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The Railroad Commission of Texas is
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and gas industry, gas utilities,
pipeline safety, safety in the liquefied
petroleum gas industry, and surface
coal and uranium mining. Despite its

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name, it ceased regulating railroads in 2005. Established by the Texas Legislature in 1891, it is the state's oldest regulatory agency and began as part of the Efficiency Movement of the Progressive Era. From the 1930s to the 1960s it largely set world oil prices, but was disp

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1891, the Railroad Commission of
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discrimination in railroad charges and establish reasonable tariffs. It is the oldest regulatory agency in the state and one of the oldest of its kind in the nation.

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1-58544-452-9. Reviewed for EH.NET
by Gary Libecap, Department of
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time of deregulation and globalization, it is easy to forget that local bureaucratic agencies have often had enormous power in affecting how resources were used, in determining which ...

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sustained regulation—than with the agency's history. Looking at the period from the commission's founding to the early 1960s, Childs explains how the commission gained regulatory credibility.

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evolved from its founding in 1891 to a multi-divisional regulatory commission that oversaw not only railroads but also a number of other industries central to the modern American economy: petroleum production, natural gas utilities, and motor carriers (buses and trucks).

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Before OPEC took center stage, one state agency in Texas was widely believed to set oil prices for the world. The Texas Railroad Commission (TRC) evolved from its founding in 1891 to a multi-divisional regulatory commission that oversaw not only railroads but also a number

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of other industries central to the modern American economy: petroleum production, natural gas utilities, and motor carriers (buses and trucks). William R. Childs' s unprecedented study of the TRC from its founding until the mid-twentieth century extends our knowledge of

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Understanding Regulation. It focuses on the interplay between business and regulators, between state and national regulatory commissions, and among the three branches of government through a process of “ pragmatic federalism. ” Drawing on extensive primary

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research, Childs demonstrates that the alleged power of regulatory commissions has been more constrained than most observers have recognized. As he shows, the myth of power was devised by the agency itself as part of building a civil religion of Texas oil. Together, the

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myth and the civil religion enabled the TRC to convince Texas oil operators to follow production controls and thus stabilized the American oil industry by the 1940s. The result of this fascinating study is a more nuanced understanding of federalism and of regulation, the

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forces shaping it, and its outcomes.

The single most important domestic source of oil and gas is managed by the Texas Railroad Commission. As a result, the Commission has for decades exerted a profound influence on United States and world energy

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policy. This influence may even increase with the recent decision to remove price controls on oil and gas. Commission decisions determine where and when oil and gas wells are drilled, how much can be produced from them, and how the products can be transported. Since the 1930s the

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Commission has heavily influenced both the supply and the price of petroleum in the rest of the country simply because Texas provides such a large proportion of the United States' petroleum. As might be expected with the management of resources worth billions of dollars, the Railroad

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Commission has been an arena of intense political maneuvering. David Prindle examines in detail seven policymaking episodes, covering five decades of the Commission's history. He recounts the economic and political cleavages arising from clashes of interest, the efforts of

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Individuals and organizations to exert influence, the motives and methods underlying the policy choices of the Commissioners, and the political and economic consequences of those choices, both for Texas and for the rest of the country. This detailed look at the Railroad Commission and the

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politics of petroleum in Texas will be of interest to the general public and all those involved in the oil and gas industry. Scholars and students in the field of policy studies, especially energy policy, will find this book to be an invaluable guide to an important sector of the American petroleum

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In America To The Mid
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Aside from the cowboy, nothing is more iconically Texan than pump jacks and oil derricks. Yet fewer than five percent of Texas voters are aware that for a hundred years, the Texas Railroad Commission has been the

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primary regulator of the State's oil and gas industry. The workings of this important agency, with its misleading name, manage to escape widespread public attention. This book was written as a challenge to Texas voters - a challenge to become more engaged in matters related to an

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industry so vital to the Texas economy; and to become more engaged with a State agency tasked with protecting property rights, public safety, and the environment. Texas voters have a regular and ongoing opportunity, an obligation even, to pay attention to what their

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Commissioners are doing and to hold them accountable. Readers will find general information on oil and gas, as well as more detailed information on production methods such as fracking. Dr. Miller also outlines his recommendations for changing regulatory policy and the Texas

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Railroad Commission. Public trust can only be ensured by a more transparent Commission and by abolishing the Commission's role as oil and gas industry champion. Reform should include limiting the Commission's purview to critical activities and creating a sunset review

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policy for rules and regulations. In order to serve all Texans, the Commission should move to become a better protector of the rights of surface owners, commercial entities, and mineral owners.

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