

BIENNIAL REPORT

of the

Public Service Commission

For Years Ending November 30, 1943
and November 30, 1944



1943-1944

MISSOURI
PUBLIC SERVICE COMMISSION

Jefferson City, Missouri

KYLE D. WILLIAMS, Chairman

JOHN A. FERGUSON

CHARLES L. HENSON

AGNES MAE WILSON

Commissioners

WILLARD B. LEAVITT

Secretary

MISSOURI PUBLIC SERVICE COMMISSION

KYLE D. WILLIAMS, Chairman.....Albany
JOHN A. FERGUSON, Commissioner.....Cape Girardeau
CHARLES L. HENSON, Commissioner.....Springfield
AGNES MAE WILSON, Commissioner.....Trenton

WILLARD B. LEAVITT, Secretary.....Bolivar
JOHN P. RANDOLPH, General Counsel.....St. Joseph
R. E. DUFFY, Chief Engineer.....Greenfield
W. C. ROSS, Chief Accountant.....Moberly
B. R. GILLESPIE, Chief Rate Expert.....Lexington
G. R. MILLER, Supervisor of Motor Bus and Truck
DepartmentBethany

LETTER OF TRANSMITTAL

December 27, 1944.

*To His Excellency, Forrest C. Donnell,
Governor of Missouri.*

Dear Sir:

I have the honor to transmit the Biennial report of the Public Service Commission, covering the period from December 1, 1942 to November 30, 1944, inclusive.

Respectively yours,

Kyle D. Williams,
Chairman.

FOREWORD

The Missouri Public Service Commission probably comes in contact with more citizens of Missouri and its work has a direct bearing on the lives and activities of more citizens than any other agency of State Government. It is the state regulatory body for all railroads, buses, trucks, street cars, and freight forwarding companies operating as public utilities within Missouri, for all telephone and telegraph companies, all gas and electric companies, all steam and water companies as set forth in the statute, unless they be municipally owned.

The number of Missourians who do not use the services of one or more of these public utilities is indeed very small.

To serve these people promptly, efficiently, honestly and courteously has been the guiding motive of the Missouri Public Service Commission. It merits and has the confidence and respect of the citizens of Missouri and enjoys the prestige of a national ranking among the top ten commissions in the United States.

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BIENNIAL REPORT

HISTORICAL.

The history of the Missouri Public Service Commission dates from April 15, 1913—the effective date of the Act creating the Commission. This Act was introduced by Senator William G. Busby, passed by the Forty-seventh General Assembly, and approved by Governor Elliott W. Major. The Act was modeled after the New York Public Service Commission law and superseded the old law under which the former State Railroad and Warehouse Commission operated.

Five Commissioners, appointed by the Governor, with the advice and consent of the Senate constitute the Commission. The first appointments were on the basis of one member to serve two years, two members to serve four years and two members to serve six years. After the expiration of the first terms, all members' terms have been six years each.

An important extension to this legislation was added by the creation by Act of the Legislature in 1927 of the Motor Bus Division of the Commission. This law was further extended in 1931 when trucks operating as contract and common carriers were placed under the jurisdiction of the Commission.

Commissioners who have been appointed and the terms served by them follow:

FRANK A. WIGHTMAN, railroad expert, Monett, Mo., effective April 15, 1913, for term of two years ending April 15, 1915. Resigned, effective April 24, 1915.

JOHN KENNISH, lawyer, Kansas City, Mo., effective April 15, 1913, for term of four years ending April 15, 1917.

HOWARD B. SHAW, electrical engineer, Columbia, Mo., effective April 15, 1913, for a term ending April 15, 1917.

JOHN M. ATKINSON, lawyer, Chairman, Doniphan, Mo., effective April 15, 1913, for term ending April 15, 1919. Resigned, effective May 1, 1916.

WILLIAM F. WOERNER, lawyer, St. Louis, Mo., effective July 3, 1913, for term ending April 15, 1919. Resigned, effective November 18, 1914.

EDWIN J. BEAN, lawyer, DeSoto, Mo., effective November 19, 1914, to succeed William F. Woerner, for unexpired term ending April 15, 1919. Reappointed, effective April 15, 1919, for term ending April 15, 1925. Resigned, effective June 26, 1925.

EUGENE McQUILLAN, lawyer, St. Louis, Mo., effective April 24, 1915, to succeed Frank A. Wightman, for term ending April 15, 1921.

WILLIAM G. BUSBY, lawyer, Carrollton, Mo., effective May 1, 1916, to succeed John M. Atkinson, for term ending April 15, 1919. Designated Chairman of Commission.

DAVID E. BLAIR, lawyer, Joplin, Mo., effective February 26, 1917, to succeed Eugene McQuillan and for the unexpired term ending April 15, 1921. Resigned, August 23, 1920, effective immediately.

NOAH W. SIMPSON, lawyer, Labelle, Mo., effective April 15, 1917, to succeed John Kennish, for term ending April 15, 1923.

EDWARD FLAD, civil engineer, St. Louis, Mo., effective April 15, 1917, to succeed Howard B. Shaw, for term ending April 15, 1923. Resigned, effective October 11, 1921.

JOHN KENNISH, lawyer, Kansas City, Mo., effective August 23, 1920, to succeed David E. Blair, for unexpired term ending April 15, 1921. Resigned, effective December 1, 1920.

A. J. O'REILLY, civil engineer, St. Louis, Mo., effective October 11, 1921, to succeed Edward Flad, for unexpired term ending April 15, 1923. Reappointed, effective April 15, 1923.

JOHN A. KURTZ, lawyer, Kansas City, Mo., effective December 1, 1920, to succeed John Kennish, for unexpired term ending April 15, 1921. Reappointed, May 1, 1921, for term ending April 15, 1927. Designated Chairman of Commission, May 1, to succeed William G. Busby, as Chairman, resigned. Died, June 17, 1923.

HUGH McINDOE, lawyer, Joplin, Mo., effective May, 1921, to succeed William G. Busby, for unexpired term ending April 15, 1925. Died May 28, 1923.

THOMAS J. BROWN, lawyer, Charleston, Mo., effective June 13, 1923, to succeed Noah W. Simpson, for term ending April 15, 1929. Designated Chairman of Commission, effective August 30, 1924, to succeed Merrill E. Otis, as Chairman who resigned effective August 15, 1924.

RICHARD H. MUSSER, lawyer, Plattsburg, Mo., effective June 16, 1923, to succeed the late Hugh McIndoe, for unexpired term ending April 15 1925.

MERRILL E. OTIS, lawyer, St. Joseph, Mo., effective June 23, 1923, to succeed the late John A. Kurtz, for unexpired term ending April 15, 1927. Designated as Chairman of Commission on same date. Resigned, effective August 15, 1924.

ALMON ING, lawyer, Popular Bluff, Mo., effective January 14, 1925, to succeed Merrill E. Otis, resigned, for unexpired term ending April 15, 1927. Reappointed April 15, 1927, for term ending April 15, 1933. Designated Chairman of Commission, effective October 1, 1928, vice Thomas J. Brown, Chairman, resigned.

D. F. CALFEE, lawyer, Jefferson City, Mo., appointed January 15, 1925, to succeed A. J. O'Reilly, for unexpired term ending April 15, 1929. Appointment effective February 4, 1925.

S. M. HUTCHISON, lawyer, Kansas City, Mo., effective April 15, 1925, to succeed Richard H. Musser, resigned, for term ending April 15, 1931.

J. H. PORTER, engineer, St. Louis, Mo., effective June 26, 1925, to succeed Edwin J. Bean, resigned, for term ending April 15, 1931. Reappointed April 15, 1931, for term ending April 15, 1937. Resigned, effective August 15, 1933.

JAMES P. PAINTER, lawyer, Milan Mo., effective October 1, 1928, to succeed Thomas J. Brown, for unexpired term ending April 15, 1929.

MILTON R. STAHL, lawyer, St. Louis, Mo., effective May 29, 1929, to succeed D. F. Calfee, for term ending April 15, 1935. Designated Chairman of Commission, May 29, succeeding Almon Ing, Chairman. Resigned, effective August 11, 1933.

J. FRED HULL, editor, Maryville, Mo., effective May 29, 1929, to succeed James P. Painter, for term ending April 15, 1935. Resigned, effective January 17, 1934.

GEORGE H. ENGLISH, lawyer, Kansas City, Mo., effective June 15, 1931, to succeed S. M. Hutchison, for term ending April 15, 1937. Resigned, effective June 10, 1936.

J. C. COLLET, lawyer, Salisbury, Mo., effective April 26, 1933, to succeed Almon Ing, for term ending April 15, 1939. Designated Chairman on same date, succeeding Milton R. Stahl, Chairman. Resigned, effective September 1, 1935.

WILLIAM STOECKER, engineer, Webster Groves, Mo., effective August 11, 1933, to succeed Milton R. Stahl, for term ending April 15, 1935.

W. M. ANDERSON, lawyer, Harrisonville, Mo., effective August 15, 1933, to succeed J. H. Porter, resigned, for term ending April 15, 1937.

HARRY E. MCPHERSON, insurance, St. Joseph, Mo., effective January 17, 1934, to succeed J. Fred Hull, resigned, for term ending April 15, 1935.

JOHN S. BOYER, lawyer, St. Joseph, Mo., effective June 1, 1935, to succeed Harry E. McPherson, for term ending April 15, 1941.

SAM O. HARGUS, lawyer, Kansas City, Mo., effective September 1, 1935, to succeed J. C. Collet, resigned, for term ending April 15, 1939. Designated Chairman, effective same date.

ALBERT D. NORTONI, lawyer, St. Louis, Mo., effective April 16, 1936, to succeed William Stoecker, for term ending April 15, 1941. Died May 31, 1938.

JOHN A. FERGUSON, lawyer, Cape Girardeau, Mo., effective June 10, 1936, to succeed George H. English, resigned, for term ending April 15, 1937. Reappointed April 15, 1937, for term ending April 15, 1943. Reappointed May 13, 1943, for term ending 1949.

J. D. JAMES, lawyer, Joplin, Mo., effective January 1, 1937, to succeed Sam O. Hargus, for term ending April 15, 1939. Designated Chairman, effective same date. Reappointed for a term ending April 15, 1945. Resigned, effective August 1, 1942, to enter Armed Forces.

SCOTT WILSON, engineer and business man, Ferguson, Mo., effective August 15, 1938, to succeed W. M. Anderson for term ending April 15, 1943. Resigned, effective April 15, 1941.

MARION S. FRANCIS, lawyer, Mexico Mo., effective August 15, 1938, to succeed the late Albert D. Nortoni, for term ending April 15, 1941. Resigned August 1, 1941.

PAUL VAN OSDOL, lawyer, Bucklin, Mo., qualified August 1, 1941, to succeed Scott Wilson, resigned, for a term ending April 15, 1943. Resigned January 4, 1943.

KYLE D. WILLIAMS, lawyer, Albany, Mo., qualified August 1, 1941, to succeed Marion S. Francis, for a term ending April 15, 1947. Appointed Chairman November 11, 1944, to succeed Albert Miller, Chairman, resigned.

FREDERICK STUECK, lawyer, St. Louis, Mo., qualified August 1, 1941, to succeed John S. Boyer, for a term ending April 15, 1947, designated Chairman effective date. Resigned December 1, 1943, to enter Armed Forces.

CHARLES L. HENSON, lawyer, Springfield, Mo., qualified August 3, 1942, to succeed J. D. James, resigned, for a term ending April 15, 1945.

ALBERT MILLER, lawyer, St. Louis Mo., appointed Chairman, vice Frederick Stueck, resigned, December 21, 1943, for term ending August 1, 1937. Resigned November 8, 1944.

AGNES MAE WILSON, lawyer, Trenton, Mo., appointed Commissioner, vice Paul Van Osdol, resigned, January 5, 1943, for term ending April 15, 1943. Reappointed May 13, 1943, for term ending 1949. Had been Secretary of Commission since October 1, 1941.

HEADQUARTERS AND PERSONNEL

The headquarters of the Commission continue to be located in the old Federal Building at Jefferson City, but certain changes were made in the assignment of space to the various departments of the Commission which were contemplated to promote better working conditions and increase the efficiency of operation.

On the third floor are now located the Legal, Accounting and Engineering Departments. On the second floor are located the offices of the five commissioners, the Hearing Room and the Reporting Department. On the first floor are located the Secretary of the Commission, now officed adjacent to the foyer and easily accessible to all who enter the building, the Bus and Truck Department with the desk where travel orders may be purchased now located so that those who have business of this nature can be served quickly and without disturbing the other personnel of the department. Also located on the first floor is the transportation Rate Department, the Gas, Electricity, Water, and Telephone Department, and the General Office of the Commission.

The Commission, as presently constituted, has succeeded in its determined effort to eliminate delay and make its docket entirely current. Unless the case be one in the nature of a complete audit and appraisal of a utility, or which requires a considerable time for field work, or awaiting the preparation and filing of briefs, it can be heard and the report and order issued within thirty days after the case is filed. In some very urgent matters, where proper waivers on notices of hearing are filed, the case can be filed, heard, and the report and order issued on the same day.

During the biennium a total of 2,504 orders were issued by the Commission. In the administration of the general public service commission law there were 286 new cases filed and a total of 361 orders issued, and in the administration of the bus and truck law 2,143 orders were issued.

The Commission is also now represented upon twenty-nine joint boards of the Bureau of Motor Carriers of the Interstate Commerce Commission and Missouri Public Service Commission representatives participated in ninety-seven cases involving applications before the Interstate Commerce Commission of bus and truck companies which seek to operate over Missouri Highways in the course of their proposed interstate operation.

In addition to the revenue paid by common carriers as set out in the report of the Bus and Truck Department herein, there has been collected, under the general public service commission law, fees amounting to \$206,436.31. This sum represents statutory fees collected for transcripts of testimony and proceedings before the Commission, Public Service Commission Reports, copies of other documents and records of the Commission certified by the Secretary of the Commission and fees for certificates authorizing issuance of bonds, notes and other evidences of indebtedness.

The employees of the Commission are all specially trained for the position which they now hold, some have been with the Commission for a considerable number of years and several have attained statewide and nationwide recognition in their fields of work.

During the present war many problems concerning power and gas supplies have developed. The Commission has been active in studying these problems in order to ensure service to the regular consumers to Missouri War Plants, and to co-

operate fully in the War effort. It has joined with representatives of other State Commissions in the mid-western area in the organization of the Mid-West Utility Commissioners Committee, comprised of a commissioner and an engineer from each of the states of Nebraska, Oklahoma, Arkansas, Kansas and Missouri. In this work representatives of the states of Texas and Louisiana have joined. The committee meets upon call of the Chairman. Under its supervision studies and surveys have been made of available power supply in the various states for the purpose of joining, where possible, all reserve power for use in emergencies and in the War effort.

The repercussions of war have been felt by this Commission; its activities and its personnel and steps have been taken to gear it to the new conditions.

The Commission has lost very valuable men to the armed services. The number was particularly telling in the engineering and accounting departments. Many of the projects planned by the Commission have had to be deferred because of the need for personnel which is unobtainable during the war.

HEARINGS ON LOCATION

Because of the present increasingly difficult transportation situation the Commission has held, and will increase the number of, hearings to be held at points away from Jefferson City. While this procedure is more expensive to the Commission, and sometimes inconvenient to the Commissioner hearing the case, yet since the procedure is a convenience to the interested parties and also a contribution to the solution of the transportation problem, it will be followed.

