

**ANNUAL REPORT**  
**PUBLIC SERVICE**  
**COMMISSION**

**JULY 1, 1950 - JUNE 30, 1951**



LETTER OF TRANSMITTAL

---

To His Excellency, Forrest Smith,  
Governor of Missouri.

Dear Sir:

Pursuant to Section 5594, R.S.Mo., 1939, we have the honor to submit herewith the Annual Report of the Public Service Commission of the State of Missouri, which said report contains a full and complete account of its transactions and proceedings for the period from July 1, 1950, to June 30, 1951, inclusive.

Respectfully submitted,

By Morris E. Osburn  
Chairman

Kyle D. Williams  
Commissioner

Charles L. Henson  
Commissioner

D. C. Chintock  
Commissioner

Henry McKay Cary  
Commissioner

MISSOURI PUBLIC SERVICE COMMISSION

---

MORRIS E. OSBURN, Chairman.....Shelbyville  
KYLE D. WILLIAMS, Commissioner.....Albany  
CHARLES L. HENSON, Commissioner.....Springfield  
E. L. McCLINTOCK, Commissioner.....Cape Girardeau  
HENRY McKAY CARY, Commissioner.....Carrollton

---

MARVIN P. MOORE, Secretary.....Fulton  
TYRE W. BURTON, General Counsel.....Fayette  
R. E. DUFFY, Chief Engineer.....Greenfield  
HOMER L. THORP, Chief Accountant.....Shelbyville  
GEORGE G. FOX, Acting Chief Rate Expert.....Springfield  
CARLE R. NEWBERRY, Supervisor of Motor Bus and Truck  
Department.....Jefferson City

## HEADQUARTERS AND PERSONNEL

The headquarters of the Public Service Commission are located in the old Federal Building at Jefferson City, Missouri.

On the third floor are 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 offices of the Secretary of the Commission, and the Bus and Truck Department, with the desk where travel orders may be purchased located adjacent to the foyer, 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 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 one which requires a great deal of field work, or is awaiting the filing of briefs, it can be heard and the report and order issued within less than thirty days after the case is filed.

In 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 date.

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.

## LEGAL DEPARTMENT

### Personnel

During the past fiscal year from July 1, 1950 to June 30, 1951, the personnel of the Legal Department has consisted of the General Counsel, the Assistant General Counsel, a Hearing Examiner, a Reporter of Opinions, and three legal stenographer-secretaries. On December 31, 1950, the Hearing Examiner, Henry McKay Cary, was appointed to the Commission and the vacancy thereby created in the Department was, at June 30, 1951, yet unfilled.

### Duties and Work

The work of the Department during the past fiscal year followed along the generally established lines, conferring with the Commissioners and technical staff and advising them upon the legal problems that arise in the daily routine of the work. The duties imposed upon the General Counsel by statute requiring that he give opinions and advice to the public as to their rights under the Missouri Public Service Commission Law and the legal methods and procedure pertaining to same has been discharged. Numerous individuals or their attorneys, as well as various public officials, have conferred with the Department and have been given advice and opinions with respect to matters within the scope of its prescribed functions. The Department has worked and advised with other agencies and departments of the State Government. Various problems concerning the enforcement of the Bus and Truck Act by the State Highway Patrol have arisen during the past year, and advice and opinions concerning these matters have been given to the Patrol. As in past years, considera-

tion has been given to various reciprocity contracts between this and other states regarding the license fees on vehicles of motor carriers operating in interstate commerce. These contracts are constantly being studied and occasional conferences are held with officials of other states in order to further the purpose and intent of said contracts.

The Department has advised and assisted certain Individuals and Committees of the Legislature who are studying the feasibility of amending the present Bus and Truck Act pursuant to which the Commission regulates common carriers and contract carriers by motor vehicles.

The work of one member of the Department is devoted largely to the editing, digesting, indexing, and otherwise preparing selected reports and orders of the Commission for publication. At the present time, this work is current; however, the next succeeding volume is now being prepared for publication and should be available for distribution within a few months from the date of this report.

In addition to the foregoing, each of the lawyer-members of the Department have assisted the Commission by acting in the capacity of a Hearing Examiner. This personnel have heard many cases during the past year thus enabling the Commission to dispose of its crowded docket in an efficient and orderly manner. In addition to presiding at the hearing of the case, the Examiners prepare the suggested report and order, which is submitted to the Commission for its consideration and subsequent adoption or change.

It is the duty of the Legal Department to represent the general public in all rate and valuation cases heard by the Commission.

During the past fiscal year, numerous rate cases have been before the Commission and in all such cases, the Department has appeared on behalf of the general public and, in cooperation with the technical staff, has presented all available facts and information to the Commission. The Department has represented the Commission in various hearings before the Federal Power Commission and other federal agencies. It had intervened on behalf of the Commission in a number of such cases primarily for the purpose of protecting the interests of the gas consuming public of Missouri in order that it might secure an adequate flow of gas through interstate channels at reasonable rates.

In addition to all of the foregoing, the Department has represented the Commission in all litigation in the courts wherein the Commission was a party, or had an interest therein on behalf of the consumers of public utility services in this state. The cases handled by the Department in the course of the past fiscal year are too numerous for specific mention. At June 30, 1951, there were ten cases involving various interpretations of the Bus and Truck Act in the process of judicial review. Likewise, there were five cases being considered by the courts in which interpretations of the Public Service Commission Act relating to public utilities, were involved. In each of these cases, the Department has presented to the courts the Commission's views with respect thereto, and it has vigorously prosecuted such litigation to its final conclusion.

## ACCOUNTING AND STATISTICAL DEPARTMENT

The Department is delegated with the responsibility of assisting the Commission in matters regarding valuations of utility properties for rate making purposes, security issues, reorganizations, consolidations, and property acquisitions by operating utilities. It is represented and presents evidences at hearings in which these matters are involved. It also conducts audits and investigations of various public utilities, in order to develop and present information which will enable the Commission to be fully informed of the actual conditions when passing upon a case involving any of the matters previously mentioned.

Other duties consist of the supervision of the accounting of all the utilities in the state, which are subject to the jurisdiction of the Commission, including the obtaining from each such utility an annual report of its operations, which is filed in the department as a public record. The department also assists in the preparation of the budget for each fiscal year, and maintains current records of the expenditures, and periodically advises the Commission as to the current status of each appropriation. In addition, by the application of Section 386.370 of the Public Service Commission Law, which sets forth the method of assessing various classes of public utility companies by the Commission for the expenses incurred each fiscal year attributable to the exercise of its regulatory powers, the department has been directed by the Commission to calculate the exact amount of the assessment against each public utility company, in accordance with the provisions of the Act.



