

**ANNUAL REPORT**

**PUBLIC SERVICE  
COMMISSION**

**JULY 1, 1953 - JUNE 30, 1954**



LETTER OF TRANSMITTAL

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To His Excellency, Phil M. Donnelly,  
Governor of Missouri.

Dear Sir:

Pursuant to Section 386.380, R. S. Mo. 1949, 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, 1953, to June 30, 1954, inclusive.

Respectfully submitted,

By *Therrell Ruston*  
Chairman

*Charles L. Hanson*  
Commissioner

*E. Boyd Lintock*  
Commissioner

*Henry McKay Cary*  
Commissioner

*Ernest J. Quinn*  
Commissioner

MISSOURI PUBLIC SERVICE COMMISSION

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TYRE W. BURTON, Chairman . . . . .	Fayette
CHARLES L. HENSON, Commissioner . . . . .	Springfield
E. L. McCLINTOCK, Commissioner . . . . .	Cape Girardeau
HENRY McKAY CARY, Commissioner . . . . .	Carrollton
M. J. McQUEEN, Commissioner . . . . .	Cassville

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MARVIN P. MOORE, Secretary . . . . .	Fulton
THOMAS A. JOHNSON, General Counsel . . . . .	Neosho
R. E. DUFFY, Chief Engineer . . . . .	Greenfield
HOMER L. THORP, Chief Accountant . . . . .	Shelbyville
GEORGE G. FOX, 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 on the 9th and 10th Floors of the Jefferson Building, Corner of Jefferson Street and Capitol Avenue, Jefferson City, Missouri.

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, 1953, to June 30, 1954, personnel of the Legal Department has consisted of the General Counsel, Assistant General Counsel, two Staff Attorneys one of whom is also the Reporter of Opinions, and three legal stenographer-secretaries.

### DUTIES AND WORK

The work of the Department during the past fiscal year has followed along generally established lines, conferring with the Commissioners and the technical staff and advising them upon the legal problems that arise in the daily routine of work. The General Counsel, with his assistants, has discharged the duties imposed upon him by the Missouri law 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 procedures pertaining to the same. Numerous individuals or their attorneys, as well as various public officials, have conferred with members of the Department and have been given advice and opinions, oral and written, with respect to the matters within the scope of its prescribed functions. A considerable volume of correspondence directed to the Commission is referred to the General Counsel for reply.

The Department has worked 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.

On a number of occasions, members of the Department have accompanied inspectors from the Bus and Truck Department of the Commission to various weight stations over the State when safety inspections and compliance check-ups were made. Legal questions frequently arise on such occasions and the presence of a member of the Legal Department at the point of inspection facilitates prompt disposition. Acting upon orders from the Commission, following hearings on citations against motor carriers, penalty suits have been instituted in Circuit Court and penalties collected for violations of the Bus and Truck Act and Commission Orders. Funds collected go to the public school fund, by statute.

Considerable attention has been given to the problem of licensing motor vehicles operated in interstate commerce by nonresidents of this state, and the Department has cooperated with the Director of Revenue and the Supervisor of Motor Vehicle Registration in these matters. The existing reciprocity contracts have been studied and in certain instances revised. As a result of this work, the Commission felt it necessary to cancel the reciprocity contracts previously entered into with the States of Ohio, New York and North Dakota.

The Legal Department of the Commission has appeared in all rate and valuation cases heard by the Commission as is required by statute. In such cases, the Department in cooperation with the Commission's technical staff has presented to the Commission all available facts and information which it believed to be in the public interest. Members of the Department have actively participated in other cases where

an interest of public concern was involved.

In addition to the foregoing, the staff attorneys have assisted the Commission by acting as hearing examiners. These individuals have heard many cases during the past year, which has helped the Commission dispose of the cases on its crowded docket in a prompt and an orderly manner. In addition to presiding at the hearing, the examiners prepare suggested reports and orders which are submitted to the Commission for consideration, the Commission making such changes in the proposed orders as it finds necessary.

Members of the Department have appeared in all cases in the courts of this State and the United States in which the Commission had an interest. These cases included litigation which arose in the courts in the first instance and cases which originated before the Commission and were reviewed by circuit and appellate courts of the state. In each instance the Department has presented to the courts the Commission's views with respect to the issues involved, and it has vigorously prosecuted such litigation to its final conclusion. In addition to appearing in the State and Federal courts on behalf of the Commission and the general public in matters within the scope of this Commission's jurisdiction, members of the Department have represented the Commission at various hearings before the Federal Power Commission, the Interstate Commerce Commission and the Securities and Exchange Commission. The purpose of such appearances was to protect the interest of the utility consuming public of this State. These cases have involved many issues, e.g., gas rates, transportation rates, allocations of gas for particular communities, and security issues.

Among the important duties of the Commission requiring considerable time of the members of the Department is the representation of the State on joint boards created by the Interstate Commerce Commission pursuant to the provisions of the Federal Motor Carrier Act. The function of the joint board is to hear applications for certificates of convenience and necessity and permits to operate as motor carriers in interstate commerce and to recommend to the Interstate Commerce Commission the action to be taken thereon. Hearings by joint boards in which this Department has participated have been held at St. Louis, Kansas City, Oklahoma City, Des Moines, Little Rock and Springfield (Illinois).



## ACCOUNTING 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 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 annual reports from each utility of its operations, which are filed in the department as a public record. The department also assists in the preparation of the budget each biennium 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 regulatory power, 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, 1954, 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 base.