POLICY IN RATE PROCEEDINGS

During the biennium the Commission and its staff have adopted a new policy and method for preparing and presenting valuation and rate cases. The purpose of this change in the method of procedure was to expedite such cases and at the same time to effect a saving in the expenses required for preparing such cases. The result has been that cases which formerly took several years of work and study by the staff before they could be brought to hearing and final conclusion have been prepared and presented and the Commission has been

able to find values and order rate adjustments in a period of only a few months. The method adopted for preparing and presenting the cases has been for the Accounting and Engineering Departments working together to find the original cost of the properties of a given utility and other pertinent facts, and then to present the Commission's case on this basis. In instances where the company has made a reproduction cost new study, the company's evidence on that theory of valuation is received by the Commission and given such weight as it merits. Reproduction cost studies by the Commission's staff are no longer made, the result being that the time of the Commission's staff is no longer required in the long, involved and tedious procedure of making inventories and appraisals of the company's property in order to determine reproduction cost with the consequent saving in time and enormous expense which has heretofore been required to be borne by the company's customers. Many of the cases handled during this biennium in this manner have been worked out by the Commission and the company as a result of conferences where the company has agreed to the facts found by the Commission's staff and orders have been issued by the Commission fixing valuations and ordering refunds to customers and rate reductions which the companies have accepted without controversy. Refunds and reductions have been handled in this manner with the following companies: The Empire District Electric Company; Springfield Gas & Electric Company; City Light & Traction Company of Sedalia; and St. Joseph Railway, Light, Heat & Power Company.

Other companies are now being studied by the staff in the same manner and it is anticipated that similar actions will result.

The Commission's report by Departments follows:

ENGINEERING DEPARTMENT

During the biennium the Engineering Department and the Electric, Water, Gas, Telephone, Telegraph and Steam Heating Department, as it had been previously designated, were consolidated and are now known as the Engineering Department. The personnel now consists of a field force of 15 engineers and 4 clerks. The office force is now comprised of the Chief Engineer, Assistant Chief Engineer, and 2 clerks.

Valuation of Public Utilities

The duties of the department in this field include the preparation of appraisal reports, depreciation studies, and other related investigations for Missouri utilities as ordered by the Commission. The department's field force is presently engaged in the appraisal of the Gas Service Company and the Kansas City Gas Company, and in a special study of the Kansas City Power & Light Company. The appraisals of the two foregoing companies have been in progress for some time, and it is hoped that the work will be finished early in 1945. During the period covered by this report, special studies were made of the properties of the Springfield Gas and Electric Company, the St. Joseph Railway, Light, Heat & Power Company, and the St. Louis Public Service Company. In addition to the work performed by our field forces, a considerable portion of the time of the department's general office staff in Jefferson City is employed in supervisory and administrative work relating to the valuation duties of the department.

Railway Service and Safety

This division of the department's work includes the following duties:

1. Inspection of steam and electric railway properties.
2. Investigation to determine the necessity and safety of switch and side track connections.
3. All matters relating to the service offered by railroad companies at their stations.
4. Studies relating to street-railway traffic and service.
5. Investigations relative to applications for certificates of convenience and necessity as filed by steam and electric railroads.
6. Supervision of steam and electric railway crossings, signal systems, and interlocking plants.
7. Supervision of steam and electric railway clearances.
8. Investigation of accidents on steam and electric railways.
9. Drainage investigations.

The following tabulation shows the Commission's disposition of formal cases in this field which have come before this department for examination and recommendation:

<i>Railway Service:</i>	
Discontinuance of agency (Granted).....	5
Discontinuance of agency (Denied).....	3
Discontinue caretaker.....	1
Abandon spur track.....	6
Abandon interchange track.....	2
<i>Railway Safety:</i>	
Reduced horizontal clearances (Authorized).....	10
Reduced horizontal clearances (Denied).....	1
Reduced vertical clearances (Authorized).....	11
Interlocking plans approved.....	26
<i>Railroad Crossings:</i>	
Unprotected grade crossings.....	1
Interlocked grade crossings.....	6
Gate installed at unprotected crossing.....	1
Grade separation.....	1

The Commission's rules require that railways operating in Missouri submit reports concerning all accidents to its trains and train service employees. In accordance with our uniform practice, these reports are regularly examined by members of this department and studied from the standpoint of making recommendations designed to reduce the number and severity of injuries and damages.

Members of this department also make field investigations of hazardous and unsatisfactory working conditions. Corrective measures in the interest of improved conditions are frequently handled informally with the railroad or the industry at the time of the inspection. Thus, numerous hazards have been eliminated informally in addition to those which have become the subjects of formal cases.

We have observed that fewer applications for discontinuance of station agencies have been filed by the railroads during the present biennium as compared with previous years. The extraordinary increase in railroad business probably accounts for the decrease in the number of such cases filed. The Commission approved a greater number of reduced horizontal and vertical clearances with railroad tracks during 1943 and 1944 than during the previous biennium. Several of the resulting non-standard clearances approved involved construction of trackage to serve existing structures, which could not be improved owing to the lack of critical materials. In some of

the cases, owing to the fact that the war emergency was an impelling reason for authorizing the restricted clearances, provision was made in the authority that the offending structure be removed at the end of the present war.

Railway-Highway Crossings

Applications involving the construction or change of grade crossings and grade separations are also assigned to this department. In view of increased hazards at grade crossings caused by the extraordinary growth of railroad traffic, applications for new grade crossings are carefully examined in order that maximum safety, as justified by the circumstances, may be afforded. Formal cases involving the construction of two viaducts, three underpasses, the replacement of an existing underpass, 43 new grade crossings, and a change of elevation of two grade crossings came before the Commission during the biennium. In addition, authorities were granted for the installation of flashing light signals with short-arm gates at seven locations, flashing lights at four locations, and reflectorized signs at two locations. Rearrangement of existing flashing light facilities was authorized at three crossings. Seven grade crossings were closed.

The classification of authorities granted has changed considerably from previous bienniums in that the number of viaducts and underpasses authorized has been reduced very decidedly because of the scarcity of materials of construction. On the other hand, the number of grade crossings authorized was increased because of the large volume of additional railroad tracks that have been built. Of the 43 grade crossings authorized, 18 were new crossings over main line tracks, 12 were new crossings over switch tracks, and 13 involved the construction of additional tracks at existing crossings.

The department has continued its program of compiling an accident record for each grade crossing in the state. Although the construction of grade separations and installation of additional protection at crossings has been almost entirely eliminated because of the shortage of critical construction materials, we expect, through the maintenance of our records, to be in a position to make recommendations regarding grade separations and grade crossing protection when such materials may again be used for crossings.

General

In connection with all the foregoing, it is the practice of the department to have a staff member present at all Commission hearings in which the department is interested. The department furnishes engineering testimony in valuation cases and serves the Commission in consulting and advisory capacities, supplying technical information concerning engineering, valuation, and related problems.

The work of the department also 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 of rates, rules and regulations of gas, electric, telephone, telegraph, steam heating and water utilities, and 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, telegraph, telephone, steam heating and water utilities insofar as the public interest, public health and safety of the public and employees are concerned.

(g) Making studies and surveys of the conditions surrounding the extension of electric lines in order that service may be extended to rural areas throughout the state. This work has required particular attention concerning the type of line that may be adequate for rendering the service but at the same time encourage the construction by the use of that type of line that can be constructed at the lowest cost.

Reductions in rates resulting from the filing of new schedules during the biennium have brought about a reduction in the rates for electric service in the amount of \$140,104.07. There have been authorized increases in electric service amounting to \$279.00. There have also been authorized reductions in rates for telephone service made amounting to approximately \$218,000.00 and increases in telephone service amounting to \$1,535.33. Reductions in water rates amounted to \$920.88.

The securing of sufficient material and supplies to provide adequate telephone service continues to be a major problem with all the utilities. Because of the fact that the personnel of the utilities have continued to be taken into the army, the remaining employees are required to continue to assume greater burdens. To date, the utilities have performed their work in an admirable and efficient manner and the problem before us will continue to be the solution of ways and means to render satisfactory service until the present conflict is terminated and materials and men can be brought back to their former uses and places.

The schedules filed by the various utilities and the services to which they apply are indicated in the tabulations below:

ELECTRIC RATES

- Consumers Public Service Company—
 - Purdin & Wheeling.
 - Residence Cooking & All Purpose Schedule.
 - Effective December 1, 1942.
- Missouri Power & Light Company—
 - Monticello.
 - Mun. Street Lighting Schedule.
 - Effective December 11, 1942.
- Missouri Public Service Company—
 - Peculiar & Raymore.
 - Comb. Lighting & Cooking Schedule.
 - Effective December 14, 1942.
- Missouri Public Service Company—
 - Lone Jack, Lee's Summit & Greenwood.
 - Res. Service Off Peak Water Heating Schedule.
 - Effective December 14, 1942.
- Missouri Public Service Company—
 - Lake Lotawana & Raymore.
 - Res. Heating & Cooking Schedule.
 - Effective December 14, 1942.

Union Electric Company of Missouri—

All territories served by company.

Renewal of Standard Incandescent Lamps.

Effective December 16, 1942.

Missouri Public Service Company—

Amoret, Amsterdam, Belton, Blue Springs, Buckner, Drexel, East Lynn, Garden City, Grain Valley, Grand View, Gunn City, LaTour, Levasy.

Cancellation of Res. Serv. Off Peak Water Heating Schedule.

Effective December 18, 1942.

Garden City, Oak Grove, Peculiar—

Cancellation of Flour & Feed Grinding Mill Power Service.

Effective December 18, 1942.

Amoret, Gunn City, East Lynne, Garden City—

Combined Lighting & Cooking Schedule.

Effective December 18, 1942.

Buckner—

Comm. Cooking Serv. Schedule.

Effective December 18, 1942.

Amsterdam—

Comm. Serv. Schedule.

Effective December 18, 1942.

Drexel—

Res. Heating & Cooking Schedule.

Effective December 18, 1942.

Garden City—

Seasonal Rider B applicable to Flour & Feed Grinding Mill Power Schedule.

Effective December 18, 1942.

Kansas City Power & Light Company—

Kansas City & Parts of Jackson & Clay Counties, Parts of Cass, Clay, Platte & Jackson Counties, and Eastern District.

Rules & Regulations relative to the billing of customers for residence quarters in store rooms.

Effective December 21, 1942.

Missouri Power & Light Company—

Lathrop.

Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water Pumping Service Schedule.

Effective December 30, 1942.

Kansas City Power & Light Company—

Kansas City.

Sewer Pumping Service Schedule.

Effective December 30, 1942.

The Empire District Electric Company—

All territories.

Reissue of entire schedule.

Reduction, \$44,700.00. Effective January 1, 1943.

Ozark Utilities Company—

All territories.

Reissue of entire schedule.

Reduction, \$6,950.00. Effective January 1, 1943.

Lawrence County Water, Light & Cold Storage Company—

All territories.

Reissue of entire schedule.

Reduction, \$3,835.00. Effective January 1, 1943.

Missouri Power & Light Company—

Novelty.

Mun. Street Lighting Schedule.

Effective January 4, 1943.

Missouri Power & Light Company—

Maysville.

Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water Pumping Service Schedule.

Effective January 14, 1943.

Missouri Power & Light Company—

Excelsior Springs.

Can. of Mun. Street Lighting Schedule.

Effective January 22, 1943.

Kansas Gas & Electric Company—

All territories served in Missouri.

Urban Res. Serv., Line Extension Service & Small General Service.

Effective February 1, 1943.

The Empire District Electric Company—

All territories.

Rider CFA-Luminous Tube Lighting.

Effective February 1, 1943.

Lawrence County Water, Light & Cold Storage Company—

All territories.

Rider CFA-Luminous Tube Lighting.

Effective February 1, 1943.

Ozark Utilities Company—

All territories.

Rider CFA-Luminous Tube Lighting.

Effective February 1, 1943.

Missouri Power & Light Company—

LaBelle.

Mun. Street Lighting Schedule.

Effective February 9, 1943.

Kansas City Power & Light Company—

Kansas City & Parts of Jackson & Clay Counties.

Primary Power Rate Schedule.

Effective February 12, 1943.

Missouri Power & Light Company—

Hallsville.

Mun. Street Lighting Schedule.

Effective March 8, 1943.

- Missouri Power & Light Company—
Green Castle.
Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective April 24, 1943.
- Missouri Power & Light Company—
LaGrange.
Can. of Power Schedule No. 3 & 4.
Effective March 14, 1943.
- Missouri Power & Light Company—
Moberly.
Can. of Optional Power Schedule & Power Schedule No. 5.
Effective March 14, 1943.
- Missouri Edison Company—
All territories.
Rules & Regulations.
Effective March 15, 1943.
- East Missouri Power Company—
All territories.
Rules & Regulations.
Effective March 15, 1943.
- Missouri Power & Light Company—
Moberly.
Can. of Off Peak Power Schedule.
Effective March 15, 1943.
- Missouri Power & Light Company—
Kirksville.
Can. of Power Schedule No. 2.
Effective March 15, 1943.
- Missouri Power & Light Company—
Ludlow.
Mun. Street Lighting Schedule.
Effective March 26, 1943.
- Missouri Power & Light Company—
Green Castle.
Mun. Street Lighting Schedule.
Effective April 24, 1943.
- Missouri Power & Light Company—
Atlanta.
Power Schedule No. 4.
Effective May 5, 1943.
- Missouri Power & Light Company—
Winston.
Mun. Street Lighting Schedule.
Effective May 8, 1943.
- Missouri Power & Light Company—
Callao.
Mun. Street Lighting Schedule.
Effective May 22, 1943.

- Missouri Power & Light Company—
Utica.
Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective May 29, 1943.
- Missouri Power & Light Company—
Clifton Hill & Moberly.
Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective June 17, 1943.
- Missouri Power & Light Company—
Bevier.
Mun. Street Lighting Schedule.
Effective June 24, 1943.
- Missouri Power & Light Company—
Mexico.
Can. of Wholesale Power Schedule No. 4.
Effective June 28, 1943.
- Kansas City Power & Light Company—
All territories.
Revision of rules for purpose of extending termination date of certain
line deposits.
Effective June 28, 1943.
- Arkansas-Missouri Power Corporation—
Graniteville, Holcomb & Clarkton.
Mun. Street Lighting Schedule.
Reduction, \$48.00. Effective July 1, 1943.
- Missouri Power & Light Company—
Huntsville.
Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective July 9, 1943.
- Missouri Power & Light Company—
Bevier.
Can. Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective July 17, 1943.
- Missouri Power & Light Company—
Boonville.
Can. of Power Schedule No. 6.
Effective July 17, 1943.
- Ozark Utilities Company—
Larussell.
Mun. Street Lighting Schedule.
Effective July 22, 1943.
- Missouri Power & Light Company—
Downing.
Comb. Res. Heating & Special Service Schedule.
Effective July 30, 1943.

Missouri General Utilities Company—

Ste. Genevieve.

Weingarten.

Optional Ultra Large Power Service Schedule.

Effective August 2, 1943.

Missouri Utilities Company—

Smithton.

Com. & Domestic Serv. Schedule.

Reduction, \$555.96. Effective September 1, 1943.

Kansas City Power & Light Company—

Kansas City & Parts of Jackson & Clay Counties.

Optional Public & Comparable Private School Buildings—Lighting
& Power Schedule.

Effective September 3, 1943.

Missouri Power & Light Company—

New Bloomfield.

Full Res. Electric Serv. Schedule.

Effective September 4, 1943.

Missouri Power & Light Company—

Boonville.

Can. of Power Schedule No. 5.

Effective September 10, 1943.

Missouri Power & Light Company—

Downing.