## Personnel

The personnel of the Department at June 30, 1951 consists of the Chief Accountant, eleven Accountants, and two Senior Stenographers.

## Audit and Special Studies

With the exception of the Chief Accountant and the general office staff, the balance of the personnel of the Department perform their duties in the field, auditing the books and records of the various utility companies. The purpose of these audits is to determine the original cost of utility property, operating revenues and expenses and net operating income applicable thereto, and the utility's capitalization, for the use of the Commission in any valuation or rate case which may be before it, and for any other purpose which the Commission might deem proper under the circumstances. Special Studies are also made from time to time by members of the Department for the purpose of inquiring as to the adequacy, or inadequacy, of the net operating income of the utility under review, based on its existing rate structure.

During the fiscal year the largest and most important cases in which the Department was involved were, the Southwestern Bell Telephone Company, Laclede Gas Company, and the Western Light and Telephone Company. Involved in the above cases were the determination of original cost and the examination of operating revenues and expenses.

Also, during the year the Commission received numerous applications from independent telephone companies asking for authority to increase their charges for telephone service, largely because of the rapidly increasing costs of operation. In order

to expedite the many applications for increase in telephone rates, one of our field accountants has been assigned to audit and make an investigation of the books and records and report the findings to this Department so that prompt action may be taken. Audits and investigations were completed during the fiscal year of a number of these independent telephone companies seeking relief, and the cases have been disposed of by the Commission. As of June 30, 1948, however, the Commission, on its own motion, had directed the Department to make audits and investigations of numerous additional small independent telephone companies, and this work will be accomplished as soon as possible.

During the fiscal year the Accountant who was assigned permanently to the handling of accounting matters of bus and truck companies operating intrastate under the Commission's jurisdiction made ninety-two calls on various carriers. Upon receipt of the annual and quarterly reports of the various motor carriers they were immediately checked and any irregularities and omissions noted were called to the carrier's attention with a request that corrected copies of the reports be filed.

During the year 1951 a total of 450 annual reports and 1,800 quarterly reports were filed by the various Motor Carriers. While the duties performed by this accountant are not entirely in the nature of audits he supervises the accounting methods and practices of these companies for the purpose of improving their accounting records and reports to the Commission, and to bring them in line with the Commission's requirements. Also, this accountant is available for obtaining necessary accounting and statistical

data relative to the various motor carrier operations, as might be required by the Commission from time to time in passing upon the requests of various carrier groups for increased rates.

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

### Security Issues

During the fiscal year the amount of Security Issues authorized was \$166,184,884.35 or a decrease of 22.66% under the amount authorized in the preceding fiscal year. Of this amount \$2,681,732.56 was for the purpose of refunding outstanding securities and \$163,503,151.79 was for new money obtained for the acquisition, construction, completion, extension and improvement of the services of the various utility companies. The amount of refunding issues showed a decrease of 84.69% under the amount authorized in the previous fiscal year and the new money authorizations showed a decrease of 17.16% for the same period.

The fact that Missouri public utility companies were able to obtain their capital requirements during the past year, reflects to some degree the sound financial condition of these companies and their good credit rating. This is further justification for the continuance by the Commission of its policy of careful scrutiny of all proposed security issues, with the view of improvement in corporate structures and in increasing the margin of safety to investors.

The following table shows the securities authorized to be issued during the period from July 1, 1950 to June 30, 1951 inclusive:

SECURITIES AUTHORIZED JULY 1, 1950 TO JUNE 30, 1951

<u>DATE OF AUTHORITY</u>	<u>CASE NO.</u>		<u>KIND OF SECURITIES</u>	<u>TOTAL VALUE</u>
JULY 5, 1950	11,958	LACLEDE GAS COMPANY	PREFERRED STOCK	5,000,000.00
JULY 6, 1950	11,959	PANHANDLE EASTERN PIPELINE COMPANY	DEBENTURES	35,000,000.00
JULY 25, 1950	11,237	ST. LOUIS COUNTY WATER COMPANY	BONDS	1,500,000.00
AUG. 11, 1950	11,962	CITIZENS ELECTRIC CORPORATION	NOTES	13,687.78
AUG. 14, 1950	11,979	ATLAS SERVICE, INC.	NOTES	187,500.00
AUG. 21, 1950	11,883	WARRENTON TELEPHONE COMPANY	NOTES	30,000.00
AUG. 26, 1950	12,002	MISSOURI UTILITIES COMPANY	PREFERRED STOCK	150,000.00
AUG. 29, 1950	11,975	FIDELITY TELEPHONE COMPANY	PREFERRED STOCK	57,800.00
AUG. 29, 1950	11,975	FIDELITY TELEPHONE COMPANY	COMMON STOCK	60,831.55
SEPT. 12, 1950	12,000	RAYTOWN WATER COMPANY	BONDS	36,000.00
SEPT. 26, 1950	12,013	ALBANY TELEPHONE COMPANY	COMMON STOCK	7,375.00
OCT. 9, 1950	12,028	GREENFIELD TELEPHONE COMPANY	NOTES	15,500.00
NOV. 10, 1950	11,913 - 12,045	UNION ELECTRIC COMPANY OF MISSOURI	BONDS	25,000,000.00
NOV. 27, 1950	12,049	OZARK CENTRAL TELEPHONE COMPANY	COMMON STOCK	1,375,000.00
NOV. 27, 1950	12,049	OZARK CENTRAL TELEPHONE COMPANY	COMMON STOCK	200,000.00
NOV. 30, 1950	12,035	ST. JAMES TELEPHONE COMPANY	NOTES	20,000.00
DEC. 1, 1950	12,057	WESTERN LIGHT AND TELEPHONE COMPANY	BONDS	1,000,000.00
DEC. 1, 1950	12,057	WESTERN LIGHT AND TELEPHONE COMPANY	COMMON STOCK	148,700.00
DEC. 22, 1950	12,053	MISSOURI EDISON COMPANY	COMMON STOCK	62,500.00
JAN. 30, 1951	12,055	EMPIRE DISTRICT ELECTRIC COMPANY	BONDS	3,000,000.00
JAN. 31, 1951	12,086	BLAND TELEPHONE COMPANY	NOTES	8,500.00
FEB. 23, 1951	12,102	BOLLIVAR TELEPHONE COMPANY	COMMON STOCK	8,990.02
MAR. 9, 1951	12,115	FIDELITY TELEPHONE COMPANY	NOTES	1,000,000.00
MAR. 13, 1951	12,117	SOUTHWESTERN BELL TELEPHONE COMPANY	COMMON STOCK	60,000,000.00
MAR. 29, 1951	12,116	MISSOURI WESTERN GAS COMPANY	NOTES	70,000.00
APR. 11, 1951	12,122	PURDY TELEPHONE COMPANY	NOTES	3,000.00
MAY 1, 1951	12,148	ST. LOUIS PUBLIC SERVICE COMPANY	NOTES	1,835,000.00
MAY 9, 1951	12,156	GAS SERVICE COMPANY	BONDS	5,400,000.00
MAY 28, 1951	12,164	MISSOURI POWER & LIGHT COMPANY	BONDS	4,000,000.00
MAY 29, 1951	12,160	MISSOURI PUBLIC SERVICE COMPANY	BONDS	1,600,000.00
JUNE 5, 1951	11,882 - 11,884	WRIGHT CITY - JONESBURG TELEPHONE COMPANY	NOTES	14,000.00
JUNE 7, 1951	12,167	PANHANDLE EASTERN PIPELINE COMPANY	DEBENTURES	20,000,000.00
JUNE 7, 1951	12,162	CONSUMERS PUBLIC SERVICE COMPANY	PREFERRED STOCK	75,000.00
JUNE 12, 1951	12,110	PURCELL TELEPHONE EXCHANGE	NOTES	4,500.00
		<b>TOTAL</b>		<b>\$166,184,884.35</b>

