

Legislative History for Connecticut Act

SB938	PA 349	scanned	1955
House	2277-2278		(2)
Amals	135, 147,	1637-1638	(4)
Public Utilities	37,	42-45	(5)
			(11)

Transcripts from the Joint Standing Committee Public Hearing(s) and/or Senate and House of Representatives Proceedings

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CONNECTICUT
GEN. ASSEMBLY

HOUSE

PROCEEDINGS
1955

VOL. 6

PART 5

2211-2875

May 31, 1955.

D-7 Mr. Smith (Colebrook):

MLH Mr. Speaker, I move acceptance of the Committee's favorable report and passage of the bill, in concurrence with the Senate.

The Speaker:

Question is on acceptance and passage in concurrence.

Mr. Smith (Colebrook):

This bill adds to section 2387 of the general statutes and provides that such additional semi-trailers registered with any tractor semi-trailer combination shall not exceed three in number, and for the registration of semi-trailers alone, or in excess of three, the commissioner shall charge a fee of fifty dollars for each semi-trailer so registered if the maximum gross weight does not exceed forty thousand pounds and seventy-five dollars for each semi-trailer so registered if the gross weight exceeds forty thousand pounds. I hope the bill passes.

The Speaker:

Are there further remarks? If not, question is on acceptance of the Committee's favorable report and passage of the bill. Those in favor say "aye". Opposed? The "ayes" have it. The bill is passed.

The Clerk:

Senate Bill No. 938, "An Act concerning Public Liability and Property Damage Insurance for Public Service Motor Vehicles." Favorable report of the Committee on Public Utilities. Calendar No. 1414. File No. 1051.

Mr. Luce (Sharon):

Mr. Speaker, I move the acceptance of the Committee's favorable

May 31, 1955.

report and passage of the bill in concurrence with the Senate.

The Speaker:

Question is on acceptance and passage in concurrence.

Mr. Luce (Sharon):

Mr. Speaker, this bill raises the permissive liability insurance on public service motor vehicles and bus carriers. As it is now, fifty thousand dollars is the maximum amount of liability insurance the buses are allowed to carry. Obviously, with conditions as they are today, a much higher liability should be required. The bus companies themselves are glad of this bill. The bill is a good one, and I think it should pass.

The Speaker:

Further remarks? If not, question is on acceptance of the Committee's favorable report and passage of the bill in concurrence. Those in favor say "aye". Opposed? The "ayes" have it. The bill is passed.

The Clerk:

Substitute for Senate Bill No. 440, "An Act concerning the Relocation of Municipally-Owned Water and Sewer Lines Because of State-Highway Construction." Favorable report of the Committee on Roads, Bridges and Rivers. Calendar No. 1415. File No. 1050.

Mr. Cowan (Weston):

Mr. Speaker, this bill is an amendment to the present statutes. It lets the highway commissioner order the removal or relocation of sewers, water pipes and other facilities located within, on along, over and under any land comprising the right-of-way of a trunk line highway. The commission will share equitably in the

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CONNECTICUT
GEN. ASSEMBLY
SENATE

PROCEEDINGS
1955

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PART 1

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President - see pages 255-257 of the Journal attached hereto.

THE PRESIDENT: Will the Senator from the Thirty Fourth take the Chair.

Senator William Ward of the 34th District presiding.

Senate Bills 977 through 1161 were read into the record and referred to their proper committees by the President - see pages 257 through 294 of the Journal attached hereto.

Assistant Clerk: Business from the House. - House Joint Resolutions 22 through 28 were read into the record by the Assistant Clerk and referred to the Judiciary Committee by the Chair.

(Delete) House Joint Resolutions 41 through 46 were read into the record by the Assistant Clerk and referred to their proper committees by the President (see pages 294-5 of the Journal) (Delete)

House Bills Nos. 755 through 829 were read into the record by the Assistant Clerk and referred to their proper committees by the Chair. (see pages 295-300 of the Journal)

Senator Ablondi of the 17th District presiding

House Bills Nos. 830 through 1084 were read into the record by the Assistant Clerk and referred to their proper committees by the Chair (see pages 300 - 319 of the Journal)

Senator Bonaquisto of the 3rd District presiding

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CONNECTICUT
GEN. ASSEMBLY
SENATE

PROCEEDINGS
1955

VOL. 6

PART 5

1436-1809

MAY 20, 1955

The Senate was called to order at 11:15 a.m. on May 20, 1955, the President presiding.

The following prayer was offered by the Chaplain:
Protect us from human respect, O Lord, lest the desire to shine in the company of our fellows ever displace the reverence that we owe to Thee. Remind us of Thy presence and Thy control, motivate our activities with love for Thee, keep us anxious to please Thee. Thus living, so shall we also die loving Thee, desiring Thee, straining to reach Thee with every power of our being. Amen.

