

STATE OF IOWA

1922

Forty-Fifth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 4, 1922

CHARLES WEBSTER, Chairman
DWIGHT N. LEWIS, Commissioner
FRED P. WOODRUFF, Commissioner

GEO. L. McCaUGHAN, Secretary

Published by
THE STATE OF IOWA
Des Moines

LETTER OF TRANSMITTAL

TO THE HONORABLE N. E. KENDALL,

Governor of Iowa.

In accordance with the provisions of Section 2114, Code of Iowa, 1897, we herewith submit to you the Forty-fifth Annual Report of this Commission, for the year ended December 4, 1922.

Respectfully submitted,

Charles Webster, Chairman,
Dwight N. Lewis, Commissioner,
Fred P. Woodruff, Commissioner.

December 4, 1922.

ROSTER

CHARLES WEBSTER, Chairman.
 DWIGHT N. LEWIS, Commissioner.
 FRED P. WOODRUFF, Commissioner.
 GEO. L. MCCAUGHAN, Secretary.

GENERAL OFFICE

L. C. DONOHUE.....Chief Clerk
 FRED W. FORD.....Reporter
 LEE S. GREEN.....File Clerk
 DOROTHY RABY.....Stenographer

RATE DEPARTMENT

W. F. PARSONS.....Chief Clerk
 BERT C. DEURY.....Assistant Rate Clerk
 P. J. O'LEARY.....Assistant Rate Clerk
 CYNTHIA TAYLOR.....File Clerk and Stenographer
 C. A. HANSEN.....Tariff Clerk

ENGINEERING DEPARTMENT

HERMAN A. FRANKLIN.....Signal Engineer
 LOYAL B. HIBBS.....Assistant Signal Engineer
 A. B. CAMPBELL.....Electrical Engineer
 GEORGE CHARLES WORTH.....Assistant Electrical Engineer
 BEULAH BIRMINGHAM.....Stenographer

STATISTICAL DEPARTMENT

C. BAILEY ELLIS.....Statistician
 J. H. GILLESPIE.....Stenographer

COMMERCE COUNSEL'S DEPARTMENT

J. H. HENDERSON.....Commerce Counsel
 WALTER CONDRAN.....Assistant Commerce Counsel
 EDNA J. HENDERSON.....Clerk
 ALICE STERLING.....Stenographer

VALUATION DEPARTMENT

J. A. RALLS.....Valuation Counsel
 JAMES E. EVANS.....Land Appraiser
 R. P. MCCLELLAND.....Land Appraiser
 E. L. GARDNER.....Land Appraiser

Report of the Railroad Commissioners

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 305 complaints, distributed as follows: Involving Railroad Companies, 293; against Express Companies, 12. In addition to these, there were two applications for permission to condemn additional right of way by Railroad Companies, and 36 cases involving electric transmission lines.

ORGANIZATION OF THE BOARD

Charles Webster continued as Chairman for the year 1922, and Geo. L. McCaughan as Secretary.

COMPARATIVE EARNINGS AND OPERATING EXPENSES IN IOWA, INCLUDING MILEAGE AND EARNINGS PER MILE

Year Ended June 30	Mileage— Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1921	4,157.15	\$ 20,714,496.07	\$ 12,565,950.23	\$ 8,148,545.84	\$ 1,960.12
1920	4,230.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1919	4,077.01	24,877,545.35	13,987,633.77	10,889,911.58	2,181.00
1918	3,825.98	26,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1917	3,337.43	32,023,966.03	20,512,593.05	11,511,372.98	2,181.44
1916	3,014.95	34,433,324.77	22,827,430.36	11,605,894.41	2,154.43
1915	2,749.25	35,735,271.85	23,250,916.01	12,484,355.84	2,154.43
1914	2,479.43	36,121,587.45	23,002,581.04	13,000,006.41	2,142.34
1913	2,364.67	36,093,106.54	23,931,555.10	13,161,551.44	2,139.87
1912	2,367.50	37,829,730.62	24,132,990.71	13,696,739.91	2,172.50
1911	2,366.11	37,296,586.06	26,297,163.92	10,999,422.14	2,137.73
1910	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1909	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1908	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1907	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1906	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1905	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1904	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1903	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1902	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1901	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1900	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1899	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1898	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1897	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1896	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1895	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1894	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1893	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1892	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1891	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1890	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1889	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1888	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1887	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1886	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1885	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1884	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1883	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1882	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1881	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1880	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1879	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1878	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1877	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1876	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1875	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1874	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1873	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1872	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1871	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1870	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1869	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1868	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1867	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1866	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1865	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1864	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1863	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1862	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1861	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1860	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1859	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1858	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1857	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1856	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1855	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1854	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1853	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1852	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1851	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1850	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1849	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1848	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1847	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1846	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1845	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1844	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1843	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1842	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1841	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1840	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1839	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1838	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1837	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1836	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1835	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1834	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1833	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1832	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1831	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1830	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1829	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1828	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1827	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1826	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1825	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1824	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1823	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1822	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1821	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1820	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1819	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1818	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1817	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1816	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1815	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1814	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1813	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1812	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1811	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1810	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1809	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1808	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139.19
1807	2,346.00	37,138,399.73	25,296,309.30	11,842,090.43	2,139

COMPARATIVE EARNINGS AND OPERATING EXPENSES—Continued

Year Ended June 30	Mileage— Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings Per Mile
1916.....	9,964.34	\$ 92,350,538.89	\$ 68,363,170.42	\$ 23,987,368.47	\$ 2.398.00
1916-Dec. 31.....	9,942.75	92,298,602.67	70,904,673.45	21,393,929.22	2.158.14
1917-Dec. 31.....	9,871.78	103,192,891.66	81,627,915.19	21,564,976.47	2.186.80
1918-Dec. 31.....	9,841.17	117,851,156.00	113,631,187.29	4,199,968.70	428.70
1919-Dec. 31.....	9,842.05	134,719,320.84	127,983,471.90	6,735,848.94	688.40
1920-Dec. 31.....	9,841.96	137,587,018.20	147,232,291.87	(9,645,273.67)	(980.44)
1921-Dec. 31.....	9,841.97	148,509,282.24	128,621,111.96	9,888,170.28	1,004.50

*Operating deficit.

There is an apparent decrease in mileage of steam railways in Iowa, of main track owned, of .02 miles made up as follows:
Atlantic Northern Railway shows increase of .07 miles in main line.

Chicago, Milwaukee & St. Paul Railway shows a decrease of .02 miles in branches and spurs.

Chicago, Rock Island & Pacific Railway shows a decrease of .07 miles in main line.

Total decrease09 miles main track

Total increase07 miles main track

Net decrease02 miles main track

TERMINAL COMPANIES—ALL IN IOWA

Year Ended June 30	Mileage —all tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —stocks	Amount Outstanding —debt
1908.....	50.27	\$503,062.16	\$335,440.58	\$167,621.58	\$ 3,334.42	\$2,800,050.00	\$ 721,500.00
1909.....	58.98	457,946.93	292,909.63	165,037.30	2,798.19	2,866,150.00	671,000.00
1910.....	60.24	559,760.88	378,670.93	181,089.95	2,990.18	2,866,150.00	671,000.00
1911.....	66.90	528,843.91	307,847.00	220,996.91	3,318.33	1,040,500.00	671,000.00
1912.....	68.63	527,949.04	310,960.55	216,988.49	3,161.63	918,200.00	671,000.00
1913.....	69.67	548,000.14	306,837.89	241,162.25	3,462.59	918,200.00	671,000.00
1914.....	69.28	558,222.28	310,820.74	247,401.54	3,571.47	924,800.00	671,000.00
1915.....	81.32	562,678.66	311,857.23	250,821.43	3,083.40	949,800.00	671,000.00
1916.....	81.43	635,697.50	360,786.92	274,910.58	3,376.29	956,800.00	671,000.00
1917.....	81.61	674,112.48	391,729.99	282,382.49	3,447.49	867,800.00	671,000.00
1918.....	83.17	827,785.90	423,659.92	404,125.98	4,739.88	1,066,500.00	.....
1919-Dec. 31.....	83.25	815,342.42	394,047.94	421,294.48	5,058.72	1,422,000.00	.....
1920-Dec. 31.....	89.69	718,437.99	378,809.07	339,628.92	3,786.13	1,118,200.00	.....
1921-Dec. 31.....	81.88	891,639.19	470,333.11	421,306.08	5,146.08	1,118,200.00	.....
1922-Dec. 31.....	94.18	918,818.14	490,800.35	428,017.79	4,545.42	1,118,200.00	.....

The mileage of terminal companies shows an increase of 2.30 miles which is accounted for as follows: Des Moines Terminal shows an increase of .53025 mile on account of new switch tracks constructed; Sioux City Terminal shows an increase of 1.62 mile net on account of new line constructed. Des Moines Union

shows an increase of .0046 mile net on account new sidetracks and switches constructed. Des Moines Western shows an increase of .14167 mile net on account switch track constructed.

BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —stock	Amount Outstanding —debt
1908.....	26.26	\$873,727.35	\$122,436.41	\$751,290.94	\$ 28,216.81	\$9,875,800.00	\$ 1,274,462.49
1909.....	27.67	875,873.45	117,975.36	757,898.09	27,352.00	9,875,800.00	2,750,000.00
1910.....	27.70	639,415.29	19,906.92	619,508.37	22,359.19	9,875,800.00	2,750,000.00
1911.....	31.84	670,252.95	25,099.83	645,153.12	20,420.43	9,875,800.00	2,750,000.00
1912.....	32.28	697,446.42	18,447.12	678,999.30	21,034.39	9,875,800.00	2,750,000.00
1913.....	33.39	615,689.90	43,673.95	572,015.95	17,165.06	9,875,800.00	2,750,000.00
1914.....	38.38	567,785.64	30,581.07	537,204.57	14,007.18	9,875,800.00	2,750,000.00
1915.....	37.11	562,818.71	17,807.15	545,011.56	14,686.29	9,875,800.00	2,750,000.00
1916.....	37.38	562,438.31	20,982.20	541,456.11	14,508.76	9,875,800.00	2,750,000.00
1917-Dec. 31.....	37.33	520,575.81	20,491.56	500,084.25	13,396.29	9,875,800.00	.....
1918-Dec. 31.....	38.04	502,537.71	22,709.05	479,828.66	12,604.85	9,875,800.00	.....
1919-Dec. 31.....	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	.....
1920-Dec. 31.....	40.18	730,871.94	20,528.00	710,343.94	17,694.25	9,875,800.00	.....
1921-Dec. 31.....	42.27	634,370.78	34,967.67	599,403.11	14,179.79	9,875,800.00	.....
1922-Dec. 31.....	36.40	551,176.86	29,551.98	521,624.88	14,331.12	7,945,800.00	.....

The mileage of bridge companies shows an increase of .19 mile made up as follows: Increase of .19 mile in Omaha Bridge & Terminal Co. on account of side track construction and remeasurements. The Missouri Valley & Blair Railway & Bridge Co. sold and conveyed its entire line to C. & N. W. Ry. Co., April 30, 1920, of 1.06 miles.

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage —Single Track	Gross Earnings From Operation	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1903.....	98.27	\$ 228,444.55	\$ 132,620.87	\$ 95,823.68	\$ 973.10
1904.....	102.41	342,556.44	217,220.41	125,336.03	1,222.91
1905.....	101.41	467,644.98	216,793.65	250,851.33	1,194.42
1906.....	103.20	629,576.31	394,408.54	235,167.77	1,282.54
1907.....	104.51	770,338.55	478,755.24	291,583.31	1,351.15
1908.....	104.18	862,780.00	501,748.11	361,031.89	1,390.85
1909.....	103.91	1,258,279.22	724,558.61	533,720.61	1,442.49
1910.....	123.82	1,480,136.37	881,893.73	598,242.64	1,337.40
1911.....	143.25	1,865,861.39	1,100,534.21	765,327.18	1,359.29
1912.....	142.74	2,023,181.63	1,272,340.09	750,841.54	1,360.16
1913.....	149.23	2,320,382.21	1,453,634.17	866,748.04	1,229.96
1914.....	147.73	2,662,102.34	1,722,672.17	939,430.17	1,284.45
1915.....	147.48	2,823,032.97	1,827,102.61	995,930.36	1,366.61
1916-Dec. 31.....	149.31	3,120,064.10	1,967,476.15	1,152,587.95	1,354.66
1917-Dec. 31.....	149.10	3,563,320.20	2,124,551.51	1,438,768.69	1,360.60
1918-Dec. 31.....	150.89	4,096,567.00	2,707,527.32	1,389,039.68	1,246.34
1919-Dec. 31.....	152.13	5,468,174.05	3,402,622.31	2,065,551.74	1,357.39
1920-Dec. 31.....	153.96	5,343,338.50	3,467,838.96	1,875,499.54	1,218.61
1921-Dec. 31.....	154.81	6,628,035.83	4,942,737.94	1,685,297.89	1,088.00
1922-Dec. 31.....	152.26	6,964,538.28	4,245,033.79	2,719,504.49	1,786.31

ELECTRIC INTERURBAN COMPANIES—Continued.

Year Ended June 30	Stock			Debt		
	Mileage	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1906.....	102.37	\$ 6,709,200.00	\$ 33,399.00	188.47	\$ 2,912,000.00	\$20,754.00
1907.....	170.63	13,785,219.52	27,172.22	364.45	9,934,700.00	27,259.42
1908.....	395.80	14,772,011.11	37,338.27	388.50	11,708,900.00	30,200.48
1909.....	389.84	14,995,067.40	38,467.03	386.54	12,112,900.00	31,338.71
1910.....	401.20	16,255,994.66	40,442.40	397.90	13,272,544.90	33,366.40
1911.....	482.87	18,437,328.00	38,222.12	423.01	16,213,900.00	38,331.60
1912.....	628.17	19,722,724.00	31,018.29	385.45	20,903,200.00	54,262.40
1913.....	469.68	13,334,702.87	28,381.17	442.53	18,810,000.00	42,305.47
1914.....	480.51	13,638,032.33	28,222.12	478.64	19,647,000.00	41,231.71
1915.....	491.10	16,430,173.73	34,270.57	484.42	20,740,500.00	42,751.01
1917—Dec. 31.....	507.89	18,424,320.58	36,335.34	504.02	21,510,866.67	42,674.60
1918—Dec. 31.....	509.33	17,172,744.76	33,716.24	505.46	22,301,825.00	44,304.86
1919—Dec. 31.....	509.67	17,549,541.37	34,540.74	500.80	22,806,925.00	45,339.42
1920—Dec. 31.....	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.36
1921—Dec. 31.....	509.96	18,181,250.47	36,044.49	509.95	25,867,392.55	50,734.01

There is a decrease in mileage of 2.44 miles of road owned, all tracks, of electric interurbans in 1920 as compared with 1919, made up as follows:

Decrease of 1.62 miles, Tama & Toledo Ry., account track taken up and abandoned.

Decrease of .15 mile, Clinton, Davenport and Muscatine, account sidings and turnouts.

Decrease of 1.06 miles, Waterloo, Cedar Falls and Northern, account of abandonments.

Increase of .19 mile, Interurban Railway, account sidings and turnouts constructed.

Increase of .20 mile, Tama & Toledo R. R., account sidings and turnouts constructed.

Total decrease	2.83 miles
Total increase .....	.39 miles
Net decrease	2.44 miles

In submitting this report, it seems unnecessary to make any comment as to the work and decisions on purely intrastate matters pertaining to this Commission. But it is fitting to call attention to some of the activities and accomplishments in connection with interstate cases.

In the Western Grain Case, before the Interstate Commerce Commission, decided October 20, 1921, the Iowa Commission was especially active, being one of the five states in charge of the presentation of the case. The decision was favorable, materially reducing the rates on grain and hay, saving the producers, it is esti-

mated, many millions of dollars. We are at present representing Iowa interests in other rate cases before the Interstate Commerce Commission, both freight and express.

Commissioner Woodruff is Chairman of the Valuation Committee of the National Association of Railway and Utilities Commissioners, while Commissioner Webster is Chairman of the Legislative Committee, these being two of the most important committees of the Association. The Iowa Commission was, therefore, in a measure, directly responsible for securing an amendment to the Valuation Act in Congress, which will save the shippers of the country a vast sum of money. This amendment obviated the necessity of the Interstate Commerce Commission making valuation on lands used by railroad companies based on excess cost of acquisition.

The Iowa Commission has been extremely fortunate in having one of its members, Commissioner Dwight N. Lewis, selected as President of the National Association of Railway and Utilities Commissioners, all of which adds to the prominence and influence of the Iowa Commission in National affairs.

CAR SHORTAGE

The past year we have experienced the worst car shortage in the history of the country. We have had complaints from 157 different towns, from some of the places receiving as many as four or five appeals for help in securing equipment. This has entailed an enormous volume of correspondence. The public generally has appreciated the shortage of cars, and our efforts have been, mainly, to see that the available supply has been distributed equitably. The railroads have cooperated with us in a magnificent manner in the relief of those who have been suffering, and at this writing the conditions have improved somewhat.

MAPS

It has long been the custom of the Legislature to appropriate funds for the use of this Department in the publication of a railroad map of Iowa. This map has almost become a tradition with us, and the demand for it has grown by leaps and bounds. The last appropriation we had was in the year 1917, and we have been supplying maps from this edition ever since. However, our supply became exhausted early in the spring and we are now completely out of them. We have hundreds of calls for the map, and believe that a sufficient appropriation should be made to enable us to furnish them to the schools also.

BONDED WAREHOUSES

Other than preparing forms for use under the provisions of this Act, Chapter 8-A, et seq., Acts of the Thirty-ninth General Assembly, we have not functioned under this law. However, we wish to repeat the suggestions made in our 1921 report touching on this subject.

VALUATION

We wish to again comment upon this most important subject, and to add to the suggestions made in our 1921 report. The most vital issue in the Transportation Act hinge upon this valuation. The provisions of the Act are not only to the effect that an aggregate valuation shall be taken, but also the valuation shall be established as to state lines. And when this has been done, then, in order to reap the great benefit to the individual states from this valuation, in the matter of establishment of just and reasonable rates, the valuations of the various carriers within the State should be kept current. This will not only give us a tangible and every ready basis for fixing reasonable rates, but will also be an aid to taxing bodies in the taxation of the carriers. They will then have some specific means of fixing the taxation, and will not be required to accept entirely the valuations as reported by the carriers. If we do not anticipate some permanent means of checking the valuation of the carriers, then this stupendous volume of work, which has been done in order to make a check of the Interstate Commerce Commission's valuation, will only have achieved the one object of verifying the interstate valuation, and reconciling such errors as may have appeared; and, while the vast expenditure of money and work necessary to accomplish this will be justified, yet we cannot help but feel that, in order to reap the full fruition from this task, we should keep these values current. This will entail the permanent employment of a valuation department, and an appropriation to cover the maintenance thereof; but the final result, we feel confident, will more than justify the expense.

Decisions and Rulings in General Cases

No. 9113-1919.

SAMUEL BOLEN, ET AL, COLFAX, AND BOARD OF SUPERVISORS OF JASPER COUNTY, Complainants,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, Defendant.

Decided August 1, 1922.

CROSSING—HIGHWAY—APPLICATION FOR GRADE CROSSING—AUTHORITY OF THE COMMISSION—RELOCATION OF HIGHWAY—OVERHEAD CROSSING
Supplemental Order—Re-hearing: Change in description of private and public highway to be provided for complainant, due to change in location of public highway by the County authorities. (See also Commissioners' Report 1919, Page 14.)

For Complainant—Hon. J. H. Henderson, Commerce Counsel.

For Defendant—J. G. Gamble and R. N. Lynch, Attorneys.

For Jasper County—H. C. Schulz, County Attorney, Newton, Iowa.

Now on this date, to-wit, August 1, 1922, the above matters came on for further hearing, the complainant, Samuel Bolen, appearing by J. H. Henderson, Commerce Counsel of Iowa, and The Chicago, Rock Island & Pacific Railway Company appearing by J. G. Gamble and R. N. Lynch, its attorneys, and the Board of Supervisors of Jasper County, Iowa, appearing by H. C. Schulz, County Attorney; and it appearing to the board that some changes and definite location of the highway and crossing should be made, requiring a more definite location of the bridge or crossing and a modification of the order of the board as heretofore made, it is therefore, upon full consideration of the same and by agreement of all of the parties, ordered as follows to-wit:

It appearing that the order of this Commission heretofore prescribing the location of the bridge over the railroad was an approximation, and since then there have been changes in the establishment of the primary road and the building of the bridge which crosses the railroad track at another and a different place, which bridge, when erected, will answer all of the purposes of the claimant therefor, the order of the board heretofore made is changed and modified so as to require that the bridge shall be at a point 1185.5 feet, measured southeasterly along the center line of The Chicago Rock Island & Pacific Railway Company's main track, from the point of intersection of said track with the west line of Section Five (5), Township Seventy-nine (79), North of Range Twenty (20), West of the Fifth Principal Meridian, Iowa, to the point of intersection of the center line of primary road Number Seven and the said Chicago, Rock Island & Pacific Railway Company's main track, and the construction of the bridge on said primary road will be a compliance with the order of this board in granting to the complainant a crossing over the tracks of the said railroad.

The change in the definite location of the bridge requires a change in the description and location of the highway leading to the bridge, and it is therefore ordered that the Board of Supervisors of Jasper county, in lieu of the description of the land contained in the original order, shall procure for the right of way and establish the public highway from the said primary road near said bridge, as follows:

Beginning at the point of intersection of the west line of the primary road and the north line of The Chicago, Rock Island & Pacific Railway Company, extending thence along the north right of way line of said railway company to a point on the right of way line that is twenty (20) feet east of the west line of Section Five (5), Township Seventy-nine (79) North of Range Twenty (20) West, thence north to a point that is sixty-six (66) feet at right angles to right of way and twenty (20) feet east of west line of said Section Five (5), thence southeast three hundred ten (310) feet to a point that is forty (40) feet at right angles to right of way line, thence southeast parallel to right of way line to west line of primary road, thence at right angles to right of way line forty (40) feet to place of beginning.

These modifications in no wise prejudice or otherwise change the original order herein.

No. 9709—1921.

LYON COUNTY FARM BUREAU, ROCK RAPIDS, Complainants,

v.

GREAT NORTHERN RAILWAY CO. AND CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO., Defendants.

Decided January 4, 1922.

TRACK CONNECTION AT DOON—DIVISION OF EXPENSE—SUPPLEMENTAL ORDER
EXTENSION OF TIME GRANTED.

It appearing that the defendant railway companies could not agree upon division of the expense in the building of connecting track as ordered constructed by the Board on June 3, 1921, division of such expense fixed by order. (See 1921 Report, Page 43.)

Extension of time to June 3, 1922, granted in which to complete track connection.

For the C. St. P. M. & O. Ry. Co.—R. L. Kennedy, St. Paul, Minn.
For the Great Northern Railway Co.—A. L. James, St. Paul, Minn.
On December 5, 1921, the railway companies, respondents in this case, filed the following petition:

"Comes now the Great Northern Railway Company and the Chicago, St. Paul, Minneapolis & Omaha Railway Company and represent to the Commissioners that the said above named complainants did on December 10, 1920, file a petition with said Board of Railway Commissioners praying that the Board require the above named defendants to build and maintain suitable switching facilities or connecting track at Doon, Iowa. That answer was filed by said companies and issue joined thereon and a hearing had before the said Commissioners upon the

issues so joined on the 9th day of April, 1921, and on June 3, 1921, the said Commissioners entered an order directing that the said above named defendants construct the necessary track at Doon, Iowa, and make a connection between the two railroads at that point. The selection of the location being left to the said defendant companies. The said order provided that such track should be constructed within nine months from the date of the order.

That the said time so fixed by the said Commissioners for the construction of said connecting track will expire on March 3, 1922. That the cost of such connecting track as estimated by the engineering departments of the said defendant railroads, will approximate some figure between \$12,000.00 and \$16,000.00, and that owing to the financial conditions and the lack of railroad business during the past year, it would have been a great hardship and almost impossible for the said named railroads to comply with the said order of the Iowa Railroad Commissioners within the time allowed by said order. That only about four months of the time so allowed in which to construct said connecting track is left and such four months is during the winter period and any attempt to perform the work necessary in the construction of said connecting track during such period would be impracticable and would greatly increase the cost thereof.

That another reason why the said railroad companies have not complied with said order is that they have been unable to agree as between themselves as to the apportionment or division of the cost necessary for the construction of said connecting track and no order apportioning or dividing such cost as between such defendant railroad companies was made or entered by the said Board of Iowa Railroad Commissioners.

That owing to the winter season coming on, and present financial conditions, it will not be possible for the said companies to construct the said connecting track within the time allowed by the said order of the said Board. In fact, no work could be done thereon until after the expiration of the period allowed by said order, to-wit: March 3, 1922, and that, in all fairness, the time for the construction and completion of such connecting track should be extended for a period of at least six months from March 3, 1922, and an order should be made by this Board so extending the time, and also apportioning and dividing the cost of construction and maintenance of said connecting track.

"WHEREFORE, your petitioners, the above named defendants, pray that an order may be made and entered by said Board of Railroad Commissioners extending the time for constructing the said connecting track at Doon to November 1, 1922, and your petitioners pray

That a time be fixed for a hearing upon the question as to division and apportionment of the cost of the construction and maintenance of said connecting track and that upon such hear-

ing, the said Board determine and apportion said cost and expense, and determine the amount or percentage of the total cost and expense each of these petitioners should pay.

"Dated this third day of December, 1921."

On December 6, all parties were notified that the Board had of record extended the time for complying with the order for thirty days from March 3, 1922. The respondents were not satisfied with the extension of time granted, and again asked for hearing.

At the conclusion of the hearing, the Commission announced that, owing to the difficulties in construction work during winter and early spring months, the railway companies would be given until June 1, 1922, to complete the building of the connecting track, and it is hereby ordered that such connecting track shall be constructed, completed, and ready for operation, on or before June 3, 1922.

In the matter of the division of the expense, testimony was introduced indicating that, on shipments of livestock to Chicago, the Chicago, St. Paul, Minneapolis & Omaha Railway Company would lose in revenue, while the Great Northern Railway Company would gain. For instance, on shipment of car of cattle, Rock Rapids, to Sioux City, the earnings of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, when shipment moves via that line, would be \$46.29; if the car is hauled via Doon and the proposed transfer track, the Chicago, St. Paul, Minneapolis & Omaha Railway Company earnings would be \$17.60 per car, and the Great Northern Railway Company, \$28.69. On shipments of hogs and sheep the results would be approximately the same. The railway companies have agreed upon the location and the plan of construction of the transfer track, but are not agreed as to division of expense. We have carefully gone over the plan of the proposed track, as agreed upon by the respondents, and, considering the probable traffic changes that will result from the use of this track, it is our opinion that of the total cost of the construction of the track, as agreed upon, by the respondents, the Chicago, St. Paul, Minneapolis & Omaha Railway Company shall pay twenty-five (25) per cent, and the Great Northern Railway Company seventy-five (75) per cent, and it is so ordered.

No. 9941—1922.

CITY OF CRESTON, Complainants,

v.

C. B. & Q. R. R. Co., Defendants.

Decided May 24, 1922.

CROSSING-HIGHWAY—SEPARATION OF GRADES—SUBWAY ORDERED.