RECAPITULATION

PREFERRED STOCK	\$ 5,282,800.00
DEBENTURES	55,000,000.00
BONDS	41,736,000.00
NOTES	2,302,687.78
COMMON STOCK	<u>61,863,396.57</u>
TOTAL	\$166,184,884.35

## Annual Reports

Approximately 1,000 electric, gas, water, heating, telephone, telegraph, street railroad, railroad, sleeping car, express, and bus and truck companies filed annual reports with the Commission. These reports show each reporting utility's financial condition and operating results for the last calendar year. The reports are available for public inspection, and the information contained in them is used extensively by security holders, investment brokers, municipal and county officials, and interested public utilities and individuals.

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

Too much emphasis cannot be placed upon the importance of obtaining this required annual report from each utility regardless of its size. Each year in the past, various small utilities have been delinquent in filing and the Department has been compelled by various means to advise them of their delinquency. In spite of these efforts, there were always a few utilities from which the Department was unable to obtain a report. For the calendar year, however, our efforts culminated in the filing of reports by practically all utilities so obligated. While the Public Service Commission Law grants the Commission the power to assess a penalty for this failure, the Commission has never exercised this power, preferring instead by less severe methods to impress upon

all utilities the importance of complying with this portion of the law. We feel the results of the past year justify this course of action.

### Budget and Appropriations

The Department advises the Commission periodically as to the status of each of the appropriations under which it operates, and helps in the preparation of the budget request for each biennium. Current records are maintained in the Department recording the expenditures under the various appropriations and showing the free balance of each appropriation. All Commission expenditures are referred to the Department for the purpose of determining whether the expenditures contemplated can be made within the scope of the budget appropriation.

In accordance with the provisions of Section 386.370 Missouri Revised Statutes 1949, the Commission on June 28, 1951, entered its order in Case No. 11,110 Supplemental Order No. 4, in which it estimated the amount of its expenses for the current fiscal year payable under the provisions of this section at \$275,000.00. After crediting the various utilities with an unexpended balance from the preceding fiscal year of \$75,000.00 the Commission assessed each group in addition to the said unexpended sum as follows:

(a)	Railroad Corporations	\$40,000.00
(b)	Street Railroad Corporations	20,000.00
(c)	Other Common Carriers (Railway Express Company)	250.00
(d)	Electric Corporation, Gas Corporations, Water Corporations, Heating Companies and Telephone Corporations	139,500.00
(e)	Telegraph Corporations	250.00
	Total	<u>\$200,000.00</u>

The amount of \$200,000.00 assessed against all utilities this year was the same amount as assessed in the preceding fiscal year.

The Department in the same order, was directed to calculate the amount of the assessment against each public utility in each group, in proportion to its gross intrastate revenues for the preceding calendar year in relation to the total for the group. The assessments so calculated were presented to the Secretary of the Commission who was directed to notify each utility on the amount assessed and the method by which payment should be made.

The expenses of the Accounting Department for the fiscal year ended June 30, 1951 were as follows:

Salaries	\$64,709.98
Traveling Expenses	<u>5,383.41</u>
Total	\$70,093.39

Fees

During the fiscal year the fees collected exclusive of those collected by the Bus & Truck Department were as follows:

Authority Fees	\$32,149.50
Miscellaneous Earnings	<u>5,473.83</u>
Total	\$37,623.33

The fees collected for the current fiscal year of \$37,623.33 compares with \$33,824.18 collected in the preceding year. This increase in fees collected is due to a 110.76% increase in authority fees and a 70.52% decrease in miscellaneous earnings over the previous fiscal year. All authority fees and miscellaneous earnings now collected revert directly to the State's



General Revenue Fund and are not subject to expenditure by the Commission under appropriations.

#### Cooperation with Other Regulatory Commissions

During the fiscal year, cooperation was maintained with the Federal Power Commission, in connection with joint problems relative to various Missouri electric utilities; also, conferences were held between members of the Department and the Federal Communications Commission, regarding the treatment of accounting problems of Southwestern Bell Telephone Company including a study of depreciation rates to be fixed for that company. The Department has also cooperated with the Securities and Exchange Commission and Rural Electrification Administration in matters of mutual interest. The department has been called upon and furnished information, engaged in conferences, and cooperated with personnel of the Rural Telephone Association in connection with applications for government loans for rural telephone companies.

The Chief Accountant was a member of the Committee on Accounts and Statistics of the National Association of Railroad and Utilities Commissioners, and in such capacity is frequently called upon to render opinions on current accounting problems brought to the attention of the Committee.

#### General

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 rendered. The Department also attempts to work in close cooperation with the other

Departments of the Commission, and many of the results which have been achieved have been the result of cooperation and assistance from these Departments.

At the close of the fiscal year, the Department was still faced with the problem of ever increasing demands for the service of its personnel. Because of the increased operating costs, various classes of utilities are constantly petitioning the Commission for authority to file increased schedules of rates. Usually in such cases, the petitioner stresses the urgency of the situation and requests immediate remedial action. The Department is attempting and will continue to make the necessary studies as rapidly as physically possible.

## ENGINEERING DEPARTMENT

The work of the Engineering Department covers engineering problems coming before the Commission relating to railway, water, gas, electric, steam heating, telephone and telegraph utilities in the State. The department is made up of eleven field and office men and three stenographers. It is planned so that the personnel assigned for administrative purposes is in accordance with the training and experience of the various staff members. The work handled covers generally, valuation, including cost and depreciation studies, of the above utilities. There are many operating and service problems relating to all of the above that continually require the attention of the staff.