Mun. Street Lighting Schedule.

Effective September 11, 1943.

Missouri Power & Light Company—

Boonville.

Can. of Power Schedule No. 4.

Effective September 24, 1943.

Missouri Power & Light Company—

Lohman.

Power Schedule No. 2.

Effective October 1, 1943.

Missouri Power & Light Company—

Franklin & New Franklin.

Can. of Power Schedule No. 2.

Effective October 13, 1943.

Arkansas-Missouri Power Corporation—

Alton, Holland, Arcadia, Irondale, Belgrade, Iron Mountain, Belle-
view, Koshkonong, Braggadocio, Leeper, Bragg City, Marston,
Brandsville, Middlebrook, Cadet, Mill Spring, Caledonia, Mineral
Point, Cooter, Olden, Deering, Pilot Knob, Graniteville, Pomona,
Greenville, Wardell, Hayti, Williamsville and Holcomb.

Can. of Com. & Heating Schedule.

Effective October 15, 1943.

Missouri Utilities Company—

Blackwater.

Com. & Res. Lighting Schedule.

Reduction, \$525.00. Effective November 1, 1943.

- Missouri Power & Light Company—
Altamont.
Mun. Street Lighting Schedule.
Effective November 8, 1943.
- Missouri Power & Light Company—
Amity.
Mun. Street Lighting Schedule.
Effective November 30, 1943.
- Missouri Utilities Company—
Otterville.
Com. & Res. Lighting Schedules.
Reduction, \$475.00. Effective November 30, 1943.
- Missouri Power & Light Company—
Crescent Lake (Suburb of Excelsior Springs).
Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.
Effective December 21, 1943.
- Missouri Power & Light Company—
Coffey.
Mun. Street Lighting Schedule.
Effective January 21, 1944.
- Missouri Power & Light Company—
Green City.
Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.
Effective February 17, 1944.
- Missouri General Utilities Company—
Weingarten.
Large Power Schedule.
Effective March 1, 1944.
- Missouri Service Company—
Tarkio, Mound City, Rock Port, Maitland, Bigelow, Graham, Fortescue,
Watson, Quitman, Skidmore, Fairfax, Langdon, Phelps City &
Westboro.
Can. of Combined Com. Schedule.
Effective March 14, 1944.
- Missouri Power & Light Company—
Franklin & New Franklin.
Res., Com., & Small Power Service Schedules.
Effective March 20, 1944.
- Missouri Power & Light Company—
Novinger.
Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective March 25, 1944.
- Missouri Power & Light Company—
Bucklin.
Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.
Effective March 27, 1944.

Missouri Power & Light Company—

Farber and Danville.

Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.

Effective April 3, 1944.

Missouri Power & Light Company—

Ethel, Novelty, Baring, Schuberts & Osage City.

Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Service Schedule.

Effective April 10, 1944.

Missouri Power & Light Company—

Hamilton.

Mun. Street Lighting Schedule.

Effective April 10, 1944.

Missouri Power & Light Company—

Boonville.

Revised Com. Cooking & Heating Schedule.

Effective April 10, 1944.

Missouri Power & Light Company—

Franklin & New Franklin.

Reissue of Power Schedule No. 1.

Filed April 13, 1944.

Kansas City Power & Light Company—

Kansas City.

Service for Low Income Housing Developments.

Effective April 15, 1944.

Missouri Public Service Corporation—

Adrian.

Revised Com. Heating & Cooking Schedule.

Effective April 17, 1944.

Missouri Power & Light Company—

New Franklin.

Revised Mun. Street Lighting Schedule.

Effective April 18, 1944.

Missouri Power & Light Company—

Knox City & Rocheport.

Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.

Effective April 18, 1944.

Missouri Power & Light Company—

Frankford.

Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.

Effective April 24, 1944.

Missouri Power & Light Company—

Elmer.

Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.

Effective April 29, 1944.

- Missouri Power & Light Company—
Greencastle.
Power Schedule No. 2.
Effective May 8, 1944.
- Missouri Public Service Corporation—
Raytown.
Mun. Street Lighting Schedule.
Reduction, \$28.00. Effective May 15, 1944.
- Missouri Power & Light Company—
Clarence.
Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.
Effective May 15, 1944.
- Kansas City Power & Light Company—
Revised Street Lighting Schedules.
Effective May 17, 1944.
Reduction:
Avondale, \$11.04; Parkville, \$86.64; Glasgow, \$422.54.
- Kansas City Power & Light Company—
Kansas City.
Revised Regulations Pertaining to Renewal of Incandescent Lamps.
Effective May 24, 1944.
- The Empire District Electric Company—
Butterfield & Neck City.
Urban Schedule instead of Rural Classification.
Effective June 1, 1944.
- Ozark Utilities Company—
Lockwood.
Can. of Com. & Domestic Schedules.
Effective June 1, 1944.
- Missouri Public Service Corporation—
New Hampton.
Revised Street Lighting Schedule.
Reduction, \$105.60. Effective June 1, 1944.
- Missouri General Utilities Company—
Lutesville & Marble Hill.
Reduction in minimum bill of Residential & Commercial Schedules.
Reduction, \$500.00. Effective June 3, 1944.
- Missouri General Utilities Company—
All territories.
A flat three-cent rate to all religious & educational institutions served
by company except such institutions having a connected load in
excess of 200 kw.
Reduction, \$2,000.00. Effective June 3, 1944.
- Missouri General Utilities Company—
Perryville.
Ice Plant Rate.
Effective June 3, 1944.

Missouri General Utilities Company—

Ste. Genevieve Division.

Rev. Res. & Com. Schedules.

Reduction, \$500.00. Effective June 3, 1944.

Missouri Power & Light Company—

Clark.

Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
Pumping Schedule.

Effective June 10, 1944.

Missouri Power & Light Company—

Moberly.

Can. of Gen. Cooking & Heating Schedule.

Effective June 10, 1944.

Arkansas-Missouri Power Corporation—

Alton.

Mun. Street Lighting Schedule.

Reduction, \$220.80. Effective July 5, 1944.

Arkansas-Missouri Power Corporation—

Deering.

Industrial Power—Cotton Gins.

Effective July, 5, 1944.

Arkansas-Missouri Power Corporation—

Caruthersville.

Industrial Power—Cotton Gins.

Reduction, \$150.00. Effective July 5, 1944.

Arkansas-Missouri Power Corporation—

Kennett.

Oil Mill Rider.

Effective July 5, 1944.

Missouri Public Service Corporation—

Milford.

Revised Street Lighting Schedule.

Reduction, \$12.00. Effective July 5, 1944.

Missouri Power & Light Company—

Osborn.

Revised Street Lighting Schedule.

Effective July 7, 1944.

Missouri Public Service Corporation—

Rockville.

Revised Street Lighting Schedule.

Increase, \$216.00. Effective July 5, 1944.

Kansas City Power & Light Company—

North Kansas City.

Revised Street Lighting Schedule.

Effective June 13, 1944.

Missouri Power & Light Company—

Mexico.

Can. of Water Service for Domestic Use by Customers Who Shall
Contract for Lawn Sprinkling and/or Garden Irrigation.

Effective July 22, 1944.

- Missouri Power & Light Company—
New Florence & Stephens.
Can. of Power Schedule No. 2.
Effective July 22, 1944.
- Missouri Power & Light Company—
Wellsville & New London.
Can. of Athletic Field Flood Lighting.
Effective July 22, 1944.
- Missouri Power & Light Company—
Farber.
Can. of Power Schedule No. 3.
Effective July 22, 1944.
- Missouri Power & Light Company—
Prairie Home.
Can. of Athletic Field Flood Lighting.
Effective July 22, 1944.
- Missouri Power & Light Company—
Clinton.
Can. of Private Street Lighting Schedule.
Effective July 22, 1944.
- Missouri Power & Light Company—
Novinger.
Can. of Power Schedule No. 2.
Effective July 22, 1944.
- Missouri Power & Light Company—
Brookfield.
Can. of Mun. Traffic Lighting Schedule.
Effective July 22, 1944.
- Missouri Power & Light Company—
Mexico District.
Comb. Lighting & Power Schedule—Optional.
Effective July 22, 1944.
- Missouri Power & Light Company—
Mexico.
Can. of Comb. Lighting & Power Schedule.
Effective July 22, 1944.
- Missouri Power & Light Company—
Mexico.
Can. of Industrial Power Schedule.
Effective July 22, 1944.
- Missouri Power & Light Company—
Sturgeon.
Can. of Mun. Street Lighting Schedule.
Effective July 28, 1944.
- Missouri Power & Light Company—
LaBelle, Green City, Durham & Edina.
Can. of Athletic Field Flood Lighting.
Effective July 29, 1944.

Missouri Power & Light Company—

Shelbyville.

Revised Comb. Res. Lighting, Special Service Schedule & Com. Lighting Schedule.

Effective July 31, 1944.

The Empire District Electric Company—

Butterfield.

Revised Mun. Street Lighting Schedule.

Effective August 1, 1944.

Ozark Utilities Company—

Morrisville.

Revised Mun. Street Lighting Schedule.

Effective August 1, 1944.

Missouri Power & Light Company—

Mexico.

Can. of Ind. Power Schedule & Power Schedule No. 5.

Effective August 12, 1944.

Missouri Power & Light Company—

Boonville, Brookfield, Jefferson City, Kirksville, Mexico & Moberly.

Rev. Industrial Power Schedule.

Effective August 12, 1944.

Union Electric Company of Missouri—

All territories.

Revised Rules Governing Extension of Distribution System to Customers For Use in Normal Civilian Operations.

Effective August 17, 1944.

Missouri Power & Light Company—

Jefferson City.

Can. of Industrial Power Schedule.

Effective September 7, 1944.

Kansas City Power & Light Company—

Bosworth & Eastern District.

Can. of Gen. Power Rate for Secondary Service Schedule.

Effective September 11, 1944.

Missouri Power & Light Company—

Jefferson City.

Can. of Industrial Power Schedule.

Effective September 15, 1944.

Arkansas-Missouri Power Corporation—

Ironton.

Revised Mun. Street Lighting Schedule.

Effective September 5, 1944.

Missouri Public Service Corporation—

Peculiar.

Revised Street Lighting Schedule.

Increase, \$63.00. Effective September 27, 1944.

The Empire District Electric Company—

Butterfield.

Revised Mun. Street Lighting Schedule.

Effective October 1, 1944.

- Ozark Utilities Company—
 Morrisville.
 Revised Mun. Street Lighting Schedule.
 Effective October 1, 1944.
- Missouri Power & Light Company—
 Wyaconda.
 Revised Municipal Street Lighting Schedule.
 Effective October 8, 1944.
- Missouri Power & Light Company—
 Ewing.
 Revised Mun. Street Lighting Schedule.
 Effective October 13, 1944.
- Missouri Power & Light Company—
 Kingston.
 Revised Mun. Street Lighting Schedule.
 Effective October 12, 1944.
- Missouri Power & Light Company—
 Effective October 21, 1944.
- Boonville—
 Power Schedule No. 7.
- Brookfield—
 Power Schedule No. 2.
- Excelsior Springs—
 Power Schedule No. 3.
- Jefferson City—
 Power Schedule No. 2.
- Kirksville—
 Power Schedule No. 4.
- Mexico—
 Power Schedule No. 6.
- Moberly—
 Power Schedule No. 6.
- Randolph County—
 Power Schedule No. 8. (Cancellation).
- Missouri Power & Light Company—
- Holt—
 Comb. Ltg. & Special Serv., Com. Lighting.
 Reduction, \$185.00.
- Ludlow—
 Comb. Res. Ltg. & Special Serv., Com. Ltg.
 Reduction, \$183.60.
- Winston—
 Comb. Res. Ltg. & Special Serv., Com. Ltg. & Full Res. Elec. Serv.—
 Optional.
 Reduction, \$183.60.
- Utica—
 Comb. Res. Ltg. & Special Serv., Com. Ltg. & Full Res. Elec.
 Serv.—Optional.
 Reduction, \$148.60.

- Luray—
 Comb. Res. Ltg. & Special Serv., Com. Ltg.
 Reduction, \$91.44.
- Ewing—
 Comb. Res. Ltg. & Special Serv., Com. Ltg. & Full Res. Electric
 Service—Optional.
 Reduction, \$216.06.
- Hurdland—
 Comb. Res. Ltg. & Special Serv., Com. Ltg. & Full Res. Elec.
 Serv.—Optional.
 Reduction, \$163.14.
- Rutledge—
 Com. Ltg., Full Res. Elec. Serv.—Optional, Comb. Res. Ltg. &
 Special Service.
 Reduction, \$175.50.
- Missouri Power & Light Company—
 Polo & Elmer.
 Revised miscellaneous rates.
 Effective October 30, 1944.
- Arkansas-Missouri Power Corporation—
 Bismarck.
 Can. of Full Res. Service Schedule.
 Effective November 10, 1944.
- Missouri Public Service Corporation—
 Tindall.
 Revised Mun. Street Lighting Schedule.
 Effective November 16, 1944.
- Missouri Power & Light Company—
 Ewing & Brashear.
 Can. of Gen. Cooking & Heating, Refrigeration, Oil Burning & Water
 Pumping Schedule.
 Effective November 19, 1944.
- The Empire District Electric Company—
 All territories of Ozark Utilities Company and the Lawrence County
 Water, Light & Cold Storage Company.
 Merger whereby Empire District Electric Company takes over opera-
 tion of the Ozark Utilities Company and the Lawrence County
 Water, Light & Cold Storage Co.
 Effective November 17, 1944.

ELECTRIC AUTHORITY ORDERS

Order No.	
797	Consumers Public Service Company— Summer. Residential and Commercial Schedule. Effective March 26, 1943.

ELECTRIC AUTHORITY ORDERS—Continued

Order No.	
798	Union Electric Company of Missouri— All territories. Revision of fuel clause for all territories served. Elimination of Automatic Adjustment of Rates—General Commercial and Industrial rate. Reduction \$13,936.00. Effective August 5, 1943.
	Union Electric Company of Missouri— All territories. Revised Automatic Adjustment of Rates—High Load Factor, Large Light and Power and Wholesale Rate. Reduction \$61,651.55. Effective August 5, 1943.
799	East Missouri Power Company— Troy. Combined Lighting and Power Schedule. Reduction \$800.00 monthly to Ajax Pipe Line Corporation. Effective September 1, 1943.
800	St. Joseph Railway, Light, Heat & Power Company— All territories. Commercial Lighting Schedule. Effective September 14, 1943.
801	Missouri Utilities Company— Svracuse. Residential and Commercial Service Schedule. Effective October 1, 1943.
802	Missouri Utilities Company— Stover. Revised Commercial and Residential Lighting Schedule. Reduction \$831.00. Effective December 1, 1943.
803	Lawrence County Water, Light and Cold Storage Company— All territories. Revised Time-Controlled Storage Water Heating Service Schedule for pur- pose of eliminating Fuel Adjustment Clause. Effective January 1, 1944.
804	Ozark Utilities Company— All territories. Revised Time-Controlled Storage Water Heating Service Schedule for pur- pose of eliminating Fuel Adjustment Clause. Effective January 1, 1944.
805	The Empire District Electric Company— All territories. Revised Time-Controlled Storage Water Heating Service Schedule for pur- pose of eliminating Fuel Adjustment Clause. Effective January 1, 1944.
806	Missouri Utilities Company— Nelson. Reduced Residential and Commercial Schedules. Reduction \$413.00. Effective November 1, 1944.