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

The following is a list of the audits and investigations in which this Department was involved during the year:

Laclede Gas Company  
Union Electric Company of Missouri  
Santa Fe Hills Water Company  
Sedalia Water Company

Springfield City Water Company  
St. Louis Public Service Company  
Missouri Public Service Company  
Gas Service Company  
St. Louis County Transit Company  
Cuba Telephone Company  
Osage Valley Telephone Company  
Warrenton Telephone Company  
Wheatland Telephone Company  
Verona Telephone Company  
Sheldon Mutual Telephone Company  
Fidelity Telephone Company  
Oregon Farmers Mutual Telephone Company  
Cassville Rural Telephone Company  
Citizens Telephone Company  
Missouri Telephone Company

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 increased costs of operation. In order to expedite the many applications for increase in telephone rates, two of our field accountants have 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.

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 seventy-three 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 carriers attention with a request that corrected copies of the reports be filed.

During the year 1954 a total of 406 annual reports and 1,372 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 \$174,213,242.36 or an increase of 17.37% over the amount authorized in the preceeding fiscal year. Of this amount \$6,742,375.00 was for the purpose of refunding outstanding securities and \$167,470,867.36 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 an increase of 3.694% over the amount authorized in the previous fiscal year and the new money authorized showed an increase of 12.96% 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 to improving corporate structures and to increasing the margin of safety to investors.

The following table shows the securities authorized during the period from July 1, 1953 to June 30, 1954 inclusive:

SECURITIES AUTHORIZED JULY 1, 1953 to JUNE 30, 1954

<u>DATE OF AUTHORITY</u>	<u>CASE NO.</u>	<u>COMPANY</u>	<u>KIND OF SECURITIES</u>	<u>TOTAL VALUE</u>
July 3, 1953	12,563	Oregon Farmers Mutual Telephone Company	Note	\$ 40,000.00
July 20, 1953	12,597	Western Light and Telephone Company	Bonds	3,000,000.00
Aug. 13, 1953	12,609	Peculiar Telephone Company	Common Stock	5,000.00
Aug. 18, 1953	12,633	Klem Telephone Company	Common Stock	15,000.00
Aug. 25, 1953	12,646	Potosi Telephone Company	Bonds	64,800.00
Aug. 28, 1953	12,667	Missouri Public Service Company	Bonds	2,500,000.00
Sept. 9, 1953	12,648	Arkansas-Missouri Power Company	Bonds	2,000,000.00
Sept. 16, 1953	12,682	Southwestern Bell Telephone Company	Common Stock	70,000,000.00
Oct. 2, 1953	12,684	Waco Telephone Company	Common Stock	12,300.00
Oct. 2, 1953	12,684	Waco Telephone Company	Note	40,000.00
Oct. 9, 1953	12,631	South Missouri Telephone Company	Common Stock	20,000.00
Oct. 9, 1953	12,631	South Missouri Telephone Company	Preferred Stock	20,000.00
Oct. 22, 1953	12,563	Oregon Farmers Mutual Telephone Company	Note	6,000.00
Nov. 18, 1953	12,727	Fidelity Telephone Company	Common Stock	30,600.00
Nov. 18, 1953	12,727	Fidelity Telephone Company	Preferred Stock	142,200.00
Dec. 2, 1953	12,723	Marthasville Telephone Company	Common Stock	3,445.50
Dec. 2, 1953	12,723	Marthasville Telephone Company	Preferred Stock	20,000.00
Dec. 3, 1953	12,647	Twin Lakes Telephone Company	Common Stock	50,000.00
Dec. 3, 1953	12,647	Twin Lakes Telephone Company	Preferred Stock	50,000.00
Dec. 2, 1953	12,737	Consumers Public Service Company	Preferred Stock	60,000.00
Dec. 4, 1953	12,641	Myers Telephone Company	Common Stock	49,787.03
Dec. 15, 1953	12,734	United Telephone Company of Missouri	Bonds	1,500,000.00
Dec. 30, 1953	12,556	Avilla Telephone Company	Common Stock	6,900.00
Jan. 13, 1954	12,752	Kansas City Power & Light Company	Common Stock	6,989,260.00
Jan. 13, 1954	12,752	Kansas City Power & Light Company	Preferred Stock	7,000,000.00
Jan. 22, 1954	12,761	Missouri Public Service Company	Common Stock	14,000,000.00
Feb. 5, 1954	12,745	Wright City and Jonesburg Telephone Company	Note	70,000.00
Feb. 11, 1954	12,741	Doniphan Telephone Company	Note	239,000.00
Feb. 16, 1954	12,753	Triangle Telephone Company	Common Stock	32,105.83
Feb. 23, 1954	12,720	Lincoln Telephone Company, Inc.	Notes	400,000.00
Mar. 9, 1954	12,778	Laclede Gas Company	Debentures	10,000,000.00
Apr. 1, 1954	12,808	St. Louis County Water Company	Bonds	3,000,000.00
Apr. 23, 1954	12,814	Granby Telephone Company	Note	55,000.00
Apr. 30, 1954	12,838	Cassville Rural Telephone Company	Note	60,000.00
May 6, 1954	12,827	Missouri Public Service Company	Common Stock	5,000,000.00
May 12, 1954	12,844	Springfield City Water Company	Bonds	1,000,000.00

May 12, 1954	12,844	Springfield City Water Company	Common Stock	\$	296,992.00
May 21, 1954	12,854	Missouri Utilities Company	Bonds		500,000.00
June 2, 1954	12,863	Missouri Telephone Company	Preferred Stock		300,000.00
June 2, 1954	12,855	St. Charles Gas Corporation	Common Stock	71,075.00	100,000.00
June 11, 1954	12,849	Associated Natural Gas Company	Common Stock	100,000.00	165,000.00
June 14, 1954	12,852	Fanhandle Eastern Pipe Line Company	Debentures		35,000,000.00
June 15, 1954	12,835	Oregon Farmers Mutual Telephone Company	Note		3,852.00
June 16, 1954	12,873 )				
June 16, 1954	12,874 )	Missouri Power and Light Company	Bonds	4,000,000.00	7,500,000.00
June 16, 1954	12,874 )	Missouri Power and Light Company	Common Stock		1,000,000.00
June 24, 1954	12,876	Missouri Natural Gas Company	Bonds	1,260,000.00	1,960,000.00
June 30, 1954	12,348	Warrenton Telephone Company	Preferred Stock		6,000.00
		<b>Total</b>		<b>\$6,742,375.00</b>	<b>\$174,213,242.36</b>