### Railway Service and Safety

This requires work on problems of the following character:

1. Inspection of Steam and Electric 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. Supervision of Steam and Electric Railway crossing protection, signal systems and interlocking plants.
5. Investigation of accidents on Steam and Electric Railroads.
6. Approval of plans in regard to clearances.
7. Drainage investigations.
8. Sanitation inspections.
9. Safe working conditions for employees of railroads.

The following tabulations show the Commission's disposition of the one hundred three formal cases in this field which have

come before the Commission and this Department for examination.

Railway Service

Stations abandoned	1
Discontinuance of Agency (granted)	3
Discontinuance of Agency (denied)	3
Install caretaker	1
Agency closed (granted)	4
Agency closed (denied)	1
Discontinuance of caretaker	5
Construct spur or switch track	14
Abandon tracks	2

Railway Safety

Horizontal clearance (granted)	5
Horizontal clearance (denied)	2
Vertical clearance (granted)	8
Vertical clearance (denied)	2
Interlocking plans approved	18
Additional tracks over existing crossings	10
Flashing lights installed	27
Flagman	1
Lights and gates	10
Tracks involved - Main	25
Tracks involved - Spur	5

Crossings

New crossings established (no protection)	17
New crossings (dismissed)	2
New protected crossings established	3

Crossings improved by daylighting	2
Crossings closed (granted)	9
Crossings closed (denied)	1
Flagman abandoned	9
Underpass (granted)	3
Underpass reconstructed	1
Overhead (granted)	6
Overhead abandonment	1

The above tabulation shows that the Commission considered applications for permission to construct forty-five grade crossings as applied for in twenty-one formal cases. The Commission dismissed two applications without prejudice. In granting applications in nineteen cases, the Commission gave authority to construct forty-three new crossings and at the same time ordered nine crossings closed and denied the closing of one crossing. Of the forty-three new crossings authorized, ten were occasioned by the construction of additional tracks over existing grade crossings. There were ten grade separations authorized and the abandonment of one overhead grade separation.

In twenty-six cases before the Commission for crossing protection, thirty-eight crossings were involved. The Commission ordered that twenty-seven crossings be protected by flashing lights; that one crossing be protected by flashing lights and manual supervision and that ten crossings be protected by flashing lights and gates. Nine crossing watchmen were removed due to installation of automatic protection.

In the interest of the safety of the employees and

others, thirty field inspections were made. Fourteen of the inspections dealt with the problems that were before the Commission in formal cases. Ten inspections were made of complaints filed before the Commission and resulted in the complaints being adjusted at the time of the field inspection, thereby eliminating a formal case. Six complaints are pending.

In the following tables, there are set forth data derived from the reports in the Commission's files pertaining to eight hundred fifty-seven accidents on steam railroads in the State:

	Killed	Injured
Passengers	0	101
Employees	5	387
Trespassers	29	17
Non-trespassers	<u>48</u>	<u>151</u>
Total	82	656

Accidents (no injury) . . . . . 226

Total number of Accidents . . . 857

Of the total eight hundred fifty-seven (857) accidents, one hundred five (105) occurred at highway grade crossings. Thirty (30) of the accidents were caused by vehicles on the highway running into trains, while sixty-seven (67) of the one hundred five accidents were caused by the railroad trains striking vehicles. There were eight (8) pedestrians struck at crossings. Forty-four (44) persons lost their lives as a result of the accidents and one hundred thirty-four (134) persons were injured. Twenty-nine (29) of the one hundred five crossing

accidents occurred at protected crossings and seventy-six (76) at unprotected crossings.

Our records show that the number of accidents has decreased during the past few years and while the magnitude of accidents is still quite large, this department is constantly studying ways and means to reduce this number. Members of the department, after contacting other interested parties, make field inspections of hazardous conditions at crossings and other safety violations. The railroad companies usually have a representative present when an investigation is made and corrective measures in the interest of improving conditions are frequently handled informally with the railroad company's representatives at the time of inspection, thereby eliminating numerous hazards in less time than is required when a formal case is filed. Some of these inspections, of course, are made in instances when the question involved is a matter of a formal case before the Commission. In all instances, a full report of all inspections is presented to the Commission for its consideration.

#### Water and Gas Utilities

The public utilities operating water service systems have continued to expand and render adequate service. There have been no shortages of service due to lack of water at the source. These utilities have found it necessary to continue in the enlargement of their plants and facilities at the sources of supply as well as to extend and enlarge their distribution systems. There have been no difficult problems which the

owners of the systems could not efficiently overcome.

This department has continued to make inventories and cost studies of water properties for submitting to the Commission information to be used in the determination of the original cost of the properties, and for fixing allowances for charges to depreciation reserve.

The solution of some of the problems relating to the utilities of the State continue to be difficult to complete. There has been a growing demand and need by both present and prospective customers for gas service. The cause of this lack of adequate service has in the first instance been due to the continual increase in the load carried by the interstate pipe lines bringing natural gas into Missouri. Some of them pass through the State and supply gas in other states beyond Missouri. The owners of the interstate pipe lines are continually extending and enlarging their systems but the call for the service outruns the expansion programs. Except under extreme weather conditions the major pipe lines in the State are now able to supply gas to the distributing systems for use of the domestic customers now connected, but they are yet inadequate to supply the full requirement needs of the distribution systems served by them.

Another cause for concern in connection with the furnishing of an adequate supply of gas has been the reduced cost of natural gas for space heating in comparison with the costs resulting from the use of any other kind of fuel. The cost of coal and oil used for fuel have continually increased since



1940. Manufactured gas systems have been converted for use of natural gas. Its cost is now low enough that for space heating by the use of gas the cost is much below the cost of space heating by use of coal or oil. That, in addition to the convenience found in the use of natural gas compared to the use of coal or oil, has and is leading the public to demand more and more gas for general use and space heating.

Conferences with the Federal Power Commission have been attended and testimony has been presented to that Commission for the purpose of securing greater supplies of natural gas for the public in this State. These efforts have not been without success. Greater quantities of gas are now being supplied than ever before but there is yet more to be done.

Preparations are now being made to convert additional manufacturing gas systems to the use of natural gas. Certificates of convenience and necessity have been granted for the construction and operation of lines and distribution systems to and in additional cities in the State. It is anticipated that extension of the service to other cities and towns will be made in the near future.

The Department attempts to keep informed concerning the expansion of these facilities. It makes studies of the original cost of the properties and the requirements for depreciation allowance in order to assist the Commission in finding values of the properties and fixing the rates for service.

## Telephone and Telegraph

As with the other utilities, the telephone utilities throughout the State have found themselves facing the problem of rendering telephone service to continuing increased numbers of customers through facilities that were constructed largely before the War. During the War they were restricted in most part to the construction and operation of their facilities to users of the service engaged in the war effort. Following the war the relocation of the public apparently continues to be in the urban area, but even so, telephone companies serving small cities have found themselves with severely inadequate facilities for rendering service. For a time these utilities were able to expand by downgrading service, changing direct customers lines to serve two, three, and four customers, thereby providing additional service, but that has failed to meet the demand for increased usages of the service.