COMMITTEE BILLS: House Bill 2043 and 2044 referred to Committee on Cities and Boroughs. House Bill 746 referred to committee on Roads, Rivers and Bridges.

FAVORABLE REPORTS: House Bills Nos. 2011, 1952, 727 and 2025 tabled for the Calendar and printing.

THE CLERK: Cal. 1017, please change the file number from 913 to 1028.

SENATOR LONGO OF THE NINETEENTH DISTRICT: I move that we stand in recess until 12:30 (there being no objection, the Senate recessed until 12:30)

The Senate reconvened at 1:25 p.m. the President in the Chair.

THE CLERK: Senate Bills 1302, 1303, 1304, 1305, 1306 and 1307 were referred to Committee on Finance.

FAVORABLE REPORTS: Senate Bills Nos. 568, 616, 565, 106, 938, 18, 756, 1240, 896, 631, 133, 440 were tabled for the Calendar and printing.

UNFAVORABLE REPORTS: Senate Bills Nos. 215, 1239, 593, 476 were tabled for the Calendar.

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supposed to do. This bill, therefore, corrects this inequity caused by the last Act. I don't think there is any question that the bill does an injustice to anyone. It is one of the few reports that came out of the Labor Committee that is a joint report. I think it is a good bill and should pass.

THE PRESIDENT: Will you remark further? If not, question is on acceptance of the committee's favorable report and passage of the bill. Those in favor say AYE, opposed NO. The "aye's" have it and the report is accepted and the bill passed.

THE CLERK: Cal. 1183. (Substitute for Senate Bill No. 896.
An Act concerning registering additional semi-trailers.
File 351.

SENATOR LONGO OF THE NINETEENTH DISTRICT: May Cal. 1183 be passed, retaining its place on the Calendar.

THE PRESIDENT: Without objection, Cal. 1183 will be passed retaining its place.

THE CLERK: Cal. 1184. Senate Bill No. 938. An Act concerning public liability and property damage insurance for public service motor vehicles. File 1051.

SENATOR CAHILL OF THE THIRTEENTH DISTRICT: I move acceptance of the committee's favorable report and passage of the bill.

THE PRESIDENT: Question is on acceptance of the committee's favorable report and passage of the bill. Will you remark?

SENATOR CAHILL: Mr. President, this bill will increase the

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minimum limits of insurance on public service vehicles
It is felt it is necessary and it is a good bill and
should pass.

THE PRESIDENT: Will you remark further? If not, question is on
acceptance of the committee's favorable report and
passage of the bill. Those in favor signify by saying
AYE, opposed NO. The "aye's" have it and the report is
accepted and the bill passed.

THE CLERK: Cal. 1185. Substitute for Senate Bill No. 440. An
Act concerning the relocation of municipally-owned
water and sewer lines because of state highway con-
struction. File 1050.

SENATOR BORDEN OF THE SECOND DISTRICT: I move acceptance of the
committee's favorable report and passage of the bill.

THE PRESIDENT: Question is on acceptance of the committee's favor-
able report and passage of the bill. Will you remark?

SENATOR BORDEN: Mr. President, this bill repeals Sec. 971c of
the 1953 supplement and all it does is eliminate the
use of the term controlled access highways wherever
used in prior states and substitutes the trunk line
highways in relation to similar statutes.

THE PRESIDENT: Will you remark further? If not, question is on
acceptance of the committee's favorable report and
passage of the bill. Those in favor say AYE, opposed
NO. The "aye's" have it and the report is accepted and
the bill passed.

THE CLERK: Cal. 1186. Senate Bill No. 18. An Act concerning
property tax exemptions of servicemen, veterans and
blind persons. File 1058.

JOINT
STANDING
COMMITTEE
HEARINGS

PUBLIC
UTILITIES

CONN.
GENERAL
ASSEMBLY
1955

NOVEMBER
SPECIAL
SESSION

PUBLIC UTILITIES

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TUESDAY

MARCH 15, 1955.

S. B. 938 (Sullivan) AN ACT CONCERNING PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE FOR PUBLIC SERVICE MOTOR VEHICLES

Chr. Luce: Is there anyone who wishes to be heard in favor of SB 938 (Sullivan) AN ACT CONCERNING PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE FOR PUBLIC SERVICE MOTOR VEHICLES? (No response.)
Anyone in opposition to the bill?