TELEPHONE RATES

- Western Light & Telephone Company—
Mt. Vernon & Adrian.
Mileage Charges.
Effective December 10, 1942.
- The Pleasanton Telephone Company—
Foster.
Metallic Service Rates.
Effective December 15, 1942.
- Southwestern Bell Telephone Co.—
All territories.
Rules & Regulations.
Effective February 5, 1943.
- Southwestern Bell Telephone Co.—
Blue Springs.
Local Exchange Tariff.
Effective February 12, 1943.
- Richards Telephone Company—
Richards.
Exchange Area Map.
Effective March 8, 1943.
- Southwestern Bell Telephone Co.—
St. Louis.
Business & Residence Rates, Discounts, Message Toll Telephone Service.
Effective March 13, 1943.
- Western Light & Telephone Co.—
Adrian.
Local Exchange Service Schedule.
Effective March 18, 1943.
- Ozark Central Telephone Co.—
Linn Creek.
Reissue of Local Exchange Tariff.
Effective March 18, 1943.
- Southwestern Bell Telephone Co.—
Kansas City.
District Exchange Tariff.
Effective March 31, 1943.
- Southwestern Bell Telephone Co.—
Trenton, Stanberry, Richmond, Norborne, Liberty, Excelsior Springs
& Carrollton.
Initial Rate Area Maps.
Effective April 1, 1943.
- Southwestern Bell Telephone Co.—
Neosho.
Local Exchange Tariff.
Effective May 8, 1943.

Southwestern Bell Telephone Co.—

St. Louis.
District Exchange Tariff.
Effective May 8, 1943.

LaPlata Telephone Co.—

LaPlata.
Local Exchange Tariff.
Effective July 1, 1943.

Western Light & Telephone Co.—

Ewing.
Local Exchange Tariff.
Effective July 7, 1943.

Myrtle Telephone Company—

Myrtle.
Long Distance Service Schedule.
Effective July 20, 1943.

Ozark Central Telephone Co.—

Hillsboro.
Reissue of Local Exchange Tariff.
Effective August 2, 1943.

Myers Telephone Company—

Harris.
Rules & Regulations.
Effective September 9, 1943.

Pineville Telephone Company—

Pineville.
Local Exchange Tariff.
Effective September 1, 1943. (Case No. 10,331).

Buffalo Telephone Company—

Buffalo.
Rules & Regulations.
Effective September 2, 1943.

Clearfork Telephone Company—

Garden City, East Lynne, and Latour.
Local Exchange & Long Distance Service.
Increase, \$1,535.33. Effective September 1, 1943.

Goodman Telephone Company—

Goodman.
Local Exchange Tariff.
Effective September 2, 1943.

Southwestern Bell Telephone Company—

Fulton.
Local Exchange Tariff.
Effective September 2, 1943.

Southwestern Bell Telephone Co.—

All territories.
Misc. Equip., Private Branch Exch. Serv., and Termination of con-
tracts for Gen. Exch. Tariff.
Effective September 2, 1943.

- Southwestern Bell Telephone Co.—
 Pierce City, Maxville, Manchester, Kirksville, Hannibal, Glasgow & Fayette.
 Initial & Exchange Area Maps.
 Effective October 22, 1943.
- Missouri Standard Telephone Co.—
 Lebanon.
 New Schedule of Rates.
 Effective November 1, 1943.
- Cass County Telephone Co.—
 Pleasant Hill.
 New Schedule of Rates.
 Effective October 1, 1943. (Case No. 10,075).
- Southwestern Bell Telephone Co.—
 All territories.
 Special Reduced Rates for Thanksgiving Day.
 Effective November 25, 1943.
- Ozark Central Telephone Co.—
 All territories.
 Special Reduced Rates for Thanksgiving Day.
 Effective November 25, 1943.
- Buffalo Telephone Exchange—
 Buffalo.
 Exchange Area Map.
 Effective November 30, 1943.
- Southwestern Bell Telephone Co.—
 Paynesville.
 Exchange Area Map.
 Effective December 3, 1943.
- Southwestern Bell Telephone Co.—
 Weldon Springs.
 Exchange & Initial Rate Area Map.
 Effective December 3, 1943.
- Southwestern Bell Telephone Co.—
 All Territories Served.
 Revised Sheet Applying to P. B. X. Service.
 Effective December 3, 1943.
- Southwestern Bell Telephone Co.—
 Various Territories.
 Revised Local & General Exchange Tariffs.
 Effective January 15, 1944.
- Buffalo Telephone Company.—
 Buffalo.
 Rate withdrawing Class B. Service.
 Effective January 18, 1944.
- Southwestern Bell Telephone Co.—
 Webb City.
 Revised Exchange & Initial Rate Area Maps.
 Effective January 28, 1944.

- North Side Telephone Company—
Parkville.
Revised Rates.
Effective February 17, 1944.
- Wheatland Telephone Exchange—
Wheatland.
Schedule of Rates.
Effective March 1, 1944.
- Southwestern Bell Telephone Co.—
All Territories Served.
Revised Miscellaneous Equipment Schedule.
Effective February 25, 1944.
- Lincoln Telephone Company—
New Melle.
Revised Toll Rates.
Effective March 1, 1944.
- Ava Telephone Company—
Ava.
Revised Rural Rate.
Effective April 14, 1944.
- Southwestern Bell Telephone Co.—
All Territories Served.
Message Toll Telephone Service Rate.
Reduction, \$218,000.00 annually. Effective April 15, 1944.
- Southwestern Bell Telephone Co.—
All Territories Served.
Revised General Toll & General Exchange Tariffs.
Effective April 1, 1944.
- Ozark Central Telephone Co.—
Washington.
Revised Exchange & Initial Rate Area Maps.
Effective May 5, 1944.
- Ozark Central Telephone Co.—
All Territories Served.
Message Toll Telephone Service Schedule.
Effective April 15, 1944.
- Southwestern Bell Telephone Co.—
Monett & Pierce City.
Revised Local Exchange Tariffs.
Effective May 15, 1944.
- Southwestern Bell Telephone Co.—
All Territories Served.
Reissue of Message Toll Telephone Service Rate—Intrastate Tariffs.
Filed June 5, 1944.
- Triangle Telephone Company—
Crocker, Dixon & Iberia.
Revised Rates.
Effective June 6, 1944.

Southwestern Bell Telephone Co.—

Bowling Green, Clarksville, Fayette, Gray Summit, Louisiana, Portage
Des Sioux.

Local & Exchange Area Maps.
Effective May 16, 1944.

Southwestern Bell Telephone Co.—

All Territories Served.
Restoration of Service Rate.
Effective May 16, 1944.

Southwestern Bell Telephone Co.—

Gray Summit & Valley Park.
Revised Local Exchange Tariffs.
Effective June 12, 1944.

Ozark Central Telephone Company—

Lake Ozarks & Macks Creek.
Revised Local Exchange Tariffs.
Effective June 27, 1944.

Carter County Telephone Company—

Fremont.
Revised Rates.
Effective August 1, 1944.

Missouri Telephone Company—

Columbia.
Revised Miscellaneous Rates.
Effective July 1, 1944.

Citizens Telephone Company—

Higginsville.
Revised Rates.
Effective August 13, 1944.

Southwestern Bell Telephone Co.—

St. Charles.
Revised Exchange & Initial Rate Area Map.
Effective May 16, 1944.

Southwestern Bell Telephone Co.—

All Territories Served.
Thanksgiving Day Rate, Christmas & New Year's.
Effective November 23, 1944.

Southwestern Bell Telephone Co.—

Bismarck, Bowling Green, Brookfield, Fenton, Marshall, & Slater.
Revised Local Exchange Sheets.
Effective October 7, 1944.

Southwestern Bell Telephone Co.—

All Territories Served.
Miscellaneous Equipment Rate.
Effective October 7, 1944.

- Ozark Central Telephone Company—
 Beaufort.
 Revised Exchange & Initial Rate Area.
 Effective October 27, 1944.
- Southwestern Bell Telephone Co.—
 Brookfield.
 Reissue of Local Exchange Tariff.
 Filed November 15, 1944.

TELEPHONE AUTHORITY ORDERS

Order No.	
201	Southwestern Bell Telephone Company— All territories served. Reduced rate to begin at 6:00 P.M. instead of 7:00 P.M. for long distance service. Effective February 29, 1944.
202	Ozark Central Telephone Company— All territories served. Reduced night rates beginning at 6:00 P.M. instead of 7:00 P.M. for long distance service. Effective March 2, 1944.
203	Southeast Missouri Telephone Company— All territories served. Reduced night rates beginning at 6:00 P.M. instead of 7:00 P.M. for long distance service. Effective March 21, 1944.

GAS AND WATER RATES

- Central Distributing Co.—
 All territories.
 Rules & Regulations.
 Effective December 15, 1942.
- Central Distributing Co.—
 Audrain County, Belton, Blue Springs, Centerview, Clarksburg, Fayette, Grandview, Hickman Mills, Houstonia, Martin City, Palmyra, Pilot Grove, Raytown, Tipton & Windsor.
 Domestic Service Rate.
 Effective February 1, 1943.
- Interstate Gas Company—
 Artie Dairy, American Scale Foundry, Belsaw Mfg. Co., Colonial Poultry Farm & Pleasant Hill Schools at Pleasant Hill, Mo.
 Industrial Rates.
 Effective March 18, 1943.
- Maryville Electric Light & Power Co.—
 Maryville.
 Gen. Gas & Misc. Rates.
 Effective April 1, 1943.

- Raytown Water Company—
Raytown & S. E. Jackson County.
Rules & Regulations.
Effective August 20, 1943.
- Interstate Gas Company—
Freeman & Harrisonville.
Residential & Commercial Rate.
Effective November 2, 1943. (Case No. 10,368).
- National Utilities Co. of Mo.—
Brookfield.
Changing the gas system at Brookfield over to Butane Air Gas.
Effective November 5, 1943.
- Interstate Gas Company—
Harrisonville & Freeman.
Revised Penalty Clause.
Effective November 1, 1943.
- Missouri Power & Light Company—
Moberly.
Can. of Industrial Gas Service.
Effective December 21, 1943.
- Kansas City Gas Company—
Kansas City & North Kansas City.
New Boiler Rate.
Effective May 24, 1944.
- St. Louis County Gas Company—
All territories.
Prompt Payment Discount & Billing Practices.
Effective June 15, 1944.
- Central West Utility Company—
Plattsburg & Vicinity.
Revised miscellaneous rates.
Effective August 2, 1944.
- Missouri Utilities Company—
Chaffee, Illmo, Fornfelt, Oran, Senath, Hornersville, Dexter, Parma,
Bernie, Charleston & East Prarie.
Revised Mun. Water & Sewer Pumping Rate.
Effective August 15 1944.

GAS AUTHORITY ORDERS

Order No.	
86	Interstate Gas Company— Harrisonville, Lone Jack, Kingsville, Holden, Pleasant Hill, Drexel and Freeman. Reduced Penalty Charges. Effective October 1, 1943.

WATER AUTHORITY ORDERS

Order No.	
50	Missouri Water Company— Lexington. Reduced rate for service furnished the Missouri Pacific Railroad Company at Lexington, Mo. Effective July 1, 1943.
51	St. Louis County Water Company— St. Louis. Reduced rates for Large Housing Projects. Reduction \$920.88. Effective April 1, 1944.
52	St. Joseph Water Company— St. Joseph. Rate for St. Joseph Stock Yards Company. Effective July 1, 1944.

TELEGRAPH RATES

Postal Telegraph-Cable Co.—

All territories.

Domestic Serv. Rules & Regulations.

Effective February 23, 1943.

Western Union Telegraph Co.—

All territories.

Revised rates.

Effective March 9, 1943.

Postal Telegraph-Cable Co.—

All territories.

Rules & Regulations, discontinued special timed wire service charges
within the State of Missouri and basic rates for other classes of
service.

Effective April 1, 1943.

Western Union Telegraph Co.—

All territories.

Revised Rates.

Effective November 25, 1943.

Western Union Telegraph Co.—

All territories.

Revised Rates.

Effective April 10, 1944.

Western Union Telegraph Co.—

All territories.

Revised Miscellaneous Rates.

Effective July 1, 1944.

STEAM HEAT RATES

Kansas City Power & Light Company—

Kansas City.

Revised Steam Heating Service Rates.

Effective July 1, 1944.

ACCOUNTING AND STATISTICAL DEPARTMENT

The Accounting and Statistical Department of the Commission assists the Commission in matters regarding valuations, rates, security issues, reorganizations and property acquisitions. It is represented and presents evidence at hearings in which these features are involved and it also conducts audits and investigations of various public utilities in order to develop information which will enable the Commission to be fully informed of the local actual conditions when passing upon any of the above mentioned matters.

Annual reports which are filed by each utility operating in the State are analyzed and become a part of the permanent records of the Commission of which this department is custodian. This department is also charged with the responsibility for control of the expenditures for the Commission for the purpose of obtaining a strict compliance with the appropriations and budgetary requirements.

Conferences are held with representatives of utilities and with State and Federal Commissions, as well as with representatives of investment firms, concerning correct accounting procedure and the creation of proper corporate structures and for the purpose of obtaining adequate information regarding values underlying securities to be issued and prices to be paid in connection with the sale and acquisition of utility properties.

During the biennium the Commission has attempted in every manner to meet the requirements of efficient regulation during the war emergency, but has been desirous of restricting its expenditures to those features which are especially essential. As a result of this program the personnel of the Accounting and Statistical Department has been held at a level much below that ordinarily maintained and, at the present time consists of a Chief Accountant, 7 Assistant Accountants, and 2 Stenographer-clerks.

Audits and Special Studies

During the biennium the state-wide audit of the Southwestern Bell Telephone Company was completed, the report filed with the Commission and a hearing held. Audit of the Capital City Telephone Company was revised and brought up to a more recent date. The audit of the Gas Service Company

was concluded. Original cost studies were made of the Springfield Gas and Electric Company and the St. Joseph Railway, Light, Heat & Power Company. A supplemental audit of the original cost studies of Missouri Power & Light Company is in progress at this time.

A recheck of the original cost studies of Empire District Electric Company was made jointly with the Federal Power Commission accountants and the figures arrived at were accepted by the Company.

A complete audit of the Kansas City Power & Light Company has been initiated and is rapidly nearing completion.

Various studies were made by the department in connection with reorganization of Laclede Gas Light Company and with the sale of the property of the Laclede Power & Light Company to the Union Electric Company of Missouri.

Other superficial studies were made throughout the period in connection with the problems which arose and which required more information than was available in the offices of the Commission.

An audit of the Bus and Truck Department of the Commission was made and a new accounting system was recommended and installed.

Annual Reports

Approximately 2,000 Electric, Gas, Water, Heating, Telephone, Telegraph, Street Railways, Railroad, Sleeping Car, Express, and Bus and Truck Companies file annual reports with the department covering their financial and operating results. These reports are carefully checked and analyzed by the department and are a source of useful information in determining rates of return, earnings, and other statistics and for data sought by security holders, investment bankers, municipal and county officers and others interested in public utilities.

As a result of the analysis of these annual reports, information was developed and submitted to the Commission which, up to November 30, 1944, had resulted in refunds to consumers of Electric and Gas Service in the annual amount of \$675,000 and in rate reductions which are estimated will amount to \$287,000 annually. In addition, \$150,000 of excess earnings was ordered impounded and held for post-war requirements which

might otherwise require future rate increases. Other information which was developed resulted in negotiations with the utilities which, up to the present, have not been terminated, but which will probably result in further substantial refunds or rate reductions.