RECAPITULATION

Common Stock	\$ 97,841,190.36
Preferred Stock	7,598,200.00
Bonds	22,860,000.00
Notes	913,852.00
Debentures	45,000,000.00
<b>Total</b>	<b>\$174,213,242.36</b>

## Annual Reports

Approximately 700 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 15, 1954, entered its order in Case No. 11,110 Supplemental Order No. 7 in which it estimated the amount of its expenses for the current fiscal year payable under the provisions of this section at \$290,000.00. After crediting the various utilities with an unexpended balance from the preceding fiscal year of \$55,000.00, the Commission assessed each group in addition to the said unexpended sum as follows:

(a) Railroad Corporations.....	\$ 40,000.00
(b) Street Railroad Corporations.....	10,000.00
(c) Other Common Carriers .....	
(Railway Express Company).....	250.00
(d) Electric Corporations, Gas Corporations, Water Corporations, Heating Companies and Telephone Corporations.....	184,500.00
(e) Telegraph Corporations.....	250.00
Total	<u>\$235,000.00</u>

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 relationship 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.

### Fees

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

Authority Fees	\$19,733.00
Miscellaneous Earnings	6,574.81
Total	<u>\$26,307.81</u>

The fees collected for the current fiscal year of \$26,307.81 compares with \$29,647.66 collected in the preceding fiscal year. The slight decrease in fees collected as compared to the preceding fiscal year is due to a 14.67% decrease in authority fees and a .79% decrease in miscellaneous earnings. All authority fees and miscellaneous earnings collected revert directly to the State's General Revenue Fund and are not subject to expenditures 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. 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 Utility Commissioners, and in such capacity was frequently called upon to render opinions on current accounting problems brought to the attention of the Committee and of interest to the Commission.

### 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 twelve field and office men and three stenographers. The work covers generally, valuation, including cost and depreciation studies; the filing of tariffs, complaints and inquiries of service and railway service and safety.

### Railway Service and Safety

This requires work on problems of the following character:

1. Inspection of steam, diesel 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, diesel and electric railway crossing protection, signal systems and interlocking plants.
5. Investigation of accidents on steam, diesel 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 one hundred eleven formal cases in this field which have come before the Commission and this department for examination:

Railway Service

Discontinuance of Agency	(granted)	5
Discontinuance of Agency	(denied)	1
Stations Abandoned		4
Agency Closed		1
Install Caretaker		2
Discontinuance of Caretaker		8
Construct Spur or Switch Track		7

Railway Safety

Horizontal Clearance	(granted)	13
Horizontal Clearance	(denied)	2
Vertical Clearance	(granted)	9
Interlocking Plans Approved		5
Additional Tracks over Existing Crossings		7
Flagman Abandoned (case dismissed)		1
Flashing Lights Installed		24
Flashing Lights Retired		3 *1
Flashing Lights & Gates Installed		11
Manually Operated Gates Retired		4 *2
Tracks Involved - Main		40
Tracks Involved - Spur		30

Crossings

New Crossings Established (no protection)	16
Pedestrian Crossing Established	1
Crossings Closed	9
New Crossings Established (with protection)	2
Crossings Dismissed	1
Underpass (granted)	3
Underpass Plans Approved	1
Underpass Reconstruction	2
Overhead (granted)	7
Overhead Abandonment	1
Overhead Reconstruction	3
* 1 Retired Flashing Lights - Replaced with Flashing Lights & Gates	
* 2 Manually Operated Gates Retired - Replaced with Flashing Lights & Gates	

In the interest of safety of the railway employees and others, field inspections were made. Many of the inspections dealt with the problems that were before the Commission in formal cases and other field inspections resulted in the complaints being adjusted at the time of the inspection, thereby eliminating several formal hearings.

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

	<u>Killed</u>	<u>Injured</u>
Passengers	1	126
Employees	4	293
Trespassers	22	20
Non-Trespassers	<u>44</u>	<u>105</u>
Total	71	544

Accidents (no injury) 194

Total Number of Accidents 614

Of the total six hundred fourteen accidents, eighty-four occurred at highway grade crossings. Eleven of the accidents were caused by vehicles on the highway running into trains, while seventy-one of the accidents were caused by railroad trains striking vehicles and two pedestrians were struck at crossings. Eighty-seven persons were injured and forty-two persons lost their lives as a result of these accidents. Twenty-three of the eighty-four accidents occurred at protected crossings and sixty-one at unprotected crossings. Further study of the accident reports shows the following information as set out in the table below.