Mr. John E. Doyle, PUC: Mr. Chairman; I had expected that Mr. Connole would be here, however, I think he will be here shortly to speak in favor of SB 938 (Sullivan) AN ACT CONCERNING PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE FOR PUBLIC SERVICE MOTOR VEHICLES.

Chr. Luce: Is there anyone else in favor of the bill? Anyone here to speak in opposition? Hearing none; the hearing is declared closed, but we will give Mr. Connole the opportunity to speak on the bill if he comes.

HEARING CLOSED

Senator Cahill: There is also a request for a delay on SB 940 (Ward) AN ACT GRANTING THE PUBLIC UTILITIES COMMISSION THE POWER TO CONTROL THE PAYMENT OF DIVIDENDS BY PUBLIC SERVICE COMPANIES. However, if there are those here to be heard on it, we shall be glad to hear them and set it down later. Does anyone wish to speak? (No response.) Then we will close the hearing on that for the time being.

H. B. 174 (Neal) AN ACT CONCERNING PUBLIC UTILITIES; WILFUL OBSTRUCTION OF SERVICE

Senator Cahill: We will hear those in favor.

Ronald A. Maloney, The Bridgeport Gas and Light Company: I would like to give a little background of one utility -- gas utility. Perhaps, then, the Committee will understand why we believe this bill is important to enact. It is possible for unauthorized persons to admit water to the gas lines of almost any gas company, and shut off a section of the gas line causing a dangerous condition that perhaps may require days to restore the gas service. It is

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TUESDAY

MARCH 15, 1955.

Chr. Luce, continued:

PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE
FOR PUBLIC SERVICE MOTOR VEHICLES.

William R. Connole, Counsel for the Public Utilities Commission:
Mr. Chairman, Ladies and Gentlemen of the Committee: The bill we are talking about is Senate Bill #938, (Sullivan) AN ACT CONCERNING PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE FOR PUBLIC SERVICE MOTOR VEHICLES. It is an effort by the Public Utilities Commission to increase and make more realistic the limits on insurance for public service motor vehicles. The present law on the subject is rather confused. If you will bear with me, I will touch very briefly on the limits, but it is pretty hard to understand, and so I have caused to be prepared a brief summary of the present limits of insurance, which I now hand the Chairman. The statute as presently written, requires only that there be a certain \$15,000. limit on personal liability insurance for all passenger equipment, carrying under 15 passengers. Then, over 15 passengers, there is a requirement that there be \$1,000. for each passenger. In this day and age, I scarcely need remind you, that such a limit is indeed pretty unrealistic. In fact, this very Legislature has arisen to require a maximum, or rather a minimum coverage for the financial responsibility law that you and I are familiar with on our automobiles of \$20,000. per person. Now the reason and the basis for this proposed amendment would be to raise that minimum limit per person, raise the minimum limit per person from \$15,000. to \$20,000. per person, per accident; and then to break down more realistically the size of vehicles from an inadequate and very cursory breakdown that now exists, namely -- all up to ~~\$15,000.~~ \$15,000., that's all; over 15, \$15,000., one thousand dollars per person. Now the breakdown proposed by the Commission bill, and the bill which you have before you would break it up at certain passenger numbers at the same limits used by the Interstate Commerce Commission. There is nothing particularly novel about it, it merely makes the intra-state insurance requirements coincide with the inter-state requirements, and gives to the people who are riding on the buses, and the people who are using our state highways in this day of greatly

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William R. Connole, continued:

increased travel, the highways are very heavily travelled, a higher level of protection which the Commission, in its jurisdiction for over twenty years, has found to be very definitely needed.

I think that if you will look at the breakdown which is in the bill, you will find that it breaks it down rather realistically and for a vehicle with 31 passengers or more, the proposed limit would be \$20,000 for one person and \$200,000 maximum for one accident. Now that shows a pretty good insurance limit.

I think the Commission has proposed a fair and adequate bill to do a much better job. That seems to be the substance of the issue, I think that's just about the whole subject.

Senator Cahill: Mr. Connole, I see you're asking for a proposed limit to double the I.C.C.?

William R. Connole: That's correct, Senator. I'm glad you brought that to my attention. The limits are precisely double the Interstate Commerce Commission, as the Senator has picked up from the summary which I have placed before him. The reason is this,-- traditionally, whether everyone realizes it or not, traditionally your state and mine has had the highest requirement for insurance of any state in the Union, higher than the Interstate Commerce Commission. We are proud of that in the Interstate Commerce Commission and in the Public Utilities Commission. We are proud of that, and proud of the Legislature which gave it to us. Now, for that reason number one,-- in other words to preserve that historical superiority of this Commission, and this State in insurance requirements; for the second reason, -- that, in our financial responsibility law, the Legislature has deemed it necessary to fix a limit of \$20,000 for one life instead of \$10,000 for one life the way the Federal government does. In other words we citizens in Connecticut are worth \$20,000 dead, and a citizen of the United States is only worth \$10,000. I think it is a good bill. Are there any other questions?