Budget and Appropriations

The Accounting and Statistical Department prepares the budget requests for each biennium and maintains current records of the expenditures from the various appropriations and the status of each and periodically reports this information to the Commission. All expenditures by the Commission are first referred to this department for the purpose of determining whether the expenditures contemplated can be made within the budget appropriation.

Fees collected during the year, exclusive of those collected by the Bus and Truck Department, were as follows:

Audits and Appraisals (salaries and expenses)	\$185,930.08
Security Issues	6,528.00
Miscellaneous	11,506.20
	Total
	\$203,964.28

Security Issues

The amount of security issues authorized during the biennium was \$48,468,926.77. Most of these securities were issued for refunding and as a result the fees derived therefrom were comparatively small as no fee is charged for authority for securities issued for refunding purposes. However, during the period the large amount of refunding which was done has resulted in substantial reductions in fixed charges of the utilities and has, of course, contributed to the vast improvement in the financial condition of the utilities in the State.

The following table shows the securities authorized to be issued during the period from December 1, 1942 to November 30, 1944, inclusive.

Date of Authority	Case Number	Name of Company	Kind of Security	Total Value
12/ 3/42	10, 283	J. M. Haven and Nell F. Haven, d/b/a Christian County Telephone Company	Note	\$14, 500. 00
12/10/42	10, 281	W. A. Murphy, d/b/a Triangle Telephone Company	Note	7, 925. 00
12/10/42	10, 282	W. A. Murphy, d/b/a Triangle Telephone Company	Note	4, 500. 00
12/22/42	10, 310	St. Louis County Water Company	Bonds	7, 000, 000. 00
12/22/42	10, 310	St. Louis County Water Company	Debentures	1, 500, 000. 00
6/16/43	10, 343	Consumers Public Service Company	Notes	14, 191. 77
8/21/43	10, 357	Interstate Pipe Line Company	Preferred Stock	22, 000. 00
8/21/43	10, 357	Interstate Pipe Line Company	Common Stock	500. 00
11/ 4/43	10, 366	Interstate Gas Company	Preferred Stock	120, 000. 00
11/ 4/43	10, 366	Interstate Gas Company	Bonds	400, 000. 00
11/18/43	10, 396	St. Joseph Ry., Light, Heat & Power Company	Notes	35, 910. 00
12/ 9/43	10, 384	Joe A. Drake, Joseph M. Drake & Paul E. Drake, d/b/a Bolivar Telephone Co.	Note	7, 000. 00
2/24/44	10, 422	Consumers Public Service Company	Bonds	45, 000. 00
			Debentures	15, 000. 00
			Bonds	400, 000. 00
			Notes	100, 000. 00
			Stock	60, 000. 00
			Notes	500, 000. 00
3/ 9/44	10, 431	Western Light, & Telephone Company	Notes	1, 200, 000. 00
5/ 9/44	10, 451	Missouri Gas & Electric Service Company	Bonds	10, 600, 000. 00
6/27/44	10, 460	Empire District Electric Company	Bonds	3, 901, 800. 00
6/17/44	10, 460	Empire District Electric Company	Preferred Stock	3, 500, 000. 00
6/17/44	10, 460	Empire District Electric Company	Common Stock	8, 265, 000. 00
8/ 8/44	10, 448	Union Electric Company of Missouri	Preferred Stock	582, 000. 00
8/14/44	10, 475	Missouri Edison Company, Louisiana, Missouri	Bonds	8, 400, 000. 00
			Preferred Stock	1, 750, 000. 00
10/24/44	10, 514	Kansas City Public Service Company	Common Stock	10, 000. 00
10/31/44	10, 561	La Plata Telephone Company	Mortgage Note	4, 200. 00
11/ 3/44	10, 495	Knox Telephone Company (Lewis C. True)	Note	400. 00
11/ 3/44	10, 505	Warren Telephone Company (Mr. C. B. McCormick)	Note	400. 00
11/ 3/44	10, 569	Auxvasse Telephone Co. (Mr. E. O. Turner)	Note	9, 000. 00

RECAPITULATION

Notes.....	\$697,626.77
Bonds.....	20,227,000.00
Debentures.....	1,515,000.00
Preferred Stock.....	20,708,800.00
Common Stock.....	5,310,500.00
Mortgage Note.....	10,000.00
Total.....	\$48,468,926.77

The Commission has continued its policy of careful scrutiny of all proposed security issues with the view of improvement in the corporate structure and in the margin of safety to investors. That this policy has been amply justified, is shown by the good credit rating and financial condition of the Missouri utilities.

Standardization and Co-operation

Efforts to adopt standard procedure for operating utilities have continued and the department cooperates with the Accounting Committee of the National Association of Railway and Utilities Commissioners, of which the Chief Accountant is a member.

This Committee holds conferences and maintains contact by correspondence with all important regulatory bodies, as well as with the utilities, and devotes its efforts to the standardization of procedure in connection with the numerous accounting problems which arise. Accounting matters which involve utilities subject to jurisdiction of more than one regulatory body have been discussed and solutions arrived at in conferences with the other bodies.

War Emergency

As stated previously, the operations of the department have been curtailed where it is possible without immediate injury to regulatory procedure and we have confined the efforts of the reduced personnel to the more important immediate problems. Plans for improvement in accounting procedure, in connection with the regulation, have been outlined and as soon as some of the restrictions necessary during the war are

relaxed, it is probable that changes, which will be of great benefit to the utilities and to the general public, will be made.

Careful study has been given to the problems of smaller utilities with a view of simplifying the accounting and reporting requirements so that they may be more easily complied with, with no impairment in the value of information obtained.

Miscellaneous Services

In addition to the previously outlined duties, the department is constantly called upon for assistance and information by the general public and when not in conflict with the Commission's policy, such assistance and information is gladly rendered. The department works in close cooperation with the other departments of the Commission and many of the good results which have been achieved have been the result of cooperation and assistance received from these departments.

TRANSPORTATION RATE DEPARTMENT

This department is represented at all hearings before the Commission pertaining to rates and charges of transportation agencies over which the Commission has jurisdiction and presents evidence relative to such rates and charges; assists the Commission in developing facts necessary to a proper determination of rates and charges that are under investigation; represents the Commission in all proceedings before the Interstate Commerce Commission in which Missouri interstate rates and charges are under consideration and where interstate rail carriers seek abandonments; and assists the Commission in general supervision of its activities in the administration of the various statutes and rules promulgated thereunder pertaining to the rates, fares, charges, rules, regulations, and practices of steam and electric railroads, street railways, express, sleeping car, motorbus and motor truck carriers.

The personnel of the department consists of the Chief of the Department, one railroad rate expert, one motor carrier rate expert and one stenographer-clerk.

During the period of this report, there have been received by the department for filing in accordance with the statutes and rules of the Commission approximately fourteen thousand rail, bus, truck, express and other tariffs and supplements.

Each of these schedules must be carefully examined to see that they are prepared in accordance with the rules and regulations of the Commission and that they do not contain matter that appears to be unreasonable and unlawful. Schedules failing to observe the rules and regulations of the Commission are rejected and carriers required to issue and file schedules in accordance therewith. Schedules containing fares, rates, charges, or any provisions appearing to be unreasonable or in any manner unlawful are assigned for investigation by the Commission to determine the propriety thereof, and suspended from becoming effective during the period of the investigation.

In addition to the tariffs required to be filed containing intrastate fares, rates and charges, the department maintains a large file of interstate tariffs published by rail, bus, truck, express and sleeping car carriers stating interstate fares, rates and charges, for the information of the public and other state departments, and which are also used for comparative purposes in proceedings before the Commission and the Interstate Commerce Commission involving reasonableness and lawfulness of rates and charges.

This department analyzes the statistics contained in the reports of the carriers filed with the Commission and the Interstate Commerce Commission to keep informed as to transportation conditions and trends in Missouri, surrounding states, various rate territories, and the United States as a whole. The department prepares certain composite data taken from the individual reports of the carriers and exchanges such data with regulatory bodies in the surrounding states.

During the period of this report, the department has received and the Commission has disposed of six hundred and seventy two applications by carriers seeking authority to establish, fares, rates and charges, upon less than statutory notice and filing, due to emergency situations, or seeking relief for a temporary period of certain provisions contained in the Commission's tariff rules.

A great number of informal complaints regarding rates, services, or practice of carriers have been received by the department during the period of this report. All but those recently received, which are now being actively investigated, have been satisfactorily adjusted by correspondence or conferences with the carriers involved, other than two which after

investigation were referred to the legal staff of the Commission for handling to conclusion. In all others it has not been necessary to institute formal proceedings to dispose of the complaints.

This department has handled one hundred and sixty seven formal cases which were before the Commission for determination of the propriety, reasonableness or lawfulness of fares, rates, charges, services, or practices of carriers. One hundred and sixty two have been disposed of, and five are pending at this time. Three of the pending cases are being held in abeyance, two awaiting action by the courts upon a case presenting similar issues, and one by voluntary action of the carriers awaiting disposition of the same issue now before the Interstate Commerce Commission.

With the entry of the United States in active participation in the present war, many unusual circumstances and changed conditions in transportation by all types of carriers have materially increased the duties of this department. It is impossible to give a detailed report herein of all additional demands made of the department account of such changed conditions.

There was a surplus of transportation facilities for more than a decade prior to the present war. The peak in rail transportation, prior to the war, was in 1929. The traffic has steadily increased and the carriers are now required to handle with the same or less equipment the heaviest traffic within the history of our country. The best informed traffic experts anticipate an even greater demand to be made of the carriers until the conclusion of hostilities in Europe. To meet such conditions, an exceptionally high degree of efficiency in handling the traffic has been attained. The carriers are now using transportation facilities to capacity, and have materially reduced the time involved in loading and unloading equipment thereby utilizing equipment and facilities to greater efficiency. Despite the unusual demands made of the carriers the traffic is being handled without the congestion that occurred in the last war which resulted in their being taken over by the Federal Government.

The Office of Defense Transportation was created by Executive Order of the President of the United States on December 18, 1941, to expedite the movement of traffic to aid in the successful prosecution of the present war. This agency has done much to assist carriers in finding ways and means to better utilize transportation facilities and speed up the ab-

normal flow of traffic without congestion. This Commission has issued certain orders and so regulated carriers in a manner consistent with the requirements of the federal agency and thereby contributed much to the success of this effort. Notwithstanding the aid given to the carriers by the various agencies and regulatory bodies in the excellent job that has been accomplished in handling the transportation of the heaviest traffic in history, most of the credit for this outstanding performance is due to the carriers through their unceasing efforts in devising ways and means of increasing efficiency in transportation facilities.

Rate Levels

The rates and charges of all transportation companies were increased in the early part of 1942. The rail carriers were permitted to increase fares, rates and charges to the same extent and in like manner as was authorized by the Interstate Commerce Commission in Docket Ex Parte 148. The increased passenger fares remained in effect to December 31, 1942, when such increase expired. The carriers sought to continue the increased fares in effect, by a petition filed October 15, 1942. Several hearings were had on this matter and the increased fares were reestablished November 15, 1943. The increases permitted in rates for the transportation of property remained in effect to May 15, 1943, since which time the increases have been suspended from time to time for periods of six months each. There is now pending before the Interstate Commerce Commission a proceeding to determine if same shall be further suspended or allowed to again become effective January 1, 1945. The carriers will institute similar action with this Commission upon disposition of the matter before the Interstate Commerce Commission.

The rates of motor carriers for the transportation of property were increased approximately 6%, May 15, 1942, and such increase is now effective. Most bus carriers increased fares 10%, February 16, 1942, and such increases are still in effect.

The increases granted by the Commission were for the duration of the present war and six months thereafter subject to the further order of the Commission.

Interstate Cases

In the previous biennial reports we commented on the proceedings before the Interstate Commerce Commission involving a general investigation of the rates of rail and motor carriers in that portion of the United States east of the Rocky Mountains and Classifications throughout the United States. (I. C. C. Dockets 28,300 and 28,310). Hearings have been completed requiring approximately forty days time at which several thousand pages of testimony and exhibits were received. A proposed report on the Classification prepared by examiners of the Interstate Commerce Commission was served on all parties. Oral argument has been had before the entire Interstate Commerce Commission on the proposed report of the examiners and issues involved in both proceedings. The Interstate Commerce Commission has not disposed of these matters. This is perhaps the most extraordinary and stupendous investigation ever instituted by the Interstate Commerce Commission involving practically all of the United States rather than individual rate territories. This Commission has been represented at all of the hearings and prepared much data which was submitted for the interests of Missouri shippers in these proceedings. The Commission cooperated with shipping interests and chambers of Commerce in presenting evidence in the proceedings.

Street Railways

The street railways in Kansas City and St. Louis suffered a declining patronage for more than a decade prior to the present war. They are now being used to capacity in handling the traffic available due to many defense plants along their lines and patrons using such service due to tire and gasoline rationing.

Railroad

The following tables contain data regarding railroad abandonments in Missouri during this period, and the mileage of various railroads operating in Missouri as of December 31, 1943.

RAILROAD ABANDONMENTS IN MISSOURI DURING THE PERIOD DECEMBER 1, 1942 TO NOVEMBER 30, 1944, WERE AS FOLLOWS:

Railroad	From	To	Miles	I. C. C. Docket	Decided
Chicago, Burlington & Quincy R. R. Co.	Grant City (Worth County)	Missouri-Iowa State Line	6.5	14,426	Nov. 1, 1944
Kansas City Southern Ry. Co.	Independence (Jackson County)	Fairmount Heights	1.6	14,016	Dec. 15, 1942
Kansas City Southern Ry. Co.	Chart Jct. (Jasper County)	Chart Mines	3.798	14,679	Oct. 7, 1944
*St. Louis & Hannibal R. R. Co.	Ralls Jct. (Ralls County)	Perry	17.80	13,682†	Aug. 15, 1942
St. Louis & Hannibal R. R. Co.	Hannibal (Marion, Ralls and Pike Counties)	Bowling Green	32.80	14,455‡	Feb. 16, 1943
St. Louis-San Francisco Ry. Co.	Ash Grove (Greene County)	Phenix	5.91	14,102	Mar. 30, 1943
Total Miles Abandoned			68.408		

*Intrastate abandonment only—Interstate abandonment authorized August 15, 1942.

†Missouri Public Service Commission Case No. 10,200.

‡Missouri Public Service Commission Case No. 10,409.

MILEAGE OF STEAM AND ELECTRIC RAILWAYS AND CITY STREET RAILWAYS OPERATED IN MISSOURI AS OF DECEMBER 31, 1943.

Mileage of Class I Railroads in Missouri.