Time of Year

	<u>No. of Accidents</u>	<u>No. Killed</u>	<u>No. Injured</u>
July, 1953	4	2	3
August, 1953	5	8	3
September, 1953	0	0	0
October, 1953	7	1	11
November, 1953	12	3	12
December, 1953	8	4	8
January, 1954	11	2	15
February, 1954	12	10	16
March, 1954	6	1	5
April, 1954	3	5	0
May, 1954	10	2	9
June, 1954	<u>6</u>	<u>4</u>	<u>5</u>
TOTAL	84	42	87

Time of Day

<u>A.M.</u>	<u>No. of Accidents</u>	<u>P.M.</u>	<u>No. of Accidents</u>
12 to 1	0	12 to 1	10
1 to 2	1	1 to 2	7
2 to 3	4	2 to 3	3
3 to 4	1	3 to 4	2
4 to 5	0	4 to 5	3
5 to 6	1	5 to 6	7
6 to 7	2	6 to 7	12
7 to 8	6	7 to 8	4
8 to 9	3	8 to 9	2
9 to 10	4	9 to 10	2
10 to 11	3	10 to 11	4
11 to 12	<u>2</u>	11 to 12	<u>1</u>
<b>TOTAL</b>	27		57

Our records show that the number of crossing accidents has decreased during the past year and while the number of accidents is still quite large, our records also show that progress has been made toward diminishing the hazard to the traveling public and employees of the railroad by the installation of flashing lights, gates, construction of grade separations and the closing of hazardous grade crossings.

The following is a summary of accidents reported during the past five years on railroads operating in Missouri:



	<u>1949-50</u>	<u>1950-51</u>	<u>1951-52</u>	<u>1952-53</u>	<u>1953-54</u>
Total No. of Accidents	859	857	874	808	614
Total No. of Accidents-no Injury	197	226	264	243	194
Total Killed	86	82	71	62	71
Total Injured	628	656	596	524	544
Passengers Killed	1	0	1	0	1
Passengers Injured	65	101	80	58	126
Employees Killed	19	5	8	4	4
Employees Injured	417	387	372	326	293
Trespassers Killed	31	29	23	17	22
Trespassers Injured	23	17	30	21	20
Non-Trespassers Killed	35	48	39	41	44
Non-Trespassers Injured	123	151	114	119	105
Crossing Accidents	91	105	97	107	84
Killed	35	44	40	38	42
Injured	107	134	108	99	87
Train Struck Vehicle	64	67	63	64	71
Vehicle Struck Train	20	30	22	33	11
Team & Wagon	2	0	0	0	0
Pedestrians	5	8	12	10	2
Accidents at Protected Crossings <del>no</del> record	29	29	29	29	23
Accidents at Crossings not protect. "	76	68	78	61	61
<b>Summary of Derailments and Collisions Occurring During the Past Five Years on Railroads Operating in Missouri</b>					
Derailments - Freight	121	150	149	136	118
Derailments - Passenger	17	17	19	13	15
Collisions - Freight	61	75	72	75	50
Collisions - Passenger	11	9	25	15	11

As in the past, 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 inspections, thereby eliminating numerous hazards in less time than is required when a formal case is filed. Some of these inspections 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 made.

#### Water and Gas Utilities

The public utilities operating water service systems have had to continue to expand their distribution and production facilities in order to render adequate service. However, due to the extreme drought which is now in its third year it has been necessary for the Commission to permit a few water utilities in the state to place restrictions on the use of water for sprinkling lawns and gardens. On some water systems the increased use of water used by conventional air conditioning units has contributed to excessive loads on the source of supply and the distribution facilities; requiring substantial enlargements.

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 relative to the utilities of the state continue to be difficult to complete. There has been a growing demand and need for both present and prospective customers for gas service. The cause of this lack of adequate service has in the first instances 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 lower 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. The cost of gas is now low enough that for space heating the cost of the use of gas is 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.

Certificates of convenience and necessity have been granted for the construction and operation of gas 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 areas, 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 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 or up to present demand. 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 been making 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 conditions 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 heating 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 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.

During the period of this report certificates of convenience and necessity were granted utilities by the Commission for the construction and operation of added facilities for extending electric service into new areas or to operate under new franchises. The department also assisted in the processing of cases relating to rates, service complaints, purchases, sales, abandonment of facilities and original cost studies.

## 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 between two and three thousand letters. Many conferences were 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 those 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.

Over 1,300 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

### General

The transportation rate department has general supervision of the Commission's activities in administering the law providing for the regulation of rates, fares and services of railroads, motor carriers, street railways, express companies, freight forwarders and sleeping car companies. It is also the branch of the Commission which handles informal service complaints lodged against transportation service. The department assists in the processing of motor carrier applications for new authorities and transfers, clarifications and consolidations of previously granted motor carrier authorities.

The personnel of the rate department consists of the chief rate expert, three rate experts, one service inspector, and two senior stenographers. There was no change in personnel during the past year.

The department examines and studies the reasonableness of all proposed changes in rates and fares of transportation agencies doing an intrastate business in the State of Missouri and makes suggestions and recommendations to the Commission as to action to be taken to protect the public interest. It maintains authoritative operating authority records of the motor carriers rendering intrastate service between points in Missouri and also for motor carriers operating within the state in interstate commerce. The department renders general assistance to these carriers and the public in connection with rate problems and annually handles hundreds of complaints pertaining to rates and services. Many of these complaints are of a

formal nature, but for the most part are informal complaints filed by the public in general. Many of the complaints require rather extensive investigation.

During the past year a total of 6,102 new or amended tariff schedules naming Missouri intrastate rates, fares, charges or other provisions pertaining to the transportation of persons or property were filed with the Commission. Each of these schedules was examined to determine whether its provisions were reasonable and complied with the Commission's prescribed rules of publication. During the year we found it necessary to reject 18 tariffs for failure to give statutory notice or for other non-compliance with the rules of publication. In many cases corrective action was required before the tariff provisions were permitted to become effective. In seven cases proposed rates were suspended from becoming effective pending investigation and hearing as to their propriety. The department maintains a constant and heavy volume of correspondence with individual carriers and their tariff publishing agents pertaining to the correction of objectionable matter in tariff publications.

In addition to the maintenance of the official file of all tariffs naming Missouri intrastate rates, the department maintains an extensive file of interstate tariffs of the various 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 generally.