Utilities have been urged to provide facilities and they have made great efforts to get materials for expansion to render service but that is yet short of the present needs. It is necessary to handle many complaints from persons throughout the State who desire and need telephone service but are unable to obtain it. Every effort is being made to assist in carrying on this expansion program but time and materials will be required to bring the service back to normal. Considerable effort has been made to get the telephone companies to extend the service more and more into rural areas. The companies have responded substantially to this demand for service but there

is much yet to be done.

The Department has made original cost studies of many of the telephone systems throughout the State and made many inspections of systems for the purpose of informing the Commission relative to the condition of the plants through which service has been furnished. These surveys have been required particularly because of requests for increases in rates. The telephone companies have filed many applications with the Commission to increase rates. Several applications have been vigorously opposed by customers and cities because of unsatisfactory service. In some instances the Commission has refused to allow increases owing to the unsatisfactory service or has allowed increases sufficient only to meet increases in wages to employees who have the work of maintaining and operating the exchanges throughout the state.

It has been found that where utilities have given first class telephone service the public has not so seriously objected to the increases in rates required to meet the operating expenses. Particularly is this true where it is found that the employees of the telephone systems have been given increases in wages. It continues to be very apparent that the public is willing to pay for high class service when furnished through a well maintained and economically operated exchange.

Many schedules containing rates, rules and regulations relating to the various services rendered throughout the State were filed by the various utilities. These were studied and checked by the Department before allowing them to become effective.

## Electrical and Steam Heating

The work of this department includes the preparation of appraisal reports, depreciation studies, allocation of jointly used facilities, determination of property not used in public service and analyzing and preparing original cost studies.

The work of the Electrical Division covers:

- (a) The keeping of accurate statistical records of all privately owned electric and steam heating utilities under the jurisdiction of the Commission.
- (b) Adjustment of complaints involving electric and steam heat service.
- (c) General inspection of equipment and service meters and supervision of construction practices with respect to public safety.
- (d) General supervision of the quality of equipment and service of electric and steam heat utilities insofar as the public interest, public health and safety of the public and employees are concerned.
- (e) Attending hearings, offering testimony and making investigations when necessary, in matters before the Commission involving certificates of convenience and necessity for construction of electric transmission lines, inductive interference controversies, sales and purchases of utilities, and other formal matters before the Commission relating to construction and safety standards, adequacy and extensions of utility service and the charges for such service.
- (f) Making studies and surveys of the conditions

surrounding the extensions 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 and safety of the line that may be adequate for rendering good service, but at the same time encouraging the construction by the use of that type of line that can be constructed at the lowest cost.

(g) Assistance in the preparation of reports and orders involving engineering problems.

(h) Introduction of testimony and assistance in examination of witnesses in all matters of utility valuation work and other engineering problems.

#### GENERAL

In formal cases coming before the Commission relative to problems with the foregoing utilities, it is the duty of the Department to have a staff member present at hearings before the Commission to assist in every way possible.

In the department handling matters relating to rates and services of the various utilities there were written and handled two thousand five hundred fifty-eight letters and one hundred seventy-five conferences held. This phase of the work is handled informally by the department with the public and disposed of without having to be made a formal matter.

The department work also covers the following matters:

The keeping of an accurate record of the rates charged by all public or privately owned utilities furnishing electric,

gas, water, telephone and steam heating service.

The staff handles correspondence relative to these matters and to matters relating to complaints both as to rates that should be charged for the service or unsatisfactory service. When called upon, investigation is made of the equipment, manner used in rendering service and the testing of meters through which the service is measured. The quality of the service furnished by utilities and the safety of the public in the construction, operation and maintenance are matters which are studied and investigated by the Engineering Department.

While it has been necessary for the Commission to allow increases in rates for telephone service in many cases and areas, there have been only small increases for electric, gas, water or steam heating service furnished by utilities in the State.

Over 1,106 new tariffs pertaining to rates and rules of the utilities were filed and processed by the Commission staff during the period covered by this report.

## TRANSPORTATION RATE DEPARTMENT

The Transportation Rate Department has general supervision of the Commission's activities in administering the law providing for the regulation of rates and fares of railroads, motor carriers, contract haulers, street railways, express companies, freight forwarders and sleeping car companies. While the name of the department does not so imply, it is also the branch of the Commission responsible for ascertaining the measure of service rendered by transportation agencies and it handles service complaints lodged against transportation service. The department also renders material assistance in the processing of motor carrier applications for new authority, transfer, clarification or consolidation of intrastate operating authority.

The personnel of the Rate Department consists of the Chief Rate Expert, three Rate Experts, one Service Inspector and two Senior Stenographers.

The department examines into and studies the reasonableness of proposed changes in rates and fares of transportation agencies doing an intrastate business in Missouri. It maintains authoritative operating records for these and also for motor carriers operating interstate in Missouri. The department renders general assistance to these carriers and the public in connection with interstate and intrastate rate problems and annually handles hundreds of complaints pertaining to rates and service. Many of these complaints are formal in nature, but for the most part are informal complaints filed by the public

in general.

During the past year, a total of 6,356 tariff schedules naming Missouri intrastate rates, fares, charges, rules and regulations pertaining to the carriage of persons or property were filed with the Commission. Each of these tariff schedules is carefully examined to determine whether its provisions are reasonable and comply with the Commission's prescribed rules of publication. During the year we found it necessary to reject 21 tariffs as being unlawful. In six cases rates were suspended from becoming effective pending investigation and hearing as to their propriety. In many cases we required corrective action to be taken before permitting rates to become effective. The department maintains a constant and exceedingly heavy volume of correspondence with individual carriers and their tariff publishing agents in obtaining correction of objectionable matter in tariff publications.

In addition to maintenance of the official file of all tariffs naming Missouri intrastate rates and charges for the transportation of persons or property, the department maintains an extensive file of interstate tariffs of different transportation agencies. These schedules are used by the department for rate comparative purposes and are open to and used by other state governmental agencies and the public at large.

During the period covered by this report the department prepared 224 formal orders in response to applications received from carriers seeking authority to establish rates, charges, rules or other provisions on less than regular



statutory notice, due primarily to emergency situations, or seeking relief from certain provisions of the Commission's tariff publishing rules. The department also prepared 112 proposed reports and orders which were submitted to the Commission for its consideration and eventual issuance.