Railroad	Miles of road	Miles of second main tracks	Miles of all other main tracks	Miles of passing track crossovers and turnouts	Miles of switch-way tracks	Miles of yard switching tracks	Total
The Alton Railroad Co.	253.50	20.03	.....	42.87	14.48	27.05	357.93
The Atchison, Topeka and Santa Fe Ry. Co.	309.13	200.29	15.63	58.99	32.72	40.08	656.84
Chicago, Burlington & Quincy R. R. Co.	1,345.02	129.61	.....	102.91	95.77	228.90	1,902.30
Chicago Great Western R. R. Co.	101.25	3.61	.....	14.70	6.79	20.22	146.57
Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	147.62	44.06	11.92	39.50	15.30	56.87	315.27
The Chicago, Rock Island and Pacific Ry. Co.	525.75	86.51	10.74	57.99	83.22	95.13	809.34
The Illinois Terminal R. R. Co.	2.72	2.52	.....	.....	.....	8.85	14.09
The Kansas City Southern Ry. Co.	199.60	10.50	.....	39.40	20.94	72.66	343.10
Missouri and Arkansas Ry. Co.	69.13	.....	.....	7.69	.....	5.03	82.83
Missouri-Illinois R. R. Co.	89.04	.....	.....	6.31	18.89	10.45	124.69
Missouri-Kansas-Texas R. R. Co.	470.22	28.29	.....	02.51	40.78	53.57	655.37
Missouri Pacific R. R. Co.	1,534.23	215.24	1.50	205.47	131.06	435.88	2,523.38
St. Louis-San Francisco Ry. Co.	1,477.67	60.31	.....	182.27	110.53	258.10	2,088.88
St. Louis Southwestern Ry. Co.	220.90	19.11	.....	34.86	17.24	36.06	328.17
Union Pacific R. R. Co.	2.16	1.53	.....	5.97	.....	19.94	29.60
Wabash Ry. Co.	629.77	83.47	13.38	91.37	73.23	119.83	1,011.05
Totals	7,377.71	905.08	53.17	952.81	611.43	1,488.71	11,388.91

SMALL ROADS AND SWITCHING AND TERMINAL COMPANIES
IN MISSOURI MILEAGE AS OF DECEMBER 31, 1943

	Miles of Road Operated
SMALL ROADS (Steam):	
Bevier & Southern R. R. Co.....	9.61
Cassville & Exeter Ry. Co.....	4.70
Hannibal Connecting R. R. Co.....	2.86
Kansas City Connecting R. R. Co.....	4.73
Missouri & Illinois Bridge & Belt R. R. Co.....	2.07
Rockport, Langdon & Northern Ry. Co.....	5.65
*St. Louis & Hannibal R. R. Co.....	33.00
St. Louis & Troy R. R. Co.....	5.20
Total.....	67.82
SMALL ROADS (Electric):	
The Joplin-Pittsburg R. R. Co.....	7.63
St. Francois County R. R. Co.....	7.68
Total.....	15.31
SWITCHING AND TERMINAL COMPANIES:	
	Miles of All Tracks
Hannibal Union Depot Co.....	.81
Joplin Union Depot Co.....	6.60
Kansas City Terminal Ry. Co.....	109.81
Manufacturers Ry. Co.....	23.97
Rock Island-Frisco Terminal Ry. Co.....	2.49
St. Joseph Belt Ry. Co.....	19.58
St. Joseph Terminal R. R. Co.....	12.77
St. Joseph Union Depot Co.....	2.10
Terminal Railroad Association of St. Louis.....	166.11
Union Terminal Ry. Co.....	7.41
Total.....	351.65
CITY STREET RAILWAYS:	
	Miles of Road Operated
Kansas City Public Service Co.....	87.92
The St. Louis Public Service Co.....	175.94
Total.....	263.86

*Discontinued service October 1, 1944.

LEGAL DEPARTMENT

During the past biennium the work of the General Counsel's office with some variations has followed the usual pattern. The routine work of the department consisting of conferring with the Commissioners and the members of the Commission's staff with respect to the various and sundry questions which arise in the ordinary course of business is not susceptible of description in detail. The Counsel and his staff have at all times been available to the members of the general public seeking advice and guidance in matters arising under the Public Service Commission Act and the Missouri Bus and Truck Act. They have also cooperated with the other agencies and departments of the state and rendered aid and assistance to the Legislature and to the Constitutional Convention in matters relating to legislation and proposals involving Public Service companies.

Under the provisions of recently enacted legislation granting the Commission the authority to effect reciprocity contracts or agreements with other states regarding the license fees of motor carriers operating in interstate commerce, the Legal Department has spent considerable time in investigating the motor vehicle and motor carrier laws of various states looking to the establishment of reciprocity and the waiver of such fees where such course appears proper, and fair and equitable to the state of Missouri and its citizens. Reciprocal agreements are now in effect and have been throughout the year 1944 with the following states: South Dakota, Nebraska, Oklahoma, Texas, Wisconsin, Michigan, Minnesota, Illinois, Ohio, Indiana, Georgia and Tennessee. Negotiations are now being had looking to the possible execution of agreements to be effective beginning January 1, 1945, with the states of Pennsylvania, Massachusetts, and Utah. Further studies are being made of the agreements now in effect and looking to a possible extension to other states of similar agreements in the light of the effect of the agreements that have been in force during the year 1944.

In accordance with the statutes the General Counsel and his staff have during the biennium represented the public in all rate and valuation cases at hearings before the Commission. A number of important rate and valuation cases were presented before the Commission during the biennium such as

the state-wide valuation case of the Southwestern Bell Telephone Company and the rate case of the Springfield Gas & Electric Company which resulted in a reduction of the rates of that company for electric service in the amount of \$304,000 and for gas service in the amount of \$31,000.

The Counsel and his staff also represented the Commission in all litigation wherein the Commission was a party in the courts. The following is a brief statement of what has transpired in that activity during the past biennium:

Circuit Court

STATE EX REL CITY OF ST. LOUIS VS. PUBLIC SERVICE COMMISSION ET AL (LACLEDE GAS LIGHT REFUND) (Commission Case No. 9949; Circuit Court Case No. 7701).

The proceedings had during the biennium in this case grew out of a valuation made by the Commission in 1934 of the property of The Laclede Gas Light Company for rate making purposes and an order that the rates to domestic and commercial consumers should be reduced six per cent. This is the same case that was decided on appeal by the Supreme Court of Missouri as *State ex rel et al. v. Public Service Commission* (en banc 1937) 110 S. W. 2d 749. Pending the appeal, the difference between the old rate and the new rate was paid into the Central Missouri Trust Company at Jefferson City as trustee under the order of the Circuit Court of Cole County, Missouri, there to abide the final decision, all in accordance with the statute. During the period of impounding, the company paid nearly \$1,500,000 to the trustee. On December 11, 1942, the Court appointed M. J. W. Hobbs of Jefferson City, to act as *amicus curiae* and Leon P. Embry, Esq., of California, Missouri, to act as counsel for Mr. Hobbs. The purpose of this appointment was to supervise and expedite the distribution of this fund to the consumers who had during the period paid for the service rendered to them at the rate held to be illegal and excessive. While the Public Service Commission of Missouri has only an indirect interest in these proceedings, its counsel was given notice thereof and attended and participated in various conferences and hearings in connection therewith. As of November 30, 1944, the major portion of this distribution had been completed. There still remained in the name of the trustee, however, a very substantial sum of money, the final disposition of which has not been determined.

STATE EX REL CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. ET AL VS. PUBLIC SERVICE COMMISSION OF MISSOURI (Lindell-Union Crossing Case) (Commission Case No. 6804; Circuit Court Case No. 9127).

The action taken during the biennium consisted in the final settlement of one of the oldest and most troublesome cases ever before the Commission. On July 10, 1929, the city of St. Louis authorized a separation of grades between Lindell and Union Boulevards and the Wabash-Rock Island tracks in St. Louis. This Commission's permission was granted in April, 1930. The project was constructed at a total cost of nearly \$925,000. In June, 1932, the city instituted a proceeding under the "grade crossing" statute to apportion the cost. This resulted in a highly involved, vigorously contested and long protracted lawsuit. In 1936 the Supreme Court, passing on the action of the Commission, affirmed it in part and reversed it in part. The case was retried, a rehearing granted, and another trial had. On January 4, 1940, the Commission issued a Report and Order from which the railroads unsuccessfully prosecuted certiorari and appealed. On November 30, 1942, this case was pending in the Supreme Court of Missouri. The attitude of the counsel's office was that, inasmuch as the real question in issue was the amount of money payable by the railroads to the city of St. Louis and the determination of the contributions to that payment as between the railroads, (which involved a highly complicated accounting problem between two railroads in bankruptcy) the case should be settled and every effort was made to bring about that result. During the biennium under review the case was settled. The appeal to the Supreme Court was dismissed and on May 8, 1943, stipulation was filed in the Circuit Court of Cole County, showing settlement by compromise and finally terminating this matter.

STATE EX REL KANSAS CITY SOUTHERN RAILWAY CO. VS. PUBLIC SERVICE COMMISSION, ETC. (FRISCO TRANSPORTATION CO) (Commission Case No. T-8070; Circuit Court Case No. 9599.)

This case grew out of an application by the Frisco Transportation Company for authority to serve as a common carrier of passengers between Carthage, Webb City, Crockerville, and Joplin on the one hand and the Army Training Center (Camp Crowder) near McElhaney on the other. The application was filed on October 15, 1941. The hearing on December 9, 1941,

the Kansas City Southern Transport Company and Kansas City Southern Railway Company appeared as protestants. The Commission granted the authority and the Kansas City Southern Railway Company and the Kansas City Southern Transport Company procured a writ of certiorari. On May 27, 1942, the case was submitted to the Circuit Court of Cole County and taken under advisement and it was in that situation on November 30, 1942. On January 25, 1943, the Circuit Court of Cole County affirmed the Commission's decision, and in due time the Kansas City Southern companies appealed. (Further discussion of the case will be found in connection with the work in the Kansas City Court of Appeals).

AMERICAN PETROLEUM EXCHANGE VS. PUBLIC SERVICE COMMISSION. (Commission Case No. 7441; Circuit Court Case No. 9608.)

This case arose on a motion filed by the State Highway Commission on September 8, 1938, to modify a Report and Order issued by the Commission on April 14, 1931. The purpose of the motion was to remove obstructions to vision created by structures on the right of way of the Missouri Pacific Railroad where it crosses Highway 66 in St. Louis County at what is known as the "Watson Road Crossing." Hearings were had in 1938 and again in 1940. On January 27, 1942, the Commission issued its Report and Order sustaining the motion and ordered the obstruction removed from the right of way. The American Petroleum Company, a lessee of one of the right-of-way sites effected, prosecuted certiorari. On December 11, 1942, this case was argued and submitted to the Circuit Court of Cole County. On January 5 the Court affirmed the Commission and later allowed an appeal to the Supreme Court of Missouri. (This case will be discussed with the cases in the Kansas City Court of Appeals and the Supreme Court).

STATE EX REL MISSOURI-ILLINOIS MATERIAL COMPANY VS. PUBLIC SERVICE COMMISSION. (Commission Case No. 10,044; Circuit Court Case No. 9656).

The nature of this case and its status on November 30, 1942, were described in the Biennial Report for 1941-1942, (q. v. b. 81). On November 30, 1942, this case was under advisement in the Circuit Court of Cole County. On February 23rd, 1943, the pending motions to quash were sustained for the reason that

the Illinois-Missouri Material Company, the sole appellant, had failed to file its petition for rehearing before the Commission in time. This judgment became final and the matter terminated.

STATE EX REL BYERS TRANSPORTATION COMPANY, INC., ET AL VS. PUBLIC SERVICE COMMISSION (THE BROOKS CASE) (Commission Case No. T-3786; Circuit Court Case No. 9705).

The history and status of this case on November 30, 1942, were described in the last Biennial Report of the Commission, (q. v. p. 76). On November 30, 1942, the case was pending under advisement in the Circuit Court of Cole County. On May 10, 1943, the action of the Commission permitting Perry A. Brooks to render through service at through rates on his consolidated truck routes was affirmed. On the same day an appeal was allowed to the Kansas City Court of Appeals. (This case will be discussed with the cases in the Kansas City Court of Appeals).

STATE EX REL CONSUMERS PUBLIC SERVICE COMPANY ET AL VS. PUBLIC SERVICE COMMISSION ET AL (GRUNDY ELECTRIC COOPERATIVE CASE) (Commission Case No. 10,242; Circuit Court Case No. 9763; Supreme Court Case No. 38,680).

This case arose out of an application filed July 6, 1942, for an order authorizing the sale of electric properties from the Iowa Utilities Company, a corporation, to the Grundy Electric Cooperative, Inc., which was financed by the Rural Electrification Administration. On September 3, 1942, the Commission issued a conditional order approving the sale and transfer and on September 8, 1942, the condition having been met, the Commission finally approved the transaction. The Consumers Public Service Company, the Missouri Power & Light Company and the Missouri Public Service Corporation prosecuted certiorari. The Commission's return on the writ of review was filed in the Circuit Court of Cole County on October 9, 1942, and the case was there pending in that situation on November 30, 1942. On April 30, 1943, this case was argued and submitted to the Circuit Court of Cole County. On May 3, 1943, the Circuit Court of Cole County affirmed the action of the Commission and on May 8, 1943, an appeal was allowed to the Supreme Court of Missouri. At the September Term, 1943, Division No. One of the Supreme Court

handed down an opinion dismissing the appeal. Judge Hyde dissented from this opinion and the case was transferred to the court en banc on the court's own motion. The case was then re-argued in court en banc and on April 3, 1944, the court en banc handed down an opinion affirming the action of the circuit court in affirming the order of the Commission. The appellants filed a motion for rehearing in court en banc and the case was finally disposed of when this motion was overruled on May 2, 1944 (see *State ex rel. Consumers Public Service Company et al vs. Public Service Commission et al* 180 S. W. 2d 40).

STATE EX REL CROWN COACH CO. VS. PUBLIC SERVICE COMMISSION (YELLOW CAB COMPANY OF NEOSHO) (Commission Case No. B-8359; Circuit Court Case No. 9789).

On July 7, 1942, Vernon Walker and R. E. Reasons d/b/a Yellow Cab Company of Neosho, filed an application seeking an extension of their authority to serve Camp Crowder with taxicabs. Thereafter the Crown Coach Company filed a motion to dismiss and a protest raising a question of the Commission's jurisdiction. The case was heard by the Commission on September 14, 1942, and on September 25, 1942, the Commission issued a Report and Order granting the application. The Crown Coach Company prosecuted certiorari. The case was argued and submitted to the Circuit Court of Cole County on October 8, 1943. On November 29, 1943, the Circuit Court of Cole County reversed the action of the Commission. On November 29, 1943, the cause was reversed and remanded to the Commission for further action. The Commission appealed, the case going to the Kansas City Court of Appeals. Abstracts and briefs were prepared and filed and the case was argued in the Kansas City Court of Appeals on October 4, 1944. On November 30, 1944, no decision had been rendered.

STATE EX REL ORSCHELN BROS. TRUCK LINE VS. PUBLIC SERVICE COMMISSION (WEAVER W. SCHERFF) (Commission Case No. T-8250; Circuit Court Case No. 9806).

This case arose out of an application filed by Weaver W. Scherff on April 20, 1942, for authority to render additional service to points located on his present route under Certificate of Convenience and Necessity No. T-7. At the hearing on May 25, 1942, the application was protested by a number of carriers including the Orscheln Bros. Truck Line. On October 8, 1942,

the Commission issued its Report and Order authorizing an extension of Mr. Scherff's authority. Certiorari was prosecuted by the Orscheln Bros. Truck Line to the Circuit Court of Cole County. On December 21, 1942, the writ of certiorari was returned. The case was argued and submitted on February 6, 1943, and on February 11, 1943, the Circuit Court of Cole County set aside the order of the Commission and remanded the case to the Commission for further action. A rehearing was had and on March 31, 1943, the Commission denied Mr. Scherff's application and there the matter became final.

STATE EX REL MISSOURI-KANSAS & OKLAHOMA COACH LINES, INC. VS. PUBLIC SERVICE COMMISSION (RAYMOND R. TERRILL) (Commission Case No. B-8342; Circuit Court Case No. 9809).