The department also maintains the official file of time schedules of motor carriers of passengers. During the past year

169 new or amended time schedules were accepted for filing. Each new or amended time schedule is examined to determine whether or not the proposed changes will result in inadequate service to the public or whether the public interest will otherwise be adversely affected. The department handles complaints made against proposed changes in time schedules and in many instances suggests changes or revisions in schedules to satisfy such informal complaints. In five instances proposed time schedules were suspended from becoming effective for hearing and formal determination by the Commission as to whether proposed changes in service were in the public interest.

During the period covered by this report the department prepared 231 orders in response to applications received from carriers or their tariff agents seeking authority to establish tariff provisions or changes in time schedules on less than statutory notice because of emergency situations or seeking relief from certain provisions of the Commission's publishing requirements.

The department is represented at hearings before the Commission when rates, charges and services of transportation agencies are involved, and in other cases when requested by the Commission, and assists the Commission in obtaining the facts necessary for orderly and proper determination of the issues. During the past year the department prepared 88 proposed reports and orders in connection with matters with which it was concerned, which were submitted to the Commission for consideration and eventual issuance. The personnel of the rate department also participates on behalf of the Commission in certain interstate proceedings involving rates from, to, and

between points in Missouri.

The department accumulates and compiles certain statistics of Missouri intrastate rail 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 and the United States as a whole.

The department has continued its work of restating bus and truck authorities to eliminate ambiguity and duplication and to simplify the Commission's records and facilitate publication of tariff schedules covering such authorities. During the past year it prepared 42 restatements of operating authorities in connection with applications for transfer of such authorities. It prepared 11 orders for the purpose of defining the term "contiguous trade territory" as used frequently by the Commission in the early years in stating the scope of motor carrier operating authorities.

The department has continued its program of compliance surveys which are personal contacts with the motor carriers throughout the state by which it is frequently able to offer suggestions and guidance in complying with the statutes and requirements of the Commission. Although the press of other matters has limited its efforts in this respect, during the past year 31 such compliance surveys were made, 11 of which were made jointly with a representative of the Interstate Commerce Commission. The department also cooperated with the Legal Department and the Bus and Truck Department of the Commission, the Interstate Commerce Commission, and the State Highway Patrol in a number of road checks and in the

investigation of numerous complaints as to unlawful transportation activities. In each investigation a written report was prepared and filed for future reference. A number of the investigated complaints resulted in court cases or further proceedings before the Commission in which the department cooperated.

### Interstate Rate Levels

There was no general increase in interstate rail freight rates during the period of this report, although the previously authorized increase that was to have expired February 28, 1954 was extended to December 31, 1955. Operating costs have continued at a rather high level and carloadings have been generally less than in the previous year with the result that the net income of the railroads and the return on their investment has been less. At the close of the last report period there was pending before the Interstate Commerce Commission an application of the railroads to make permanent the increases authorized in its decision of April 11, 1952, in Ex Parte No. 175--Increased Freight Rates and Charges, 1952. Hearings on the application were completed and the decision of August 10, 1953 denied the application to make the increase a permanent part of the rail rate structure but did authorize the continuation of the increase to be applied as a surcharge until December 31, 1955, unless otherwise ordered.

As stated in our report for last year, the Missouri Pacific Railroad and the St. Louis Southwestern Railroad Company, along with certain other railroads that do not operate within the State of Missouri, increased their basic coach fare to 2.75 cents a mile and the first-class fare to 3.85 cents a mile. This increase was author-

ized by the Interstate Commerce Commission after hearing. None of the other railroads operating in the State of Missouri have increased their passenger fares, which remain at 2.5 cents a mile in coaches and 3.5 cents a mile in parlor or sleeping cars.

On January 30, 1953 the Railway Express Agency, Inc., filed with the Interstate Commerce Commission a petition for a general increase in express rates averaging 23.5 percent, stating that the petition was filed "pursuant to a determination to place its operations on a self-sustaining basis". In its decision of July 20, 1953, the Interstate Commerce Commission approved increases averaging about 15 percent, and indicated in its report that the increase was substantially the same as the average increase in railway wages and prices from 1950 to 1953. The increased rates on interstate express shipments became effective August 30, 1953.

Because of the continuing decline in passenger revenue and revenues from head-end traffic and the continuing high level of costs, the nation's railroads had a tentative passenger service deficit in 1953 of 704.6 million dollars.

Generally, the level of interstate truck rates remained about the same or a little higher than the rail rate level. There was no general increase in interstate bus fares.

#### Intrastate Rate Levels

By its order of November 27, 1953, the Commission extended the expiration date of the increases in rates previously authorized by orders of September 5 and October 23, 1952, in Case 12,141, from February 28, 1954 to December 31, 1955. These increases were generally

15 percent although there were some lesser increases on certain commodities.

In past reports we have called attention to a petition filed by the Missouri railroads with the Interstate Commerce Commission under the provisions of Section 13(4) of the Interstate Commerce Act alleging that the failure of the Missouri Commission to authorize identical increases in intrastate rates as authorized in the various interstate general increase cases was causing a burden on interstate commerce and requested the Federal Commission to take jurisdiction over and prescribe intrastate rates within Missouri. The State of Missouri is divided by three of the major rate territories and under the interstate decisions the northern part of the state had been subjected to greater increases than had the southern part of the state. In the various intrastate rate cases it had been the judgment of this Commission that there were no conditions justifying unequal treatment of the rates in the different sections of the state and it granted uniform increases throughout the state. That resulted in some difference in the state and interstate percentages of increase. The Interstate Commerce Commission found against the Missouri Commission in its decision of October 5, 1953 and stated that unless the Missouri Commission authorized the same increases in intrastate rates as had been authorized in interstate rates, an order would be issued prescribing the Missouri intrastate rates. After exhausting its remedies before the Federal Commission, the Missouri Commission issued its order of February 24, 1954, permitting the Missouri railroads to increase their intrastate rates

to the same extent as their interstate rates in order that a major portion of the intrastate rates would not be fixed by the Federal Commission. Certain sand and gravel interests were successful in having their movements from Pacific to St. Louis excepted in the interstate rate orders pending further hearings before the Interstate Commerce Commission. Further hearings have been held but a decision has not been issued.