Board approves of Ordinance of Necessity for Subway, as passed by the City Council of Creston, and suggests plans that should be presented to the Board later for its approval, as provided by the Code.

For Complainants—Geo. A. Johnston, City Sol'r., Creston, Ia.; L. J. Camp, Atty., Creston, Ia.; J. H. Henderson, Commerce Counsel.

For the Railroad Company—W. D. Eaton, Atty., Burlington, Ia.; F. H. Ustick, Gen'l Supt., Burlington, Ia.

For the Iowa Highway Commission—J. H. Ames, Bridge Engineer, Ames, Ia.

The City of Creston, by ordinance No. 347, declared for the necessity of a subway crossing under the eight tracks of the Chicago, Burlington & Quincy Railroad on Elm Street. The Railroad Company was duly advised of such ordinance, and the Board requested to approve of the necessity and the plans for such viaduct. Hearing was had at Creston and evidence submitted establishing the necessity for such a subway to enable pedestrians and vehicles to pass in safety across the tracks from one side of the town to the other. It was shown that a large part of the residence district of Creston is located on the south side and the business part of town is mostly north of the tracks. Elm Street is the main traveled street connecting the two portions of the City of Creston, and, in addition, is the main artery of travel from the farming communities to the south of Creston. Testimony indicated that there was considerable blocking of this street by moving, standing, and switching trains; that this not only inconvenienced persons desiring to cross but interfered with the use of the crossing by the fire department of Creston. The High School is located north of the tracks, and many pupils residing on the south side (about seventy-five in number), are required to use this crossing to go to school. The population of Creston is about eight thousand, with more than two thousand living south of the tracks.

The plans submitted for the approval of the Board called for approaches of an 8.4 per cent grade, twelve feet clearance, with two fifteen foot roadways and two five foot sidewalks, the tunnel itself to be one hundred thirty-five feet long, and the approaches ending at Union Street on the south and Adams Street on the north. The City Engineer estimated the cost of a steel and concrete structure to be approximately \$60,000.00, with paving costs of about \$9,000.00. The plans called for the elimination of two tracks over the subway, which was strenuously objected to by the Railroad Company. It was suggested that other and more detailed plans be prepared, as contemplated by the statute, and the Board would call further hearing for the purpose of approving or disapproving of the revised plans as submitted. Such revised and detailed plans were submitted by the City Engineer to the Railroad Company and the Board. The Commission also asked the State Highway Commission to go over the matter carefully, and this was done by Mr. J. H. Ames, Bridge Engineer for that Commission.

The revised plans indicate approaches of 7.5 per cent. This is a steeper approach than would ordinarily be approved, but the distance is very short, and expert testimony indicated that, under the circumstances, this would not be objectionable. The clearance is somewhat less than twelve feet, which is easily remediable. The width of the two roadways was provided for at fifteen feet but should be eighteen feet, with sidewalks of five feet. The plans in detail have been furnished the Railroad Company. At the final hearing, it was urged, on the part of the Railroad Company, that the City, in attempting to require a subway that did not go under all the tracks as at present located, was acting without authority of law. It is not, however, our province to determine such a question. We find that there is public necessity for the subway as provided by ordinance

No. 347 of the City of Creston, adopted July 6th, 1920. Upon examination of the plans submitted by the City, as provided by law, we find that the City Engineer, the Bridge Engineer for the Railroad Company, the Bridge Engineer for the Iowa State Highway Commission and the Dean of the Engineering Department of the State University, agreed that these plans, as submitted, provide for a substantial, convenient and adequate subway, with certain exceptions.

We cannot approve of the plans as submitted. If they are changed to provide for eighteen (18) foot roadways, with a full clearance of twelve (12) feet, both at portals of subway, considering grade of approaches, and for the entire length of structure, that the two south tracks be properly relocated and not eliminated, leaving enough clearance between the tracks to permit of trainmen being on side of car, and that approaches to said subway shall not exceed 7.5%, then such plans may be submitted for approval without further hearing or showing.

No. 9942—1922.

CITIZENS OF MARSHALL COUNTY, By W. A. BUCHANAN, COUNTY AGENT,

MARSHALLTOWN, Complainants,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., Defendants.

Decided December 6, 1921.

CROSSING—HIGHWAY—OBSTRUCTION OF, BY CONTIGUOUS PRIVATE PROPERTY.

Held, Board without authority to compel land owners to use land contiguous to railroad crossings for certain purposes, in order to make such crossings safer for public travel, but County Supervisors may remove the difficulty by widening the highway.

Standard warning signs should be placed 200 feet from railroad on highway by the County Authorities, and the railway company should bear a reasonable proportion of the expense.

The crossing not being made unusually hazardous by reason of the construction of the railroad, Board without authority, and the case was dismissed.

For the Complainants—W. A. Buchanan, Marshalltown, Ia.; Walter Condran, Asst. Commerce Counsel.

For the Respondents—C. L. Taylor, Cedar Rapids, Ia.; C. H. Marshall, Supt., Marion, Ia.

Petition of sixty citizens of Marshall County was received in the office of the Board, reciting that the crossing of the railway of the respondent company by the highway between sections 1 and 2, S2-19, Logan Township, Marshall County, created a dangerous situation to the public which should be relieved by the installation of a bell or some means of warning to the public; that a school bus used this crossing twice daily, and that in the opinion of petitioners this made the need for protection the more urgent.

The railway company, through its Vice-President, Mr. B. B. Greer, filed the following answer:

"Our investigation develops that the railway at the point in question is at the top of an ascending grade in both directions,

and the view from this elevation is unusually good. While there are some farm buildings located about 150 feet from the railway on the west side of the highway and a row of trees about 25 feet apart on private property outside of the right-of-way fence, which in some instances obstruct the view from the highway of trains approaching from the west, the view is very good from all other directions.

"A count was made of the traffic over this crossing on November 5th, 8th, and 9th, and indicates there was but one pedestrian used this crossing those three days, and an average of 21 vehicles of all descriptions. We, therefore, do not feel that the travel over this crossing is heavy enough to warrant the expense of installing a crossing bell. This is particularly emphasized at this time by reason of the extreme urgency of curtailing expense in every direction, a condition which I am sure is fully appreciated by you."

Board fixed June 30, 1921, on premises for hearing, and all parties were notified.

Personal examination was made of the situation there, testimony was offered as to the use of the crossing, and maps and profiles filed showing the location of tracks, highways, obstructions to view, grades, etc.

At the point where the highway crosses the railway the railroad is on a .55% grade;—a few feet to the east the top of the grade is reached, when there begins a descending grade of 0.66%. The highway itself is practically level. There is a shallow cut through which the railway line runs at the crossing, not to exceed six feet and at the point of crossing the difference in the grade of the railway and of the natural surface of the ground would not exceed four feet. The embankments themselves are not sufficient to make this crossing any more dangerous than the average railroad crossing at grade in this state. In approaching the railroad crossing from the north the view of the traveler on the highway is obstructed by farm buildings and a grove on the west side of the highway adjoining the right of way of the railway. This obstruction to view could be removed only by the owner of the property removing buildings and grove. To the east there is no obstruction to view of approaching trains. Approaching on the highway from the south, the view of approaching trains is obstructed somewhat in both directions. There is a slight elevation of ground above the railroad tracks and the highway at the crossing on the land adjoining the railroad and highway. Upon this elevated ground, corn ten feet high or more was growing. As one approaches the crossing from the south there are places in the highway where the tall corn would effectually hide approaching trains. With ordinary care, however, there should be no accident at this point, as approaching the crossing from both directions trains are up-grade, and ought to be readily heard, if not easily observed. All difficulty could be removed if the owner of the buildings and grove could be induced to change the location of his buildings and remove a portion at least of his grove, and the farmers could see their way clear to plant small grain or put into pasture the land immediately adjoining the crossing. The railroad company should remove snow fences on the north of the track near the crossing and replace them with woven wire.

We believe the owners of land contiguous to this crossing should voluntarily join in removing the obstructions that prevent a perfect view at this point—they can do it in the manner indicated. This Board has no authority to compel landowners to plant any certain kind of crop on their farms, but common interest in the welfare of the public ought to be a compelling force to induce all men to do their utmost to protect the lives and safety of others. If the property owners fail or decline to do this, then the County Supervisors have ample authority to institute condemnation proceedings to widen the highway sufficiently at the crossing to permit of a free and unobstructed view of approaching trains from a point on the highway in either direction three hundred (300) feet from the railroad. We believe, also, that standard warning signs should be placed on the highway approximately three hundred (300) feet from the railroad. If the County Authorities should do this the railway company ought to bear a reasonable proportion of the necessary expense in order that the crossing be made safer for public use. Finding, as we do, however, that this is not such an unusually hazardous crossing by reason of the construction of the railroad as would require at this time the separation of grades or the installation of bells, the case is dismissed.

No. 9943—1922.

JACOB HOTLE, WELLSTON, Complainant,

v.

C. M. & St. P. Ry. Co., Defendant.

Decided January 4, 1922.

STATION FACILITIES AND SERVICE—CONSTRUCTION OF DEPOT.

Held, Evidence sufficient to require an order for the construction of a depot at Wellston, for the public safety and convenience, to replace the box car now used as a station, and that the same should be kept open, warmed and lighted a reasonable time before the arrival and after the departure of trains carrying passengers, and stopping at this station.

For the Complainant—Smith W. Brookhart, Atty., Washington, Ia.

For the Defendant—C. L. Taylor, Atty., Cedar Rapids, Ia.; B. F. Hoehn, Supt., Ottumwa, Ia.

Jacob Hotle, of Wellston, Iowa, wrote the Board, "as a representative of the people of Wellston," a station on the Chicago, Milwaukee and St. Paul Railway, asking that the Board order that a station agent be installed at that point, and a depot constructed.

On April 12th, Mr. W. M. Weidenhamer, Gen. Supt., C. M. & St. P. Ry. Co., answered the request, saying that:

"I have made an investigation of the conditions at Wellston and find that the earnings of the station for the six months ending February 28th, 1921, are as follows:

Car Load Freight Forwarded	\$3,245.00
Less Car Load Freight Forwarded	36.04
Car Load Freight Received	776.78
Less Car Load Freight Received	738.26

Total	4,796.08
Average per month	799.35

"Our present facilities at that point consists of a car body, one end of which is used for a waiting room and the other for a freight room. There is also a short business track with stockyards. We are maintaining a custodian to look after the business who is paid a monthly salary of \$25.00. The estimated expense to construct a depot similar to other stations on that Division is \$2,500.00 and the wages of a regular Agent will represent an increase in the cost of operation of about \$100.00 per month and some additional expense in the way of supplies.

"We have on the east, 3.3 miles distant, the open station of Titus; on the west, 5.3 miles distant the open station of Rubio. We feel that we are serving the territory in the vicinity of Wellston very well with the open stations at Titus and Rubio and the maintenance of a custodian and present facilities at Wellston.

"I believe the Commission will agree that it would be a hardship to the Railway Company if they were required to establish an open agency and construct a station building at Wellston, particularly under present business conditions."

Petitioner requested hearing, which was granted, at Wellston, on October 4, 1921.

It was developed at the hearing that the business at this station consisted mostly of live stock, there being but little passenger traffic, or less than carload shipments. The total freight revenue for carload freight, forwarded and received, for the period January 1, 1921, to August 31, 1921, was \$5,423.21; \$3,864.01 being for freight forwarded. The less than carload freight produced a revenue for freight received of \$373.32, and freight forwarded \$57.27, being a total for the eight months of \$430.59. The average earnings per month, for the eight months, at Wellston station, all freight, was \$731.72. It must be remembered, however, that these same figures appear in the earnings of the other terminals concerned in the shipments, so that one-half this amount is properly credited to Wellston. This is entirely too small an earning to entitle Wellston to an agency station, in the absence of other controlling circumstances. Agency stations are already located close to Wellston and available for orders for cars to be set out at Wellston station. In our opinion, all that could be required at this station, at this time, is a custodian, to keep the depot open, and warmed and lighted, when necessary, and to look after less than carload freight. He should also assist shippers in securing cars for shipments of stock and other commodities. So long as railroad companies are bound by their agreements, made voluntarily or otherwise, so that agents at small stations like Wellston must be placed upon the same working conditions and wages as obtain at large shipping points, there must be curtailment of expense. It is regrettable, but we have no authority to require the establishment of agencies, except upon the conditions as to working time and wages which have been approved by the federal labor board.

Wellston does, however, initiate considerable business, particularly in live stock, and the station, as a station, does a fairly good business; enough so, that it is our opinion that the box car station provided for the use of patrons is insufficient for the convenience and the accommoda-

tion of the public. It is our opinion that the Chicago, Milwaukee and St. Paul Railway Company should, within ninety days hereof, provide for the station of Wellston a suitable station building, similar to that provided for the station of Titus and similar stations, and keep the same open, warmed and lighted a reasonable time before the arrival and after the departure of trains carrying passengers stopping at this station, and it is so ordered.

No. 9944—1922.

BOARD OF SUPERVISORS OF FRANKLIN COUNTY, HAMPTON, IOWA
IOWA STATE HIGHWAY COMMISSION, AMES, Complainants,
V.

C. G. W. R. R. Co., Defendant.

Decided January 21, 1922.

CROSSING—HIGHWAY—DIVISION OF COST OF CONSTRUCTION.

Upon evidence submitted.

Held, that the County should purchase right of way for relocation of highway to enable it to cross under the tracks of defendant railroad; and that the railroad company should bear all expense of construction and maintenance of suitable opening for highway, and bridge structure for the use of railroad.

For the Complainant—J. H. Ames, Ames, Ia., for the Highway Commission; E. Y. Cron, Chairman, of the Board of Supervisors, Hampton, Ia.

For the Railroad Company—Fred P. Carr, Atty., Des Moines, Ia.

Petition received from Board of Supervisors of Franklin County through the State Highway Commission states that the respondent railway and said Board could not agree upon the manner of crossing the railroad by a newly located highway between Section 31, Township 92 north, Range 20 west of the 5th P. M., (Mott Township), and Section 36, Township 92 north, Range 21, west of the 5th P. M., (Marion Township), Franklin County, the said highway crossing the railroad about one-quarter mile south of the northwest corner of Section 31, Township 92 north, Range 20 west of the 5th P. M., Franklin County. In sending the petition to the Board, Mr. J. H. Ames, Bridge Engineer, for the State Highway Commission, said:

"We are attaching, hereto approved copies of a petition signed by the Chairman of the Board of Supervisors of Franklin County and approved by the State Highway Commission, concerning our Crossing Project No. 156, which is located in Franklin County about two miles west of Hampton on a portion of the primary road system.

"Negotiations for the improvement of this crossing have been pending for some time and we have been unable to reach an agreement with the railroad company concerning its improvement. We would, therefore, ask that your Commission set a date of hearing on this matter and issue such orders in connection with the improvement as you consider reasonable and just.

"We are attaching copy of the plans for the proposed improvement as they have been prepared by the Highway Commission. Copies of these plans have been sent to the Railroad Company and to the County."

The Railroad Company stated that they were not in position to voluntarily assume additional financial outlays, and the matter was set for hearing on the premises May 23, 1921.

After viewing the premises, and holding hearing, it was agreed between the parties that new plans would be prepared to carry the highway under the railroad immediately west of the present bridge over the creek, such plans to be submitted to the railroad company, and if not finally approved by the officers of the railroad company, they are to be submitted to the Railroad Commission for order. It was tentatively admitted by the representatives of the railroad company that the railroad company should, upon Mr. Ames' suggestion, bear that part of the expense accruing on the right of way of the railroad company. After full consideration, the Board has reached the following conclusion:

First: The railroad company to remodel their bridge at their own expense so as to provide a highway undercrossing having a vertical clearance of 14 feet and a horizontal clearance of 29 feet to be located just west of the small creek (C. G. W. Sta. 16599 plus 42.5) and the angle of crossing to be approximately 90 degrees. When present structure is replaced with permanent construction horizontal clearance to be increased to minimum of 24 feet.

Second: The railroad company to construct and maintain a suitable bulkhead or retaining wall for the entire width of their right of way, to prevent the encroachment of the small stream upon the highway and to act as a retaining wall for the highway fill in approaching the undercrossing.

Third: All costs of maintenance, reconstruction or additions to the present structure or to the bulkhead or retaining wall to be at the expense of the railroad company.

Fourth: The county to purchase all right of way and pay all costs of constructing the highway on the new location including the costs of grading the highway within the limits of the railroad right of way.

Fifth: The present grade crossing between Section 36, Marion and Section 31, Mott Township, shall be vacated by the Board of Supervisors.

Sixth: The construction required to make the undercrossing usable to be undertaken within thirty days.

And it is so ordered.

Dated at Des Moines, Iowa, this 21st day of January, 1922.

No. 9945—1922.

LUCAS COUNTY FARM BUREAU, ET AL, BY COMMERCE COUNSEL,
Complainants,
V.

C. R. I. & P. RY. CO. AND C. B. & Q. R. R. CO., Defendants.

Decided June 6, 1922.

TRACK CONNECTION AT CHARITON.

Track connection where the line of the C. R. I. & P. Railway Co. is crossed by that of the C. B. & Q. R. R. Co., at Chariton, held to be a public necessity and construction ordered accordingly.

For the Petitioners—J. H. Henderson, Commerce Counsel of Iowa; E. A. Anderson, Attorney, Chariton, Iowa.

For the Defendants—W. D. Eaton, Attorney, C. B. & Q. R. R. Co., Burlington, Iowa; J. G. Gamble, Attorney, C. R. I. & P. Ry. Co., Des Moines, Iowa.

The petition in this case asks for an order of the Board requiring transfer track between the lines of the Chicago, Rock Island & Pacific and Chicago, Burlington & Quincy Railroads, in the town of Chariton, and for reason therefor recites:

First, that the petitioners are residents, taxpayers and shippers, or interested in shipping, residing in Chariton, or territory tributary thereto.

Second, that the Southern Iowa Electric Company is located on the line of the Chicago, Rock Island & Pacific, and that it cannot receive carloads of freight consigned on the Chicago, Burlington & Quincy without draying the same;

Third, that the Peoples' Gas & Power Company is similarly located, and subject to same annoyance and expense;

Fourth, that Elkenberry & Company, engaged in the handling of lumber, coal, grain, cement, livestock, etc., at Chariton, are located on the Chicago, Burlington & Quincy Railroad and shipments to or from points on the Chicago, Rock Island & Pacific must be drayed because there is no transfer track;

Fifth, that efforts had been made to induce the Railroad Companies to make the connection, but without avail.

Answering the petition, the Chicago, Rock Island & Pacific Railway Company replied, on March 7, 1921, resisting the application for a connecting track, stating that:

"This matter has given consideration by the C. B. & Q. and the C. R. I. & P. Railways something like two years since, and it was found at that time the cost would be in excess of \$15,000.00, and I assume that at this time it probably would be more than that to put in a connection which would not be satisfactory even to the shippers, as the connection would necessarily have to be built outside of the Chariton city limits, and lead out of the main line of the C. B. & Q. between stations.

"As you are aware, the two railroads cross in Chariton with a separated grade line, that is the C. B. & Q. cross our line overhead, and as the grades of the two railroads are on a different level for a good distance apart, it is not thought that even though conditions would warrant, that it would be possible to put in a workable interchange track even at the expense above indicated."

The Chicago, Burlington & Quincy Railroad Company filed its answer August 9, 1921, and, among other things, asserted that the construction of such a track would cost not less than \$41,000.00, with a heavy annual cost for maintenance and operation; that there was no real demand for such a track, and that the cost thereof was out of all proportion to the benefit to be derived.

At the hearing much testimony was introduced, indicating need for the connecting track, especially with reference to shipments of coal. The Railroad Companies introduced blue prints and estimates of cost

of construction of a suitable connecting track, indicating a total cost of \$41,195.47, with an annual estimated cost of maintenance and operation of \$6,677.82. The engineer for the petitioners had no detailed figures, but did not believe the cost would reach any such figure. The Commissioners inspected the premises and took the case under advisement. The Board secured the services of Mr. E. R. Meredith, who has had fourteen years of experience as an engineer, in the operation of railroads, having had charge of design and operation of track connections of the character under consideration. On May 6, 1922, he filed his report, after making careful surveys and estimates. This report indicates that a suitable track connection, which would be feasible and adequate, may be made between the lines of defendant railways, in the northeast angle of the crossing, at a cost of \$20,268.33. The Board, therefore, finds there is necessity for a track connection at Chariton, between the lines of the Chicago, Burlington & Quincy and the Chicago, Rock Island & Pacific Railroads, and, it is ordered that when the petitioners herein shall have procured the necessary right of way and duly notified the railroad companies and this Commission thereof, the connecting track as provided for herein shall be constructed by said railroad companies within ninety days from the time of such notification.

No. 3946—1922.

CITY OF OTTUMWA, Complainants,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY; CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY; AND KEOKUK AND DES MOINES RAILROAD COMPANY, Defendants.

Decided October 5, 1922.

VIADUCTS IN CITIES AND TOWNS—PUBLIC NECESSITY AND CONVENIENCE.

Evidence indicated that viaduct asked for would not be used by the travel it was designed to protect, and the Board refused to approve of City Ordinance and plans submitted for such viaduct. (See also Railroad Commissioners Report 1920, Page 28.)

For the Petitioners—Wm. A. Hunt, City Solicitor, Ottumwa, Iowa; for the C. R. I. & P. Ry. Co., J. G. Gamble, Attorney, Des Moines, Iowa; for the C. B. & Q. R. R. Co., W. D. Eaton, Attorney, Burlington, Iowa; for the Railroads, Walter McNett, Attorney, Ottumwa, Iowa; for the Iowa Highway Commission, J. H. Ames, Bridge Engineer, Ames, Iowa.

On September 28, 1920, after exhaustive investigation and hearings, this Commission declined to approve of an ordinance of necessity and plans for a viaduct on Vine Street, in the City of Ottumwa, crossing the tracks of the Chicago, Rock Island and Pacific Railway Company, and Chicago Burlington and Quincy Railroad Company, said Vine Street thence crossing, at grade, the track of the Chicago, Milwaukee and St. Paul Railway Company and the bridge over the Des Moines River, connecting the north and south sides of the City of Ottumwa, for reasons stated in its opinion, pp. 38-40, 43rd Annual Report of the Railroad Commission, for the year 1920.

During the early part of the month of May, 1921, the Board received many petitions of citizens, requesting investigation of grade crossings in Ottumwa, "said investigation to be preliminary to an order from your Commission for viaduct, viaducts or other provision which will insure safety to foot and vehicular traffic at said crossings."

On May 19, 1921, the Commission went to Ottumwa, again looking over the situation and holding an informal conference with representatives of the city government of Ottumwa, and other leading citizens. It was understood that an effort would be made by the city to agree with the railroad companies in reaching a solution of the situation, failing in which, the city would thereupon pass an ordinance of necessity and proceed under the provisions of Section 770 of the Code of Iowa, 1897, as amended.

On September 19, 1921, there was filed with the Board, certified copy of ordinance 975 of the City of Ottumwa, passed July 18, 1921, together with plans, declaring the necessity for a viaduct on Vine Street, over the tracks of the Chicago, Burlington and Quincy Railroad Company, the Chicago, Rock Island and Pacific Railway Company, and Keokuk and Des Moines Railroad Company. The plans submitted provided for a structure crossing the tracks as indicated, but did not provide for an extension of the viaduct over the track of the Chicago, Milwaukee and St. Paul Railway Company, which according to the plans submitted, would be but a short distance south of the beginning of the south approach to the proposed viaduct.

Much correspondence followed. The Board, having no bridge or civil engineer in its employ, requested the Iowa Highway Commission to make a survey of the situation at Ottumwa, with a view to ascertaining the best possible solution, in fairness to all concerned. Mr. J. H. Ames, Bridge Engineer, of said Commission, made such examination and report to the Board, copy of which was furnished the city authorities. Some difficulty was had in finding a date for hearing agreeable to all parties, but after notice, hearing was had at Ottumwa, on June 29, 1922.

The city introduced many witnesses, and their testimony was to the effect that Vine Street was the only practical location; the Mayor, City Engineer, and business men who should know the conditions, were unanimous in their approval of the Vine Street route. The County Agent testified that it was a very great inconvenience to farmers who had products to deliver to the packing plant, and who came through South Ottumwa, as they were obliged to cross and recross the tracks to get to the packing house. Mr. Foster, manager of the John Morrell Packing Co., corroborated this testimony. The Commission could only take official notice of the plans across Vine Street, but much testimony was introduced as to the most feasible route, Market or Vine Street. Ten citizens and business houses wrote letters to the Commission, protesting against the location of a viaduct on Vine Street, claiming that Market Street was the most feasible.

The city witnesses testified that Vine Street was not only the most practical, but if Market Street were used, the damages to property

against the city would be beyond reason, and that on account of the congestion of traffic, it would be impractical to concentrate all the traffic from the proposed viaduct on Main Street.

Bridge Engineer Ames, of the Highway Commission, who had made an examination of the plans and of the location on Vine Street, testified to the effect that the plans as presented by the city were impracticable, and that Vine Street was not the proper point for a viaduct.

The Defendants made many objections to the proposed viaduct across Vine Street, claiming that the width was excessive and unnecessary, that the manner of construction confiscated a large amount of their property which would be needed in the future for additional trackage, and that the proposed plans dumped the traffic down on the Milwaukee switching tracks, and would also necessitate the crossing of the main line of the Wabash, south of the river. In other words, that the viaduct crossed only half the tracks, instead of all of them. They also testified that the cost of the viaduct would be approximately \$250,000.00, whereas, it was testified the viaduct could be built across all the tracks at Market Street for \$70,000.00 and the bridge raised for \$20,000.00, this with a 4½ per cent approaching grade.

The railroads also introduced a traffic expert employed by the City of Chicago, and his testimony was to the effect that it was almost impossible to move traffic away from the most direct route; that with nine bridges across the river in the City of Chicago, 90 per cent of the traffic moved across two of them, regardless of their efforts to divert it. His testimony was to the effect that even if a viaduct were built across Vine Street, it would not attract a very large amount of traffic away from Market Street. No person who has visited Ottumwa and observed the traffic arrangement, can help but admit that the city is in need of relief. The Board is strongly of that opinion, but as the plans are presented to us, we can only approve or disapprove of them. The Board would not be doing their duty to the complainants or the defendants in approving plans that would only afford partial relief, and then, at a cost of approximately a quarter of a million dollars. The Board suggests that the business of the packing house from South Ottumwa, which at the present time is obliged to cross and recross the tracks, could be safely taken care of by paving approximately one half a mile on Haynes Street; this would save the necessity of crossing and recrossing the track to get to the packing plant from South Ottumwa.

Under all the circumstances, the Board must withhold its approval of the ordinance of the City of Ottumwa, declaring for the necessity for viaduct, on Vine Street, and the plans for same as submitted.

No. 9947—1922.

BOARD OF SUPERVISORS OF POLK COUNTY, DES MOINES, BY IOWA STATE
HIGHWAY COMMISSION, AMES, Complainants,

v.

INTERURBAN RAILWAY CO., Defendants.

Decided March 22, 1922.

CROSSING—HIGHWAY—DANGEROUS.

On showing made that two highway crossings are dangerous, that one crossing might be eliminated and the other made less hazardous if the defendant railway would relocate its line a few feet, providing for the relocation of the highway,

Held, that the Board is without authority to correct the conditions complained of.