This case arose out of an application filed on June 19, 1942, by Raymond R. Terrill for an extension of authority. The case was heard by the Commission on July 9, 1942, at which time the Southwestern Greyhound Lines and the Missouri-Kansas & Oklahoma Coach Lines appeared as protestants. On October 21, 1942, the Commission issued a Report and Order authorizing additional service. The protestants named prosecuted certiorari. The Commission's return was filed on December 1, 1942. The case was argued and submitted to the Circuit Court of Cole County on February 6, 1943. On May 10, 1943, the action of the Commission was affirmed by that Court and an appeal allowed to the Kansas City Court of Appeals. (This case will be discussed with the cases in the Kansas City Court of Appeals).

STATE EX REL CROWN COACH COMPANY ET AL VS. PUBLIC SERVICE COMMISSION (ALL AMERICAN BUS LINES, INC.) (Commission Case No. B-8407; Circuit Court Case No. 9822).

This case arose out of an application filed on September 3, 1942, by the All American Bus Lines, Inc., an interstate passenger carrier operating on Highway 66, for authority to operate intrastate through the State of Missouri. The case was heard by the Commission on October 6, 7, 8, 9, and 10, 1942. At the hearing the Southwestern Greyhound Lines, M. K. & O. Coach lines, Washington-Union St. Louis Bus Company, Frisco Railway Company, Frisco Transportation Company and Crown Coach Lines appeared as protestants. On November 6, 1942, The Commission

issued its Report and Order in which it granted additional authority to the All American Bus Lines, Inc., to operate intrastate as a passenger carrying motor carrier over a route specified in the Report and Order. Southwestern Greyhound Lines, Inc., M. K. & O. Coach Lines, Inc., Crown Coach Company and Washington-Union St. Louis Bus Company prosecuted certiorari to the Circuit Court of Cole County. The case was argued and submitted to the Court on February 6, 1943, and on May 10, 1943, the action of the Commission was affirmed and an appeal allowed to the Kansas City Court of Appeals. (This case will be discussed with the cases in the Kansas City Court of Appeals).

STATE EX REL CLAUDE PARRISH D/B/A PARRISH BUS LINE VS. PUBLIC SERVICE COMMISSION (F. E. MADDUX) (Commission Case No. B-8351; Circuit Court Case No. 9867).

This case arose out an application made by Mr. F. E. Maddux of Lees Summit for authority to operate as a motor carrier of passengers between Pleasant Hill, Missouri, and the Pratt & Whitney Ordnance Plant, south of Kansas City in Jackson County, Missouri. At the hearing on December 7, 1942, Claude Parrish, d/b/a Parrish Bus Line, appeared and protested. On December 23, 1942, the Commission issued its Report and Order granting authority to Mr. Maddux and Mr. Parrish prosecuted certiorari. This case was later affirmed by the Circuit Court of Cole County, Missouri.

STATE EX REL ROY McKITTRICK, ATTORNEY-GENERAL, VS. PUBLIC SERVICE COMMISSION (LACLEDE TRANSFER CASE) (COMMISSION CASE No. 10,263; Circuit Court Case No. 9893).

This case arose out of a joint application filed September 1, 1942, by Laclede Power & Light Company, The Laclede Gas Light Company and the Felix Light, Heat & Power Company for authority to sell and by Union Electric Company of Missouri for authority to purchase all of the property rights and franchises presently used by the Laclede Power & Light Company and for the Laclede Gas Light Company to lease certain property to the Union Electric Company of Missouri. On March 24, 1943, the Commission issued a Report and Order approving the transfer. At the hearing, Hon. Roy McKittrick, as Attorney-General, appeared under a claim that he represented the general public of the State of Missouri and the consumer-customers of the Laclede

Power & Light Company as a part of that general public. Upon the approval of the transfer, a rehearing was sought by the Attorney-General only and failing in that, he prosecuted certiorari to the Circuit Court of Cole County. On June 24, 1943, the case was argued and submitted to the Circuit Court and on the same day the Circuit Court affirmed the action of the Commission. On July 10, 1943, upon the petition of the Attorney-General, an appeal was allowed to the Supreme Court of Missouri. (This case will be discussed with the cases in the Supreme Court.)

PEOPLES TELEPHONE EXCHANGE, A CORPORATION,
VS. PUBLIC SERVICE COMMISSION OF MISSOURI (HANAMO
TELEPHONE CO.) (Commission Case No. 10,296; Circuit Court
Case No. 7841; K. C. C. A. Case No. 20514).

On October 20, 1942, the Peoples Telephone Exchange of Maryville, Missouri, filed an application with the Commission in a matter entitled "In the Matter of the Application of the Peoples Telephone Exchange of Maryville, Missouri, for order assuming jurisdiction of applicant, Commission Case No. 10-296." This application was later amended to ask for an order granting to the Peoples Telephone Exchange a certificate of Convenience and Necessity to operate for the use of the public for a consideration its telephone system and properties. The Hanamo Telephone Company of Maryville, Missouri, was granted leave to intervene and filed a protest. Thereafter this matter was heard at Maryville, Missouri, by the Commission on April 29, 1943. On November 1, 1943, the Commission issued its Report and Order in which it denied the application of the Peoples Telephone Exchange for a certificate of convenience and necessity. After a petition by the Peoples Telephone Exchange for a rehearing had been filed and overruled, the Peoples Telephone Exchange carried the case to the Circuit Court of Nodaway County by certiorari. By an application for change of venue, the case was transferred to the Circuit Court of Daviess County. It was submitted to the court, arguments heard and taken under advisement on February 28, 1944. On March 8, 1944, the Circuit Court of Daviess County set aside the order of the Commission denying the certificate. Thereupon the Public Service Commission of Missouri and the Hanamo Telephone Company prosecuted an appeal to the Kansas City Court of Appeals. The abstract of the record and briefs were prepared and the case submitted to the Kansas City Court of Appeals on October 5, 1944. where it is now pending.

STATE EX REL PUBLIC SERVICE COMMISSION OF MISSOURI VS. ROCK ISLAND MOTOR TRANSIT COMPANY, INC. (Commission Case No. 8787; Circuit Court Case No. 10,264).

This action was commenced in the Circuit Court of Cole County by the General Counsel for the purpose of recovering statutory penalties. One Charles E. Bennett filed a complaint before the Commission charging that the defendant had abandoned service between certain specified points in violation of Section 5725, R. S. Mo. 1939. A hearing was had on this complaint in Case No. T-8787 and on July 24, 1944, the Commission issued its Report and Order finding that the defendant had been guilty of abandoning service as charged and upon this finding the General Counsel was directed to bring this action in the Circuit Court. Upon the filing of the action, the defendant waived the issuance of summons and immediately entered appearance. The cause was then presented to the Court and on September 1, 1944, the Court entered its judgment, fixing the penalty at the sum of \$500. On the same date the defendant paid the amount of this judgment to the State Treasurer and also paid the court costs, thus terminating this case.

PUBLIC SERVICE COMMISSION OF MISSOURI VS. MISSOURI PACIFIC RAILROAD COMPANY AND GUY A. THOMPSON, TRUSTEE. (Commission Case No. 10,377; Circuit Court Case No. 10,206.)

This action was filed in the Circuit Court of Cole County by the General Counsel at the direction of the Commission, seeking an injunction against the defendants to restrain them from violation of Section 5212, R. S. Mo. 1939. In Case No. 10,377 before the Commission a hearing was held upon a complaint by the Brotherhood of Railroad Trainmen. The complaint charged in substance that the defendants were violating Section 5212 R. S. Mo. 1939 by operating a baggage car on the rear of Missouri Pacific Train No. 11 between St. Louis and Kansas City, Missouri. On April 15, 1944, the Commission issued its Report and Order directing the General Counsel to bring an appropriate action in the Circuit Court to stop such violation.

Pursuant to this direction from the Commission, this action was filed during the May term, 1944, of the Cole County Circuit Court. Upon the filing of the petition, the Court fixed the

time within which the defendants were required to answer and within the time allowed defendants did file answer. Thereafter and on September 1, 1944, in order to expedite the disposition of this case by agreement of parties it was transferred to the Circuit Court of Maries County where it was set for hearing and was heard on September 25, 1944. After hearing all the evidence and argument of parties, Circuit Judge Jackson took the cause under advisement and as of November 30, 1944, no decision has been rendered.

In connection with this case should also be mentioned Case No. 10,200 on the docket of the Circuit Court of Cole County styled *State ex rel Guy A. Thompson, Trustee, of Missouri Pacific Railroad Company vs. Public Service Commission*. This is a petition for certiorari to review the order of the Commission in its Case No. 10,377, wherein the General Counsel was directed to bring the above mentioned injunction suit. By stipulation of all parties, this review case is being held on the docket of the Circuit Court of Cole County pending final decision and determination of the injunction suit because the question of law to be determined in the injunction suit will also determine the question of law involved in the review action.

Kansas City Court of Appeals

STATE EX REL SOUTHWEST WATER COMPANY VS. PUBLIC SERVICE COMMISSION (PUBLIC WATER SUPPLY DISTRICT NO. 7, JACKSON COUNTY, MISSOURI) (Commission Case No. 9949; K. C. C. A. Case No. 20303).

The history and status of this case on November 30, 1942, was described in the last Biennial Report, (q. v. p. 78). The Southwest Water Company sought a certificate of convenience and necessity to operate a water company in rural Jackson County south of Kansas City. Public Water Supply District No. 7 of Jackson County, Missouri, protested. The Commission denied the application. The Southwest Water Company prosecuted certiorari. The Circuit Court affirmed the Commission and the Southwest Water Company appealed. In collaboration with Vivian E. Phillips, Esq. of Kansas City, Missouri, attorney for Public Water Supply District No. 7, Jackson County, Missouri, a Statement, Brief and Argument on behalf of the respondents was prepared and filed and on March 3, 1943, the case was argued in the Kansas City Court of Appeals. In an opinion

issued June 14, 1943, the appeal was dismissed for the reason that no motion for a rehearing had been filed with the Commission. (See *State ex rel Southwest Water Co. vs. Public Service Commission et al*, 173 S. W. (2d) 113).

STATE EX REL RAILWAY EXPRESS AGENCY, INC. VS. PUBLIC SERVICE COMMISSION OF MISSOURI.

The history of this case and its status on November 30, 1942, were stated in the last Biennial Report, (q. v. p. 77). At that time the case was under submission upon an appeal by the Railway Express Agency from a judgment of the Circuit Court of Cole County, Missouri, sustaining the action of the Commission in holding that the pickup and delivery trucks of the Railway Express Agency were, under certain circumstances, subject to the Bus and Truck Act. In an opinion filed on March 1, 1943, the Kansas City Court of Appeals reversed and remanded this case with the direction that the cause be remanded to the Public Service Commission for such further action as the Commission might decide to take. The reversal was based upon the fact that a part of the order of the Commission was broader than was justified by the record. Neither the Railway Express Agency, Inc. nor the Commission has deemed it necessary to take any further action in this case, (See *State ex rel Railway Express Agency, Inc. vs. Public Service Commission*, 169 S. W. (2d) 88).

AMERICAN PETROLEUM EXCHANGE VS. PUBLIC SERVICE COMMISSION (Commission Case No. 7441; K. C. C. A. Case No. 20,416).

This case is also discussed among the cases in the Circuit Court of Cole County (*ante*) and in the Supreme Court (*post*). On July 6, 1943, the Supreme Court issued its opinion holding that it had no jurisdiction and transferred the case to the Kansas City Court of Appeals. Immediately upon the transfer a motion was filed under Section 5692, R. S. Mo. 1939, giving the Commission's cases priority over other civil matters, to advance this case on the docket. Accordingly the Court set the case for hearing on October 6, 1943. The respondents stood on their Statement, Brief and Argument as filed with the Supreme Court, which covered the case on its merits, but prepared and filed a supplemental brief raising the question of whether the American Petroleum Company was a "party aggrieved" under

the statute relating to appeals. The case was argued and submitted on October 6, 1943. As of November 30, 1943, the case was under submission. On December 6, 1943, the Kansas City Court of Appeals issued an opinion in which it held that the appellant had not been "aggrieved" by the order of the Commission within the meaning of the statute relating to appeals and accordingly dismissed the appeal. (See *American Petroleum Exchange vs. P. S. C.* 176 S. W. (2d) 533).

STATE EX REL JOSEPH C. CIRESE AND MARY CIRESE VS. PUBLIC SERVICE COMMISSION (KANSAS CITY POWER & LIGHT CO.) (Commission Case No. 9900; K. C. C. A. Case No. 20442).

The history of this case and its status on November 30, 1942, were stated in the last Biennial Report, (q. v. p. 76). It arose out of a complaint filed by the Kansas City Power & Light Company against Joseph C. Cirese and Mary Cirese that they were unlawfully operating an electric utility. In view of the action of the Supreme Court in the *American Petroleum Company* case (see post) that it did not have jurisdiction, a motion was prepared and filed to transfer this case to the Kansas City Court of Appeals. In effect this motion was confessed and a stipulation was signed and filed that the case be transferred to the Kansas City Court of Appeals and it was so transferred on September 7, 1943. A motion to advance on the docket according to Section 5692, R. S. Mo. 1939, was filed and this case was set for hearing on October 6, 1943. While the case was pending in the Supreme Court, the Statement, Brief and Argument had been prepared in collaboration with Ludwick Graves, Counsel for the Kansas City Power & Light Company. On October 6, 1943, by agreement this case was submitted on briefs to the Kansas City Court of Appeals without argument. On January 31, 1944, the Kansas City Court of Appeals affirmed the judgment of the Circuit Court of Cole County, Missouri, which had affirmed the action of the Commission. (See *State ex rel. etc. Cirese vs. Public Service Commission* 178 S. W. (2d) 788).

STATE EX REL CROWN COACH COMPANY VS. PUBLIC SERVICE COMMISSION (ALL AMERICAN BUS LINES, INC.) (Commission Case No. B-8407; K. C. C. A. Case No. 20380).

The history of this case was stated with the cases in the Circuit Court of Cole County. After the appeal was perfected,

the case was set on the docket of the Kansas City Court of Appeals for hearing on October 6, 1943. In collaboration with Barak T. Mattingly, Esq., and Douglas H. Jones, Esq., of St. Louis, Missouri, and D. D. McDonald, Esq., of Jefferson City, Missouri, a Statement, Brief and Argument on behalf of the Commission were prepared and filed. On October 6, 1943, the case was argued and presented to the Kansas City Court of Appeals. On January 31, 1944, the Kansas City Court of Appeals affirmed the judgment of the Circuit Court of Cole County which had affirmed the action of the Commission (See State ex rel. Crown Coach Co. vs. P. S. C. 179 S. W. (2d) 123).

STATE EX REL BYERS TRANSPORTATION COMPANY
VS. PUBLIC SERVICE COMMISSION (BROOKS TRUCK LINE)
(Commission Case No. T-3786; K. C. C. A. Case No. 20381).

This case was discussed among the cases in the Circuit Court of Cole County. After the appeal was perfected, the case was set on the docket of the Kansas City Court of Appeals for Oct. 6, 1943. On account of printing delays encountered by the appellants case was continued until the December call. In collaboration with H. P. Lauf, Esq. and John O. Bond, Esq., of Jefferson City, attorneys for the Brooks Truck Lines, a Motion to Dismiss for want of an adequate statement under the rules and a Statement, Brief and Argument for the respondents were prepared and filed. On December 8, 1943, the case was argued and submitted to the Kansas City Court of Appeals. On April 3, 1944, the Kansas City Court of Appeals affirmed the judgment of the Circuit Court of Cole County, which had affirmed the action of the Commission. (State ex rel. Byers Transportation Co. vs. Public Service Commission of Missouri, 180 S. W. (2d) 259).