The department is represented at all formal hearings before the Commission when rates, charges and services of transportation agencies are involved and assists the Commission in obtaining the facts necessary for orderly and proper determination of the issues. The Rate Department also participates, on behalf of the Commission, in certain interstate proceedings involving interstate rates from, to and between points in Missouri. It accumulates and compiles the essential statistics of Missouri intrastate railroad and motor carrier operations and receives and analyzes various statistics prepared by other state commissions and the Interstate Commerce Commission to keep informed of transportation conditions in surrounding states, various rate territories and the United States as a whole.

During the past year the Rate Department continued its program of restating bus and truck operating authorities to eliminate ambiguity, simplify the Commission's records and facilitate publication of tariff schedules covering such authorities. During the period covered by this report we made 74 such restatements of authority at the time such authorities were transferred. During the year we also continued work on the clarification of irregular route authorities wherein motor carriers have been authorized to serve the "contiguous trade territory"

of certain towns. There have always been doubts and differences of opinion as to just what area these carriers were authorized to serve and frequently complaints are made by carriers that other operators are encroaching on their territories. Usually the clarification can be accomplished by correspondence and personal contact with the carriers, but cases that cannot be settled in this manner will be handled in formal hearings before the Commission. During the period of this report, the department restated and clarified 57 such authorities by use of specific limits.

The department has also continued its program of "compliance surveys" of motor carriers. "Compliance surveys" is the term we use to describe our personal contacts with motor carriers throughout the state by which we are frequently able to offer suggestions and advice for better compliance with the statutes and requirements of the Commission.

In our last report we directed attention to Case T-10,179, wherein a new method was devised for publishing joint through rates for motor carriers which we hoped would eventually culminate in providing for all Missouri shippers the benefits to be derived by routing their freight between any two points in Missouri (served by motor carriers) at a single rate. By a supplemental order dated September 19, 1950, joint service at through rates was further broadened to include points served by eight additional motor carriers.

## INTERSTATE RATE LEVELS

In previous reports we have commented on rising costs of operation of transportation agencies and recited the extent of railroad general rate increases authorized by the Interstate Commerce Commission. Costs continued to rise and in an order, dated March 12, 1951, in Ex Parte No. 175--Increased Freight Rates, 1951, the Interstate Commerce Commission granted further general interim percentage increases in railroad rates of 4 percent within Eastern Territory and 2 percent in Western Territory and inter-territorially, which were made effective on interstate traffic on April 4, 1951. Insofar as Missouri is concerned, the 4 percent increase was applicable on interstate traffic to and from points on the line of the C. B. & Q. R. R. from St. Louis to Alexandria, Missouri, and the 2 percent increase was applicable on interstate traffic between points in the remainder of the State. The interim increases were to be applicable pending determination of the railroads' petition for a general 15 percent increase in rates.

As the Interstate Commerce Commission authorized varying percentage increases in railroad rates and charges in the different rate territories, the over-all effect of post-war increases is rather difficult to determine. However, since July 1, 1946, the cumulative average increase for the nation as a whole is approximately 68 percent.

In proceedings before the Interstate Commerce Commission, designated as Ex Parte No. 177--Increased Express

Rates and Charges, 1951, the Railway Express Agency was granted additional increases in rates and charges for express service to offset increased operating cost. The order in that proceeding, dated April 13, 1951, authorized an interim increase of 20 cents per shipment on less carload shipments pending determination of the propriety of much greater increases sought by the Express Company.

The level of interstate truck rates has remained fairly constant during the period of this report, although there have been some upward revision of low commodity rates.

#### INTRASTATE RATE LEVELS

In a petition filed on April 15, 1950, Missouri railroads requested the Commission to reconsider its previous orders in Cases 10,821, 11,192 and 11,533 and permit them to increase intrastate rates and charges by varying percentage increases in the various rate territories of which Missouri is comprised to the same extent as granted by the Interstate Commerce Commission. As we have pointed out in previous reports, the Interstate Commerce Commission, in Ex Parte Cases 162, 166 and 168, has granted cumulative increases of 25%, 30% and 10% in Eastern Territory, which includes points in Missouri along the line of the C. B. & Q. R. R. from St. Louis to Alexandria; cumulative increases of 20%, 25% and 9% in Zone 1 of Western Trunk Line Territory, which includes the north half of Missouri other than that included in Eastern Territory; and cumulative increases of 20%, 20% and 8% in Western Territory other than Zone 1 of

Western Trunk Line Territory, which includes the southern half of Missouri. After a showing by the railroads that the varying percentage increases would not result in discrimination between the various sections of Missouri insofar as class rate traffic is concerned, because of the fact that basic class rates were lower in Eastern Territory than in Western Territory and that basic class rates in Zone 1 of Western Trunk Line Territory were lower than in the rest of Western Territory, the railroads were authorized to make the same increases in their intrastate standard class rates as had been authorized by the Interstate Commerce Commission. No further increase was authorized in rates other than standard class rates.

By petition filed April 14, 1951, Missouri railroads sought a further general increase of 15%, which has been docketed under Case No. 12,141 and which corresponded to the increases sought from the Interstate Commerce Commission in Ex Parte 175. The railroads also sought authority to make effective on intrastate traffic the interim increase of 4% in Eastern Territory and 2% in Western Territory and inter-territorially as authorized by the Interstate Commerce Commission in Ex Parte 175, without hearing, but such interim increases were not authorized on intrastate traffic. The issues presented by the carriers' petition of April 14, 1951 have not at this time been determined.

The cumulative increase on intrastate rail rates since 1946 would be somewhat less than the national average or approximately 59 percent.

No increases were made in rail passenger fares and

charges during the period covered by this report.

As previously stated, the Interstate Commerce Commission authorized increased express rates in its order dated April 13, 1951. Rate schedules filed with the Interstate Commerce Commission were also filed with this Commission so that new rates would become effective for intrastate application on May 22, 1951. Inasmuch as the new express tariffs were filed on full 30-day statutory notice and no protests were received, the rates were permitted to become effective as filed.

The same factors that caused increases in rail rates also prevailed insofar as the motor carriers were concerned. On May 24, 1950, Missouri motor carriers filed an application with the Commission requesting authority to increase their rates and charges by 15% because of increased operating expenses incurred since the Commission prescribed the scale of truck rates in its order of October 27, 1948. As a result of the truckers' petition, the Commission issued an order on November 6, 1950, in Case No. T-10,882, establishing a new scale of class rates for motor carriers that was approximately 10% higher than the rates then in effect. Charges for accessorial service were also increased 10%, except for extra labor and the handling of C.O.D. shipments, which had previously been increased under authority of the Commission's order of June 17, 1950. The order also authorized motor carriers to increase commodity rates by 10%.

There has been no general change in inter-city motor bus passenger fares during the past year. There have been a few instances where carriers have established minimum fares

of 25 cents and a few minor adjustments of other fares.