Dismissed.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa; J. H. Henderson, Commerce Counsel, Walter Conrad, Assistant Commerce Counsel.

For the Board of Supervisors of Polk County—Charles Keeling, Member of Board.

For the Inter-Urban Railway Company—W. H. McHenry, General Counsel, Des Moines, Iowa.

The Des Moines and Central Iowa Railroad, (formerly known as the Inter-Urban Railway), crosses the River to River Road, (Iowa State Highway Commission Primary Road No. 7), between Sections 15 and 22, and 15 and 21, Township 79 north, Range, 23, west of the 5th P. M., in Polk County, Iowa. The highway makes a right angle turn near what is known as the West School House, and the railway cuts off the corner, making two dangerous crossings at grade, within a few hundred feet of each other. The highway runs east and west at one crossing, and north and south at the other; the railroad running in a northeasterly direction at these points. On the southeasterly side of the track, and adjoining the right of way, is an orchard and grove situated on premises contiguous to a dwelling house, barns, and other buildings. The dwelling house was recently destroyed by fire and has not, as yet, been rebuilt. The presence of the grove and orchard obstructs the view of these crossings, so that travelers using the highway going north cannot see approaching interurban cars coming from the northeast; and users of the highway going west may not see cars or trains approaching from the southwest. There are bells installed at these crossings at present, which afford, of course, some measure of protection.

The Iowa State Highway Commission had worked out a scheme whereby the interurban line should be realigned some one hundred (100) feet or more to the north, allowing the present right of way to be used as a highway, thus obviating the east crossing altogether, and the west crossing would then only be used for the very limited travel to the north. The River to River Road is largely used in crossing Iowa east and west, and is one of the most important highways in the State. Travel over it is heavy and constant, and should be made as safe as

possible. Unusually dangerous crossings should be eliminated, wherever possible, and we regard these crossings as dangerous; more so than the average grade crossing in Iowa.

Because of Iowa laws, land used as an orchard may not be condemned for the use of the public, where the orchard is situated contiguous to a dwelling house. It is claimed that Polk County could not condemn a highway through the orchard and grove to the south of the track, thus getting what is sought to be obtained by requiring the railway line to move to the north, allowing the use of the present right of way as a highway. The highway authorities have appealed to this Commission for relief under the provisions of Section 2017 of the Supplemental Supplement to the Code of Iowa, 1915.

It was contended on the part of the railway company that because no serious accidents had occurred at these crossings, such crossings could not be found to be dangerous. We do not think it requires the occurrence of serious accidents or loss of life to determine whether or not a crossing is dangerous. The acquirement of such knowledge at the cost of human suffering, or loss of life, or even considerable loss of property, is at too high a price. With the obstruction to view at these crossings as at present, we believe these crossings are dangerous and regret that we must find, that, under the law, we have no authority to make an order that will remove the danger. The signs and bells are some protection, but, in our opinion, not enough at these particular crossings to make travel on the highway reasonably safe. Section 2017 of the Supplemental Supplement to the Code of Iowa, 1915, nor any other section of the law gives us authority to require the relocation of the right of way and tracks of a railway company in order that a change, however much desired, may be made in the location of a highway so that a dangerous situation may be eliminated. The Attorney General so holds, answering our requests for his official opinion, and the case is, therefore, dismissed.

No. 9948—1922.

BOARD OF SUPERVISORS OF PAGE COUNTY, CLARINDA, BY IOWA STATE HIGHWAY
COMMISSION, AMES, Complainants,

v.

WABASH RAILWAY COMPANY, Defendants.

Decided September 30, 1922.

CROSSING—HIGHWAY—SEPARATION OF GRADES—DIVISION OF EXPENSE.

Held, evidence indicated the necessity for an overhead structure on a relocated highway, and found sufficient to justify the Board in making order requiring the Wabash Railway Company to construct such structure, the County authorities to do the grading for the approaches, the railway company to build suitable overhead structure, at its own expense, and maintain the same in safe condition for public use.

For the Petitioners—W. C. Jeffry, Chairman, Coin, Iowa; O. H. Johnson, Member, Essex, Iowa; J. F. Driftmier, Member, Clarinda, Iowa; I. H. Taggart, County Engineer, Clarinda, Iowa.

For the Iowa State Highway Commission—L. N. Martin, District Engineer; C. D. Willer, Engineer, Atlantic, Iowa.

For the Wabash Railway Company—Wm. H. Bush, Drainage Engineer, St. Louis, Mo.

The Board of Supervisors of Page County petitioned this Board to adjust a dispute between Page County and the Wabash Railway Company, in reference to a proposed highway crossing in the Clarinda-Shenandoah road, Primary Road No. 3, between Sections 26 and 35, Township 69 north, Range 39 west, Grant Township, over the Wabash Railway. It seemed, from correspondence, that the main difficulty in the way of adjustment was the division of expense. The highway is newly laid out, in conformity with plans of the State Highway Commission, and necessitates the construction of an overheated structure, thus separating the grades. No adjustment was reached by correspondence, and the Commission, after notice, had hearing, on the premises, May 18, 1922.

It was found that the grading on the highway was practically completed to enable the highway to be carried over the railroad, and before all the grading can be done at a reasonable expense, the necessary bridge should be built. After a full discussion had been had, and testimony submitted, it was arranged that Engineer Bush, of the Wabash, together with representatives of the Board of Supervisors, should have a conference with Bridge Engineer Ames, of the Highway Commission, with a view to coming to some agreement as to the division of the expense, notifying the Board of the result of their conference.

In the event such conference failed in coming to an agreement, then the Board should determine the case including the division of expense.

The Board is now notified of the failure of the parties hereto to agree upon a settlement in this case.

This Commission finds that an overhead crossing at the point where the highway described herein, Primary Road No. 3, in Page County, crosses the Wabash Railway in Grant Township, said County, between Sections twenty-six (26) and thirty-five (35), Township 69 north, Range 39 west, is necessary for the public safety and convenience; and that in the construction of the same, Page County shall do the necessary grading to make approaches to the bridge safe and convenient and maintain said approaches; the Wabash Railway Company shall build suitable overhead structure, at its own expense; and maintain the same in a safe condition for public use. It is hereby ordered that the Wabash Railway Company shall build and complete the said overhead structure within ninety days from the service of this opinion and order, and that before the construction of the same is commenced, plans for the same shall be submitted to the State Highway Commission offices, at Ames, Iowa, for approval as to their conforming to the general alignment and grades on the said Primary Road No. 3, as heretofore described.

No. 9949—1922.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Application for authority to abandon trains 446 and 447, between West Union and Decorah.

Decided December 6, 1921.

Upon showing by the railroad company that the revenue from the operation of certain passenger trains upon a branch line did not meet the operating expenses thereof.

Held, showing covering six weeks in the summer time insufficient to warrant abandonment of such trains, and the petition, therefore, was denied.

For Northeastern Iowa Shippers' Ass'n.—J. A. Nelson, Attorney, Decorah, Iowa; Hon. H. E. Taylor, Secretary, Waukon, Iowa; W. J. Ainsworth, Attorney, West Union, Iowa.

For the Cedar Rapids Chamber of Commerce—Major C. B. Robins, Cedar Rapids, Iowa.

For the C. R. I. & P. Ry. Co.—J. G. Gamble, Des Moines, Iowa; D. Coughlin, General Superintendent, Des Moines, Iowa.

On October 21st, 1921, the C. R. I. & P. Ry. Co., by its General Superintendent, filed a statement and letter which purported to show that its passenger trains 446 and 447 earned on that portion of the line between West Union and Decorah, for the period August 13th, 1921, to September 30th, 1921, a total of \$2,123.81; that the total expense for maintenance of way and structures, maintenance of equipment, traffic expense, transportation, rail line, and general expense for the month of August was \$3,325.53. The statement showed average earnings per train mile \$596, average expense per train mile \$1,232, and net loss per train mile \$.726. Correspondence and personal conferences between the representatives of the company and the Commission developed that it was the desire of the Company, because of this showing, to discontinue the operation of the trains referred to between West Union and Decorah. Thereupon the Board fixed date for hearing in the matter, at Des Moines, Iowa, November 19, 1921, nine o'clock a. m. Later the date was postponed to November 26, 1921, nine o'clock a. m., and the place changed to West Union. Notices of hearing were sent out to the mayors of each of the towns and cities on the lines concerned. The discontinuance of these trains was strongly resisted by representatives from the Cedar Rapids Commercial Club, representative citizens from Oelwein, West Union, Elgin, Clermont, Postville, Castalia, Ossian, Decorah and by Judge H. E. Taylor, secretary of the Northeastern Iowa Shippers' Association, this Association also filed a Cross Petition, asking for the operating of a Sunday stock train, leaving Decorah in the morning, arriving at Oelwein in time to make connection with the Chicago Great Western stock train for Chicago, saving practically twelve hours in time from the present schedule.

The statement filed by the petitioners was attacked by the respondents, claiming that many items in the statement could not properly be charged to these trains. The most noteworthy being a charge of some thing like \$1,100.00 for track maintenance. They also claimed that in-

stead of losing money these trains were paying their way, and the statement was unfair on account of using the months of August and September as a basis which they claim were the most unfavorable months of the year.

They also stated that if these trains were operated differently, the receipts would be materially increased. They especially advocated that the morning train leave Decora on an hour later in order to make connection with the Milwaukee No. 3 going west at Oskosh, and that by so doing it would bring a large amount of business from that territory. Station agents from West Union north testified that the combined freight and passenger revenue, including freight forwarded and freight received from all stations north, including West Union, approximately \$450,000.00 for 1920.

Section 5019, Supplement to the Compiled Code of Iowa, 1921, provides that "Every railway corporation owning or operating lines of railroads of more than seventeen miles in length within the limits of the State of Iowa shall maintain a service of not less than two passenger trains each way every twenty-four hours, over the entire length of each division of such line or lines, when so ordered by the board of railroad commissioners. Passenger service of less than the number of trains provided herein shall be presumed to be unreasonable within the contemplation of section fifty hundred sixteen of the compiled code."

The line of the C. R. I. & P. Ry. Co., extending from Cedar Rapids to Decora, is 113 miles in length. That part of the line from West Union to Decora, from which it is proposed to remove from operation train No. 446 and No. 447, is about 43 miles in length. Under the statute quoted, it is within the power of this Board to allow the removal of the trains in question.

The Board of Railway Commissioners realize fully the condition of the Carriers. Their rates are made by rate making bodies, the wages of their men are set by the Labor Board and the public is continually demanding better service and during the summer months they engage freely from automobile competition. Not only this, but the public is demanding heavy expenditures for new viaducts, subways, and other improvements, all of this calls for the utmost diligence on the part of the operating department in order to keep their trains moving. In this case, however, the Commission does not believe that a statement for six weeks in the summer time properly reflects the average earning of these trains, as it has been shown by competent testimony that the receipts during the winter months are much heavier than during the summer. There was no statement filed to show the complete cost of operation of this particular portion of the line, but it would seem from the statements made that it was fairly well patronized both by freight and passenger.

It is the judgment of the Board that the discontinuance of these trains at this time would be a severe hardship upon the patrons of the road. That considering the amount of freight and passenger business now being offered, and considering further that the comparative months are the two most unfavorable, that the general business of all roads as well as the Rock Island is much improved, and that the patronage will

evidently be much better during the next six months, the petition for the discontinuance of these trains is denied. As to the Cross Petition for a Sunday mixed train, this will be taken under advisement and decision rendered later.

No. 9694—1922.

Is the matter of the application of the C. M. & St. P. Ry. Co. for permission to place a custodian in charge of station at Ottumwa, Iowa, in place of agent, making it a prepaid station.

Decided January 4, 1922.

STATION FACILITIES AND SERVICE—PROPOSED ABANDONMENT OF AGENCY STATION FOR PREPAID STATION.

Facts. Evidence indicated earnings at present insufficient to warrant the expense necessary for a regular agency station at Ottumwa, railway company justified in installing a custodian instead of agent "until such time as the business situation shows an improvement, or the working ratios have been changed."

For Citizens of Ottumwa—Walter Condram, Assistant Commerce Counsel.

For the Railway Company—D. E. Rossiter, Superintendent, Minneapolis, Minn.; W. E. Gody, D. P. & P. A., Mason City, Iowa.

On December 1, 1921, the Chicago, Milwaukee & St. Paul Railway Company, by D. E. Rossiter, Superintendent, filed a letter in this office, as follows.

"On and after December 16, 1921, a custodian will be placed in charge of Ottumwa, Iowa, station. In place of the present agency, making that a prepaid station.

"This will make it necessary to have all the 'Receipts' freight for Ottumwa prepaid. Freight may be forwarded from this station as usual, and the billing will be done at Carpenter and Lytle. There will be no tickets sold, and it will be necessary for passengers to pay fare on the train. However, on account of the light business at this station, we feel that this arrangement will be satisfactory, and will permit us to make a considerable saving in the expense of handling the station.

"Will you please advise if there are any objections to carrying out this plan on December 16th?"

In reply to this communication, the Board wrote Superintendent Rossiter, requesting that he furnish us with a statement showing the receipts and expenses at Ottumwa Station for the last past six months. On December 9, 1921, the respondent railway company filed a statement, showing that for the months of May, June, July, August, September and October, 1921, the total receipts at this station, were: Freight received, \$1,564.21; the total receipts at this station, were: Freight received, \$1,564.21; Freight forwarded, \$3,111.75; tickets, \$441.14; Total, \$5,117.10. The expenses for the same period were: \$441.25. In submitting this statement, Superintendent Rossiter wrote us as follows:

"The business for the winter months is very much lighter than during the summer, which is represented on the attached report, and the prospects now for good business are very poor."

"You will note that \$3,111.78 was in freight forwarded, for which no revenue was taken in at this station, and which can be handled as well by a custodian, the billing to be handled at Carpenter and Lyle. You will also note that freight received, representing revenue taken in at this station, amounted to but \$1,264.21 and the tickets but \$413.14, while the salary of the agent amounted to \$847.35."

On December 9, 1921, the Board wrote Superintendent Rossiter as follows:

"This Commission has no power to give its formal approval to the closing of Otranto Station until after hearing. However, the suggestion is made that you proceed with your plans, and in the event of complaint, we will then take the matter up for further investigation."

On December 13, 1921, Assistant Commerce Counsel, Walter Condran, filed in this office a letter from the Otranto Shipping Association, signed by Allan O. Gordon, Secretary, with petition signed by residents of Otranto and contiguous territory, asking that the respondent railway company be not permitted to substitute a custodian for the agent at Otranto. Subsequently, on December 14, 1921, the Board wired Mr. Rossiter, advising of complaint having been filed by the citizens of Otranto, and requesting them to keep the station open, pending hearing and decision of the Board.

This case was finally set down for hearing, at the Chamber of Commerce, Mason City, Iowa, on December 28, 1921, at two o'clock p. m. Hearing was held pursuant to notice, and the case submitted.

At this hearing, the witness Cody, for the railway company, testified to the effect that the earnings at this station, freight received and forwarded and ticket sales, were as follows: 1915, \$6,596.69; 1916, \$6,995.18; 1917, \$6,912.09; 1918, \$13,626.27; 1919, \$9,240.84; 1920, \$11,947.07. The earnings for June, July, August, September, October, and November 1920 were \$5,556.42.

Superintendent Rossiter, sworn as a witness, submitted figures, showing that for the eleven months, January, 1921, to and including November, 1921, the total remittances at this station were \$3,238.56, the total wages paid, \$1,562.34; average remittance per month, \$294.41, average wages paid per month, \$151.12, or a ratio of 47.9%. For this same eleven months period the freight received was \$2,668.52, freight forwarded, \$5,450.13, and the ticket sales \$807.16.

In addition to Assistant Commerce Counsel Condran, the citizens of Otranto were represented by members of the Shippers' Association, and other prominent citizens of Otranto. The fact was developed that Otranto is surrounded by an extremely rich farming community, largely engaged in truck farming—the raising of potatoes, onions and sugar beets predominating. Witnesses from Otranto stated that the potato crop for 1921 was practically a failure and that the onion crop was poor and very much below normal, which would account for the poor showing made during the current year. They further testified, that, with normal crops, the outlook for increased business at the station was very flattering.

The rules under which the agents at stations work require the carriers to pay specific salaries, even at small unprofitable stations, and work a hardship, not only upon the patrons of the road, but upon the employees as well. In a number of instances it has come to the attention of the Commission that agents have been willing to accept smaller remuneration, but, on account of the working rules, were not allowed to do so, so long as the station was continued as a full agency station, and they were permitted to sell tickets, bill out merchandise, or keep records of any kind. This makes the installation of a caretaker imperative when the net earnings at the station will not warrant the employment of a regular agent, thus causing inconvenience and annoyance to the public. But, under such conditions in the past, the Board has permitted the appointment of a caretaker, pending such time as the general business situation shall improve. It is the opinion of the Board that the carriers should make a special effort to have this rule modified, because the public are the ones that are penalized in cases of this kind. Authority to grant this relief lies with the Federal Labor Board, and it is our understanding that the carriers themselves are the only ones who may apply to said Board for modifications which will tend towards relief from this unfortunate situation.

In this case, the Railroad Company will be allowed to appoint a custodian at Otranto until such time as the business situation shows an improvement, or the working rules have been changed, permitting a full agency station at an expense not out of all proportion to the net receipts at the station, and it is so ordered.

No. 9951—1922.

PLEASANTVILLE POST, AMERICAN LEGION, ET AL. *Complainants.*

V.

C. R. I. & P. RAILWAY COMPANY, *Defendants.*

Decided May 3, 1922.

HIGHWAY CROSSING AT BEECH—DANGEROUS—CROSSING PROTECTION REQUESTED.

Ordered, that modern wig-wag signal device and crossing bell be installed.

For the Complainants—J. H. Henderson, Commerce Counsel.

For the Defendants—A. T. Abbott, Superintendent, Des Moines, Iowa; W. H. Peterson, Engineer, Maintenance Way, Des Moines, Iowa.

On January 20th, 1922, the American Legion, of Pleasantville, Iowa, filed in this office the following resolution relative to an alleged dangerous crossing of the Chicago, Rock Island & Pacific Railway Company at Beech, Iowa:

"WHEREAS, three of the members of the local organization of the American Legion, namely Alfred Baker, Clyde Prickett, and Lynn Phillips, on the night of January 1, 1922, ran into a train at the Beech crossing and only narrowly escaped serious injury, and

"WHEREAS, the crossing at Beech, Iowa, is an especially dangerous one, as trains cannot be seen satisfactorily when approaching this track from either direction;—the embankment on the right, and the station

on the left obscures the view for those approaching from the east, and the sharp incline of the road with the building and an embankment on the left obscures the view for those approaching from the west.

"Whereas, the new Iowa Automobile Headlight law requires that head lights be so focused as to shine not more than 75 feet in front of the car, a sharp down grade such as is present on each side of the track at Beech, does not permit an obstruction to be seen at night until right upon it, unless the obstruction carries a light, therefore

"Be It Resolved, that we the undersigned, members of the Pleasantville Post Number 166, the American Legion, of Pleasantville, Iowa, respectfully request that the Chicago, Rock Island & Pacific Railroad Company erect an automatic electric warning bell with a danger light at the Beech, Iowa, Railroad Crossing."

Also accompanying this resolution was a petition signed by one hundred eighty-six residents of that community, the petition being as follows:

"We the undersigned, citizens of the community of Pleasantville, Iowa, concur in the action taken by the Pleasantville Post Number 166 and add our support in requesting the Chicago, Rock Island & Pacific Railroad Company to erect an electric automatic warning bell and danger light at the Beech, Iowa, crossing."

This complaint was taken up with the Railway Company, and on February 27th, 1922, they filed a reply, which is quoted below:

"The crossing is located near the west end of a cut and just east of Beech station. The view of approaching trains from the east is not very good, although not seriously bad, and the view from the west is much better. Practically every train stops at Beech to take water and, therefore, there are not many cases of fast running over this crossing."

"About two years ago we widened this cut by running a stem abovel from the east and nearly through to the west end. When the stem abovel work is finished through to the west end the view will be greatly improved. We hope to be able to get to this work the coming season if funds are available."

"A recent check made between the hours of 7:00 A. M. and 10:00 P. M. showed a total of 71 automobiles, 25 teams and 4 school buses used this crossing, which, in our opinion, is not sufficient to warrant a crossing bell or other automatic signal protection, but, as above stated, we hope to be able to improve the situation in another way, i. e., improving the view by widening cut."

After some correspondence, this complaint was set down for hearing at Beech, Iowa, on April 25th, 1922. Before the hearing was held, the Board inspected the crossing in controversy.

This crossing is located a few rods north of the Railway Company's depot, at Beech, on the main highway between Knoxville, Indiana and Des Moines, and, as was shown by competent testimony, the travel over it is very heavy. In approaching the crossing from either direction the highway is down grade toward the track. To a traveler on the highway approaching this crossing from the east, the view of southwest

trains is obstructed by a rise of ground on the east side of the railway right of way and north of the crossing in controversy. To a traveler on the highway going east, the vision is not entirely clear.

It was brought out by testimony at the hearing that it is customary for freight trains to stop at this place for a considerable length of time, frequently blocking the crossing in controversy, and that the headlights on automobiles approaching the crossing from the west or east do not, under the new automobile headlight laws, diffuse the light high enough, on account of the descending grade of the road, to throw the rays of light as far as trains that may be standing on the crossing, making this crossing, in the opinion of this Board, a very dangerous one. It was brought out at the hearing, and is also a matter of record in our files, that three men approaching this crossing in an automobile, at about seven o'clock, on the night of January 1st, 1922, ran into a freight train standing on the track, demolishing the automobile and injuring the three occupants thereof severely. Two of these men testified that, on account of the topography of the road approaching this crossing being down hill, and the headlights of the automobile naturally deflecting the light lower on this account, the lights from the automobile were centered on the railroad track under the freight car on the crossing and did not shine on the freight car at all; therefore they naturally assumed that there was no obstruction on the crossing, and when they came close enough for the lights to shine on the freight car, it was too late for them to stop.

Several witnesses testified that a number of near accidents have occurred at this crossing in the past, and that the crossing, as it is, is a constant menace to traffic on the highway. It was also brought out, by testimony, that two bus loads of schoolboys are taken over this crossing each morning to the consolidated school and brought back at night after school, and that there is always an element of danger to these pupils, and that extraordinary precautions must be taken for their safety.

In the opinion of the Board, a modern wiring signal device, with an electric bell should be installed at this crossing and it is hereby ordered that such device shall be installed and in operation on or before July 24th, 1922.

No. 9952-1922.

THEO. DEALE, ET AL., PETITIONERS, Complainants.

V.

C. H. L. & P. RAILWAY COMPANY, Defendants.

Decided May 15, 1922.

EXCISE FACILITIES AND SERVICES—AGENCY EMPLOYED DURING HEAR MONTHS—CHROMIUM BALANCE OR TUBE.

Board approves of trial of men to have Franklin as a regularly established station during the months of July, August, September and October, (the first shipping month), with competent custodian in charge balance of year, it appearing that the station receipts at present do not warrant the employment of a regular agent during the entire year.

For the Complainants—J. H. Henderson, Commerce Counsel; Theo Deale, Franklin, Ia.

for the Railway Company—Ralph L. Read, Attorney, Des Moines, Ia. The Board received a petition from the shippers and citizens of Fruithland and vicinity, remonstrating against the proposal of the Railway Company to remove the agent at Fruithland, installing a custodian in lieu thereof, and making this point a prepay station.

The Railway Company, answering the protest at the hearing on May 8th, stated they did not propose to close the station, but would, for the months of July, August, September and October, of each year, maintain the station as at present, the other eight months keeping the station open, but in charge of a custodian instead of a regular agent; that the revenue of the station did not warrant the employment of a regular agent, but that because of the nature of the shipments, viz: melons of various kinds, sweet potatoes, and other perishable property, an agency would be maintained for the four principal shipping months.

Testimony offered developed that Fruithland has been a regularly established agency for more than forty years; that originally the shippers in this locality donated approximately one thousand dollars to the Railway Company for the installation of this station; that Fruithland is the central and main shipping point for Muscatine Island, a noted district for the production of fine melons, sweet potatoes and other perishable products; that a great deal of live stock is also shipped from this station, and many carloads of freight shipped in; that there is a great volume of express shipments of asparagus and other products to distant markets, and that special care is necessary to protect the shipments against injury by excessive heat or cold.

The Railway Company contended that a custodian would be selected who would be competent to look after all shipments offered; that the station would not be closed; that there was no fixed ratio that station expenses should bear to station earnings, but that in the interest of economical management, every effort was being made to eliminate unnecessary expense, and that the expense of operating Fruithland station was out of all proportion to its income. For the year 1920, the total receipts for freight received and forwarded were \$9,150.01, with passenger receipts of about \$1,000.00. For the year 1921, the total receipts for freight received and forwarded were \$12,342.77, with passenger receipts of approximately \$1,300.00, making a total for 1921 of \$13,542.77. One-half of this amount, or \$6,771.39, is properly accredited to Fruithland. The total station expense for 1921 was \$1,513.60. Statements filed by the Railway Company as exhibits in this case show, among other things, the following: That for the year 1920, of the one hundred and thirteen cars of melons and potatoes shipped, but six cars moved in other months than July, August, September and October; for the year 1921, of the one hundred and fifty-one cars of melons and potatoes forwarded, but twelve cars were billed out in other than the four months named. In each year the cars moving out during months other than the four named constituted forty-five per cent. of the total. The total number of cars received, all freight for year 1921, was forty-five, of which four moved during July, August, September and October—cars all freight forwarded, one hundred eighty-seven, of which one hundred forty-seven moved during the same four months.

The expenses of this station for 1921, were \$1,513.60 or twenty-two per cent plus of the income properly accredited to this station. This Board has held in other cases that station expenses should bear a much less ratio to station earnings than indicated by these figures, but there can be no fixed rule, as conditions differ materially at different stations. At Fruithland, the Railway Company claims it would make a saving of \$24.00 annually by maintaining an agency four months and a prepay station, with custodian, eight months of each year. This is not a particularly large saving, and should not be seriously considered, if the public interests are not conserved by the arrangement proposed. In the very unstable desire for economy in operation, the carrier must remember its duty to provide adequate service to the public. "Adequate" service, of course, is largely determined by the financial ability of the carrier to provide, and the volume of transportation which the public can buy. The station revenues of Fruithland are not large, but the shipping public is entitled to the best service that those revenues will warrant the Railway Company in furnishing.

We have reached the conclusion that we will permit a trial of the proposed arrangement at Fruithland, namely, a regularly established agency station for the months of July, August, September and October, with competent custodian in charge the other months of the year. This is in the interest of economy, with the hope that business conditions generally, and the financial conditions of the respondent railway company, may so improve as to warrant, some time in the near future, the reestablishment of Fruithland as an agency station during the whole year.

No. 3835—1922.

BOARD OF SUPERVISORS OF LEE COUNTY, F. C. MADISON, BY
JOWA STATE HIGHWAY COMMISSIONER, AMES, COMPLAINANTS.

v.

A. T. & S. F. RAILWAY COMPANY, DEFENDANTS.

Decided July 11, 1922.

CROSSING—HIGHWAY—SEPARATION OF GRADES—PLAN AND AGREEMENT FOR
SEPARATION OF GRADES APPROVED.