Representative Hugh M. MacKenzie, Waterford:

Will this result in higher rates for passengers?

William R. Connole: It should not, Sir; it should not result in any higher rates. That's an awfully difficult question to answer categorically. Our study has not

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William R. Connole, continued:

been sufficiently detailed to answer that question either yes or no. I would suggest this, however, I can not think of anything which the Commission would rather increase rates on the basis of than greater safety for the passenger of the State of Connecticut, or greater safety to the people of Connecticut. It's a good reason.

SUMMARY of MINIMUM INSURANCE LIMITS for Conn. Public Service Motor Vehicles, submitted by William R. Connole for the Public Utilities Commission:

*PRESENT MINIMUM LIMITS:

Pass. Equip. Carrying Capacity	1 Person	1 Accident
7 Passengers or less	\$15,000.	\$15,000.
8 to 12 Passengers, inclus.	15,000.	15,000.
13 to 20 Passengers, inclus.	15,000.	15-20,000.
21 to 30 " "	15,000.	21-30,000.
31 Passengers or more	15,000.	31-50,000.

PROPOSED MINIMUM LIMITS.

7 Passengers or less	1 Person	1 Accident
8 to 12 Passengers, inclus.	\$20,000.	\$60,000.
13 to 20 Passengers, inclus.	20,000.	80,000.
21 to 30 Passengers, inclus.	20,000.	120,000.
31 Passengers or more	20,000.	160,000.
		200,000.

**ICC LIMITS.

7 Passengers or less	1 Person	1 Accident
8 to 12 Passengers, inclusive	\$10,000.	\$30,000.
13 to 20 Passengers, inclusive	10,000.	40,000.
21 to 30 " "	10,000.	60,000.
31 Passengers or more	10,000.	80,000.
		100,000.

*Section 2371, 1949 Rev. G. S. \$15,000. for vehicle 16 passenger carrying capacity; over 16 passengers, on basis of \$1000. for each passenger.

**As Amended by Order-ExParte MC-5, effective October 31, 1951 - based on seating capacity.

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Mr. Frank ~~Staverman~~ Healey, for the Connecticut Motor Stage Association, Inc.:

I represent the Connecticut Motor Stage Association which is made up of a group of small bus lines throughout the State.

I seem in the slightly incongruous position of being in favor of this bill. There is one point that I would like to bring to the Committee that I do not believe Mr. Connole did;-- if one of our carriers is thrown into the insurance pool, all he is eligible for is the minimum requirements

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TUESDAY

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Mr. Frank T. Healey, continued:

of our statute, and all the insurance he can possibly carry is the minimum. Now, I have been with the bus industry since I came to the bar in '25. The office has been with them since they were certificated in '21. I was receiver for one of these bus lines not too long ago, and I can tell you, as a practical proposition, you cannot run a bus line and sleep nights with the minimum requirements of the present statute. Therefore, for that reason, and that's the greatest reason I see, is that if one of the carriers that is operating today is thrown into the pool, all he's eligible for is the minimum requirements of the statute. Raise the minimum requirements, and he's automatically covered and the public is protected that much more.

Senator Cahill: Are there any others who wish to be heard on this bill? (none) Then we will take up

H. B. 174 (Neal) AN ACT CONCERNING PUBLIC UTILITIES; WILFUL OBSTRUCTION OF SERVICE

Norman Zollot, American Federation of Labor:

What I have to say about HB 174 (Neal) AN ACT CONCERNING PUBLIC UTILITIES; WILFUL OBSTRUCTION OF SERVICE, I can say with full force with regards to HB 533 (Watrous) AN ACT CONCERNING PUBLIC UTILITIES; SABOTAGE. The proponents of HB 174 (Neal) AN ACT CONCERNING PUBLIC UTILITIES; WILFUL OBSTRUCTION were very careful to disperse the issue here. Why was this bill introduced? Well, I thought the first gentleman, Mr. Maloney was going to give us the true story.

In Bridgeport there was a strike, and during that strike certain instances occurred. He only mentioned two, but there was a third one he did not mention. In the third one, two employees of the Bridgeport Gas Company were found approximately 500 yards away from a high pressure gas line. They were arrested, tried for conspiracy, and convicted on the grounds that they were conspiring to sabotage the gas line.

Now, as you gentlemen are probably aware, there is a law which provides for a penalty for sabotage. That penalty calls for one year imprisonment.