The decrease in patronage and increase in operating expenses in the St. Louis and Kansas City street railway and bus systems continued during the past year. In our last report we directed attention to the Commission's order dated June 2, 1950, which authorized Kansas City Public Service Company to establish, for a test period of at least 119 days, a flat cash fare of 15 cents for adults, coupled with a weekly permit card selling for 75 cents, which entitled the holder to unlimited rides upon payment of 5 cents cash per ride. The new fare plan became effective June 11, 1950, and the test period was scheduled to end October 8, 1950, but was extended by subsequent schedules to April 1, 1951. On October 1, 1950, the company was permitted to increase the weekly permit card from 75 cents to 90 cents and to provide for a high school weekly permit card to be sold for 50 cents. Either of the weekly permit cards was good for unlimited riding on payment of an additional 5 cents per ride. On April 1, 1951, the expiration date on the fare schedule was eliminated so that the fares would remain in effect until changed or canceled.

During the past year the Kansas City Public Service Company experimented with some special service lines on a premium fare basis on routes to and from the Starlight Theatre in Swope Park and to a Navy plant just south of the city limits of Kansas City. While it is too early to tell what the results will be on these special service lines, they do seem to have some possibility of bolstering the company's operating revenue.

At the beginning of the period covered by this report,

the adult fares of the St. Louis Public Service Company were those authorized by the Commission effective October 15, 1949, or 12 cents cash, three tokens for 35 cents and 15 cents cash on the express buses. However, after a lengthy hearing on a petition of the company for an increase in fares, the Commission issued an order on December 11, 1950, authorizing an adult fare of 15 cents, coupled with a weekly permit card costing one dollar and good for any number of rides upon payment of 5 cents per ride. The new fare schedule was made effective December 24, 1950. The order of December 11 did not change the 15 cents fare on express buses, but by schedule which was permitted to become effective May 13, 1951, the company extended the use of the weekly permit card to include riding on express buses upon payment of an additional 10 cents per ride.

The following tables show the miles of railroad trackage in Missouri (as of December 31, 1950) for Class I railroads, small roads, switching and terminal companies and street railway companies. The statements show that street railway track mileage was reduced 45.3 miles since our last report because of abandonment of street railway lines in favor of motor bus lines.

The total trackage of Class I railroads has decreased since last year by 165.47 miles. Of that reduction 82.64 miles represents mileage previously shown for Missouri and Arkansas Railroad Company which is no longer operating, about 24 miles of track were abandoned by Chicago, Burlington and Quincy Railroad Company between Kirksville and Green City, and the balance of the decrease represents track relocations, elimi-



nation of spurs, etc.

Construction of the cut-off on the line of the Chicago, Burlington and Quincy Railroad between Missouri City and a point near Tina, which we indicated in our last report would add 45.28 miles of new track, was not completed during the period of this report.

While there were additions and betterments on some small roads and terminal companies, the total mileage of these companies was reduced slightly by the abandonment of approximately six miles of track in Macon and Randolph Counties by the Bevier & Southern Railroad Company. The total mileage for the small roads includes 10.88 miles of track, representing the trackage of the Cassville & Exeter Railway Company and the Rockport, Langdon & Northern Ry. Co., neither of which is actually operating at this time.

MILEAGE OF ROAD AND TRACKAGE OF CLASS I STEAM RAILROADS  
OPERATED IN MISSOURI AS OF DECEMBER 31, 1950

RAILROAD	MAIN LINE TRACKS	SECOND MAIN TRACKS	OTHER MAIN TRACKS	PASSING TRACK CROSS- OVERS, TURNOUTS	WAY SWITCH- ING TRACKS	YARD SWITCH- ING TRACKS	TOTAL
A.T. & S.F. RY. Co.	308.71	199.73	26.54	55.94	33.28	40.49	664.69
C.B. & Q. RR. Co.	1310.91	132.85	--	131.64	82.80	255.42	1913.62
C.G.W. RY. Co.	101.22	3.61	--	11.36	6.07	18.87	141.13
C.M.ST.P. & P. RR. Co.	154.56	56.77	12.45	44.39	15.99	76.26	360.42
C.R.I. & P. RR. Co.	517.20	78.00	27.60	54.66	37.02	97.58	812.06
G.M. & O. RR. Co.	254.00	19.71	--	50.78	21.36	29.15	375.00
I. T. RR. Co.	2.72	2.54	--	.66	--	8.50	14.42
K.C.S. RY. Co.	199.59	10.33	--	37.86	18.89	96.63	363.30
M.-I. RR. Co.	89.04	--	--	6.22	19.78	10.63	125.67
M.-K.-T. RR. Co.	470.22	28.29	--	62.79	40.19	50.60	652.09
M.PAC. RR. Co.	1443.89	223.21	3.29	196.27	114.54	429.77	2412.99
ST.L.-S.F. RY. Co.	1466.87	50.45	--	147.40	114.03	278.15	2056.90
ST.L.-S.W. RY. Co.	220.90	26.58	--	24.45	33.14	14.11	319.18
WABASH RR. Co.	629.55	83.91	13.31	95.23	79.45	121.41	1022.66
<b>TOTALS</b>	<b>7169.18</b>	<b>915.98</b>	<b>83.19</b>	<b>921.65</b>	<b>616.54</b>	<b>1527.57</b>	<b>11,234.33</b>

MILEAGE OF CITY STREET RAILWAYS IN MISSOURI

KANSAS CITY PUBLIC SERVICE Co.	43.16	1.05	--	--	--	--	44.21
ST. LOUIS PUBLIC SERVICE Co.	130.33	31.18	--	--	--	--	161.51
<b>TOTALS</b>	<b>173.49</b>	<b>32.23</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>205.72</b>

MILEAGE OF SMALL RAILROADS AND SWITCHING AND TERMINAL COMPANIES OPERATED IN MISSOURI AS OF DECEMBER 31, 1950

MILES OF ROAD OPERATED

SMALL ROADS (STEAM):

BEVIER & SOUTHERN RAILROAD CO. . . . .	14.83
● CASSVILLE & EXETER RAILWAY CO. . . . .	4.70
HANNIBAL CONNECTING R. R. CO. . . . .	7.35
KANSAS CITY CONNECTING R. R. CO. . . . .	4.73
MISSOURI & ILLINOIS BRIDGE & BELT R.R. CO. . . . .	3.48
● ROCKPORT, LANGDON & NORTHERN RY. CO. . . . .	6.18
ST. LOUIS & TROY RAILROAD CO. . . . .	5.95
● - NOT OPERATING	
TOTALS . . . . .	47.22

SMALL ROADS (OTHER THAN STEAM):