Board approves of plans contained in agreement for separation of grades at crossing by the railway of highway known as Primary Road No. 20, in Lee County.

It appearing to the Commission that the grade of the highway known as the Ft. Madison-Keeokuk Primary Road No. 20, in Section 20, Township 41 North, Range 5 West, Lee County, Iowa, should be separated from the grade of the railroad tracks of The Atchafalaya, Topeka and Santa Fe Railway Company, at the point where the same intersect (being the point in said railroad designated as Mile Post 439 plus 2609, west of Fort Madison, Iowa, which crossing is designated as Iowa State Highway Commission Crossing Project 278 of Lee County, Iowa) by depressing the grade of said highway so that it shall pass under said Railway Company's tracks through a roadway, and it further appearing to the Commission that the Board of Supervisors of Lee County, Iowa, and the said The

Atchison, Topeka and Santa Fe Railway Company have entered into an agreement for the said separation of grades at said crossing, subject to the approval of this Commission, which agreement is as follows:

"THIS CONTRACT AND AGREEMENT, made and entered into this 8th day of June, 1922, by and between the Board of Supervisors of Lee County, Iowa, party of the first part (hereinafter called the Board of Supervisors) and The Atchison, Topeka and Santa Fe Railway Company, party of the second part (hereinafter called the Railway Company),

"WITNESSETH, that:

"1. WHEREAS, there is now pending before the Board of Railroad Commissioners of the State of Iowa, a petition for the separation of grades at a crossing located at a point designated as Primary Road No. 26, in Jefferson Township, Lee County, Iowa, and being at a point on the railroad of the Railway Company designated as Mile Post 239 plus 2509, West of Fort Madison, Iowa, and which crossing is designated as Crossing Project 378 of Lee County, Iowa; and

"2. WHEREAS, it is the desire of the Board of Supervisors that there be a separation of grades at said crossing, so that the highway may pass under the tracks of the Railway Company at said point, and that this may be accomplished by depressing the grade of said highway so that it shall pass under the tracks of said Railway Company through a subway; and,

"3. WHEREAS, it is agreed between the parties hereto, subject to the approval of said Board of Railroad Commissioners, that said highway shall be depressed and said subway crossing constructed in accordance with the plans and specifications shown on the print hereto attached and made a part hereof, marked Exhibit "A," which said plans provide for the present construction of a subway under the two existing railroad tracks only, with a clear opening only twenty-four (24) feet wide, between subway walls, and clear headroom of at least fourteen (14) feet, measured between the surface of said highway, when paved, and the clearance line of the superstructure, and for the subsequent extension of said subway walls, and the bridge thereover, for the purpose of carrying over said highway two (2) additional tracks one on each side of the present main line tracks, as the Railway Company may from time to time find it convenient or necessary to construct and operate thereover; and,

"4. WHEREAS, said plans further provide that the grade of the surface of such highway through such subway when constructed shall be of such elevation as will permit of the extension of said subway walls and bridge for one additional track on each side of the present main line tracks, so that the vertical clearance between the surface of pavement of such highway and the lowest projection of the bridge when extended, shall at all times be not less than fourteen (14) feet, and the grades of the approaches on either side of the said subway shall not exceed four (4) feet in each one hundred (100) feet.

"NOW, THEREFORE, it is further agreed between the parties, as follows:

"1. The Railway Company agrees at its own cost and expense to construct, or cause to be constructed and put in place, such necessary false

work as shall be necessary to support the present tracks during the construction of the subway, and also to remove said false work when the structure has proceeded so that its support is no longer necessary, and said Railway Company further agrees to construct and maintain the concrete abutments, steel superstructure and ballast deck of said bridge or superstructure over said subway, in accordance with said plans, and shall also do the work of excavating for said abutments below the subgrade of said highway through the subway.

"2. In consideration of the doing of the work aforesaid by the Railway Company as provided for in the next preceding paragraph (Paragraph 1 hereof) the Board of Supervisors, at its own expense, agrees to remove, or have removed, all excavation required for the construction of the proposed highway down to the subgrade of the proposed highway, and extending laterally at the bottom of the proposed excavation to the outside faces of the foundation of the abutments and including the necessary slopes on either side thereof, the work to be done in such manner as to enable the Railway Company to construct said concrete abutments without being compelled to remove any material above the subgrade of the proposed highway or roadway.

"3. Said Board of Supervisors further agrees at its cost and expense to do all the work of excavation necessary for the approaches to the subway, so that the Railway Company may, if it so desires, from time to time, after the construction of the subway under its present tracks, extend said subway walls and bridges on each or either side for the purpose of carrying over said highway two additional tracks one on each side of the present main line of the Railway Company and that said Railway Company may construct and operate over said highway upon said bridge when extended said two additional tracks when and at such times as it may find same necessary or convenient.

"4. Said Board of Supervisors further agrees at its cost and expense to construct, install and maintain the necessary sewers or drains to properly drain the said subway and approaches thereto, and construct and maintain the necessary ditches and culverts to take care of any surface drainage that may be affected by the construction of the said subway.

"5. Said Board of Supervisors further agrees, at its own cost and expense, to furnish the necessary ground for the construction of the approaches to said subway, and further agrees to remove and build all of the necessary fences in connection with the construction of said subway crossing.

"6. Said Board of Supervisors further agrees that whenever it is found necessary to pave the roadway through said subway and upon the approaches thereof, with concrete or other suitable permanent material, they will bear all the expense of this paving, including the maintenance thereof.

"7. The said Board of Supervisors, or the contractor or contractors whom the said Board of Supervisors may employ, shall do the work herein provided to be done by said Board, in such manner as to not in any way interfere with or render dangerous the said bridge or railway tracks of the Railway Company, or the use thereof by the Railway

Company, but that such work shall be done in such manner and with such materials as will meet with the approval of the Chief Engineer of the Railway Company.

"8. Said Board of Supervisors further agrees that it will at all times indemnify and protect said Railway Company from any and all damages or claims for damages which may arise in any manner whatsoever in adjacent property on account of the construction or maintenance of said subway or said sewers and drains, either on account of changed conditions in drainage or otherwise, and further agrees to protect and save harmless said Railway Company on account of any and all claims for injuries to persons or property of whatsoever kind, arising from or growing out of the doing of the work herein agreed upon by said Board of Supervisors."

And it further appearing to this Commission that the construction and extension of said subway and provision for additional tracks in accordance with said plans and under said agreement will subserve the safety and convenience of the public, we therefore approve of said plans as indicated in said agreement for the separation of said grades and the construction and extension of said subway, and the construction and operation of said additional tracks, and the parties to said agreement may proceed with said work.

It is so ordered.

No. 9954—1922.

RUTHVEN COMMUNITY CLUB, RUTHVEN, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendants*.

Decided September 8, 1922.

STATION FACILITIES AND SERVICE—NEW DEPOT BUILDING.

Held, that inasmuch as depot building burned in 1919, and had never been rebuilt, Ruthven is a town of such importance as to require new adequate station facilities. Respondent railway company ordered to construct suitable depot on or before January 1, 1923.

For Complainants—Geo. A. Heald, Attorney, Spencer, Iowa; Walter Condran, Assistant Commerce Counsel, Des Moines, Iowa.

For Defendants—No appearances.

The original complaint in this case was filed in the office of the Board on January 14, 1921, and sets out the following facts:

"One year ago last fall the Milwaukee depot here at Ruthven burned to the ground. They set in some box cars for a station and that is all we have and the prospects do not look good for anything further.

"We believe that this town is entitled to more consideration from the Milwaukee Railroad, as they handle more than 75% of the business from here. They have made us promises to give us a new station, but we seem to get no further.

"We have a community club of over one hundred members and we have been endeavoring to build up our town and to make it

a pleasant place to look upon. At the last meeting of the club the writer was directed to take up this matter with you. Will you please advise us whether there are any steps we can take to get action from the railroad?"

The complainants were promptly advised that their petition would be taken up with the Railroad Company and that copy of the reply of the defendant carrier would be forwarded to them.

On February 15, 1921, we were in receipt of the following reply from General Superintendent J. H. Foster, of the respondent Railway Company:

"* * * We are not denying the fact that Ruthven is entitled to a new station building, and I have had the matter up with our people in Chicago; in fact, we have plans drawn up for a new depot at Ruthven which will be constructed as soon as the financial conditions will warrant the railroad spending the money.

"The general manager informs me that we have four or five stations which have burned in the past two years that must be replaced, and that Ruthven is one of them. The intention is to provide Ruthven with a new station building in advance of the others that are required. I hope that this will satisfy the people of Ruthven. We cannot give them any definite date as to when the work will be begun, all depending on the matter of finances."

Copy of this reply was forwarded to the complainants, on February 15, 1921, and, on February 18, 1921, the complainants advised us that

"We presume this is the best that can be done at the present time. All we want is to know that they are not forgetting us and to let them know we are expecting that they will get to our depot at the first opportunity, when the financial situation rights itself."

With this understanding, the original file in this case, being identified as our Docket A-3604, was closed on April 13, 1921, with the understanding that it might be re-opened at any time. It has since been reported in our annual report for the year 1921, and is known as No. 9861, 1921.

Subsequent to the closing of this file of papers, and on or about March 14, 1922, this complaint was again brought to our attention, and, inasmuch as the former case had been closed of record, it was deemed advisable to start a new file, which was given Docket A-3797, and is the case now under consideration.

After considerable exchange of correspondence, this complaint was set down for formal hearing, at Ruthven, on July 18, 1922, and was held pursuant to notice. The defendant carrier made no appearance, due, probably, to strike exigencies. However, inasmuch as the railway company had previously admitted the necessity for a new depot at Ruthven, no testimony was taken, although the complainants were present and ready and willing to submit their testimony.

Ruthven is a thriving business town, surrounded by a rich farming community, and is to be commended upon its patience in putting up with the extremely inadequate facilities which have been afforded by the respondent railway company since the old depot was burned. We are not unmindful of the fact that the carriers have been hampered by the financial stringency prevalent all over the country. But, on the

other hand, we cannot overlook the fact that the people at Ruthven are sadly in need of adequate depot facilities, and we cannot help but comment upon their long and charitable tolerance of such an almost unbearable condition.

The town is entitled to a good, serviceable, and modern depot building, and it is, therefore, ordered that on or before January 1, 1923, the defendant company shall build a suitable depot, entirely adequate to the needs of the town and community.

No. 9955—1922.

In the matter of revision of Iowa commodity rates on bituminous coal.

L. R. ROSEBROOK, OSKALOOSA, IOWA, Complainant,

Decided January 23, 1923.

Coal is "a necessary commodity and the interests of the consuming public cannot be overlooked." It is necessary to industrial and home life and, if need be, should be transported at bare cost of carriage.

In fixing rates, the Board is required, by Statute, to determine what a fair and reasonable maximum rate for the service to be performed;

Held, that on a basis of terminal and haulage cost, considering the nature of the commodity, the present coal rates applying intrastate within Iowa, are excessive, and a reasonable maximum rate fixed for such service. See Supplement No. 27 to Iowa Classification No. 15.

For the Carriers—F. B. Townsend, V. P. M. & St. L., Minneapolis, Minn.; H. A. Benjamin, G. F. & P. A., W. C. F. & N. Ry., Waterloo, Iowa; C. M. Cheney, G. M., I. U. Ry. Co., Des Moines, Iowa; R. B. Battery, Coal Traffic Mgr., C. B. & Q. R. R., Chicago; B. F. Parsons, A. G. F. A., C. & W. R. R., Chicago; A. F. Cleveland, A. F. T. M., C. & N. W. Ry., Chicago; Robt. H. Widdicombe, Commerce Attorney, C. & N. W. Ry., Chicago; J. T. Averitt, Coal Traffic Agt., C. M. & St. P. Ry., Chicago; T. R. Farrell, A. G. F. A., Wabash Ry. Co., St. Louis, Mo.; C. N. Richards, Wabash Ry. Co., St. Louis, Mo.; L. H. Strasser, Asst. Genl. Sol., Wabash Ry. Co., St. Louis, Mo.; F. M. Steele, G. F. & P. A., Ft. D. D. M. & S. Ry., Boone, Iowa; E. T. Steiner, Ft. D. D. M. & S. Ry., Boone, Iowa; A. B. Pratt, Ottumwa Ry. & Light Co., Minneapolis, Minn.; D. G. Fisher, Pres. Iowa Southern Utilities Co., Centerville, Iowa; J. P. Boyle, T. M., Iowa Southern Utilities Co., Centerville, Iowa; J. S. Reid, C. R. & I. C. Ry., Cedar Rapids, Iowa; E. G. Nichols, C. R. & I. C. Ry., Cedar Rapids, Iowa.

For the Shippers—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa; L. R. Rosebrook, Chamber of Commerce, Oskaloosa, Iowa; Jas. McCauley, Iowa-Nebraska Coal Co., Des Moines, Iowa; A. E. Hollingsworth, Red Rock Coal Co., Des Moines, Iowa; Geo. Heaps, Jr., Iowa Coal Operators' Assn., Des Moines, Iowa; E. G. Wylie, Ft. Comm'r., Greater Des Moines Committee, Des Moines, Iowa; R. P. Bolton, Secy., Greater Des Moines Committee, Des Moines, Iowa; H. W. Byers, Des Moines Water Works Trustees and Public, Des Moines, Iowa; H. F. Sundberg, Iowa Traffic League, Cedar Rapids, Iowa; L. M. O'Leary, Commercial Club, Ft. Dodge, Iowa; E. E. Havner, Pershing Coal Co., Des Moines, Iowa; Wm. H. Badeau, Iowa Builders Supply Assn., Des Moines, Iowa; L. A. Knudsen, Northwest Lumbermen Assn., representing 1200-1500 Iowa lumber and coal dealers.

Minneapolis, Minn.; Albert G. Peterson, T. M., Chamber of Commerce, Ottumwa, Iowa; L. C. Smith, Skaylor Coal Co., Des Moines, Iowa; H. O. Kelley, Greater Waterloo Assn., Waterloo, Iowa; R. O. Youngerman, T. M., Mason City Brick & Tile Co., Mason City, Iowa; L. P. Love, Pershing Coal Co., Des Moines, Iowa; Fred A. Hermann, O'Rourke Eng. Co., Des Moines, Iowa; H. M. Poole, Pres. Norwood-White Coal Co., Des Moines, Iowa; C. C. Crouse, Iowa Mfgs. Assn., Des Moines, Iowa.

On August 17, 1920, after hearing, this Board made an order permitting the same percentage increase to apply on Iowa intrastate rates generally as had been determined by the Interstate Commerce Commission should apply on interstate traffic in this territory, namely, thirty-five per cent with the following proviso:

"This case will be kept open and hearings continued pending a complete revision of the Iowa rate scales and Iowa classification, it being understood that this order is temporary and shall apply pending further investigation and hearing and the promulgation of revised schedules of rates and classification of freights."

On August 24th, 1920, to correct a wrongful wording of the August 17th order relative to coal, the Board made the following ruling:

"SOFT COAL, lump and slack:

"Items 58 and 60 of Iowa Classification No. 15, page 169, provide carload rates on soft coal, lump and slack. These will be increased by fifteen cents (15c) per ton flat, plus specific amounts as follows:

Where Rate Per Ton Is	Increase Per Ton
0 to 49 cents.....	15 cents
50 to 99 cents.....	20 cents
100 to 199 cents.....	30 cents
200 to 299 cents.....	40 cents
300 cents or higher.....	50 cents

"The rate resulting will be increased 35 per cent."

The coal rates resultant of this permissive order are now in effect by publication of carriers.

Both the 15 cents per ton advance and the scale of arbitrary advances, referred to in the order of this Board, were originally annexed to the Iowa coal rates by order of the Federal Administration of Railroads, as a war measure,—and such arbitrary increases never have had either the sanction or approval of the Iowa Commission. Such increases have never been justified by either carriers or Federal Administration, but were accepted as among those inevitable evils that accompany the ghastly business of war.

As early as January 10, 1921, complaints began to be received concerning the Iowa coal rates as authorized by the Board's order of August 24, 1920, Mr. L. R. Rosebrook, of Oskaloosa, filing the first application for a change in rate. All be asked, however, was that the old Iowa rate be taken as a basis, plus the arbitrary 15 cents per ton, plus 25 per cent advance (as applied generally to rates advanced by Railroad Administration Order No. 28), plus the 35 per cent advance authorized by this

Board, in August, 1920. This would make a rate but little less than the present schedule, but should remove certain "humps" in the scale caused by the arbitrary per ton advances required by the McAdoo order.

On January 11, 1921, Mr. E. G. Wylie, Commissioner of the Greater Des Moines Committee, filed a statement with the Board, requesting the docketing of this case for early hearing.

Other complaints were received from time to time, among them, one from E. H. Draper, Traffic Manager Western Grocer Company of Marshalltown.

Hearing was set for May 24, 1921, to consider the question of coal rates in Iowa, but was postponed upon receipt of telegram from Mr. Rosebrook that at the "request of A. F. Cleveland, Assistant Traffic Manager Chicago & North Western Railway, I have consented to a postponement of the meeting of May 24, * * * to a later date to be fixed by your Board and at convenience of all concerned."

Hearing was fixed for September 13, 1921, at Des Moines, and very general, as well as specific notice, given to those interested.

On September 8th, 1921, the Board received request for postponement of hearing from Mr. A. F. Cleveland, of the Chicago & North Western Railway Company, chairman of the traffic committee representing the carriers: "on account of important interstate coal hearing at St. Louis on thirteenth, some of the most important Iowa coal carrying lines find it impossible properly to be represented at Des Moines on thirteenth."

Mr. Cleveland was advised it was impracticable to postpone hearing and the case was called in the office of the Board on September 13, 1921. At this time Mr. Rosebrook objected to his complaint being consolidated with others, for the reason that all he sought was a readjustment or correction of present rates and not a revision thereof. However, the Board believed the whole subject should be considered at one time, and it was so ordered. The following appearances were entered at this hearing.

Walter Condran, Assistant Commerce Counsel, Building.

R. P. Bolton, Sec'y. Greater Des Moines Committee, Des Moines, Iowa.

E. G. Wylie, Frt. Comm'r. Greater Des Moines Committee, Des Moines, Iowa.

C. B. Platt, Iowa Clay Product Ass'n., Des Moines, Iowa.

C. C. Crouse, Iowa Manufacturers' Ass'n., Des Moines, Iowa.

George Heaps, Jr., Iowa Coal Operators' Ass'n., Des Moines, Iowa.

L. C. Webster, Clinton Manufacturing & Shippers' Ass'n., Clinton, Iowa.

R. O. Youngerman, Traffic Manager, Mason City Brick & Tile Co., Mason City, Iowa.

H. O. Kelley, Traffic Director, Greater Waterloo Ass'n., Waterloo, Iowa.

A. R. Pendarvis, Traffic Manager, Iowa Packing Co., Des Moines, Iowa.

Albert G. Peterson, Traffic Manager, Chamber of Commerce, Ottumwa, Iowa.

Thomas R. Farrell, A. G. F. A., Wabash Railway Co., St. Louis, Mo.

C. W. Richards, Wabash Railway Co., St. Louis, Mo.

H. M. Havner, Pershing Coal Co., Iowa Building, Des Moines, Iowa.

J. T. Averitt, C. M. & St. P. Railway Co., Chicago, Ill.

R. B. Battey, Coal Traffic Manager, C. B. & Q. Railroad Co., Chicago, Ill.

F. K. Crosby, A. G. F. A., C. R. I. & P. Railway Co., Chicago, Ill.

B. F. Parsons, A. G. F. A., C. G. W. Railroad Co., Chicago, Ill.

A. F. Cleveland, A. F. T. M., C. & N. W. Railway Co., Chicago, Ill.

C. M. Cheney, Gen. Mgr., Inter-Urban Railway Co., Des Moines, Iowa.

E. F. Hulmahn, Gen. Mgr. Iowa Southern Utilities Co., Centerville, Iowa.

J. P. Boyle, Traffic Manager, Iowa Southern Utilities Co., Centerville, Iowa.

H. M. Poole, The Norwood-White Coal Co., Des Moines, Iowa.

K. W. Shortell, (c/o Sargent, Gamble & Read), Des Moines, representing Central Iowa Fuel Co., Red Rock Coal Co., Norwood-White Coal Co.

A. E. Hollingsworth, 206 1/2 Sixth Avenue, Des Moines, Iowa.

John D. Shuler, Shuler Coal Co., Des Moines, Iowa.

George E. Hise, Atty. C. & N. W. Railway Co., Des Moines, Iowa.

J. H. Duffy, Pershing Coal Co., Des Moines, Iowa.

L. P. Love, Pershing Coal Co., Des Moines, Iowa.

J. S. Reid, C. R. & I. C. Railway Co., Cedar Rapids, Iowa.

H. F. Sundberg, Chamber of Commerce, Cedar Rapids, Iowa.

T. H. Everett, Scandia Coal Co., Des Moines, Iowa.

L. C. Smith, Saylor Coal Co., Des Moines, Iowa.

L. L. Lodunk, Appanoose Coal & Fuel Co., Mystic, Iowa.

O. V. Kennedy, Electra Coal Co., Mystic, Iowa.

L. M. O'Leary, Ft. Dodge Commercial Club, Fort Dodge, Iowa.

E. H. Draper, Western Grocer Co., Marshalltown, Iowa.

F. M. Steele, Ft. D. D. M. & S. Railroad Co., Boone, Iowa.

G. C. Houk, M. & St. L. Railroad Co., Des Moines, Iowa.

L. R. Rosebrook, Oskaloosa, Iowa.

The Iowa Traffic League, through its representatives and others, had come to the hearing with proposal for various schedules or revisions. While the proposals of Messrs. Rosebrook and Wylie were definite enough, there was some uncertainty as to what was to be considered, so Messrs. A. F. Cleveland and George E. Hise, representing the carriers, asked for a ninety day postponement "to allow the issues to be made up properly, so that the carriers would know what they had to answer." Messrs. H. M. Havner and K. W. Shortell, representing the mine operators, joined in this request. The hearing was thereupon postponed to November 15, 1921, and all parties given notice as follows:

"September 14, 1921.

File B-1029.

"REVISION OF IOWA COMMODITY RATES ON BITUMINIOUS COAL:

L. R. ROSEBROOK, Oskaloosa, Iowa, et al.

"TO WHOM IT MAY CONCERN:

"In accordance with the announcement at the hearing in the above case, September 13th, you are advised:

September 24th, Petitioners' Claims to be filed.

October 25th, Carriers' resistance to be filed.

November 5th, Petitioners' reply to be filed.

November 15th, ten o'clock A. M., hearing in the office of the Board, Des Moines, Iowa.

"All filings to be made in the office of the Board on or before the date named, and fifty (50) copies of each to be furnished the Commission.

"By order of the Board.

GEORGE L. MCCAUGHAN, *Secretary*."

Pursuant to this division of time, petitions were received from the Iowa Traffic League and E. G. Wylie, representing the Greater Des Moines Committee, which, owing to the importance of this case, are herewith set out in full:

"Des Moines, Iowa,
September 15, 1921.

"To the Board of Railroad Commissioners of Iowa, Des Moines, Iowa.

"The Iowa Traffic League comprising a membership of shippers and traffic and commercial organizations in all sections of the State of Iowa, by majority vote of its Directors, desire to submit to your honorable Board, its views and desires regarding the revision of the rates on Bituminous Coal within the State of Iowa. Representatives of Des Moines and Ottumwa have expressed an intention to file separate petitions because of conditions peculiar to their respective cities. We respectfully ask your consideration of this petition which has been concurred in by our directors and which we firmly believe to represent the sentiment of the majority of consumers of coal throughout the State of Iowa.

I.

"The records of the Board will doubtless show that the petitions of the carriers in the year 1917, for an increase in intrastate coal rates, Docket B-944, heard on August 2nd, 1917, was strenuously resisted by various Iowa consuming interests. The increase then sought by the carriers was 15 cents per ton the main ground that interstate rates had been increased to that extent. We believe that no substantial showing was made by the carriers that the general increase in interstate rates justified a similar increase in Iowa intrastate rates, which latter rates were on an entirely different basis and a different application. The Board's attention was directed to the obligation placed upon it by Section 2140 of the Code of Iowa, 1897, which required consideration of other rates in determining the reasonableness of Iowa rates. We believe that sufficient evidence was submitted to justify the refusal of the carriers petition, and, to our knowledge, no approval of the increase was granted by your Board.

"On June 25, 1918, by order of the Director General of Railroads, the Iowa intrastate coal rates were arbitrarily increased 15 cents per ton before the general increase of 20, 30, and 40 cents were applied as specified in General Order No. 28, this

we contend, was done without regard to whether it had been justified or approved by state regulatory authority. Whether or not it was an emergency action, we contend that the 15 cents per ton increase was not justified and that the emergency due to the war has passed, and the 15 cent arbitrary subsequently increased by 35 per cent, now total 20½ cents, should be deducted from the present Iowa Distance tariff rates on coal.

"WE THEREFORE RESPECTFULLY URGE THE IMMEDIATE ESTABLISHMENT OF A DISTANCE SCALE OF RATES ON SOFT COAL, ALL GRADES, OF 20½ CENTS PER TON LESS THAN THE EXISTING SCALES FOR APPLICATION WITHIN THE STATE OF IOWA.

II.

"We further ask your consideration of a more reasonable basis of rates for application on joint traffic over two lines of railroad within the State of Iowa. We firmly believe that the coal deposits in Iowa are for the use of the citizens of Iowa as a whole and that coal is so essential to the welfare of the citizens of Iowa that the means of distribution throughout the State should be made as easy and as economical as possible. As an economic matter, as to cost to consumer and conservation of transportation, the coal rates of Iowa should permit the easy distribution of Iowa coal into all sections of the State. We believe that the present basis, for joint hauls over two or more lines of railroad makes prohibitive the use of Iowa coal in many sections of the State and denies the use of available transportation lines forming direct and relatively shorter routes than from coal fields in other states. We believe there is a discrimination against Iowa in the charging of higher rates on coal moving over two or more lines than over a single line route, as many intrastate rates in other states and on interstate traffic, there is an equality in rates for single or joint hauls to many important consuming points.

"WE THEREFORE RESPECTFULLY URGE THE IMMEDIATE ADOPTION OF THE IOWA DISTANCE SCALE OF RATES ON COAL, AS REVISED BY ELIMINATION OF THE 20½ CENTS PER TON UNAUTHORIZED ARBITRARY, FOR APPLICATION ON SINGLE AND JOINT HAUL TRAFFIC WITHIN THE STATE OF IOWA. THE RATE FOR DISTANCE OF 50 MILES TO BE OBSERVED AS MINIMUM OF JOINT HAULS OF LESS THAN 50 MILES TOTAL.

III.

"It is recognized by carriers and by rate making bodies throughout the United States that the group rate adjustment on Coal is the most satisfactory basis, when the interests of shipper, carrier, and consumer are considered. While it may be possible that the existing laws of Iowa will not permit the carriers to depart from a rigid distance scale of rates, we be-

lieve that the Board of Railroad Commissioners has the right and power to initiate and establish any reasonable basis of rates, including group rates if such are found to be in the best interest of all concerned. The coal shipping points in Iowa are located in recognized groups for interstate rate purposes and can very readily be grouped for intrastate rate purposes. The present rigid application of distance tariff rates tends to stifle competition in the sale of coal as well as prevents the carriers from freely participating in traffic to common points. The interstate rates on coal into Iowa are so made that mines in localities where the quality of coal is on a practical equality, are grouped and the rates to common points are on an equality via several routes thereby permitting competition in sale and railway service. This principle we believe to be fundamentally proper and should be made applicable to Iowa Intrastate traffic.