STATE EX REL KANSAS CITY SOUTHERN RAILWAY
COMPANY VS. PUBLIC SERVICE COMMISSION OF MISSOURI
(FRISCO TRANSPORTATION COMPANY) (Commission Case No. T-8070; K. C. C. A. Case No. 20,352).

This case was described with other cases in the Circuit Court of Cole County, Missouri. After the appeal was perfected, the case was regularly set on the docket of the Kansas City Court of Appeals for October 6, 1943. In collaboration with Alvin J. Baumann, Esq., of St. Louis, Missouri, attorney for the Frisco Transportation Company, a Statement, Brief and Argu-

ment were prepared and filed. On account of conflicting engagements for the counsel for the Kansas City Southern Railway Company, the case was continued by agreement to the December call and was set for hearing on December 8, 1943. On December 8, 1943, it was submitted to the Kansas City Court of Appeals upon briefs without argument, by agreement. On March 6, 1944, the Kansas City Court of Appeals affirmed the judgment of the Circuit Court of Cole County which had affirmed the action of the Commission. (See *State ex rel. K. C. Southern Railway Co. vs. Public Service Commission* 179 S. W. (2d) 638). *STATE EX REL MISSOURI-KANSAS & OKLAHOMA COACH LINES, INC., VS. PUBLIC SERVICE COMMISSION (RAYMOND R. TERRILL)* (Commission Case No. B-8342; K. C. C. A. Case No. 20380).

This case was described among the cases pending in the Circuit Court of Cole County, Missouri. It was regularly set on the docket of the Kansas City Court of Appeals for October 6, 1943. On account of printing difficulties encountered by the appellant, it was continued by stipulation to the December call and was set on December 8, 1943. In collaboration with D. D. McDonald, Esq., Statement, Brief and Argument on behalf of the respondents were prepared and filed. On December 8, 1943, the case was argued and submitted to the Kansas City Court of Appeals. On March 6, 1944, the Kansas City Court of Appeals affirmed the judgment of the Circuit Court of Cole County, Missouri, which had affirmed the action of the Commission. (See *State ex rel. M. K. & O. Coach Lines vs. P. S. C.* 179 S. W. (2d) 132).

STATE EX REL CROWN COACH CO. VS. PUBLIC SERVICE COMMISSION (YELLOW CAB COMPANY OF NEOSHO) (Commission Case No. B-8359; Circuit Court Case No. 9789; K. C. C. A. Case No. 20,479).

This case was fully discussed *supra* under the heading of Circuit Court cases.

PEOPLES TELEPHONE EXCHANGE, A CORPORATION, VS. PUBLIC SERVICE COMMISSION OF MISSOURI (HANAMO TELEPHONE CO.) (Commission Case No. 10,296; Circuit Court Case No. 7841; K. C. C. A. Case No. 20,514).

This case was fully discussed *supra* under the heading of Circuit Court cases.

Supreme Court

STATE EX REL JOSEPH C. CIRESE ET AL VS. PUBLIC SERVICE COMMISSION (KANSAS CITY POWER & LIGHT COMPANY) (Commission Case No. 9900; Sup. Ct. Case No. 38,147).

This case was pending in the Supreme Court of Missouri on November 30, 1942. Inasmuch as the principal action taken in the case during the year was taken in the Kansas City Court of Appeals, the report on this case can be found among the cases in the Kansas City Court of Appeals.

AMERICAN PETROLEUM COMPANY VS. PUBLIC SERVICE COMMISSION (Commission Case No. 7441; Sup. Ct. Case No. 38,463).

This case has been discussed heretofore both among the cases in the Circuit Court of Cole County and in the Kansas City Court of Appeals. It was appealed to the Supreme Court on a claim that there was a constitutional question involved. It was regularly docketed at the May term by the Supreme Court and set for heading on May 17, 1943. Statement, Brief and Argument on behalf of the Commission were prepared and filed and on the day the case was set, it was argued and submitted. On July 6, 1943, the Supreme Court rendered an opinion holding that the record did not present a substantial constitutional question and that therefore that Court did not have jurisdiction. The Supreme Court ordered the case transferred to the Kansas City Court of Appeals. (See 172 S. W. (2d) 956).

STATE EX REL ROY MCKITTRICK, ATTORNEY GENERAL ETC. VS. PUBLIC SERVICE COMMISSION (LACLEDE TRANSFER CASE) (Commission Case No. 10,263; Sup. Ct. Case No. 38,733).

Transcript of the record in the Circuit Court of Cole County in this case was filed in the Supreme Court on July 27, 1943. On August 10, 1943, a motion to advance on the docket was filed. The case was set for October 6, 1943, and at that time was argued and submitted. On November 18, 1943, the Supreme Court rendered an opinion in which the original action of the Commission was affirmed. (See 175 S. W. 2d 857).

STATE EX REL CONSUMERS PUBLIC SERVICE COMPANY ET AL VS. PUBLIC SERVICE COMMISSION ET AL (GRUNDY ELECTRIC COOPERATIVE CASE) (Commission Case No. 10,242; Circuit Court Case No. 9763; Supreme Court Case No. 38,680).

This case was fully discussed supra under the heading of Circuit Court cases. (See 180 S. W. 2d 40).

Federal Court

BRASHEAR FREIGHT LINES, INC. ET AL VS. PUBLIC SERVICE COMMISSION.

The situation in this case up to November 30, 1942, was stated in the last Biennial Report (q. v. p. 74). Since that time the audit has been completed and numerous hearings have been held before Honorable Guy B. Park as Special Master for the purpose of determining the liability of the numerous plaintiffs involved. All available evidence has now been submitted. The last hearing before the Special Master was held on November 29, 1944. A large number of the carriers involved were found to owe nothing. Others were found to owe substantial sums for unpaid fees during the injunction period. The over-all liability of all carriers involved according to the figures submitted to the Special Master varies from slightly under \$150,000 on the minimum basis to slightly over \$250,000 on the maximum basis. The entire case now rests with the Special Master and his report of findings to the Court is awaited.

Federal Power Commission

IN THE MATTER OF CITIES SERVICE GAS CO., DOCKET NO. G-141.

This was a rate proceeding under the Federal Natural Gas Act involving the reasonableness of the interstate wholesale natural gas rates of Cities Service Gas Company, the source of supply for the Kansas City Gas Company, The Gas Service Company and other distributors of natural gas in the State of Missouri. In May, 1939, the Public Service Commission of Missouri filed a complaint with the Federal Power Commission under the then recently enacted Federal Natural Gas Act. In July, 1939, an order to show cause why its rates should not be reduced was directed by the Federal Power Commission to the

company and on October 20, 1939, the Federal Power Commission on its own motion initiated a rate investigation as prayed for by the Missouri Public Service Commission. Thereafter the staff of the Federal Power Commission had made an investigation of the properties, revenues, expenses, etc., of the Cities Service Gas Company. Hearings were begun before a Trial Examiner of the Federal Power Commission on November 30, 1942, at Kansas City, Missouri, and continued thereafter from time to time through 41 days until February 2, 1943. The Public Service Commission of Missouri participated as an intervenor. The counsel's office was represented at most of the sessions before the Trial Examiner. On July 28, 1943, the Federal Power Commission issued an opinion holding that the rates charged by the company for natural gas sold in interstate commerce for resale were unjust, unreasonable, unlawful and violative of the provisions of the Natural Gas Act and that there should be an immediate reduction of at least \$4,445,871 in the revenues of the company from such sales below those in effect during the year 1941. Since this order was issued, the company has prosecuted an appeal to the United States Circuit Court of Appeals for the Tenth Circuit. The counsel's office has appeared and participated in a number of hearings in connection with that appeal.

Interstate Commerce Commission

IN THE MATTER OF INTRASTATE PASSENGER FARES AND CHARGES WITHIN THE STATE OF MISSOURI, I. C. C. NO. 28,938.

On January 15, 1943, the Alton Railroad Company and thirty others filed a petition with the Interstate Commerce Commission alleging in substance that the order of this Commission in its Case No. 10,158 refusing to continue temporary increases in passenger fares theretofore granted created unlawful discrimination under Section 13 of the National Transportation Act and praying that the Interstate Commerce Commission remove such discrimination. Thereafter the counsel's office prepared and filed an answer for the Public Service Commission of Missouri alleging, among other things, that the petitioning railroads were estopped to proceed before the Interstate Commerce Commission to obtain the relief sought for reasons arising out of the prior proceedings before this Commission relating

to this same subject matter. After that answer was filed and on the 30th day of January, 1943, the Interstate Commerce Commission by order instituted its own independent investigation, making this Commission and all common carriers by railroad operating within the State of Missouri subject to the jurisdiction of the Interstate Commerce Commission respondents. On February 13, 1943, the Interstate Commerce Commission upon the request of the railroads, vacated its order of January 30, 1943.

THE PUBLIC SERVICE COMMISSION OF MISSOURI

IN THE MATTER OF INCREASES IN FREIGHT RATES AND CHARGES AND PASSENGER FARES AND CHARGES, COMMISSION CASE NO. 10,158.

On January 5, 1942, the railroads operating in Missouri filed a petition for authority to increase their intrastate rates, fares and charges. This was a proceeding which in effect was ancillary to one then pending before the Interstate Commerce Commission and known as Ex Parte 148, in which an increase in interstate freight and passenger rates was sought. After a hearing, the Missouri Commission authorized a ten per cent increase in basic passenger fares for a test period ending December 31, 1942. On October 15, 1942, the railroads filed a petition seeking to put the increase on a permanent basis. This latter application was heard by the Commission on December 1, 1942, and on December 10, 1942, the Missouri Commission refused to continue the increase. This action became final for want of an appeal. The railroads sought relief under Section 13 of the National Transportation Act as heretofore related.

IN THE MATTER OF INCREASES IN PASSENGER FARES AND CHARGES BY RAILROADS, COMMISSION CASE NO. 10,321.

On February 10, 1943, the railroads filed a petition to reopen Case No. 10,158 for the purpose of offering additional testimony. Upon consideration, the Commission denied this petition to reopen but ordered an independent investigation of the matters alleged in the Petition to Reopen. The matter was set for hearing on May 10, 1943. In collaboration with the Rate Department and the Engineering Department, the counsel's

office prepared for trial. The matter was heard before the Commission on May 10 and 20, 1943, at which time the counsel's office participated by cross-examining the witnesses of the railroads and by presenting the evidence prepared by the Commission's staff.

PUBLIC SERVICE COMMISSION OF MISSOURI VS. SOUTHWESTERN BELL TELEPHONE COMPANY, COMMISSION CASE NO. 9279.

In November, 1936, the Commission instituted an investigation of the value of the used and useful property of the Southwestern Bell Telephone Company in the State of Missouri and ordered an appraisal of the property and an audit of the books made by the Engineering and Accounting Departments respectively. This investigation contemplated a complete and formal valuation of all of the properties of the company, a thing that had not been done in whole or in part prior to that time. The staff of the Commission was continuously engaged in that work until about the middle of 1943. On May 27, 1943, the Commission set the matter for hearing on July 12, 1943. A pre-trial conference was held on July 6, 1943. Further hearings were held on July 12, 1943, July 27, 1943, and August 12, 1943. The counsel's office collaborated with the Engineering and Accounting Departments in negotiating and preparing stipulations covering the valuation elements as to all of the company's property in Missouri and as to its property in Kansas City and in presenting the Commission's evidence and cross-examining the witnesses produced by the company at the hearings on July 6, July 27, and August 12, 1943. On November 30, 1944, the case was under advisement.

BUS AND TRUCK DEPARTMENT

This Department on November 30, 1944, consisted of a Supervisor, Special Inspector, eleven district inspectors, twelve clerks and stenographers.

The Bus and Truck Department has in every way possible cooperated with the Federal Government to expedite the transportation of property and persons and has assisted in all matters and problems pertaining to the betterment of the National War Effort. All operators have been willing to meet our requirements, even though they have been handicapped by shortage of equipment. The Public has been served and complaints from the Public were at a minimum during the period covered by the report.

The following tabulation shows the revenue from common carriers for the past biennium:

	December 1, 1942 to November 30, 1944.
Truck License Fees	\$798,139.42
Truck Emergency Fees	\$345,560.50
Bus License Fees	\$349,327.12
Bus Emergency Fees	\$79,529.00
	<hr/>
Total	\$1,572,556.04

The following credits were allowed carriers as provided by law, incident to the purchase of their license plates from the Secretary of State:

Credit on Bus fees	\$26,099.18
Credit on Truck fees	\$105,034.83
	<hr/>
Total	\$131,134.01

The anticipated revenue for the coming biennium should be similar to the revenue received during the past biennium.

TRUCK OPERATORS

	December 1, 1942		December 1, 1944	
Intrastate only:				
Regular.....	15		13	
Irregular.....	29		27	
Regular and Irregular.....	24	68	23	63
Interstate only:				
Regular.....	5		7	
Irregular.....	94		289	
Regular and Irregular.....	247	286	19	315
Combined Intrastate and Interstate:				
Regular.....	2		1	
Irregular.....	94		81	
Regular and Irregular.....	247	343	233	315
Total common carriers of freight		697		693

BUS OPERATORS

	December 1, 1942		December 1, 1944	
Intrastate only:				
Regular.....	48		47	
Irregular.....	5		18	
Regular and Irregular.....	8	61	7	72
Interstate only:				
Regular.....	1		1	
Irregular.....	1		0	
Regular and Irregular.....	0	2	0	1
Intrastate and Interstate:				
Regular.....	7		6	
Irregular.....	3		2	
Regular and Irregular.....	15	25	15	23
Total common carriers of pas- sengers.....		88		96

TRUCK CONTRACT HAULERS

	December 1, 1942	December 1, 1944
Intrastate only:		
Regular.....	3	3
Irregular.....	35	30
Regular and Irregular.....	... 38	... 33
	<hr/>	<hr/>
Interstate only:		
Regular.....	23	16
Irregular.....	182	138
Regular and Irregular.....	5 210	5 159
	<hr/>	<hr/>
Intrastate and Interstate:		
Regular.....	1	..
Irregular.....	50	48
Regular and Irregular.....	6 57	5 53
	<hr/>	<hr/>
Total contract haulers of freight	305	245

BUS CONTRACT HAULERS

	December 1, 1942	December 1, 1944
Intrastate only:		
Regular.....		11
Irregular.....		4
Regular and Irregular.....		.. 15
		<hr/>
Total contract haulers of pas- sengers.....		15

During the period from December 1, 1942 to November 30, 1944, inclusive, orders relating to motor carriers subject to the Bus and Truck Law were issued, classified as follows:

New Authority.....	131
Authority for Duration and 6 months.....	8
Extension of Authority.....	124
Denials.....	28
Dismissals.....	102
Transfers.....	172
Joint and Through Rates.....	2
Citations.....	170
Revocations.....	124
Rehearings.....	4
Sustaining Motion.....	214
Overruling Motion.....	12
Extending Effective Date.....	15
Cancelling Permit.....	6
Supplemental Order.....	4
Suspensions.....	413
Partial Suspension.....	2
Reinstatements.....	345
Changing Name.....	5
Discontinuing Service.....	14
Correction Order.....	6
Approval Ordering of Time Schedule.....	1
Temporary Permit.....	171
Permission to Increase Capital Stock.....	1
Dismissal of Citation.....	26
Additional Contracts.....	28
Consolidate Routes.....	1
Certificate Honor Arrangement.....	2
Jump Seat Permit.....	2
Supplemental Order on Motion.....	5
Authority to Use Trailers.....	2
Order on Petition to Intervene.....	1
Through Service.....	1
Investigations.....	1
Total.....	2,143