THE JOPLIN & PITTSBURG RAILROAD CO. (DIESEL) . . . . .	7.63
ST. FRANCOIS COUNTY RAILROAD CO. (ELECTRIC) . . . . .	9.74
TOTALS . . . . .	17.37

SWITCHING & TERMINAL COMPANIES:

HANNIBAL UNION DEPOT CO. . . . .	.81
JOPLIN UNION DEPOT CO. . . . .	5.49
KANSAS CITY TERMINAL RAILWAY CO. . . . .	111.38
MANUFACTURERS RAILWAY CO. . . . .	28.60
ROCK ISLAND- FRISCO TERMINAL RAILWAY CO. . . . .	2.45
ST. JOSEPH BELT RAILWAY CO. . . . .	18.78
ST. JOSEPH TERMINAL RAILROAD CO. . . . .	14.21
ST. JOSEPH UNION DEPOT CO. . . . .	2.07
TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS . . . . .	164.54
UNION TERMINAL RAILWAY CO. . . . .	23.38
TOTALS . . . . .	369.26

## BUS AND TRUCK DEPARTMENT

The Bus and Truck Department of the Missouri Public Service Commission on June 30, 1951, consisted of a Supervisor, a Chief Clerk, seven clerks and stenographers, and eight District Inspectors. (One Inspector is now on Military Leave).

This Department, as in the past, has served the public in an efficient manner and will continue to do so. Every effort has been made to give the best of service to the general public by the inspection division and the clerical force of this Department.

The Director of Business Administration of the State of Missouri has on numerous occasions complimented this office for the increase in revenue collected and a decrease in the cost of administration. We are appreciative of this recognition given this Department.

Again, as in the past number of years, this Department offered and received the finest of cooperation with all State Departments connected with the work of handling problems involving the Motor Carriers of this State. First in this respect is the Missouri State Highway Patrol in their efficient enforcement of the Missouri Bus and Truck Law, General Order 33-B. We, of this office, wish to express our thanks to this fine organization and we want them to know of our deep appreciation of their exceptional alertness and all around good work. Other State Departments that have been giving full cooperation are as follows: Missouri State Highway Department, Revenue Department, State Treasurer's Office, State Auditor's Office, Secretary of State's Office, and the Insurance Department.

Prevention of accidents upon the Highways of this State is the main objective of this Department. The Inspection Division is continuously working on compliance by Motor Carriers on requirements of this Commission in regard to safety, service, operation and proper licensing of vehicles.

The Bureau of Motor Carriers of the Interstate Commerce Commission again gave us full cooperation on every occasion involving the two departments.

The Office Staff and the Inspection Division has been able to give information beneficial to carriers coming under the jurisdiction of the Public Service Commission and to the shippers and the general public.

The following tabulations show the revenues from carriers for the twelve month period: July 1, 1950 to June 30, 1951

Truck License Fees	\$ 567,627.90
Truck Emergency Fees	390,778.50
Bus License Fees	181,013.04
Bus Emergency Fees	8,204.00
	<hr/>
	\$ 1,147,623.44

Registration Credit given from July 1, 1950 to June 30, 1951, inclusive, by the Bus and Truck Department: (The following credits were allowed carriers as provided by law, incident to the purchase of their license plates from the Motor Vehicle License Unit of the Department of Revenue.)

Credit on Truck Fees	\$ 261,956.89
Credit on Bus Fees	<u>38,719.60</u>
	300,676.49

Comparison with previous year:  
July 1, 1949 to June 30, 1950

Truck License Fees	\$ 436,333.81
Truck Emergency Fees	317,883.00
Bus License Fees	163,803.49
Bus Emergency Fees	<u>4,388.50</u>
	\$ 922,408.80

The anticipated revenue for the coming year should be slightly in excess of the past year.

TRUCK-----COMMON CARRIERS

INTRASTATE

REGULAR ROUTE	17
IRREGULAR ROUTE	22
REGULAR AND IRREGULAR ROUTES	<u>21</u>
	60

INTERSTATE

REGULAR ROUTE	5
IRREGULAR ROUTE	470
REGULAR AND IRREGULAR ROUTES	<u>17</u>
	492

INTRASTATE AND INTERSTATE

REGULAR ROUTE	4
IRREGULAR ROUTE	76
REGULAR AND IRREGULAR ROUTES	<u>215</u>
	295

---

847

TRUCK-----CONTRACT HAULERS

INTRASTATE

REGULAR ROUTE	4
IRREGULAR ROUTE	39
REGULAR AND IRREGULAR ROUTES	<u>0</u>
	43

INTERSTATE

REGULAR ROUTE	15
IRREGULAR ROUTE	176
REGULAR AND IRREGULAR ROUTES	<u>0</u>
	191

INTRASTATE AND INTERSTATE

REGULAR ROUTE	0
IRREGULAR ROUTE	40
REGULAR AND IRREGULAR ROUTES	<u>5</u>
	45

---

279



BUS-----COMMON CARRIER

INTRASTATE

REGULAR ROUTE	38
IRREGULAR ROUTE	4
REGULAR AND IRREGULAR ROUTES	<u>5</u>
	47

INTERSTATE

REGULAR ROUTE	5
IRREGULAR ROUTE	19
REGULAR AND IRREGULAR ROUTES	<u>9</u>
	24

INTRASTATE AND INTERSTATE

REGULAR ROUTE	3
IRREGULAR ROUTE	2
REGULAR AND IRREGULAR ROUTES	<u>18</u>
	23

---

94

BUS-----CONTRACT HAULERS

INTRASTATE

REGULAR ROUTE	2
IRREGULAR ROUTE	1
REGULAR AND IRREGULAR ROUTES	<u>0</u>
	3

---

3

CONTRACT HAULERS CARDS ISSUED

	TRUCK	TRUCK RECIPROCITY	BUS
July, 1950	64	76	0
August, 1950	83	106	0
September, 1950	108	40	0
October, 1950	83	39	0
November, 1950	23	91	0
December, 1950	37	14	0
January, 1951	4,779	Discontinued January, 1951	2
February, 1951	1,178		0
March, 1951	1,043		0
April, 1951	251		0
May, 1951	327		0
June, 1951	<u>534</u>	<u>          </u>	<u>0</u>
	8,510	366	2

COMMON CARRIERS

	TRUCK RECIPROCITY LICENSE CARDS ISSUED	BUS RECIPROCITY LICENSE CARDS ISSUED
July, 1950	885	0
August, 1950	585	0
September, 1950	522	0
October, 1950	517	1
November, 1950	217	0
December, 1950	270	0
January, 1951	2,300	25
February, 1951	4,636	15
March, 1951	3,165	12
April, 1951	1,507	23
May, 1951	1,418	121
June, 1951	<u>2,273</u>	<u>1</u>
	18,295	198