"WE THEREFORE URGE UPON YOUR BOARD THE NEED OF A REVISION IN THE NEAR FUTURE OF THE BASIS AND RATES ON COAL MOVING WITHIN THE STATE OF IOWA WITH THE VIEW OF ESTABLISHING GROUP RATE ADJUSTMENTS FOR APPLICATION OVER SINGLE AND JOINT ROUTES. WE REALIZE THAT THIS BASIS WILL REQUIRE TIME AND CAREFUL STUDY AND THE INTEREST OF MINE OPERATORS, CARRIERS, AND CONSUMERS, WHETHER SELFISH OR OTHERWISE, SHOULD YIELD FOR THE COMMON GOOD OF ALL CONCERNED. WE DO NOT BELIEVE THAT THIS STUDY SHOULD PRECLUDE THE REVISION OF THE IOWA DISTANCE SCALE AS HEREIN URGED, BUT WE DO BELIEVE IT TO BE OF SUCH IMPORTANCE THAT EARLY CONSIDERATION SHOULD BE GIVEN TO IT BY YOUR BOARD AND A SEPARATE HEARING BE HAD ON THE BASIS, GROUPING AND RATES WHICH YOUR BOARD RECOMMENDS FOR APPLICATION.

"Respectfully Submitted,

"THE IOWA TRAFFIC LEAGUE,

"By Its Directors:

C. C. CROUSE, Des Moines, Iowa.

GEO. M. CUMMINS, Davenport, Iowa.

E. H. DRAPER, Marshalltown, Iowa.

LEO E. GOLDEN, Burlington, Iowa.

J. P. HAYNES, Sioux City, Iowa.

H. O. KELLEY, Waterloo, Iowa.

L. M. O'LEARY, Fort Dodge, Iowa.

H. F. SUNDBERG, Cedar Rapids, Iowa.

L. C. WEBSTER, Clinton, Iowa.

R. O. YOUNGERMAN, Mason City, Iowa."

"COMPLAINT OF THE GREATER DES MOINES COMMITTEE INCORPORATED,

In Re

"IOWA INTRASTATE (LOCAL, ALSO JOINT) RATES ON SOFT COAL.

"Paragraph 1.

"Large quantities of soft coal are produced in Iowa (a) by coal mines located upon railroads and railroad switchers (both within, also without the switching limits of Des Moines), (b) by 'wagon-mines' located within the corporate limits of the City of Des Moines, including coal which yields the railroad companies no income, and (c) by so-called 'wagon-mines,' also by other mines, located in close proximity to the city of Des Moines, and no more distant from Des Moines than those mines which are (in many cases) given switching services charged for at switching rates, and at other places in the state of Iowa.

"Substantial quantities of coal produced, mined, sold, bought, and consumed, within the City of Des Moines for domestic purposes and manufacturing, and for other uses, is delivered by wagon or other conveyances to Iowa purchasers and consumers.

"There is competition between the coal produced by 'wagon-mines' and coal produced by mines served by switching tracks or by services substantially the equivalent of switching services; also similarly competition exists between said 'wagon-mines' and the various other mines in Des Moines' commercial vicinity and throughout the State of Iowa.

"The rates which have been published and which are being demanded, charged, and collected by the carriers by railroad have as a rate-content an unreasonable, excessive, exaction, provision or charge for the terminals—service-rate-values-equivalent. Also, the said rates are not graduated with reasonable regard to the extent and value of the service; and the said rates are too great in amount.

"Paragraph 2.

"The following are representative facts;

(a) The 'lump and nut coal' rates formerly published in Schedule No. 15 of the Iowa Board of Railroad Commissioners (which were in effect June 24, 1918, and throughout many years prior thereto) show a charge of 30c per net ton for distances and services of 5 miles or less.

(b) The increases above said 30 cents were;

(1) At the rate of 4 cents per net ton for each successive 5-mile addition to the haul up to and including 70 miles; then

(2) At the rate of 3 cents per net ton for each successive 5-mile addition to the haul up to and including 100 miles, then

(3) At the rate of 1½ cents per net ton for each successive 5-mile addition to the haul up to and including 200 miles; and thereafter

(4) The rate increased at the rate of 2 cents per ton for each successive 10-mile addition to the haul up to and including 400 miles; and

(5) Beyond said 400-mile service the rate increased at the rate of 4 cents per ton for each 20-mile addition up to and including 500 miles.

"Paragraph 3.

"As pertinent to the present facts, presentations are given in the Appendix (pp. 8, 9, and 10) which is attached to and hereby made a part of this complaint illustrative of the rates respectively published and shown for 'application upon lump and nut coal' and upon 'slack and pea coal'; the said rates are contained in Freight Tariff No. 160, (as sued by E. B. Boyd, Agent.)

"Paragraph 4.

"The following are illustrative presentations of errors, injustices and inequities in the rates hereinbefore referred to in Paragraph 3 of the petition and set out in the Appendix (pp. 8, 9, and 10):

(a) The charge for five miles and less distances and services on slack and nut coal is (298%) approximately treble the rate which was in effect prior to June 25, 1918.

(b) The charge on lump and nut coal for five miles and less distances is 270% of the rate which was in effect prior to June 25, 1918.

(c) The rate for ten miles on lump and nut coal is 5½ cents per ton greater in amount than the (unreasonable, excessive, and prejudicial) rate of 81 cents charge for 5 miles and less distances.

(d) The rate for fifteen miles on lump and nut coal is 12 cents per net ton greater in amount than the 86½ cents per ton rate charged for the ten-mile service.

(e) The rate for seventy miles on lump and nut coal is 5½ cents per net ton greater in amount than the \$1.52 rate charged for the service of 65 miles.

(f) The rate for seventy-five miles on lump and nut coal is 7½ cents per net ton greater in amount than the \$1.58 rate charged for service of seventy miles.

(g) The rate for eighty miles on lump and nut coal is 4c per net ton greater in amount than the \$1.75½ rate charged for service of seventy-five miles.

(h) The rate for ninety-five miles on lump and nut coal is 4c per net ton greater in amount than the \$1.87½ rate charged for service of ninety miles.

(i) The rate for one hundred miles on lump and nut coal is 4½c per net ton greater in amount than the \$1.91½ rate charged for service of ninety-five miles.

(j) The rate for one hundred five miles on lump and nut coal is 2c per net ton greater in amount than the \$1.96 rate charged for service of one hundred miles.

(k) The rate for three hundred eighty miles on lump and nut coal is 3c per net ton greater in amount than the \$2.82 rate charged for service of three hundred seventy miles.

(l) The rate for three hundred ninety miles on lump and nut coal is 2½c per net ton greater in amount than the \$2.85 rate charged for service of three hundred eighty miles.

(m) The rate for four hundred ten miles on lump and nut coal is 4c greater in amount than the \$2.90½ rate charged for services of four hundred miles.

(n) The rate for four hundred thirty miles on lump and nut coal is 5½c per net ton greater in amount than the \$2.95½ rate charged for services of four hundred twenty miles.

(o) The rate for four hundred sixty miles on lump and nut coal is 5½c per net ton greater than the \$3.01 rate charged for four hundred and forty miles.

(p) The rate for four hundred eighty miles on lump and nut coal is 13c per net ton greater than the \$3.06½ rate charged for the four hundred sixty miles.

(q) The rate for five hundred miles on lump and nut coal is 5½c per net ton greater than the \$3.25½ rate charged for four hundred eighty miles.

"Paragraph 5.

"The intrastate rates applying within the State of Iowa and which are presented and illustrated in Exhibit A referred to in Paragraph 3 hereof are in violation of the law and of reasonableness, and the said rates should be cancelled and superseded by new reduced, non-prejudicial, and reasonable rates, which rates should give effect

(1) 'to the extent and value of the service;'

(2) also to lower rates in effect applying elsewhere for approximately equal or greater service.

"Paragraph 6.

"By reason of the facts stated in the foregoing paragraphs the citizens, persons, firms, corporations, and others in Iowa, including the city of Des Moines, have been subjected to the payments of rates and charges for transportation, which were, when exacted, and still are, unjust and unreasonable, excessive, prejudicial, and in violation of law.

"WHEREFORE complainant prays that in lieu of the rates which have been published and which rates are being charged, demanded, and collected, such other rates as the Commission may deem reasonable and just shall be established and put in force and apply in the future to the intrastate transportation in Iowa on soft coal in carlot quantities, and that such other further order or orders be made as the Commission may consider proper in the premises.

"Respectfully submitted,

"GREATER DES MOINES COMMITTEE INCORPORATED.

By

"E. G. WYLIE,

"Freight Commissioner.

"Des Moines, Iowa.

"September 21, 1921.

"APPENDIX"

"EXHIBIT 'A'"

Miles	Lump and Net			Stack and Pen		
	Rate Sept. 15, 1921, cents per net ton	Rate-step increase	Per cent of June 24, 1918, rate	Rate Sept. 15, 1921, cents per net ton	Rate-step increase	Per cent of June 24, 1918, rate
5.....	81		270	74½		230
10.....	86½	5½	284	78½	4	236
15.....	90½	4	299	82½	4	242
20.....	104	5½	347½	96½	4	280
25.....	109½	5½	358	97	10½	301
30.....						
35.....	115	5½	350	101½	4½	314
40.....	120	5	322	105½	4	310
45.....	125½	5½	318	109½	4	310
50.....	131	5½	311	113½	4	322
55.....	136½	5½	306	117½	4	325
60.....						
65.....	142	5½	302	121½	4	321
70.....	147	5	309	125½	4	328
75.....	152½	5½	303	129½	4	331
80.....	158	5½	292	131	2½	311
85.....	178½	7½	306	133½	2½	328
90.....						
95.....	179½	4	311	136½	3	327
100.....	183½	4	311	139	2½	324
105.....	187½	4	309	143	4	331
110.....	191½	4	307	144½	2½	327
115.....	196	4½	306	147	2½	328
120.....						
125.....	198	2	303	149	2	319
130.....	200	2	294	151	2	318
135.....	202	2	292	153	2	318
140.....	204	2	292	155½	2½	324
145.....	206	2	291	157½	2	319
150.....						
155.....	208	2	290	159½	2	319
160.....	210	2	289	161½	2	319
165.....	212	2	289	177	15½	324
170.....	214	2	288	179	2	323
175.....	216	2	287	181	2	323
180.....						
185.....	218	2	287	183	2	321
190.....	220	2	286	185	2	320
195.....	222	2	286	187	2	320
200.....	224	2	292	189	2	319
205.....	226	2	284	191	2	318
210.....						
215.....	228	2	283	193	2	317
220.....	230	2	282	195	2	316
225.....	232	2	282	197	2	316
230.....	234	2	282	199	2	316
235.....	236½	2½	281	201	2	312
240.....						
245.....	238	2½	281	204	3	312
250.....	241½	2½	280	206½	2½	311
255.....	244½	3	279	209½	3	310
260.....	247	2½	278	213	2½	310
265.....	250	3	278	214½	2½	310
270.....						
275.....	252½	2½	277	217½	3	312
280.....	255	2½	277	220	2½	310
285.....	258	3	276	223	3	310
290.....	260½	2½	276	225½	2½	310
295.....	263½	3	276	228	2½	314
300.....						
305.....	266	2½	275	229½	1½	310
310.....	268½	2½	274	231	1½	310
315.....	271½	3	274	232	1	310
320.....	274	2½	273	233½	1½	310
325.....	277	3	273	235	1½	311
330.....						
335.....	279½	2½	272	236½	1½	312
340.....	282	2½	271	237½	1	312
345.....	285	3	271	239	1½	312
350.....	287½	2½	271	240½	1½	312
355.....	290½	3	270	241½	1	310

Miles	Lump and Net			Stack and Pen		
	Rate Sept. 15, 1921, cents per net ton	Rate-step increase	Per cent of June 24, 1918, rate	Rate Sept. 15, 1921, cents per net ton	Rate-step increase	Per cent of June 24, 1918, rate
410.....	290½	4	288	244½	3	288
420.....	295½	0	169	244½	0	180
430.....	301	5½	288	247	2½	288
440.....	303	0	169	247	0	179
450.....	306½	5½	288	250	3	288
460.....						
470.....	306½	0	168	250	0	178
480.....	319	12	288	252½	2½	288
490.....	325½	0	169	252½	0	178
500.....	331	5½	288	255	2½	288
510.....	331	0	174	255	0	177

"Owners are required to load into or on cars freight for forwarding by rail carriers, and to unload from cars freight received by rail carriers, carried at carload ratings"—(Section 1. Rule 27, page 9, Consolidated Freight Classification No. 2.)

"EXHIBIT 'B'"

"The complainant herewith presents as suggestive of principles to control the making and graduations of Iowa's coal rates—(but not necessarily actual rates to be established)—the following:

Lump and Net		Stack and Pen	
Miles	Rate per ton (cents)	Miles	Rate per ton (cents)
5	35	5	30
10	41	10	34
15	47	15	39
20	53	20	44
25	59	25	49
30	65	30	54
35	71	35	59
40	77	40	64
45	83	45	69
50	89	50	74
55	95	55	79
60	101	60	84
65	107	65	89
70	113	70	94
75	119	75	99

Later the carriers filed their resistances, which are also set out in full:

"REPLY OF THE IOWA SOUTHERN UTILITIES COMPANY TO THE COMPLAINT of the GREATER DES MOINES COMMITTEE (Inc.) AND THE IOWA TRAFFIC LEAGUE, by its Directors,

in re "LOCAL AND JOINT RATES ON IOWA INTRASTATE SOFT COAL

"Centerville, Iowa, October 29, 1921.

"The joint reply of this respondent is especially directed to the complaint of the Greater Des Moines Committee, whose abridged tentative scale this carrier considers especially unreasonable, but the arguments contained herein may be applied also to the complaint of the Iowa

Traffic League, although it must be admitted that the latter has recognized to some extent the cost of originating freight, also short hauls of the receiving road.

"The first complainants have not given any consideration to the cost of originating coal in suggesting 35c per ton for a five mile haul. This would not leave this carrier or any carrier anything for the road haul or for the expense at the receiving terminal.

"This carrier is unique in its position in that practically 80 per cent of its freight revenue is derived from the haulage of coal for short distances. The maximum haul being 25 miles and its earnings should reflect the unreasonableness of the proposed intrastate tentative scales.

"In the year 1920 this carrier had the heaviest freight tonnage in its history for any single year. The net earnings during this period represented less than 1 1/2 per cent of the capital actually invested. The operation for the fiscal year to date shows an actual operating loss. The figures quoted for 1920 and for the fiscal year, do not include any fixed charges except depreciation. Any reduction in revenue by your Honorable Body at this time under present operating conditions, would mean the confiscation of its property and the possible abandonment of the road in time.

"The carriers of this state are a public necessity and have a right to exist. To do this they must have sufficient revenue to meet operating expenses. The distribution of this revenue is the function of your body. In the exercise of this power the welfare of the carriers and all the population of this state must be taken into consideration.

"It is quite apparent that in the complaint of the Greater Des Moines Committee, the revenue accruing to the railroad to meet its operating expenses, has been totally ignored and a rate has been proposed of particular interest to Des Moines and the Des Moines coal operators.

"Any consideration of rates must start on the premise that the carriers are entitled to their operating expenses and some return on capital invested. It then becomes a matter of justly apportioning this revenue to the ultimate consumer.

"It seems unfair to this carrier that the communities within short haul distances from coal mines should receive an unreasonable benefit in cheap coal due to freight rates known to be lower than originating costs and penalize the people living in communities at a long distance from the source of supply to derive the necessary revenue the carriers require.

"We must recognize coal as a necessary commodity and the interests of the consuming public cannot be overlooked.

"The rates suggested by complainant would undoubtedly be of great benefit to Des Moines and would favor the coal operators in this district, but would work to the detriment of the greater percentage of the people of this state.

"This carrier believes that the consumers near coal producing territory already have reasonable rates, and if your honorable body decides that there should be a reduction in coal rates such decreases should be made on hauls of 125 miles or more where the burden, if any, of the so-called high rates falls most heavily upon the consumers. This carrier does

not believe there should be any five, ten, or fifteen mile haul rates; that what is a fair rate for 20 miles is not unreasonable for a 5, 10 or 15 mile haul for the reason that with the originating expense consisting of an average of four days per diem per car at \$1.00 per day, furnishing coal doors for closed equipment at \$1.50 per car, switching empty cars to mines and pulling loads therefrom, added to terminal expense at points of destination, road haul expense, contingent transportation road expenses, and loss and damage claims, a carrier should be allowed a minimum on basis of the 20 mile rate in order to leave them a reasonable profit for the service performed.

"The Iowa Southern Utilities Company mines are in the Centerville district and within 14 miles of the Missouri line, the farthest south of any coal field in Iowa, therefore our operators experience serious handicaps in marketing their coal to any point in Iowa except when the general demand all over the state exceeds the production, which is not often. We produce on our line approximately 150,000 tons of soft coal per year, 95 per cent of which goes to points on other roads in Iowa, 50 per cent of this 95 per cent is delivered to the C. B. & Q. R. R. Co., and the C. R. I. & P. Ry. Co. roads at Centerville on a 5 mile haul to the I. S. U. Co., balance goes to M. & St. L. R. R. at Albia on a 25 mile I. S. U. haul and is destined to points on or via the M. & St. L. R. R. 50 per cent of all the tonnage of all kinds handled by this carrier is soft coal and it will be seen that any drastic reductions in short hauls like or similar to the scale proposed by the Greater Des Moines Committee will be disastrous to our company, and even any reductions made on longer hauls, say above 125 miles, will be felt, as considerable of our coal in connection with the M. & St. L. R. R., is hauled a long distance, via, Britt, Ft. Dodge, Gilmore City, Sioux Rapids and Storm Lake, 220 miles, 200 miles, 210 miles, 280 miles and 300 miles, respectively, from Centerville. In addition to coal billed to M. & St. L. R. R. points proper, we send a great deal of our coal to various points on other lines in Iowa, and, quoting from some statistics made up for October, 1920, which were compiled for a past hearing, we reproduce a brief summary of it below, October being one of our best coal loading months:

4440 tons to points on M. & St. L. R. R. proper, I. S. U. haul 25 miles.
2400 tons to points on C. R. I. & P. via Albia and M. & St. L. Jct., with C. R. I. & P., I. S. U. haul 25 miles.
1967 tons to points on C. & N. W. via Albia and M. & St. L. Jct., with C. & N. W., I. S. U. haul 25 miles.
656 tons to points on C. M. & St. P. via Albia & M. & St. L. Jct., with C. M. & St. P., I. S. U. haul 25 miles.
650 tons to points on C. B. & Q. via Albia and M. & St. L. Jct., with C. B. & Q., I. S. U. haul 25 miles.
637 tons to points on C. R. I. & P. via Centerville, I. S. U. haul 5 miles.
8424 tons to points on C. B. & Q. via Centerville, I. S. U. haul 5 miles.
561 tons to points on C. M. & St. P. via Trask, I. S. U. haul 10 miles.
Total tons, 20,345.

"The I. S. U. Co.'s proportion of the through rates as shown in the monthly interline accounts was \$9,453.60 or an average of 46¢ per ton, or \$20.91 per car, figuring an average of 45 tons to the car.

"We would be willing to leave it to any competent authority to decide whether under high operating costs that exist now and prevailed in October, 1920, any carrier can originate coal and haul to necessary junction points for 46¢ cents per ton and leave a profit for that carrier. We think the decision would be it could not be done even on a haul of but 5 miles, yet this carrier did perform the service shown and are today hauling coal without a fair return as the rates in October, 1920, were the same as they are now, still the petitioners seek to obtain reductions in the present coal rates of 57 per cent on 5 mile hauls and 52 per cent on 75 miles.

"The attention of the Commission is directed to Item No. 15, page 5 of Boyd's Iowa Tariff No. 160, I. C. C. A-1211, which provides for continuous mileage on all classes and commodities between all our stations and all Iowa points on or via the M. & St. L. R. R. This arrangement voluntarily established by carriers, has existed for 30 years or more and is now in effect and is mentioned merely to show that our company, in connection with the M. & St. L. R. R., have been of great service to consumers in way of enabling them to obtain coal (and the best coal in Iowa), from the Centerville mines located on our line at reasonable rates. For example, if the continuous mileage arrangement was not in effect, the rate on coal from Centerville to Oskaloosa would be under present rates \$1.46½ per ton, but the rate charged is but \$1.36½, the I. S. U. Co. and the M. & St. L. absorbing the shrinkage of 10 cents per ton. This same rule applies to coal billed from Centerville to points in Iowa on C. & N. W., C. M. & St. P., C. R. I. & P., and other lines with which the M. & St. L. have track connections. As an example, the present rate Centerville to Des Moines, Iowa, 225 miles from Centerville, via Albia, Grand Junction and C. & N. W. Ry. is \$2.72½. Without continuous mileage the rate would be \$3.27½, a difference of 55¢ per ton. Take another example: Coal Centerville to Waukegan, via Albia M. & St. L., Des Moines and the C. M. & St. P., the present rate being \$2.13 per ton. The present rate from Des Moines to Waukegan, 15 miles, is 98¼¢, a difference of \$1.14½, and the question may be asked how can Centerville sell coal in Waukegan with this rate handicap. The answer is that Centerville produces the best coal in Iowa for domestic purposes, and some consumers will pay more for it than for other Iowa coal, but to establish a 47 cent per ton rate for a 15 mile haul as the Greater Des Moines Committee suggests, would create more of a difference in rates than now exists, and curtail if not actually stop Centerville shipments to such points. How much more of a difference is speculative, as the petitioners' suggested scale does not run above 75 miles, and the distance Centerville to Des Moines is 110 miles.

"This carrier will again but briefly refer to the petition of the Iowa Traffic League by a majority of its directors as our arguments directed against the Greater Des Moines Committee's suggestions apply generally to any petitioners seeking to reduce rates on intrastate coal at this time.

We wish to remark, however, that the Iowa Traffic League's suggestion quoted below is gratifying, as it justly recognizes the principle of providing an equitable basis of rates on short joint hauls of less than 50 miles by allowing rates to be figured on some constructive mileage, the minimum of 50 miles to apply on such short joint hauls.

"The rate for distance of 50 miles to be observed as minimum of joint hauls of less than 50 miles total."

"This concession, however, is more than offset by the 20½ cent per ton decrease asked for on rates for practically all distances.

"In conclusion, this carrier feels that it has presented its reply in a fair and impartial manner, having in mind the interests of all carriers, coal operators and consumers within the whole state of Iowa, and know that it will receive full consideration by your Honorable Body and the right, proper and just determination thereof be had.

"IOWA SOUTHERN UTILITIES COMPANY,

"By E. F. BULMANN, General Manager.

"REVISION OF IOWA COMMODITY RATES ON BITUMINOUS COAL.
B-1029.

"ANSWER.

"Come now the respondent carriers, Chicago Great Western Railroad Company, The Minneapolis and St. Louis Railroad Company, Chicago, Milwaukee and St. Paul Railway Company, The Chicago, Rock Island and Pacific Railway Company, Illinois Central Railroad Company, Fort Dodge, Des Moines and Southern Railroad Company, Wabash Railway Company, Chicago, Burlington and Quincy Railroad Company and Chicago and North Western Railway Company on their own behalf and on behalf of all steam railroads operating in the state of Iowa, and for answer to the complaint of the Greater Des Moines Committee, Incorporated, dated Des Moines, Iowa, September 21, 1921, by E. G. Wylie, allege:

I.

"That the rates for the transportation of coal intrastate in Iowa as presently established were made and published pursuant to an order of the Board of Railroad Commissioners of the State of Iowa, and that said rates are reasonable and nondiscriminatory.

II.

"Further answering, respondents aver that the rates suggested by the complainant in Exhibit "B," page 10 of its said complaint, are lower than rates for the transportation of coal applying for similar distances anywhere in the United States, and that if respondents are required to establish such a basis of rates, the same would be confiscatory and therefore unlawful.

III.

"Further answering, respondents aver that any order of the Board of Railroad Commissioners of Iowa herein requiring a reduction in the rates and charges for the transportation of coal within the State of Iowa would result in said rates being confiscatory in their nature, unreasonable in amount and would prevent respondents from obtaining

a fair or reasonable return upon the value of their property devoted to transportation in the State of Iowa; all of which is contrary to and in violation of the provisions of the Fourteenth Amendment to the Constitution of the United States prohibiting the taking of property without due process of law.

IV.

"Respondents further show that any order made by this Commission reducing the transportation charges on coal within the State of Iowa would create unreasonable discrimination against interstate traffic and result in undue and unreasonable advantage, preference or prejudice as between persons and localities in intrastate commerce within the State of Iowa, on the one hand, and interstate and foreign commerce, on the other, and will result in undue, unreasonable and unjust discrimination against interstate commerce, which is forbidden by the Interstate Commerce Act and declared to be unlawful and will result in depriving respondents of earnings they are entitled to receive under the provisions of the Transportation Act of 1920.

"WHEREFORE, respondents having fully answered, pray that said complaint may be dismissed.

F. H. TOWNER,
K. F. BURGESS,
J. N. DAVIS,
W. F. DICKINSON,
A. P. HUMBUG,
ROBERT H. WIDDICOMBE

"October 25, 1921.

Attorneys for the above named Respondents.

"ANSWER.

"Come now the respondent carriers, Chicago Great Western Railroad Company, The Minneapolis and St. Louis Railroad Company, Chicago, Milwaukee and St. Paul Railway Company, The Chicago, Rock Island and Pacific Railway Company, Illinois Central Railroad Company, Fort Dodge, Des Moines and Southern Railroad Company, Wabash Railway Company, Chicago, Burlington and Quincy Railroad Company, and Chicago and North Western Railway Company, on their own behalf and on behalf of all steam railroads operating in the State of Iowa, and for answer to the petition and in resistance to the demand of the Iowa Traffic League for reduction in the rates, both locally and joint, for the transportation of soft coal intrastate, allege:

I.

"Respondent carriers deny that any advances heretofore made in rates for the transportation of soft coal in the State of Iowa were made arbitrarily or without proper authority of law, and aver in this behalf that the present Iowa rates were published pursuant to an order issued by the Board of Railroad Commissioners of the State of Iowa and that the same are just and reasonable rates. Respondents deny that said rates are in any respect whatsoever unlawful, and deny that there should be any reduction of the same.

II.

"Respondents deny that the joint rates requested by petitioner should be established, and aver in this behalf that the present joint rate system for the transportation of coal in the State of Iowa is in accordance with law, and that the result of the application of said basis provides as compensation for said transportation no more than reasonable rates for joint line service.

III.

"Answering Paragraph III of said petition, respondents aver that the Board of Railroad Commissioners of the State of Iowa is without jurisdiction to prescribe rates upon the basis suggested in said paragraph under the law as the same now exists, all of which is admitted by petitioners in said Paragraph III.

IV.

"Further answering respondents aver that any order of the Board of Railroad Commissioners of Iowa herein requiring a reduction in the rates and charges for the transportation of coal within the State of Iowa could result in said rates being confiscatory in their nature, unreasonable in amount and would prevent respondents from obtaining a fair or reasonable return upon the value of their property devoted to transportation in the state of Iowa; all of which is contrary to and in violation of the provisions of the Fourteenth Amendment to the Constitution of the United States prohibiting the taking of property without due process of law.