The further increases in intrastate rates ranged up to about 23 percent in northeastern Missouri, to about 16 percent in northern Missouri and no further increase in southern Missouri, except on sand, gravel and related articles which had previously been subjected to lesser increases than authorized by the Interstate Commerce Commission.

There was no change in the intrastate rail passenger fare level during the past year except in the case of the Missouri Pacific Railroad. In its order of August 3, 1953, the Commission authorized the Missouri Pacific Railroad Company to increase its passenger fares within the State of Missouri to the same extent as had been made applicable on interstate traffic effective May 10, 1953. Coach fares were increased to 2.75 cents a mile and the first class fare was increased to 3.85 cents a mile. The increased fares were made effective August 18, 1953. The fares of the other railroads remain at 2.5 cents a mile in coaches and 3.5 cents a mile in sleeping and parlor cars.

By tariff schedules filed on statutory notice to be effective September 8, 1953, the Railway Express Agency published for Missouri intrastate application the 15 percent increase in rates



and charges as had been authorized by the Interstate Commerce Commission for interstate application. No protests were filed against the increased express rates and they were permitted to become effective as filed. Since the early part of 1939 express rates have been increased by about 113 percent.

There were no general increases in intrastate inter-city bus fares during the past year. The present fares in this territory are generally on the basis of 2.5 cents a mile up to 50 miles, from 51 to 100 miles at 2.4 cents a mile, 101 to 200 miles at 2.3 cents a mile, and over 200 miles at 2.2 cents a mile. The minimum fare of most inter-city bus lines is 25 cents. At the beginning of the period covered by this report there was pending with the Commission a petition filed by certain motor carriers seeking authority to further increase their rates and charges by 20 percent and to increase their minimum charge per shipment from \$1.50 to \$2.00 on shipments moving over 75 miles. When the hearing was held a number of short-haul carriers appeared and protested any further increases in their rates, claiming that the rates were as high as the traffic would bear. In its decision of October 14, 1953, the Commission authorized a 7 1/2 percent increase in truck commodity rates and prescribed a new class rate scale in which no increase was added for hauls up to 85 miles, with rates for distances in excess of 85 miles being increased by 7 1/2 percent. No increase was authorized in the minimum charge.

#### Transit Fares

Patronage of the transit companies has continued to decline throughout the past year and operating costs have remained at a

high level. Some costs, particularly wages, have increased. Up to December 1953, it appeared that the decline in transit riding was leveling off, however, just before Christmas the decline in riding accelerated and as of June 30, 1954, transit revenue in both Kansas City and St. Louis was 8 to 10 percent below that of the previous year.

By an application filed September 2, 1953, in Case No. 12,683, the St. Louis Public Service Company filed an application in which it proposed certain fare increases designed to increase its revenues by \$1,450,000 to offset increased wage costs under new labor contracts. The company proposed to eliminate the use of tokens which sold at the rate of 5 for 90-cents, increase the weekly permit from 65 to 75 cents, increase the weekly express permit from 85 cents to \$1.00, increase the price of the student pass from 90 cents to \$1.00, and increase the fare per ride from 5 cents to 10 cents when used outside school hours, increase the differential between local and express fares from 3 cents to 5 cents and establish a system of zone points at which an additional fare of 5 cents would be collected. The zone points were located generally at or near the city limits. By order dated April 9, 1954, the Commission authorized the transit company to increase its token rate to 4 for 75 cents, increase the weekly permit to 75 cents and the weekly express permit to \$1.00, and to increase the differential between local and express fares to 5 cents. No change was authorized in the price of the student weekly permit but the fare per ride after school hours was increased from 5 to 10 cents. The adult cash fare is 20 cents and the fare for children is 10 cents.

The fare structure of the Kansas City Public Service Company is the same for adult riders as it was on July 1, 1953, i.e., cash 20 cents, 4 tokens for 75 cents, and weekly permit card selling for \$1.25 which is good for unlimited riding upon payment of 5 cents a ride. The company did, for an experimental period, reduce the price of the weekly permit to 75 cents with a charge of 10 cents a ride, in order to test whether that rate or the one first established would offer the most inducement to the frequent riders. After a short time it concluded that the \$1.25 permit with 5 cents a ride was the best for its operation. By schedule filed on statutory notice to become effective November 15, 1953, the Kansas City Public Service Company proposed to increase its children's fare from 5 cents to 10 cents. It was the opinion of the Commission that a hearing should be held to determine whether the increase was proper and set the matter for hearing on November 2, 1953. In its order of November 9, 1953, the Commission authorized the 10-cent fare for children but required that it be supplemented by a reduced rate for children of 6 tickets for 50 cents to be available for sale at various places designated by the company but not on the company vehicles. While it could not order such a requirement, it was suggested that the company and school board should collaborate to make the reduced rate readily available to school children.

Decreased patronage and increased operating costs were also given as the reasons for a slight increase in transit fares in St. Joseph. The token rate was increased from 5 for 60 cents to 3 for 40 cents effective May 10, 1954. The present transit fares of the St. Joseph Light & Power Company are as follows: Adult cash fare 15 cents, 3 tokens

for 40 cents, 90-cent weekly permit good for unlimited riding upon payment of 5 cents per ride, 50-cent student weekly permit good for unlimited riding upon payment of 5 cents per ride, and children's cash fare of 5 cents.

