December 1, 1920; and

JOHN A. KURTZ, lawyer, of Kansas City, Mo., effective December 1, 1920, was appointed for the unexpired term ending April 15, 1921. May 1, 1921, was appointed for a full term of six years, ending April 15, 1927, and named Chairman of the Commission vice William G. Busby, resigned. Died June 17, 1923; and

MERRILL E. OTIS, lawyer, of St. Joseph, Mo., effective June 23, 1923, was appointed for the unexpired term, ending April 15, 1927, and named as Chairman of the Commission. Resigned, effective August 15, 1924.

WILLIAM G. BUSBY, Chairman, resigned, effective May 1, 1921; and

HUGH McINDOE, lawyer, of Joplin, Mo., was appointed for the unexpired term, ending April 15, 1925. Died May 28, 1923; and

RICHARD H. MUSSER, lawyer, of Plattsburg, Mo., effective June 16, 1923, was appointed for the unexpired term, ending April 15, 1925.

THOMAS J. BROWN, lawyer of Charleston, Mo., effective June 13, 1923, was appointed for a term ending April 15, 1929, vice Noah W. Simpson, whose term expired April 15, 1923. Named Chairman of the Commission, effective August 30, 1924, to succeed Merrill E. Otis, Chairman, resigned, effective August 30, 1924.

ALMON ING, lawyer, of Poplar Bluff, Mo., effective January 4, 1925, was appointed for the unexpired term, ending April 5, 1927, of Merrill E. Otis, resigned. Reappointed during recess of legislature for full term from April 15, 1927, to April

15, 1933. Named Chairman, effective October 1, 1928, vice Thomas J. Brown, Chairman, resigned.

D. F. CALFEE, lawyer, of Jefferson City, Mo., was appointed January 15, 1925, for the unexpired term, ending April 15, 1929, for A. J. O'Reilly, assuming the duties February 4, 1925.

S. M. HUTCHISON, lawyer of Kansas City, Mo., effective April 15, 1925, was appointed for a term ending April 15, 1931, vice R. H. Musser, resigned.

J. H. PORTER, engineer, of St. Louis, Mo., effective June 26, 1925, was appointed for a term ending April 15, 1931, vice Edwin J. Bean, resigned. Reappointed April 15, 1931, for a term of six years ending April 15, 1937.

J. P. PAINTER, lawyer, of Milan, Mo., effective October 1, 1928, was appointed for a term ending April 15, 1929, vice Thomas J. Brown, resigned.

MILTON R. STAHL, lawyer, of St. Louis, Mo., effective May 29, 1929, was appointed for the term ending April 15, 1935, and named as Chairman of the Commission, vice D. F. Calfee, whose term expired April 15, 1929.

J. FRED HULL, editor, of Maryville, Mo., effective May 29, 1929, was appointed for the term ending April 15, 1935, vice J. P. Painter, whose term expired April 15, 1929.

GEORGE H. ENGLISH, lawyer, of Kansas City, Mo., effective June 15, 1931, was appointed for a term ending April 15, 1937, vice S. M. Hutchison, whose term expired April 15, 1931.

J. C. COLLET, lawyer, of Salisbury, Mo., effective April 26, 1933, was appointed Chairman for a term ending April 15, 1939, vice Almon Ing, whose term expired April 15, 1933.

WILLIAM STOECKER, engineer, of Webster Groves, effective August 11, 1933, was appointed for a term ending April 15, 1935, vice Milton R. Stahl, resigned.

W. M. ANDERSON, lawyer, of Harrisonville, Mo., effective August 15, 1933, was appointed for a term ending April 15, 1937, vice J. H. Porter, resigned.

HARRY E. MCPHERSON, insurance man of St. Joseph, Mo., effective January 17, 1934, for a term ending April 15, 1935, vice J. Fred Hull, resigned.