V.

"Respondents further show that any order made by this Commission reducing the transportation charges on coal within the state of Iowa would create unreasonable discrimination against interstate traffic and result in undue and unreasonable advantage, preference or prejudice as between persons and localities in intrastate commerce within the state of Iowa, on the one hand, and interstate and foreign commerce on the other, and will result in undue, unreasonable and unjust discrimination against interstate commerce, which is forbidden by the Interstate Commerce Act and declared to be unlawful and will result in depriving respondents of earnings they are entitled to receive under the provisions of the Transportation Act of 1920.

"WHEREFORE, respondents having fully answered, pray that said petition may be dismissed.

F. H. TOWNER,
K. F. BURGESS,
J. N. DAVIS,
W. F. DICKINSON,
A. P. HUMBUG,
ROBERT H. WIDDICOMBE

"October 25, 1921.

Attorneys for the above named Respondents."

Mr. Rosebrook, the original complainant, submitted his statement as follows:

"Oskaloosa, Iowa,
November 1, 1921.

"To the Board of Railroad Commissioners of Iowa, Des Moines, Iowa.

I.

"L. R. Rosebrook of Oskaloosa, Mahaska county, Iowa, representing the Chamber of Commerce of Oskaloosa, Iowa, The Oskaloosa Manufacturers Assn., the Excelsior Coal Co. of Oskaloosa, Iowa, et al. desires to submit to your honorable board his views and desires regarding a revision of the present schedule of rates on soft coal, lump and nut, and pea and slack, within the state of Iowa.

II.

"At the hearing of August 17th, 1920, it was decided and ordered by your Board to apply the 35% advance by using as a basis the old Iowa distance tariff, plus 15 cents per ton flat, plus 25%. On August 24th by a supplemental order the agreed basis was changed by the application of certain specific numbers which forced into the rate certain high points in the progression which changed the relationship of mines and territorial divisions amounting to discrimination, financially prejudicial to all mines and many towns on the M. & St. L. R. R. as well as every mine to a greater or less extent. From Oskaloosa to Mason City the coal from mines at Centerville, Mystic, Albion and Lockman have to meet the competition of coal brought in from Illinois, Indiana and Kentucky, on a Blanket rate from Oskaloosa to Marshalltown, Marshalltown to St. Paul, while the present Iowa rate advances from the mines every five miles to destination; under the present alignment the mines on the C. R. I. & P., the C. G. W. and the C. & N. W. in Polk county are benefitted by an advance of 17½ cents per ton at the 70½ miles section which more than doubles the former differentials of those mines and those on the M. & St. L. Ry. This condition exists in the rates on pea and slack at the 20 mile and 135 mile, 5 mile sections of the schedule.

III.

"Your petitioner therefore offers for your acceptance a schedule of rates which will serve to modify and make more uniform charges in conformity with the law and long continued custom.

"Respectfully submitted,

"L. R. ROSEBROOK, Oskaloosa, Iowa."

Pursuant to adjournment, this matter was called for hearing November 16, 1921, 10 o'clock A. M. Case was heard fully. Because of the importance of the matter under consideration, it was deemed best to have written briefs, and at the close of the hearing, it was announced:

"that upon receipt of transcript the petitioners would have fifteen days in which to present their briefs, copies to be furnished the carriers, who were to have fifteen days to make answer, and to which the complainants were to have ten days in which to make reply."

In each case copies of briefs to be promptly furnished the contending parties.

Briefs, in accordance with the order announced, were duly filed and the case submitted.

Some controversy arose between certain officers of the Iowa Coal Operators' Association, and members thereof, as to whether the Iowa coal operators were, in fact, taking any part in this proceeding. Whether or not the operators of Iowa coal mines are parties to this case makes no difference to the Board in its efforts to determine what a fair and reasonable rate on coal should be. The operators gave the Commission no information that might assist us in arriving at a proper conclusion. A great deal of stress has been laid upon the fact that the price of Iowa coal has more than doubled in the past two or three years. But little of this advance in price to the consumer is chargeable to freight rate, as for instance, when coal was selling in Des Moines to the householder, delivered, at \$3.75 per ton, the freight rate was, for a ten mile haul, 34 cents per ton; for a twenty-five mile haul, 46 cents per ton. These rates have been increased, the first by 47 cents per ton and the second 63½ cents per ton, but the cost of coal to the consumer in Des Moines has increased \$4.25 per ton. One statement made by Mr. C. M. Cheney, General Manager, Inter-Urban Railway Company is apropos: "Lump coal originating at Centerville, on which a rate of \$1.95 per ton is paid, or lump coal originating at Rathburn, Iowa, near Ottumwa, on which a freight rate of \$2.03 is paid, sells to the householder at \$8.00 per ton—in competition with the coal produced by 'Wagon mines'—sold and delivered by the same dealer," and, we may add, at the same price to the consumer.

But little testimony was offered at the hearing that could not have been provided by the records in the office of the Commission; there was no testimony offered with reference to the terminal costs for a carload of coal, nor evidence as to haulage cost of coal. Some figures were introduced by the Chicago & North Western Railway Company showing that the average terminal cost of a carload in the state of Iowa, as well as Interstate, was \$16.9666 or \$21.9332 for the two handlings. The Chicago, Rock Island & Pacific Railway exhibit indicated an average total terminal charge (two terminals) of \$24.714 on all traffic. These figures are based upon the operation of the carriers for the first 6 months, 1921, which is not a representative period, as is indicated by the figures shown elsewhere in this opinion. We believe the terminal cost for this six months period abnormally high. No evidence was offered as to whether coal could be handled at a less figure, or that coal necessitates a greater terminal cost, although opinion was expressed that terminal cost of coal would be greater. It might be assumed that because of the fact that at the mines, the cars of coal are usually hauled away in trains of several cars, and occasionally coal is transported in whole train loads, the average terminal cost would be too high for coal. Assumption is, however, not evidence. In the case of Holmes & Halliwell Company vs. Great Northern Railway Company, 60 I. C. C., Page 693, the Commission says:

"With respect to the terminal expenses, it is evident that the actual cost favors the head of the lakes. It was shown at one of the earlier hearings that the average cost per car at Duluth

was approximately \$3.00, while at the Illinois mines it averaged \$4.22 per car. Apparently the terminal expense on coal at the head of the lakes is somewhat greater than on general traffic."

The carriers' exhibits reveal that the Iowa coal rates as charged at present are lower than the rates charged for similar service in contiguous territory, and in and through the state on interstate traffic, especially with reference to eastern higher grade coals moving from the docks. With equal or greater forcefulness perhaps, the exhibits of the petitioners show that the Iowa coal rates are higher than rates applying between mines outside the state on the like commodity. The rates are all properly referred to, and indicate that the coal rate structure in this region are not in harmony with each other, and that no rate can be safely taken as a guide upon which other rates may be predicated. There is no "yardstick" by which to measure a fair and reasonable rate on coal.

The carrier is entitled to compensation for its services over and above the cost of performing that service. How much that should be has never been definitely determined. Congress, in the Transportation Act of 1920, has declared that the profit on the aggregate of all transportation business should be such as would yield 5½ per cent to 6 per cent on the value of the property used in the transportation. The carriers are not now earning anything like such a figure upon the valuation, as that valuation has been tentatively fixed by the Interstate Commerce Commission in compliance with said Transportation Act.

Many comparisons of Iowa coal rates with rates obtaining in territory contiguous to Iowa, and on interstate business, part of the haul being within Iowa, have been made a part of this case, but the brief for the carriers (page 95) quite rightly states "it is possible to select rates from a group (Illinois Rates) * * * that will prove either side of the same case."

In the brief of the Iowa Traffic League, our attention is called to facts, elicited from testimony, that Iowa coal, though more expensive to mine, is an inferior fuel to the coal produced in Illinois and Kentucky. For that and other reasons, the argument is made that Iowa coal may not bear so high a rate as might properly obtain on the better coals, with which it must come into constant competition. We quote from their brief as follows:

"It was testified by witnesses for the Iowa Traffic League that the Iowa coal as a whole, is inferior in heating and storing qualities as compared to Illinois, Indiana and other coals. The cost of mining Iowa coal is greater than other coals. We therefore have a combination of less efficiency plus higher producing cost which exists before any transportation has commenced. The value of the coal lies in its heat units rather than in its cost of production. The cost of transportation adds to the costs that must be considered by the consumer and the transportation rate should be based largely on the value of the service as measured by competing fuels."

It is a fact that Iowa does not produce all the coal that is consumed in Iowa. Although some Iowa coal moves to points outside the state,

the quantity is limited, and the carriers claim that there are especially low rates put in to stimulate the traffic. There rates, and discussion of them, appear in many of the briefs filed. It is claimed by carriers that these rates are not a proper standard by which to measure Iowa intrastate rates. We do not enter into their discussion here, for the reason we have reached our conclusions without their consideration. Rates voluntarily put in to stimulate a flagging industry should not be used to tear down rate structures elsewhere.

Briefs for carriers lay stress upon the density of traffic element. Illinois has a much greater density of traffic than Iowa. We quote, with our approval, the argument of the Iowa Traffic League upon this point:

"The population of one city alone, Chicago, is greater than all of the state of Iowa. Are the inhabitants of Chicago to be favored with lower rates on better coal because they live in a relatively congested area? Are other Illinois cities to be also thus favored? It is a recognized fact that volume of traffic has a bearing on the amount of the rate but this is true in determining the level of rates of one commodity as against another rather than in the determination of rates for the same commodity for one haul as against another haul. If volume justified lower rates, every large city and every large industry would be entitled to a lower rate than those of lesser size and it would mean the extermination of the small industry and small city. On the other hand, the costs of transportation mount rapidly as congestion increases and the maintenance of lower rates for the large terminals is at the expense of the outlying communities. The carriers owe to the public at large, a duty to keep the avenues of transportation free and easy of access and they owe for past generosity on the part of the states and local communities, rate adjustments that will permit the development of those territories, which is for their mutual good."

During the hearing, one of the Commissioners asked witness Townsend, for the Minneapolis and St. Louis Railroad and other carriers:

"Your Illinois density of traffic is somewhat made up of freight, is it not, moving to markets, that originates in other states?"

Witness replied,

"All of it."

Brief filed by the Commerce Counsel calls particular attention to the fact that the present scale of Iowa coal rates had been in effect more than a quarter of a century preceding the advances made by the Federal Government. "It had applied as it applies today as the minimum as well as the maximum. Fixed in the day before the larger car, the more powerful locomotive, and other transportation economies came in, it was given no lessening by these economies. It had never been assumed as not fully compensatory and reasonable to the carriers."

Then referring to the rate increases made by the federal agencies, the brief says:

"These successive rate increases have been made upon a commodity that is of vital necessity to the people of the state,

to the ordinary inhabitant and householder and to industries. Coal is absolutely essential to the health and comfort of the people. It is sold in small quantities to the poor, in larger quantities to the well-to-do, and in great volume to the industries, and wherever used the cost of its transportation is borne by the consumer.

"Of all that has been said as to the high rates and the continued and repeated demand for reductions because they have been increased to a figure beyond that under which business can be reasonably conducted or consumers able to pay, the statement is herein made that no commodity of all those transported by our common carriers affect so many people more immediately and directly than coal and that among all the commodities coal is one that should receive consideration in the reduction of freight charges."

The brief of the Greater Des Moines Committee lays particular stress upon the present high charge for the short haul, and Mr. Wylie proposes a schedule, making much greater reduction on the extremely short hauls than upon the longer hauls. Exhibits filed in behalf of the Greater Des Moines Committee, by Mr. Wylie, make comparisons of the present coal rates with rates on excelsior, wood, manure, sugar beets, ice, and water. However, the carriers attack these comparisons, stating that all of these rates are applicable upon commodities that had to move upon very low and unremunerative rates or not move at all. Wood used for excelsior was unfit for any other purpose, and the manufacture of excelsior meant more business for the carriers. Similar statements were made with reference to sugar beets, manure, ice, and water. The latter, it was said, was moved of necessity at any rate, or no rate. We believe the carriers are justified in making low, unremunerative rates under some circumstances: Water for a famishing community or to permit continued operation of industry; ice to a community which through some mischance of weather is unable to harvest a supply; manure to enrich impoverished land; almost worthless wood to be manufactured into a salable commodity demanding transportation; and raw products to be manufactured into high grade merchandise for sale and shipment. We do not believe such rates should be used as "yardsticks" to measure the reasonableness of rates on general commodities. However, coal is of such a basic character that there might be times when it should be transported at cost or less, for the general good, and in our opinion, at all times, it should move on the smallest margin of profit to the carrier, consistent with sound operating management. Coal is basic. Industry, health, and happiness depend upon its free movement from places of mining to localities of consumption. We approve of the low rates granted commodities that would otherwise be lost to industry, and shall not use them as a criterion by which to judge of the reasonableness of rate structures generally.

The Greater Des Moines Committee brief calls our attention to the high rate per ton per mile of the present Iowa coal rates compared with the rates obtaining on interstate traffic.

The Iowa Southern Utilities Company, operators of a short line upon which producing coal mines are located, protests against the lowering of the coal rates below 125 miles, and insists that the charge should be the same for all distances up to and including 20 miles; that of 150,000 tons produced on its line, 95% of it goes to points on other lines of railway; that 50% of the 95% goes to the Chicago, Burlington & Quincy Railroad Company, and the Chicago, Rock Island and Pacific Railroad Company, on a five-mile haul so far as the Iowa Southern Utilities line is concerned. The other half goes to points on the Minneapolis & St. Louis Railway, via Albia, on a 25 mile haul on the short line. Eighty per cent of all traffic on the Iowa Southern Utilities is coal. Straight mileage rates now obtain on shipments of coal via connections from mining stations on the line of the Iowa Southern Utilities Company. In our opinion, no fault can be found with this continuous mileage agreement. It is claimed with good reason that the life of the Iowa Southern Utilities' lines depends upon such an arrangement. It might be a greater division of charges collected should be accorded the originating line than now obtains, but this is a feature that can doubtless be properly adjusted by interested carriers.

In the brief for Iowa Traffic League, it is said:

"As to our petition for a group adjustment of Iowa coal rates, as exists in other states and in fact in Iowa, on interstate traffic from Iowa mines, we believe that early consideration should be given this important matter. As we understand the Iowa laws, the carriers are not permitted to depart from the horizontal scale of rate making but that the Board of Railroad Commissioners can establish any fair and just basis of rates after due investigation (Section 5175, 5177, 5196, Compiled Code). If all rates on coal from mines in Iowa to destinations in Iowa are on a justly constructed group basis, there would be less cause for complaint than now exists."

Section Compiled Code, 5196, being Section 2141 of the Code of 1897, provides, however, that the maximum rates fixed by the Board shall be "prima facie evidence that the rates therein fixed are reasonable maximum rates," same as schedules made by the Board in accordance with Section 5193 (Sec. 2138 of Code of 1897) the first portion of which reads as follows:

"The schedules of reasonable maximum rates of charges for the transportation of freight and cars, together with the classification of such freights now in effect, shall remain in force until changed by the Board according to law, which, in all actions brought against railway corporations, wherein there are involved the changes thereof for the transportation of any freight or cars, or any unjust discrimination in relation thereto, shall be taken as prima facie evidence in all courts that the rates fixed therein are reasonable and just maximum rates of charge for which said schedules have been prepared. The Board shall from time to time, and as often as circumstances may require, change and revise such schedules, but the rates fixed shall not be higher than established by law."

This Commission under the law does not fix absolute or minimum rates. It is charged with the duty of fixing a maximum schedule which shall be received by the courts of the state upon proper identification as prima facie evidence of a reasonable rate, thus throwing the burden of proof upon the defending carrier, which may be asserting its unreasonableness, or which has charged a higher rate for the service. If we should undertake to establish maximum group rates, assuming that the argument of counsel is good law, in making of their tariff what would absolve the carriers from the prohibitions carried in the sections of law referred to by counsel for the traffic league? In our opinion, until the laws are changed permitting the long line to meet the short line rates, and other modifications made in the statutes, it is our duty, in the formulating and promulgating of maximum schedules, to so construct them that they may be adopted by carriers, without making the railroad companies subject to prosecution under the statutes.

Our laws protect the small shipper, and though we had as large a city within our borders as Chicago, still the consumer at the small village would be required to pay no more relatively for transportation than his neighbor in the big town. Whether that is proper is not for us to determine. The policy to be adopted lies with the Legislature.

The brief for carriers calls attention to the financial condition of the carriers as brought out in the testimony, the figures given covering particularly the first six months operations in 1921. We quote from page 90 of the brief:

"The evidence submitted on behalf of the carriers points out to the Commission the financial condition of the railroads operating in the Western District, which includes the state of Iowa, and shows for the six months period ending June 30, 1921, a deficit below 6 per cent of \$177,906,541, and that the Chicago and North Western Railway Company alone for the same period had an operating deficit of \$3,567,955.34, and this deficit would be further increased if the usual expenditure for maintenance were made. The evidence shows that in the state of Iowa the Chicago and North Western Railway Company for the six months ending June 30, 1921, had a deficit below 6 per cent on intrastate business in the state of Iowa of \$358,374.92; on interstate business in the state of Iowa of \$1,274,090.12; or a total deficit on both state and interstate business in the state of Iowa below 6 per cent of \$1,632,465.04. That the Chicago, Rock Island and Pacific Railway Company for the six months' period ending June 30, 1921, had a deficit below 6 per cent on the intrastate business in the state of Iowa of \$1,407,857.87; a deficit on interstate business in the state of Iowa of \$3,848,903.44; or a total on both state and interstate of \$5,256,761.31. It may be fairly concluded that the other Iowa railroads involved in this proceeding were laboring under similar financial difficulties to those of the North Western and Rock Island. It would appear that the defendants in this proceeding are in no position to withstand a reduction either in coal rates or any other rates that move in considerable volume."

Carriers object to one line haul basis for joint rates, and state in their brief, page 96, that:

"The only evidence offered in support of such a basis of rates for joint-line service was by virtue of the situation existing in Illinois. It appears from the evidence that wherever in Illinois joint rates exist on a single-line basis, such a basis of rates for joint-line service is occasioned by competition of a single-line carrier, it being the desire of the joint lines to participate in traffic which they could not participate in unless they met the single-line basis. An example was given in evidence of the situation of the Illinois Central at Rockford, which road has its own line from Springfield, from northern Illinois and from southern Illinois, and if the North Western Railway or the Milwaukee Railway want to participate in Rockford business, both of which lines serve Rockford, they must from the groups of origin mentioned meet the single-line rate of the Illinois Central Railroad, thus applying the single-line basis for a joint-line service. It is because of such conditions in Illinois that the Iowa Traffic League bases its demand for joint rates on a single-line basis, when there is no situation comparable in Iowa to that prevailing in Illinois, on account of the fact that the Iowa law prevents it. The traffic must move via the short route. The circuitous route, even if it be a single line, cannot meet the short-line rate. Under the circumstances, it would be unfair for Iowa to force upon the carriers joint rates on a single-line basis, because the law would not permit them to engage in traffic where they could not otherwise engage in it, and it would simply result in a reduction of rates. In Illinois the carriers are permitted to charge full combination of locals for joint-line service and joint-line rates are due solely to competitive influences, to which reference has already been made."

With reference to the effect the high transportation charge on coal would have relative to cost of electricity to consumer, the carriers' brief states:

"It further appears in evidence that for every 20 cent change in the price of coal the current change is one-tenth of one cent. In other words, you would have to get a change of \$2.00 in the price of coal before you get one cent per kilowatt hour on your electricity. Therefore, the entire existing freight rate of 81 cents per ton from nearby points to Des Moines represents less than one-half of a cent in the price per kilowatt hour of electricity. In other words, if the entire freight rate of 81 cents per ton were eliminated and the coal were transported free, the price to the consumer of electricity by virtue of elimination of the freight rate could not be reduced one-half cent per kilowatt hour."

Private capital invested for the benefit of the public is entitled, as of right, to a fair return upon honest investment in such public utility when honestly and efficiently managed. So, too, the public is entitled to adequate service from those who presume to exercise a public func-

tion, and at such a charge as not to be a burden. In the case of carriers, they must be so conducted that commodities of necessity may move freely and expeditiously, and at a reasonable charge, that the use of those necessities may not be restricted.

Sundberg Exhibit 1 shows a comparison of the average Illinois rates with the actual mileage rates in Iowa on coal. In detail, many Illinois rates might be shown to be higher than the Iowa rate for the same distance, but taking the rates as a whole, the exhibit indicates that the Illinois coal rates are materially lower than the present Iowa coal schedules. The density of traffic is greater in Illinois, and as that is one of the elements entering into rate making, perhaps a less rate in Illinois than applies in Iowa could be justified. There is no evidence before us to indicate what that difference should be. It was testified that in 1918 Illinois produced 83,268,864 tons of coal, while Iowa mined but 7,188,355 tons, not enough to supply the demand of Iowa consumers.

The statute required this Board, in fixing rates, to take into consideration schedules of rates applying anywhere for similar services. "The lowest rates published or charged by any railway company for substantially the same kind of service whether in this or another state, shall, at the instance of the person or persons complaining, be accepted as prima facie evidence of a reasonable rate for the services under investigation; * * * * * (Sec. 2140 Code of 1897).

A number of schedules of rates have been introduced in evidence for purposes of comparison and have been given careful consideration by the Board.

While for the period of six months, January 1 to June 30, 1921, inclusive, the showing of net earnings made by the carriers is not as good as we all would wish it, yet for the next five months, from the figure we can obtain at this time, a change for the better is indicated. While carriers as a whole have not been getting the returns declared reasonable by the Transportation Act of 1920, they have made a substantial profit above cost of operation and fixed charges. It is a matter of common knowledge that business generally has been hard pressed to keep balances in black and our farmers have suffered more than any others from the industrial and financial slump that has been our common lot.

The following table, compiled from figures provided by the carriers, will tell its own financial story. From these figures, it can not be claimed that railroads operating in and through Iowa are suffering such losses as prohibit the lowering of a rate found to be unreasonably high.

TABLE SHOWING OPERATING REVENUE AND OPERATING EXPENSES AND NET FROM RAILWAY OPERATIONS.

Railway Companies	Months, 1921	Total Railway Operating Revenue	Total Railway Operating Expenses	Net Revenue from Operations	Total and Unavailable Revenue	Net Revenue from Operations when Excessive Rates are Eliminated
Ashland, Tappan & Santa Fe	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	\$9,280,318 \$9,237,119	\$9,285,747 \$9,269,499	\$19,510,331 \$19,509,499	\$ 5,063,550 \$ 5,069,000	\$ 14,714,782 \$ 14,440,499
Chicago, Burlington & Quincy	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	79,447,914 79,300,963	82,160,943 83,641,804	10,256,971 21,240,809	4,812,102 4,238,245	11,431,900 17,500,463
Chicago, Great Western	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	11,639,963 10,329,362	10,294,482 9,861,413	1,355,481 2,658,949	433,803 2,658,949	916,688 1,884,013
Chicago, Milwaukee & St. Paul	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	67,760,977 67,640,494	64,278,590 63,583,675	3,482,387 14,110,339	4,465,007 3,817,507	977,000 10,292,830
Chicago & North Western	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	67,606,355 67,369,510	68,770,365 68,410,568	829,450 14,949,942	4,691,472 2,481,405	3,778,022 11,468,497
Chicago, St. Paul, Minneapolis & Omaha	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	13,046,971 12,901,398	12,750,233 9,762,845	296,738 3,141,553	830,157 704,087	531,419 2,437,516
Chicago, Rock Island & Pacific	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	62,313,359 59,915,106	63,180,181 64,254,284	9,133,168 15,661,312	2,667,023 2,542,580	6,466,609 11,118,623
Great Northern Railway	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	41,603,787 51,727,505	30,206,589 33,240,014	2,695,108 16,286,927	4,487,005 2,320,956	1,787,207 13,015,966
Illinois Central	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	65,573,744 61,161,402	64,457,749 60,439,270	1,115,995 10,724,616	3,319,605 3,828,601	9,264,189 8,896,803
Missouri & St. Louis	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	7,602,033 7,340,459	7,413,114 6,121,880	129,081 1,148,579	457,445 1,148,579	583,536 6,196,344
Union Pacific	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	48,700,977 47,540,346	34,929,279 40,760,277	13,770,698 20,039,969	2,037,544 2,999,912	10,749,154 12,040,448
Wabash Railway	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	28,832,265 25,307,381	25,720,469 20,609,212	3,111,810 2,709,381	873,147 790,553	2,236,712 4,544,308
Total	6 mos. ended June 30, 1921 6 mos. ended Nov. 30, 1921	\$48,054,990 \$45,143,746	\$43,110,345 \$43,971,492	\$4,944,645 \$19,777,254	\$2,038,791 \$4,017,778	\$7,103,769 \$15,754,476

*Deficit.
†Authority—Figures in above table taken from Railway Earnings Section of Commercial and Financial Chronicle, for eleven months ended November 30, 1921.

Mr. Wylie, in his brief, (Greater Des Moines Committee) suggests that we should take into consideration, in the fixing of the rate, 1st. the terminals-rate-value equivalent; 2nd. the haulage charge.

We prefer to put it this way: First, the terminal cost; second, the haulage cost.

We all agree that coal is "a necessary commodity and the interests of the consuming public cannot be overlooked." (Brief of Iowa Southern Utilities Company).

Coal is necessary to our industrial and home life. It is of prime importance, and if need be, should be transported at bare cost of carriage.

Under the law, we are required to determine what, in our judgment, is a fair, reasonable, maximum rate. The facts presented to us at the hearing looking to the reasonableness of the rate are few.

The only evidence submitted to us pretending to give figures for terminal costs was presented by witnesses for the Chicago & North Western Railway Company, and the Chicago, Rock Island & Pacific Railway Company. This is likewise true of the haulage costs. The former carrier submits as the average terminal cost carload freight (all freight) on their line ending June 30, 1921, (a period of unusually high operating cost) \$10.9666 for both intrastate and interstate traffic, per terminal, or \$21.923 per car movement on a line haul. The Chicago, Rock Island & Pacific Railway Company for the same period reports \$12.3572 or \$24.714 per car.

The combined Chicago & North Western and Chicago, Rock Island & Pacific figures as shown by Balch Exhibit 4 indicate a terminal cost of \$11.768 on intrastate traffic or a total car terminal cost of \$23.5364.

It is a matter of common knowledge that mines usually provide and pay for the tracks used as terminals at the mines. May it not reasonably follow that terminal costs for a ton of coal are less than would apply as an average?

The average loading per car of soft coal in Iowa is 48.7 tons, as testified to by Mr. Balch for carriers (Tr. page 167).

The allocation of expenses and earnings to state lines is upon arbitrary bases, and is not claimed by carriers or others to be accurate.

Using the average terminal cost (all freight) per car and computing the cost on the basis of 48.7 tons per car, indicates a terminal cost of 48.32 cents per ton. No one can say this represents the actual terminal cost for a ton of soft coal in Iowa, but it is the only figure we have. In our opinion, the terminal cost for coal would be found to be less, rather than more than the average. The carriers could furnish this information; they have not done so. Some have pleaded the expense of such an investigation, and it may be true that at this time this specific work should not be undertaken.