### Railroad Mileage

The miles of track reported by the Class 1 railroads serving Missouri on December 31, 1953 showed a reduction of 18.6 miles from the report of the previous year. Approximately 10 miles of the total reduction was brought about by the abandonment by the Missouri Pacific Railroad of a branch line from Eldon to Bagnell. The balance of the decrease in mileage was caused by the relocation of tracks, elimination of spurs, etc.

There was no change reported in the mileage of small railroads and switching and terminal companies operated in Missouri as of December 31, 1953. However, the Joplin and Pittsburgh Railroad Company was authorized to abandon its entire line effective February 28, 1954, and the mileage reported at the end of 1954 will be reduced by 7.63 miles to reflect that abandonment. The production of the mines served by this small railroad was insufficient to permit it to continue operation. It is also of interest to note that the Cassville and Exeter Railway Company, with a total of 4.7 miles of track, is back in operation. This is one of the nation's shortest inter-city railroads. In one of our previous reports we pointed out that the line had been forced to quit operating because of washouts on its track and mechanical failure of its motive power. However, some of the businessmen in Cassville and Exeter became interested in the line, perhaps out of sentiment or

perhaps because of the value of the line to them, repaired the track and obtained an engine for motive power. We are not advised as to the date when service was resumed.

The total miles of track reported by the street railways in Kansas City and St. Louis was only slightly less than reported for the previous year. Kansas City Public Service Company reported a reduction of 1.34 miles and the St. Louis Public Service Company reported a reduction of .74 miles.

The following tables show the miles of railroads in Missouri as of December 31, 1953 for the small railroads and switching and terminal companies, the Class 1 railroads, and the street railways.

MILEAGE OF SMALL RAILROADS AND SWITCHING AND TERMINAL COMPANIES OPERATED IN MISSOURI AS OF DECEMBER 31, 1953.

MILES OF ROAD OPERATED

SMALL ROADS (Steam):

Bevier & Southern Railroad Co. . . . .	14.83
Cassville & Exeter Railway Co. . . . .	4.70
Hannibal Connecting R. R. Co. . . . .	7.40
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
Total . . . . .	<u>47.27</u>

SMALL ROADS (Other than Steam):

The Joplin & Pittsburg Railroad Co. (Diesel) . . . .	7.63
St. Francois County Railroad Co. (Diesel) . . . .	9.74
Total . . . . .	<u>17.37</u>

SWITCHING & TERMINAL COMPANIES:

Hannibal Union Depot Co. . . . .	.81
Joplin Union Depot Co. . . . .	5.49
Kansas City Terminal Railway Co. . . . .	111.38
Manufacturers Railway Co. . . . .	28.50
* Rock Island-Frisco Terminal Railway Co. . . . .	2.45
St. Joseph Belt Railway Co. . . . .	18.78
St. Joseph Terminal Railroad Co. . . . .	14.06
St. Joseph Union Depot Co. . . . .	2.05
Terminal Railroad Association of St. Louis . . . .	164.69
Union Terminal Railway Co. . . . .	23.47
Total . . . . .	<u>371.68</u>

\* Not operating

MILEAGE OF ROAD AND TRACKAGE OF CLASS I RAILROADS  
OPERATED IN MISSOURI AS OF DECEMBER 31, 1953.

RAILROAD	MAIN LINE TRACKS	SECOND MAIN TRACKS	OTHER MAIN TRACKS	PASSING TRACK CROSS- OVERS, TURNOUTS	WAY SWITCH- ING TRACKS	YARD SWITCH- ING TRACKS	TOTALS
A. T. & S. F. RY. CO.	308.17	199.29	26.54	54.16	32.96	39.67	660.79
C. B. & Q. RR. CO.	1359.12	134.70	---	133.98	80.74	259.91	1968.45
C. G. W. RY. CO.	101.22	3.61	---	11.91	4.44	18.81	139.99
C. M. St. P. & P. RR. CO.	154.56	56.77	12.45	34.88	16.49	82.15	357.30
C. R. I. & P. RR. CO.	510.22	70.41	27.60	54.86	34.15	96.09	793.33
G. M. & O. RR. CO.	254.01	19.72	9.12	46.88	20.48	29.25	379.46
I. T. RR. CO.	2.72	2.54	---	.62	---	8.46	14.34
K. C. S. RY. CO.	199.59	10.33	---	39.58	17.31	100.73	367.54
M. - I. RR. CO.	89.04	---	---	6.37	19.39	10.63	125.43
M. - K. - T. RR. CO.	470.22	28.29	---	61.63	49.39	49.33	658.86
MO. PAC. RR. CO.	1422.83	221.85	3.29	195.64	111.63	429.12	2384.36
St. L. - S. F. RY. CO.	1444.31	34.21	---	170.69	114.53	288.88	2052.62
St. L. - S. W. RY. CO.	220.90	19.96	---	21.21	31.08	11.75	304.90
U. P. RR. CO.	2.16	1.54	---	5.96	---	16.16	25.82
WABASH RR. CO.	629.54	81.83	13.31	94.58	78.11	125.21	1022.58
<b>TOTALS</b>	<b>7168.61</b>	<b>885.05</b>	<b>92.31</b>	<b>932.95</b>	<b>610.70</b>	<b>1566.15</b>	<b>11,255.77</b>

MILEAGE OF CITY STREET RAILWAYS IN MISSOURI

KANSAS CITY PUBLIC SERVICE CO.	46.42	38.15	---	5.65	---	7.27	97.49
ST. LOUIS PUBLIC SERVICE CO.	54.37	54.37	---	13.56	---	10.21	132.51
<b>TOTALS</b>	<b>100.79</b>	<b>92.52</b>	<b>---</b>	<b>19.21</b>	<b>---</b>	<b>17.48</b>	<b>230.00</b>

## BUS AND TRUCK DEPARTMENT

The Bus and Truck Department of the Missouri Public Service Commission on June 30, 1954 consisted of a Supervisor, a Chief Clerk, four Clerks and Stenographers, and eight District Inspectors.