To the 48.32 cents per ton should be added the amount necessary that that ton may bear its proper share of the interest on funded debt, taxes, rentals, and other fixed charges, which must be met from operating revenue. From the figures submitted to this Board by the carriers for the year 1920, we find that the percentage such charges bear to the operating expense is 18.58. Adding, therefore, 18.58% of 48.32

cents to that amount makes a total average terminal cost, according to railroad company figures, of 57.29 cents per ton in a car of 48.7 tons. There should be some profit accruing to the carrier upon this terminal service. We have figured such profit on the basis of 5% per cent. This would make the total terminal charge per ton 60.44 cents. Disregarding fractions, we find, for the purposes of this investigation, that 60 cents represents the terminal cost, plus a reasonable profit, for the average ton of freight in a car of 48.7 tons. We do not claim this accurately represents the terminal cost of a ton of coal. Until more accurate information is offered us, it will have to serve the purpose. We have reached the conclusion that we shall use the present haulage charge of 5.5 cents for the first 5 miles, graduating the increment in proportion to distance hauled. Pea and slack rates will be 90 per cent of the rates fixed herein for lump coal for the first five miles, graduated for longer distances. We shall make no order as to joint rates at this time, our former orders fixing eighty per cent of the local charges on shipments going over two or more lines to remain in effect on coal. It must be remembered that these rates are reasonable maximum rates only, and carriers are at liberty to promulgate rates at variance with this schedule, so that they are not higher than the maximum fixed, or no unjust discrimination is thereby created.

We find the coal rates now charged by the carriers, on intrastate traffic in Iowa, unreasonable to the extent that they exceed the following revised schedule of reasonable maximum rates on soft coal in Iowa, which will become effective on proper publication:

REASONABLE MAXIMUM RATES APPLYING ON SOFT COAL BETWEEN STATIONS IN IOWA. IN CENTS PER TON OF 2,000 LBS. MINIMUM WEIGHT 30,000 LBS.

Miles	Lump and Nut	Pea and Slack	Miles	Lump and Nut	Pea and Slack
1	60½	59	180	193	155
10	71	63	185	198	157
15	76½	67	190	197	159
20	82	71	195	199	161
25	87½	75	200	201	163
30	93	79	210		
35	98½	83	220	203½	165½
40	104	87	230	206	168
45	109½	91	235	208½	170½
50	115	95	240	211	173
55			250	213½	175½
60	120½	99	260		
65	126	103	270	216	178
70	131½	107½	280	218½	180½
75	137	112	290	221½	183
80	141	115½	300	223½	185½
85				226	188
90	145	119	310	228½	189½
95	149	123	320	231	191
100	153	126½	330	233½	193½
105	157	130½	340	236	194
110	161	133	350	238½	195½
115					
120	165	137	360	241	197
125	169	141	370	243½	198½
130	171	145	380	246	200
135			390	248½	201½
140			400	251	203

Miles	Lump and Nut	Pea and Slack	Miles	Lump and Nut	Pea and Slack
130	172	135	410	256½	200
135	175	137	420	256½	200
140	177	139	430	262	205½
145	179	141	440	262	206
150	181	143	450	267½	208
155	183	145	460	267½	210½
160	185	147	470	272	210½
165	187	149	480	273	211
170	189	151	490	278½	211
175	191	153	500	278½	215½

Note: This schedule for Class "A" roads; Class "B" roads may charge 15 per cent higher, and Class "C" roads 30 per cent higher rates than fixed herein.

Proper order will be issued by the secretary of this Board promulgating and publishing said schedule as required by law.

No. 9956—1922.

BOARD OF RAILROAD COMMISSIONERS.

In the matter of commodity rates and minimum carload weights on stone and articles taking the same rate.

Decided March 22, 1922.

PRESENT RATES FOUND EXCESSIVE—SCHEDULE OF REASONABLE MAXIMUM RATE PROMULGATED.

No evidence introduced to advise the Board of the cost of transporting crushed stone, sand, gravel, etc., nor terminal costs, but evidence indicated the present rates on these commodities, applying intrastate in Iowa, was too high to permit of the free movement thereof; and

It further appearing that the financial condition of the railway companies operating in Iowa is improving; and that

The commodities upon which a reduction of rates is urged are basic commodities, absolutely necessary in works of public and private improvement;

Held, that the present Iowa intrastate rates on these commodities are excessive to the extent that they exceed schedule fixed herein, which rates are declared to be fair, just and reasonable maximum rates for the interstate transportation in Iowa of such commodities.

For Shippers—Edwin Brooker, Traffic Rep., National Association Sand & Gravel Producers, Washington, D. C.; C. M. Grant, Portland Sand & Gravel Co., Des Moines, Iowa; E. A. Witherow, Eddyville Sand & Gravel Co., Eddyville, Iowa; E. M. Gray, Des Moines Sand & Fuel Co., Des Moines, Iowa; L. E. Duval, Sabula Sand & Gravel Co., Sabula, Iowa; R. C. Fletcher, Flint Crushed Gravel Co., Des Moines, Iowa; M. W. Stephenson, Ideal Sand & Gravel Co., Mason City, Iowa; W. H. Graham, Secy., Ideal Sand & Gravel Co., Clear Lake, Iowa; T. W. Rowat, Rowat Cut Stone Co., Des Moines, Iowa; H. F. Sundberg, Chamber of Commerce, Cedar Rapids, Iowa; A. J. Christiansen, Chamber of Commerce, Davenport, Iowa; L. M. O'Leary, Commercial Club, Fort Dodge, Iowa; C. C. Crouse, T. M., Iowa Manufacturers Assn., Des Moines, Iowa; E. G.

Wylie, Freight Comm'r. Greater Des Moines Committee, Des Moines, Iowa; E. H. Palmquist, Lyman-Richey Sand Co., Omaha, Nebr.; F. D. Pearce, Mason City, Iowa; W. F. Coyne, Dolese Bros. Co., Buffalo, Iowa, Chicago, Ill.; H. B. Patterson, Wapello Sand Co., Ottumwa, Iowa; Dan R. Shea, Wapello Sand Co., Ottumwa, Iowa; J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa; R. W. Crum, Engr., Materials and Tests, Ames, Iowa.

For the Carriers—Geo. E. Hise, Atty., C. & N. W. Ry. Co., Des Moines, Iowa; E. J. Hyett, C. M. & St. P. Ry. Co., Chicago, Ill.; B. F. Moffatt, G. F. A. M. & St. L. R. R. Co., Minneapolis, Minn.; B. F. Parsons, A. G. F. A. C. G. W. R. R. Co., Chicago, Ill.; H. A. Benjamin, G. F. A. W. C. F. & N. Ry. Co., Waterloo, Iowa; H. A. Pence, D. F. A. C. B. & Q. R. R. Co., Burlington, Iowa; F. H. Law, A. G. F. A. Illinois Central R. R. Co., Chicago, Ill.; W. Y. Wildman, C. & N. W. Ry. Co., Chicago, Ill.; H. A. Triebel, Chief of Tariff Bureau, C. R. I. & P. Ry. Co., Chicago, Ill.; G. A. Hoffelder, C. B. & Q. R. R. Co., Chicago, Ill.; F. M. Steele, Ft. D. D. M. & S. R. R. Co., Boone, Iowa; Phil Schorr, Wabash Railway Co., Des Moines, Iowa.

On October 7, 1921, this Board, on its own motion, docketed for hearing and investigation the matter of proposed revision of rates and minimum carload weights on sand and gravel. Hearing was fixed for December 6, 1921, and notice given that all proposed schedules must be filed on or before October 24, 1921. On October 25, 1921, this Board included in this case the subject of commodity rates and minimum carload weights on stone and articles taking the same rates. The hearing of December 6, 1921, was postponed and after due notice was held on March 1, 1922. This hearing lasted three days. Much testimony was taken and many exhibits introduced by both petitioners and carriers. There was no testimony offered as to cost of transporting sand, gravel, crushed stone and allied articles, and no testimony relative to terminal costs. It was shown, however, that movement of these commodities had been restricted by reason of high rates, and that much transportation was lost to carriers by the opening of roadside sand and gravel pits, frequently producing an inferior quality of these basic building materials. In the opinion of witnesses for the petitioners, road work, street paving and building generally would be encouraged by the lowering of rates on these commodities. Representatives of the Iowa State Highway Commission told of contemplated permanent road improvements requiring the use of these commodities, and stated that the successful fruition of these plans depended largely on the stimulation to movement resulting from a lowered rate. The railway companies introduced evidence showing the financial condition of railroads, all of which, however, has been considered heretofore in our recent opinion in *Docket B-1029, Revision of Iowa Commodity Rates on Bituminous Coal*.

From the testimony introduced we find that free movement of these commodities has been restricted by the high rates now in effect; and that to encourage such free movement the rates should be materially reduced. These commodities are basic;—if they cannot move, building of all kinds must cease. As Chief Justice Taft rightly says in the much

mis-quoted opinion of the United States Supreme Court in the Wisconsin case (decided February 27, 1922): "It may well turn out that the effect of a general order in increasing all rates like the one at bar, will, in particular localities, reduce income (to the railroads) instead of increasing it, by discouraging patronage." We believe the testimony in this case indicates this to be true relative to sand, gravel, crushed stone, etc.

The testimony further showed that there are practically no claims for loss or damage on shipments of sand, gravel and crushed stone.

The record gives us no guide in the preparation of a new schedule on these commodities based on costs, so, assuming that the Iowa scale in effect June 24, 1918, was up to that time, a reasonable maximum scale, we will go back to that scale for our basis of rates. General Order No. 28 of the United States Railroad Administration advanced this scale twenty cents per ton, with rule for disposition of fractions, which had the effect of advancing the Iowa rates on an average of about twenty-five per cent; rates for the shorter distances, however, showing increases of fifty to one hundred per cent. When the carriers asked for the same increases in Iowa rates as were made applicable by Interstate Commerce Commission Order in Ex-Parte 74, namely thirty-five per cent, this Board in granting the petition, made an exception of the commodities which are the subject of this inquiry and required that rates be made upon the basis of the schedule in effect June 24, 1918, plus twenty-five per cent, plus thirty-five per cent. This was done, and the resultant rates are in effect today.

We believe the improving financial condition of the railroads warrants a reduction in the rates on stone and articles taking the same rates, for the reasons hereinbefore set forth, and we have reached the conclusion that the rates should be reduced by approximately one-half the thirty-five per cent advance allowed on August 26, 1920.

It is therefore ordered that effective April 15, 1922, the reasonable schedule of maximum rates and charges for the transportation of stone (crushed, rough and rough quarried), sand, gravel, burnt earth, gypsum rock, coal cinders or clinkers, crushed brick, crushed tile, clay and shale, in cents per ton of 2,000 pounds, minimum carload weight 90% of marked capacity of car but not less than 40,000 pounds, shall be as follows:

Miles	Rate	Miles	Rate	Miles	Rate
5	40	115	115½	240	164½
10	41	120	117½	250	167½
15	45½	125	119½	260	170½
20	50	130	122	270	173½
25	54½	135	124	280	176½
30	59	140	126½	290	179
35	63	145	128½	300	182
40	67½	150	130½	310	183½
45	72	155	133	320	185
50	76½	160	135	330	186½
55	81	165	137½	340	188
60	85	170	139½	350	189½
65	88	175	141½	360	191
70	91	180	144	370	192½
75	94	185	146	380	194
80	97	190	148½	390	195½
85	100	195	150½	400	197
90	103	200	153	420	200
95	106	210	155½	440	202½
100	108½	220	158½	460	205½
105	111	230	161½	480	208½
110	113			500	211½

Electric Transmission Line Franchises and Matters Pertaining Thereto.

No. 9957—1922.

Iowa Light, Heat & Power Co., Grinnell. Franchise in O'Brien County. The Board held hearing in this application on July 16, 1919, and on April 28, 1922, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Sheldon, where said corporate limits is intersected by an east and west highway along the north section line of Section five (5), Township ninety-six (96) north, Range forty-two (42) west of the fifth (5) P. M., thence east in the south margin of said highway, a distance of approximately one-half (½) mile, to the northeast corner of said Section five (5); thence across said highway to the southwest corner of Section thirty-three (33), Township ninety-seven (97) north, Range forty-two (42) west of the fifth (5) P. M., and continuing east in the north margin of the highway along the south section line of said Section thirty-three (33), a distance of approximately three and one-half (3½) miles, to the southeast corner of the southwest quarter of Section thirty-six (36), of the last named township and range; thence across the last named highway and continuing east in the south margin thereof, a distance of approximately one-half (½) mile, to the northeast corner of Section one (1), Township ninety-six (96) north, Range forty-two (42) west of the fifth (5) P. M.; thence across the highway to the southwest corner of Section thirty-one (31), Township ninety-seven (97) north, Range forty-one (41) west of the fifth (5) P. M., and continuing east in the north margin of the highway along the south section line of said Section thirty-one (31), a distance of approximately two (2) miles, to the southeast corner of Section thirty-two (32), of the last named township and range; thence across the highway to the northwest corner of Section four (4), Township ninety-six (96) north, Range forty-one (41) west of the fifth (5) P. M., and continuing east in the south margin of the highway along the north section line of said Section four (4), a distance of approximately one and one-half (1½) miles to the northeast corner of the northwest quarter of Section three (3), of the last named township and range; thence across the last named highway and continuing east in the north margin thereof, a distance of approximately one-half (½) mile, to the west corporate limits of the town of Sanborn.

No. 9958—1922.

Incorporated Town of Mitchellville, Iowa. Franchise in Polk and Jasper Counties.

The Board held hearing in this application on Oct. 8, 1920, and on Oct. 6, 1922, franchise was granted upon the following route:

Beginning at the southeast corner of the intersection of Vine Street, of the town of Mitchellville, Polk County, Iowa, and the east and west public highway located between Sections one (1) and twelve (12), Township seventy-nine (79) north, Range twenty-two (22), west of the fifth (5) P. M., which east and west highway forms the north corporate line of the town of Mitchellville, Polk County, Iowa; thence north across said public highway to the north margin thereof; thence east in the north margin of said highway to the southwest corner of Section six (6), Township seventy-nine (79) north, Range twenty-one (21), west of the fifth (5) P. M., Jasper County, Iowa; thence north in the east margin of the

north and south public highway which bounds said Section six (6) on the west to the east and west center line of said Section six (6); thence east over privately owned property along the east and west center line of said Section six (6), to the east line of said Section six (6); thence across the north and south highway bounding said Section six (6) on the east, and continuing east over privately owned property along the east and west center line of said Section five (5), of the last named township and range, to the approximate center of said Section five (5).

No. 9959—1922.

Moneta Electric Co., Moneta. Franchise in Clay and O'Brien Counties. The Board held hearing in this application on March 30, 1921, and on July 19, 1921, franchise was granted upon the following route:

Beginning at a point near the northeast corner of Section sixteen (16), Township ninety-five (95) north, Range thirty-eight (38), west of the fifth (5) P. M., Clay County, Iowa, thence west in the south margin of the east and west highway which bounds on the north, said Section sixteen (16), a distance of approximately four (4) miles, to the northeast corner of Section fourteen (14), Township ninety-five (95) north, Range thirty-nine (39) west of the fifth (5) P. M., O'Brien County, Iowa; thence north in the west margin of the north and south highway which bounds on the east, Section eleven (11), of the last mentioned township and range, a distance of approximately one-fourth (¼) mile.

Also, beginning at a point near the northeast corner of Section seventeen (17), Township ninety-five (95) north, Range thirty-eight (38), west of the fifth (5) P. M., Clay County, Iowa, thence south in the west margin of the north and south highway which bounds said Section seventeen (17) on the east, a distance of approximately one-eighth (⅛) mile.

No. 9960—1922.

Hallie Krouse, Allerton, Ia., v. Iowa Southern Utilities Co., Centerville. Electrical interference with Bollman Chapel Telephone Co.

Satisfactorily adjusted.

Filed Feb. 26, 1921. Closed July 28, 1922.

No. 9961—1922.

Muscataine Lighting Co., Muscatine. Franchise in Muscatine County. The Board held hearing in this application on April 19, 1921, and on Feb. 21, 1922, franchise was granted upon the following route:

Beginning at the west corporate limits of the city of Muscatine, where said corporate limits is intersected by an east and west highway extending through the north half of Section four (4), Township seventy-six (76) north, Range two (2) west of the fifth (5) P. M.; thence west in the north margin of said east and west highway to a point approximately seventeen hundred sixty (1760) feet west of the east section line of Section five (5), said township and range; thence westerly on the north side of the right of way of the Chicago, Milwaukee & St. Paul Railway Company, to the crossing of said right of way with a public highway extending in a northwesterly and southeasterly direction in the west half of Section six (6), said township and range; thence northwesterly in the north margin of the last named highway, a distance of approximately one and one-eighth (1⅛) miles, to the west section line of Section one (1), Township seventy-six (76) north, Range three (3) west of the fifth (5) P. M.; thence southwesterly in the north and west margin of a highway extending in a southwesterly and northeasterly direction in the

northeast quarter of Section two (2) of the last named township and range, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile, to the place where said highway turns west along the approximate east and west center section line of said Section two (2); thence west in the north margin of the last named highway, to a point approximately fifteen hundred eighty (1580) feet west of the west section line of said Section two (2); thence across the highway and continuing west in the south margin thereof, to the approximate center of Section four (4), of the last named township and range; thence across said highway and continuing west in the north margin thereof, a distance of approximately one-half ($\frac{1}{2}$) of a mile, to the west section line of said Section four (4).

No. 9962—1922.

Community Light & Power Co., Des Moines: Franchise in Polk County.

The Board held hearing in this application on June 7, 1921, and on June 6, 1922, franchise was granted upon the following route:

Beginning at the intersection of the north corporate limits of the city of Des Moines, Iowa, where said corporate limits is intersected by a north and south public highway, extending along the east line of Section twenty (20), Township seventy-nine (79) north, Range twenty-three (23) west of the fifth (5) P. M., thence north in the west margin of said highway, a distance of approximately one-fourth ($\frac{1}{4}$) mile; thence across said highway and continuing north in the east margin thereof, a distance of approximately one-fourth ($\frac{1}{4}$) mile; thence across said highway and continuing north in the west margin thereof, to the northeast corner of said Section twenty (20); thence east in the south margin of the east and west highway which bounds Section twenty-one (21), said township and range on the north, a distance of approximately one-half ($\frac{1}{2}$) mile; thence across said east and west highway and continuing east in the north margin thereof, a distance of approximately two and one-half ($2\frac{1}{2}$) miles, to the southeast corner of Section fourteen (14), said township and range; thence north in the east margin of the north and south highway, which bounds on the east said Section fourteen (14), a distance of approximately one-fourth ($\frac{1}{4}$) mile; thence across said north and south highway and continuing east over privately owned property, a distance of approximately one-fourth ($\frac{1}{4}$) mile.

Beginning at the southeast corner of Section fourteen (14), Township seventy-nine (79) north, Range twenty-three (23) west of the fifth (5) P. M.; thence south in the west margin of the north and south highway which bounds on the east Section twenty-three (23), said township and range, a distance of approximately one and one-fourth ($1\frac{1}{4}$) miles.

No. 9963—1922.

Incorporated Town of Grafton. Franchise in Worth County.

The Board held hearings in this application on June 20, 1921, Aug. 30, 1921, Oct. 4, 1921, and Oct. 20, 1921, and on Oct. 3, 1922, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Manly, Worth County, Iowa, where said corporate limits is intersected by a north and south public highway which bounds on the east Section sixteen (16), Township ninety-eight (98) north, Range twenty (20), west of the fifth (5) P. M., thence north in the west margin of said highway, to the northeast corner of Section nine (9), said township and range; thence east in the south margin of the east and west public highway which

bounds on the north, Section ten (10), said township and range, a distance of approximately six and one-half ($6\frac{1}{2}$) miles, to the west corporate limits of the town of Grafton, Worth County, Iowa.

No. 9964—1922.

Iowa Light, Heat & Power Co., Grinnell. Franchise in Audubon County.

The Board held hearing in this application on Aug. 9, 1921, and on Jan. 4, 1922, franchise was granted upon the following route:

Beginning at the southwest corner of Section seventeen (17), Township thirty-one (31) north, Range thirty-five (35) west of the fifth (5) P. M.; thence south in the east margin of the public highway which bounds Section twenty (20), said township and range on the west, a distance of approximately one (1) mile, to the southwest corner of said Section twenty (20); thence across the highway to the northeast corner of Section thirty (30), said township and range, and continuing south in the west margin of the highway which bounds on the east said Section thirty (30), a distance of approximately two (2) miles, to the southeast corner of Section thirty-one (31), said township and range; thence across the highway to the northwest corner of Section five (5), Township thirty (30) north, Range thirty-five (35) west of the fifth (5) P. M., and continuing south in the east margin of the highway which bounds said Section five (5) on the west, a distance of approximately three (3) miles, to the southwest corner of Section seventeen (17), of the last named township and range; thence east in the north margin of the highway which bounds said Section seventeen (17), on the south, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile, to the crossing of said highway by the tracks of the Chicago & North Western Railway Company; thence south across said highway and continuing in a southerly direction over private property in the northeast quarter of Section twenty (20), of the last named township and range, approximately parallel with and abutting on the west the right-of-way of said Chicago & North Western Railway Company, to the north corporate limits of the town of Audubon.

No. 9965—1922.

Lee Electric Co., Clarinda. Franchise in Adams and Montgomery Counties.

The Board held hearing in this application on Aug. 30, 1921, and on Dec. 6, 1921, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Corning, where said corporate limits is intersected by an east and west highway which bounds on the north, the east half of Section three (3), Township seventy-one (71) north, Range thirty-four (34) west of the fifth (5) P. M.; thence west in the south margin of said highway to the northwest corner of the northeast quarter of said Section three (3); thence north in the east margin of the highway approximately along the north and south center section line in the south half of Section thirty-four (34), Township seventy-two (72) north, Range thirty-four (34) west of the fifth (5) P. M., a distance of approximately one-fourth ($\frac{1}{4}$) mile, to the east and west highway in the south half of said Section thirty-four (34); thence west in the north margin of the last named highway, a distance of approximately one and one-fourth ($1\frac{1}{4}$) miles, to the north and south highway in the southwest quarter of Section thirty-three (33), of the last named township and range; thence south in the west margin of said north and south highway, a distance of approximately one-fourth ($\frac{1}{4}$) mile, to the highway along the south line of the southwest quarter of said Section thirty-three (33);

thence west in the north margin of the last named highway, a distance of approximately one and one-fourth (1 $\frac{1}{4}$) miles, to the southeast corner of Section thirty-one (31), of the last named township and range; thence across the highway and continuing west in the south margin thereof, a distance of approximately one-half (1/2) mile, to the northeast corner of the northwest quarter of Section six (6), Township seventy-one (71) north, Range thirty-four (34) west of the fifth (5) P. M.; thence south in the west margin of the highway running approximately along the north and south center section line of said Section six (6), a distance of approximately one and one-half (1 $\frac{1}{2}$) miles, to the southeast corner of the northwest quarter of Section seven (7), of the last named township and range; thence west in the north margin of the highway running along the east and west center section line of said Section seven (7), a distance of approximately three-eighths (3/8) of a mile, to the place where the last named highway turns north in the southwest quarter of the northwest quarter of said Section seven (7); thence following said highway in a northerly and northwesterly direction and in the west margin thereof to a point near the southeast corner of the northeast quarter of the northeast quarter of Section twelve (12), Township seventy-one (71) north, Range thirty-five (35) west of the fifth (5) P. M.; thence west in the north margin of the east and west highway through the north half of said Section twelve (12) and Section eleven (11), of the last named township and range, a distance of approximately one and three-quarters (1 $\frac{3}{4}$) miles, to the place where said east and west highway intersects a north and south highway in the northwest quarter of said Section eleven (11); thence south in the east margin of the last named highway, a distance of approximately one-quarter (1/4) of a mile, where said highway turns west approximately along the south line of the west half of the northwest quarter of said Section eleven (11); thence west in the north margin of the last described highway, a distance of approximately one and one-fourth (1 $\frac{1}{4}$) miles, to the southwest corner of the northwest quarter of Section ten (10), of the last named township and range; thence south in the east margin of the highway which bounds said Section ten (10) on the west, a distance of approximately one-half (1/2) mile, to the northwest corner of Section fifteen (15), of the last named township and range; thence west in the south margin of the highway which bounds on the north Section sixteen (16), of the last named township and range, a distance of approximately one and one-quarter (1 $\frac{1}{4}$) miles, to the north and south highway through the east half of Section seventeen (17), of the last named township and range; thence south in the west margin of said north and south highway, a distance of approximately one and one-quarter (1 $\frac{1}{4}$) miles, to the north corporate limits of the town of Nodaway.

Beginning at the intersection of the north and south highway through the east half of Section seventeen (17), Township seventy-one (71) north, Range thirty-five (35) west of the fifth (5) P. M., with a highway approximately along the east and west center section line of said Section seventeen (17), thence west in the north margin of said east and west highway, a distance of approximately one-half (1/2) mile where said highway turns south in the west half of said Section seventeen (17); thence following said highway in a southerly and southwesterly direction and in the east margin thereof, to a point where said highway crosses the west section line of said Section seventeen (17), near the northwest corner of the southwest quarter of the southwest quarter of said Section seventeen (17); thence west in the north margin of the highway along the north line of the southeast quarter of the southeast quarter of Section eighteen (18), said township and range, a distance of approximately one-quarter (1/4) of a mile, where said highway turns south in the southeast quarter of said Section eighteen (18); thence south in the east margin of said highway, a distance of approximately one-quarter (1/4) of a mile, to the south line of said Section eighteen (18).

thence west in the north margin of the highway along the south section line of said Section eighteen (18), a distance of approximately one and one-quarter (1 $\frac{1}{4}$) miles, to the southwest corner of the southeast quarter of Section thirteen (13), Township seventy-one (71) north, Range thirty-six (36) west of the fifth (5) P. M.; thence south in the east margin of the highway approximately along the north and south center section line of Sections twenty-four (24) and twenty-five (25), of the last named township and range, a distance of approximately one and one-half (1 $\frac{1}{2}$) miles, to the southwest corner of the northeast quarter of said Section twenty-five (25); thence west in the north margin of the highway approximately along the east and west center section line of said Section twenty-five (25) and Section twenty-six (26), of the last named township and range, to the east corporate limits of the town of Villisca.

No. 9946--1922.

Incorporated Town of Joice, Franchise in Worth County.

The Board held hearing in this application on Aug. 31, 1921, and on Jan. 4, 1922, franchise was granted upon the following route:

Beginning at the northwest corner of the southwest quarter of Section six (6), Township ninety-nine (99) north, Range twenty-two (22) west of the fifth (5) P. M.; thence east in the south margin of the highway approximately along the east and west center section line of said Section six (6) and Section five (5), said township and range, a distance of approximately one and one-half (1 $\frac{1}{2}$) miles, to the northwest corner of the southeast quarter of said Section five (5); thence south in the east margin of the highway approximately along the north and south center section line of said Section five (5), and Sections eight (8), seventeen (17) and twenty (20), said township and range, a distance of approximately two and five-eighths (2 $\frac{5}{8}$) miles, to the east and west highway in the northeast quarter of said Section twenty (20); thence east in the north margin of said east and west highway, a distance of approximately three-eighths (3/8) of a mile, where said highway turns south in said northeast quarter of said Section twenty (20); thence south in the east margin of the last described north and south highway, a distance of approximately one-half (1/2) of a mile, where said highway turns southeasterly in the southeast quarter of said Section twenty (20); thence southeasterly in the east margin of the last described highway which parallels the right-of-way of the Chicago & North Western Railway Company in the southeast quarter of said Section twenty (20), a distance of approximately three-eighths (3/8) of a mile, to the north and south highway along the west section line of Section twenty-one (21), said township and range; thence south in the east margin of the last described highway, a distance of approximately three-fourths (3/4) of a mile, to the north corporate limits of the town of Joice.