This Department continued to be of full service to the public on all matters pertaining to problems concerning transportation by Carriers coming under the jurisdiction of this Commission. This category includes Common Carriers and Contract Carriers of Persons and Property operating for hire upon the highways of the State of Missouri.

The Office Staff and Inspection Division continued to disseminate information beneficial to the general public and to the transportation industry.

Complaints on Public Service Commission authorized carriers service were few in the past year, and to the contrary, many compliments were received in regard to good service being rendered by P.S.C. Operators.

There was full compliance of rules and regulations of this Commission by all carriers. This was noted especially in "Safety Road Checks" held by the Inspection Division in conjunction with the Missouri State Highway Patrol at every Weight Station in the State. Particular attention was given to compliance of Rules No. 37 and 56 of the Missouri Bus and Truck Law, General Order 33-C. Rule No. 37 Emergency Equipment

- (A) Fire Extinguisher
- (B) Spare Bulbs and Fuses



- (C) 3 Flares (Pot Torches or 3 Red Electric Lanterns or 3 Red Emergency Reflectors
- (D) Fusees
- (E) 2 Red Cloth Flags

Rule No. 56 requires Driver to inspect the following parts and accessories and see that they are in good working order:

1. Brakes - Service and Hand
2. Steering Mechanism
3. Lighting Devices
4. Tires
5. Horn
6. Windshield Wipers
7. Rear Vision Mirrors
8. Coupling Devices.

Buses in addition to above should have one Hand Axe and one heavy duty First Aid Kit.

The P. S. C. Inspectors and the Troopers advised the Drivers while checking equipment to stay at least 300 feet from other buses or trucks unless in the act of passing, and the Drivers were also warned to keep under the P. S. C Speed Limit of 50 Miles Per Hour. Vehicles were checked for proper display of the Missouri Public Service Commission License Sticker covered by Rule No. 19, and proper markings covered by Rule No. 23.

Full Cooperation was offered and received by the Inspectors and the members of the Patrol. Assistance was given to the Troopers and Weight Clerks at all times by the Inspectors.

As stated in previous yearly reports this Department's main objective is to prevent accidents on the highways of Missouri. Strict Compliance of the "Safety Rules" promulgated by the Missouri Public Service Commission, is required by all motor carriers coming under their jurisdiction.

The Office Staff of this Department has accepted the

additional work of microfilming the records on file with the Commission. This new system will save the State of Missouri a great deal of storage space by the microphotographing of the old bulky records preparatory to their being destroyed. The clerical force of this Department always keep their work on a current basis.

When the Missouri Bus and Truck Law was revised in 1952 it was predicted that this Department would collect approximately \$200,000.00 to \$225,000.00 per year. In the statistical report that follows a substantial increase was collected, by the Bus and Truck Department, over the predicted amount. Recent months collections indicate another increase for the coming year.

The following tabulations show the revenue from Carriers for the twelve month period of July 1, 1953, to June 30, 1954:

FEEES

	TRUCKS		BUSES	
	LICENSE	EMERGENCY	LICENSE	EMERGENCY
July, 1953	\$ 11,450.00	\$ ---	\$ 525.00	\$ ---
August, 1953	9,675.00	30.00	925.00	---
September, 1953	9,450.00	---	725.00	---
October, 1953	7,925.00	---	650.00	---
November, 1953	2,650.00	---	200.00	---
December, 1953	1,725.00	---	150.00	---
January, 1954	199,400.00	---	19,725.00	--
February, 1954	20,300.00	---	400.00	---
March, 1954	15,675.00	---	475.00	---
April, 1954	9,600.00	---	325.00	---
May, 1954	5,775.00	---	275.00	---
June, 1954	10,150.00	---	200.00	---
Totals	\$303,775.00	\$30.00	\$24,575.00	\$ ---
Grand Total	\$328,380.00			

COMMON CARRIERS --- TRUCK

Intrastate	
Regular Routes	17
Irregular Routes	20
Regular and Irregular Routes	<u>24</u>
	61

Interstate	
Regular Routes	6
Irregular Routes	612
Regular and Irregular Routes	<u>23</u>
	641

Intrastate and Interstate	
Regular Routes	6
Irregular Routes	71
Regular and Irregular Routes	<u>208</u>
	285

Total - 987

CONTRACT CARRIERS --- TRUCK

Intrastate	
Regular Routes	6
Irregular Routes	33
Regular and Irregular Routes	<u>0</u>
	39

Interstate	
Regular Routes	15
Irregular Routes	191
Regular and Irregular Routes	<u>0</u>
	206

Intrastate and Interstate	
Regular Routes	0
Irregular Routes	36
Regular and Irregular Routes	<u>4</u>
	40

Total - 285

COMMON CARRIERS---BUS

Intrastate	
Regular Routes	27
Irregular Routes	4
Regular and Irregular Routes	<u>7</u>
	38

Interstate	
Regular Routes	7
Irregular Routes	32
Regular and Irregular Routes	<u>9</u>
	48

Intrastate and Interstate	
Regular Routes	3
Irregular Routes	2
Regular and Irregular Routes	<u>14</u>
	19

Total - 105

CONTRACT CARRIERS---BUS

Intrastate	
Regular Routes	1
Irregular Routes	0
Regular and Irregular Routes	<u>0</u>
	1

Total - 1