No. 9947--1922.

Iowa Light, Heat & Power Co., Grinnell. Franchise in Ida, Sac and Crawford Counties.

The Board held hearing in this application on Sept. 13, 1921, and on Dec. 6, 1921, franchise was granted upon the following route:

Beginning at the southeast corner of the corporate limits of the town of Arthur, Ida County, thence east across the north and south highway which bounds on the west Section twenty-four (24), Township eighty-seven (87) north, Range thirty-nine (39) west of the fifth (5) P. M.; thence south in the east margin of said north and south highway, a distance of approximately four and one-half (4 $\frac{1}{2}$) miles, to the southwest corner of Section twelve (12), Township eighty-six (86) north, Range

thirty-nine (39) west of the fifth (5) P. M.; thence east in the north margin of the highway which bounds said Section twelve (12) on the south, a distance of approximately one (1) mile, to the southeast corner of said Section twelve (12); thence south in the west margin of the north and south highway which bounds on the east Section thirteen (13), of the last named township and range, a distance of approximately five (5) miles, to the north corporate limits of the town of Kiron, Crawford County, Iowa.

No. 9968-1922.

Marion Electric Co., Pilot Grove. Franchise in Lee County.

The Board held hearing in this case on Sept. 13, 1921, and it appearing that there was an error in the publication of notice, the hearing was postponed to Oct. 5, 1921. Franchise was granted on Jan. 4, 1922, upon the following route:

Beginning at the north corporate limits of the town of West Point, where said corporate limits is intersected by a north and south highway in the northeast quarter of Section five (5), Township sixty-eight (68) north, Range five (5) west of the fifth (5) P. M.; thence north in the east margin of said highway, a distance of approximately one-quarter of a mile, where said highway turns west along the north section line of said Section five (5); thence west in the north margin of said east and west highway, a distance of approximately one-quarter of a mile, to the southwest corner of the southeast quarter of Section thirty-two (32), Township sixty-nine (69) north, Range five (5) west of the fifth (5) P. M.; thence in the east and north margin of an irregular highway running in a northerly and northwesterly direction through said Section thirty-two (32), the southwest quarter of Section twenty-nine (29), the east half and northwest quarter of Section thirty (30), and the southwest quarter of Section nineteen (19), all of the last named township and range, to the northwest corner of the southwest quarter of said Section nineteen (19); thence across the highway to the southeast corner of the northeast quarter of Section twenty-four (24), Township sixty-nine (69) north, Range six (6) west of the fifth (5) P. M., and continuing north in the west margin of the highway which bounds said Section twenty-four (24) on the east, a distance of approximately one-half (½) mile, to the southeast corner of Section thirteen (13), of the last named township and range; thence continuing north over privately owned property and along the east section line of said Section thirteen (13), a distance of approximately one-half (½) mile, to the southeast corner of the northeast quarter of said Section thirteen (13); thence east in the north margin of the highway which bounds on the south the northwest quarter of Section eighteen (18), Township sixty-nine (69) north, Range five (5) west of the fifth (5) P. M., a distance of approximately one-half (½) mile, to the southeast corner of the northeast quarter of said Section eighteen (18); thence north in the east margin of the highway running approximately along the north and south center section line of Section eighteen (18), a distance of approximately one-half (½) mile, to the north margin of the highway along the north section line of said Section eighteen (18); thence west in the north margin of the last named highway, a distance of approximately three (3) miles, to the southeast corner of the southwest quarter of Section ten (10), Township sixty-nine (69) north, Range six (6) west of the fifth (5) P. M.; thence north in the west margin of the highway approximately along the north and south center section line of said Section ten (10), a distance of approximately one-half (½) mile.

Beginning at the northwest corner of the southwest quarter of Section nineteen (19), Township sixty-nine (69) north, Range five (5) west of the fifth (5) P. M., thence west in the south margin of the highway running

approximately along the east and west center section line of Section twenty-four (24), Township sixty-nine (69) north, Range six (6) west of the fifth (5) P. M., a distance of approximately one-quarter (¼) of a mile.

Beginning at the southwest corner of the northeast quarter of Section eighteen (18), Township sixty-nine (69) north, Range five (5) west of the fifth (5) P. M., thence south in the east margin of the highway running approximately along the north and south center section line of said Section eighteen (18), a distance of approximately one-quarter (¼) mile, where said highway turns east in the east half of said Section eighteen (18).

Beginning at the southeast corner of the southwest quarter of Section ten (10), Township sixty-nine (69) north, Range six (6) west of the fifth (5) P. M., thence south in the west margin of the highway running approximately along the north and south center section line of Sections fifteen (15) and twenty-two (22), said township and range, a distance of approximately one and one-half (1½) miles, to and including the streets and alleys of the unincorporated town of Pilot Grove.

Beginning at the northeast corner of the northwest quarter of Section twenty-two (22), Township sixty-nine (69) north, Range six (6) west of the fifth (5) P. M., thence east in the south margin of the highway along the north section line of said Section twenty-two (22), a distance of approximately three-fourths (¾) of a mile, to the west corporate limits of the town of Saint Paul.

No. 9969-1922.

Des Moines Electric Co., Des Moines. Franchise in Polk County.

The Board held hearing in this application on Sept. 14, 1921, and on Jan. 24, 1922, franchise was granted upon the following route:

Beginning at the north corporate limits of the incorporated town of Tyndale, where said corporate limits is intersected by a north and south highway along the west section line of Section twenty-two (22), Township seventy-nine (79) north, Range twenty-five (25) west of the fifth (5) P. M., thence north in the east margin of said highway, a distance of approximately one-half (½) mile, to the northwest corner of said Section twenty-two (22); thence west in the south margin of the highway along the north section line of Section twenty-one (21), said township and range, a distance of approximately one-half (½) mile.

No. 9970-1922.

Incorporated Town of Hardy. Franchise in Humboldt County.

The Board held hearing in this application on Jan. 11, 1922, and on Oct. 2, 1922, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Thor, where said corporate limits is intersected by a north and south highway along the west section line of Section sixteen (16), Township ninety-one (91) north, Range twenty-seven (27) west of the fifth (5) P. M., thence north in the east margin of said highway a distance of approximately one-half (½) mile, to the northwest corner of said Section sixteen (16); thence continuing north in the east margin of the highway along the west section line of Sections nine (9) and four (4), said township and range, and Sections thirty-three (33), twenty-eight (28), twenty-one (21), sixteen (16) and nine (9), Township ninety-two (92) north, Range twenty-seven (27) west of the fifth (5) P. M., a distance of approximately six and one-half (6½) miles, to the place where said highway turns northwesterly into the northeast quarter of Section eight (8), of the last named township and range; thence northwesterly in the easterly margin of the last named highway to the place where said highway turns north in the

northeast quarter of said Section eight (8); thence north in the west margin of the last named highway to the south corporate limits of the town of Hardy, Humboldt County, Iowa.

No. 9971-1922.

Incorporated Town of Westfield. Franchise in Plymouth County.

The Board held hearing in this application on Jan. 24, 1922, and it appearing that the notices had not been properly published, the hearing was postponed to Feb. 21, 1922. Franchise was granted on Oct. 6, 1922, upon the following route:

Beginning at the south corporate limits of the town of Akron, Iowa, where said corporate limits is intersected by a highway running in a southwesterly direction in the west half of Section six (6), Township ninety-two (92) north, Range forty-eight (48) west of the fifth (5) P. M., thence in a general southwesterly direction in the east margin of said highway as it parallels the right-of-way of the Chicago, Milwaukee & St. Paul Railway Company on the east, through said Section six (6), and Sections one (1), twelve (12), thirteen (13), fourteen (14), twenty-three (23) and twenty-six (26), Township ninety-two (92) north, Range forty-nine (49) west of the fifth (5) P. M., a distance of approximately five and one-half (5½) miles, to the north corporate limits of the town of Westfield, Iowa.

No. 9972-1922.

Oak Grove Electric Co., Des Moines. Franchise in Polk County.

The Board held hearing in this application on Jan. 24, 1922, and on June 14, 1922, franchise was granted upon the following route:

Beginning at the south corporate limits of the city of Des Moines, where said corporate limits is intersected by a highway approximately along the north and south center line of the southeast quarter of Section nineteen (19), Township seventy-eight (78) north, Range twenty-four (24) west of the fifth (5) P. M., thence south in the west margin of said highway, a distance of approximately one-half (½) mile, to the east and west highway along the south section line of said Section nineteen (19); thence west in the south margin of the last named highway, a distance of approximately one-fourth (¼) mile, to the northwest corner of the northeast quarter of Section thirty (30), said township and range; thence north in the east margin of the highway, approximately along the north and south center section line of Section nineteen (19), said township and range, a distance of approximately one-fourth (¼) mile, to the northwest corner of the southwest quarter of the southeast quarter of said Section nineteen (19).

Beginning at the northeast corner of the northwest quarter of the northeast quarter of Section thirty (30), Township seventy-eight (78) north, Range twenty-four (24) west of the fifth (5) P. M., thence east in the south margin of the highway along the north section line of said Section thirty (30), a distance of approximately three-fourths (¾) mile, to the northwest corner of the northeast quarter of Section twenty-nine (29), said township and range, thence north in the east margin of the highway approximately along the north and south center section line of Section twenty (20), said township and range, a distance of approximately one-fourth (¼) mile, to the northwest corner of the southwest quarter of the southeast quarter of said Section twenty (20); thence across the highway and continuing north in the west margin thereof, a distance of approximately one-fourth (¼) mile, to the south corporate limits of the city of Des Moines.

Beginning at the northeast corner of the southwest quarter of the southeast quarter of Section nineteen (19), Township seventy-eight (78) north, Range twenty-four (24) west of the fifth (5) P. M., thence east in the south margin of the east and west highway, approximately along the center line of the southeast quarter of said Section nineteen (19), and the southwest quarter of Section twenty (20), said township and range, a distance of approximately three-fourths (¾) mile, to the northwest corner of the southwest quarter of the southeast quarter of said Section twenty (20).

Beginning at the intersection of a north and south highway through the west half of the southwest quarter of Section twenty (20), Township seventy-eight (78) north, Range twenty-four (24) west of the fifth (5) P. M., with an east and west highway along the south section line of said Section twenty (20); thence north in the west margin of said north and south highway, a distance of approximately one-fourth (¼) mile, to the east and west highway along the approximate center line of the southwest quarter of said Section twenty (20); thence across the highway and continuing north in the east margin thereof, a distance of approximately one-fourth (¼) mile, to the south corporate limits of the city of Des Moines, Polk county, Iowa.

No. 9973-1922.

Minnesota Electric Distributing Co., Minneapolis, Minn. Franchise in Lyon County.

The Board held hearing in this application on Jan. 25, 1922, and on April 25, 1922, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Lester where said corporate limits is intersected by a north and south public highway along the east section line of Section thirty-six (36), Township one hundred (100) north, Range forty-seven (47) west of the fifth (5) P. M., thence north in the west margin of said north and south highway, a distance of approximately one-half (½) mile, to the northeast corner of said Section thirty-six (36); thence across said north and south highway and continuing north in the east margin thereof, a distance of approximately three (3) miles, to the northwest corner of Section eighteen (18), Township one hundred (100) north, Range forty-six (46) west of the fifth (5) P. M., thence west in the south margin of the public highway along the north section line of Section thirteen (13), Township one hundred (100) north, Range forty-seven (47) west of the fifth (5) P. M., a distance of approximately one (1) mile, to the northwest corner of said Section thirteen (13); thence north in the east margin of the north and south highway along the west section line of Section twelve (12), said township and range, a distance of approximately six-tenths (6-10) mile, to the east and west highway along the Iowa-Minnesota state line; thence west in the south margin of the last named highway, a distance of approximately one-tenth (1-10) mile; thence north in the last named highway, to the Iowa-Minnesota state line.

No. 9974-1922.

Interstate Telephone Co., Dubuque, v. Eastern Iowa Electric Co., Dubuque. Electrical Interference.

Adjusted.

Filed Jan. 10, 1922. Closed Nov. 15, 1922.

No. 9975-1922.

Iowa Falls Electric Co., Cedar Rapids. Franchise in Hancock and Cerro Gordo Counties.

The Board held hearing in this application on Mar. 24, 1922, and on May 9, 1922, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Garner, Hancock County, Iowa, where said corporate limits is intersected by the right-of-way of the Chicago, Milwaukee & St. Paul Railway Company, between Sections twenty-nine (29), and thirty (30), Township ninety-six (96) north, Range twenty-three (23) west of the fifth (5) P. M., thence northeasterly over a private right-of-way twenty-five (25) feet in width, lying north of, parallel to and abutting on the right-of-way of said railway company, as the same is now located in Sections twenty-nine (29), twenty-eight (28), twenty-one (21), twenty-two (22), twenty-three (23), twenty-four (24) and twenty-five (25), of said township and range, and Sections eighteen (18), seventeen (17), sixteen (16), fifteen (15), fourteen (14) and eleven (11) of Township ninety-six (96) north, Range twenty-two (22) west of the fifth (5) P. M., a distance of approximately ten and one-quarter (10 1/4) miles to the west corporate limits of the town of Clear Lake, Cerro Gordo County, Iowa.

Also beginning at the northwest corner of Section thirteen (13), Township ninety-six (96) north, Range twenty-three (23) west of the fifth (5) P. M., Hancock County, thence east in the south margin of the public highway along the north section line of said Section thirteen (13), a distance of approximately two (2) miles, to the northeast corner of Section eighteen (18), Township ninety-six (96) north, Range twenty-two (22) west of the fifth (5) P. M., Cerro Gordo County, thence south in the west margin of the public highway along the east section line of said Section eighteen (18), a distance of approximately three-quarters (3/4) mile, to the north line of the right-of-way of the Chicago, Milwaukee & St. Paul Railway Company.

Also on and along the streets and alleys of the unincorporated town of Ventura, Cerro Gordo County, Iowa.

No. 9976-1922.

Incorporated Town of Varina, Franchise in Pocahontas County.

The Board held hearing in this application on April 11, 1922, and on Oct. 3, 1922, franchise was granted upon the following route:

Beginning at the approximate southeast corner of the southwest quarter of Section twenty-two (22), Township ninety (90) north, Range thirty-four (34) west of the fifth (5) P. M., thence west in the north margin of the highway which bounds said Section twenty-two (22) on the south, a distance of approximately one-half (1/2) mile, to the southwest corner of said Section twenty-two (22); thence north in the east margin of the highway which bounds said Section twenty-two (22) on the west, a distance of approximately three and one-half (3 1/2) miles, to the southwest corner of the northwest quarter of Section three (3), said township and range; thence west in the north margin of the highway approximately along the east and west center section line of Section four (4), said township and range, to the intersection of the last named highway with a drainage ditch in the east half of Section five (5), said township and range; thence diagonally across the highway and continuing west in the south margin thereof, a distance of approximately two-thirds (2/3) mile, to the northwest corner of the southwest quarter of said Section five (5); thence north in the east margin of the highway extending along the west line of the north half of said Section five (5), a distance of approximately one (1) mile, to the south corporate limits of the town of Varina.

No. 9977-1922.

Iowa Electric Co., Cedar Rapids. Franchise in Scott County.

The Board held hearing in this application on May 23, 1922, and on Oct. 3, 1922, franchise was granted upon the following route:

Beginning at the substation of the Iowa Electric Company, at the unincorporated town of Big Rock, Scott County, Iowa, thence southeasterly in the westerly margin of the highway to a point in the west margin of the north and south highway along the west line of the southeast quarter of the northeast quarter and the east half of the southeast quarter of Section three (3), Township eighty (80) north, Range one (1) east of the fifth (5) P. M., thence south in the west margin of the last named highway, a distance of approximately three-fourths (3/4) mile, to the north-east corner of the northwest quarter of the northeast quarter of Section ten (10), said township and range; thence west in the south margin of the highway along the north section line of said Section ten (10) and eight (8) of said township and range, a distance of Sections nine (9) and eight (8) of said township and range, a distance of approximately two (2) miles, to the northeast corner of the northwest quarter of the northeast quarter of said Section eight (8); thence south in the west margin of the highway along the east line of the northwest quarter of the northeast quarter of said Section eight (8), a distance of approximately one-fourth (1/4) mile, to the northeast corner of the south-west quarter of the northeast quarter of said Section eight (8); thence west in the south margin of the highway along the north line of the southwest quarter of said Section eight (8), a distance of approximately three-fourths (3/4) mile, to the northwest corner of the southwest quarter of the southwest quarter of said Section eight (8); thence south in the east margin of the highway along the west section line of said Section eight (8), and Sections seventeen (17) and twenty (20), of said township and range, a distance of approximately two and one-half (2 1/2) miles, to the north corporate limits of the town of New Liberty, Scott County, Iowa.

No. 9978-1922.

Winterset Country Club, Winterset. Application for franchise in Madison County.

Withdrawn.

Filed May 8, 1922. Closed May 13, 1922.

No. 9979-1922.

Iowa Light, Heat & Power Co., Carroll. Franchise in Carroll County.

The Board held hearing in this application on June 20, 1922, and on Dec. 4, 1922, franchise was granted upon the following route:

Beginning at a point in the south margin of the highway along the north section line of Section twenty-three (23), Township eighty-four (84) north, Range thirty-five (35) west of the fifth (5) P. M., Carroll County, Iowa, where said highway is intersected by a diagonal highway extending in a northwesterly and southeasterly direction, parallel to and abutting upon the south right-of-way line of the Chicago & North Western Railway Company in the north half of said Section twenty-three (23); thence west in the south margin of the highway along the north section line of said Section twenty-three (23), and Sections twenty-two (22) and twenty-one (21), said township and range, a distance of approximately two and one-fourth (2 1/4) miles, to the northeast corner of Section twenty (20), said township and range; thence north in the west margin of the highway along the east section line of Section seventeen (17), said town-

ship and range, a distance of approximately one (1) mile, to the southeast corner of Section eight (8), said township and range; thence west to the north margin of the highway extending along the south section line of said Section eight (8), and Section seven (7), said township and range, and Sections twelve (12), eleven (11), ten (10) and nine (9), Township eighty-four (84) north, Range thirty-six (36) west of the fifth (5) P. M., a distance of approximately five and one-half (5½) miles, to the southwest corner of the southeast quarter of said Section nine (9); thence south in the last named highway to the north corporate limits of the town of Arcadia, Carroll County, Iowa.

Also beginning at the southeast corner of Section eight (8), Township eighty-four (84) north, Range thirty-six (36), west of the fifth (5) P. M., thence north in the west margin of the highway along the east section line of said Section eight (8), a distance of approximately five-eighths (5/8) of a mile, including the streets and alleys of the unincorporated town of Maple River Junction, Carroll County, Iowa.

No. 9980—1922.

Iowa Light, Heat & Power Co., Carroll. Franchise in Audubon and Shelby Counties.

The Board held hearing in this application on July 19, 1922, and on Sept. 7, 1922, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Audubon, Audubon County, Iowa, where said corporate limits is intersected by an east and west public highway along the south section line of Section twenty (20), Township eighty (80) north, Range thirty-five (35) west of the fifth (5) P. M., thence west in the north margin of said highway, a distance of approximately one-half (½) mile, to the southwest corner of said Section twenty (20); thence south in the east margin of the highway along the west section line of Section twenty-nine (29), said township and range, a distance of approximately one (1) mile, to the northwest corner of Section thirty-two (32), said township and range; thence west in the south margin of the highway along the north section line of Section thirty-one (31), said township and range, a distance of approximately one-half (½) mile, to the northwest corner of the northeast quarter of said Section thirty-one (31); thence across the last named highway and continuing west in the north margin thereof, a distance of approximately one-half (½) mile, to the southwest corner of Section thirty (30), said township and range; thence continuing west in the north margin of the highway extending along the south section line of Sections twenty-five (25), twenty-six (26), twenty-seven (27) and twenty-eight (28), Township eighty (80) north, Range thirty-six (36) west of the fifth (5) P. M., a distance of approximately three and one-half (3½) miles, to the southwest corner of the southeast quarter of said Section twenty-eight (28); thence across the highway to the northeast corner of the northwest quarter of Section thirty-three (33), of the last named township and range, and continuing west in the south margin of the highway along the north section line of said Section thirty-three (33), and Sections thirty-two (32) and thirty-one (31), of the last named township and range, and sections thirty-six (36), thirty-five (35), and thirty-four (34), Township eighty (80) north, Range thirty-seven (37) west of the fifth (5) P. M., Shelby County, Iowa, a distance of approximately five and one-half (5½) miles, to the northwest corner of said Section thirty-four (34); thence across the highway to the southwest corner of Section twenty-seven (27), of the last named township and range, and continuing west in the north margin of the highway along the south section line of Section twenty-eight (28), of the last named township and range, a distance of approximately one (1) mile, to the southwest corner of said Section twenty-eight (28); thence across the highway to the

northeast corner of Section thirty-two (32), of the last named township and range, and continuing west in the south margin of the highway along the north section line of said Section thirty-two (32), a distance of approximately three-fourths (¾) mile, to a point where said highway turns northwesterly into the southwest quarter of Section twenty-nine (29), of the last named township and range; thence northwesterly in the northeasterly margin of the last named highway, a distance of approximately three-eighths (¾) mile, to the intersection of said highway with the north and south public highway along the west section line of said Section twenty-nine (29); thence south in the east margin of the last named highway, a distance of approximately one-fourth (¼) mile, to the northwest corner of Section thirty-two (32), of the last named township and range; thence west in the south margin of the highway along the north section line of said Section thirty-one (31), of the last named township and range, and Sections thirty-six (36), thirty-five (35) and thirty-four (34), Township eighty (80) north, Range thirty-eight (38) west of the fifth (5) P. M., a distance of approximately three and one-fourth (3¼) miles, to the northwest corner of the northeast quarter of the northeast quarter of said Section thirty-four (34); thence across the highway to the southeast corner of the southwest quarter of the southeast quarter of Section twenty-seven (27), of the last named township and range; thence north in the west margin of the highway approximately along the north and south center line of the east half of said Section twenty-seven (27), and Section twenty-two (22), of the last named township and range, a distance of approximately one and one-fourth (1¼) miles, to the northeast corner of the southwest quarter of the southeast quarter of said Section twenty-two (22).

No. 9981—1922.

Incorporated Town of Wlota. Franchise in Cass County.

The Board held hearing in this application on Aug. 1, 1922, and on Oct. 6, 1922, franchise was granted upon the following route:

Beginning at the intersection of the west corporate limits of the town of Anita, Cass County, Iowa, with a highway extending in a northeasterly and southwesterly direction in the northwest quarter of Section twenty-eight (28), Township seventy-seven (77) north, Range thirty-four (34) west of the fifth (5) P. M., thence south in the west margin of the highway along the west section line of said Section twenty-eight (28), a distance of approximately one-tenth (1/10) mile, to the intersection with a highway extending in an easterly and westerly direction and parallel to and abutting upon the north right-of-way line of the Chicago, Rock Island & Pacific Railway Company in the southeast quarter of Section twenty-nine (29), said township and range; thence westerly in the north margin of the last named highway as it is now located in Sections twenty-nine (29), thirty (30) and thirty-one (31), said township and range, a distance of approximately one and one-half (1½) miles, to the east margin of the highway approximately along the north and south center section line of said Section thirty-one (31); thence southerly across the tracks and right-of-way of the C. R. I. & P. Ry. Co., and continuing westerly over private right-of-way not exceeding twenty-five (25) feet in width, parallel to and abutting upon the south right-of-way line of said railway company as the same is now located in said Section thirty-one (31), Sections thirty-six (36) and thirty-five (35), Township seventy-seven (77) north, Range thirty-five (35) west of the fifth (5) P. M., and Sections two (2), three (3), four (4) and nine (9), Township seventy-six (76) north, Range thirty-five (35) west of the fifth (5) P. M., a distance of approximately four and one-third (4⅓) miles, to the east corporate limits of the town of Wlota, Iowa.

No. 9982—1922.

Iowa Light, Heat & Power Co., Carroll. Franchise in O'Brien and Sioux Counties.

The Board held hearing in this application on Aug. 8, 1922, and on Oct. 3, 1922, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Sheldon, O'Brien County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Section thirty-one (31), Township ninety-seven (97) north, Range forty-two (42) west of the fifth (5) P. M., thence diagonally across said highway to the northeast corner of Section one (1), Township ninety-six (96) north, Range forty-three (43) west of the fifth (5) P. M.; thence south in the west margin of the highway along the east section line of Sections one (1), twelve (12), thirteen (13), twenty-four (24), twenty-five (25) and thirty-six (36), of the last named township and range, Sections one (1), twelve (12), thirteen (13), twenty-four (24), twenty-five (25) and thirty-six (36), Township ninety-five (95) north, Range forty-three (43) west of the fifth (5) P. M., and Section one (1), Township ninety-four (94) north, Range forty-three (43) west of the fifth (5) P. M., a distance of approximately thirteen (13) miles, to the northeast corner of Section twelve (12), of the last named township and range; thence west in the south margin of the highway along the north section line of said Section twelve (12), a distance of approximately one (1) mile, to the northwest corner of said Section twelve (12); thence diagonally across said east and west highway to the southeast corner of Section two (2), of the last named township and range, and continuing west in the north margin of the highway along the south section line of said Section two (2), and Sections three (3), four (4) and five (5), of the last named township and range, a distance of approximately four (4) miles, to the southwest corner of said Section five (5); thence diagonally across the last named highway to the northeast corner of Section seven (7), of the last named township and range, and continuing west in the south margin of the highway along the north section line of said Section seven (7), and Section twelve (12), Township ninety-four (94) north, Range forty-four (44) west of the fifth (5) P. M., a distance of approximately two (2) miles, to the east corporate limits of the town of Alton, Sioux County, Iowa.

No. 9983—1922.

Iowa Southern Utilities Co., Centerville. Franchise in Union County. The Board held hearing in this application on Aug. 1, 1922, and on Oct. 6, 1922, franchise was granted upon the following route:

Beginning at the southeast corner of Section thirty-one (31), Township seventy-one (71) north, Range thirty (30) west of the fifth (5) P. M., Union County, Iowa, thence north in the west margin of the highway along the east section line of said Section thirty-one (31), and Sections thirty (30), nineteen (19), eighteen (18), seven (7) and six (6), said township and range, and Sections thirty-one (31), thirty (30), nineteen (19) and eighteen (18), Township seventy-two (72) north, Range thirty (30) west of the fifth (5) P. M., a distance of approximately ten (10) miles, to the south corporate limits of the town of Creston, Union County, Iowa.

No. 9984—1922.

Northern Iowa Gas & Electric Co., Humboldt. Franchise in Humboldt County.

The Board held hearing in this application on Aug. 15, 1922, and on Dec. 4, 1922, franchise was granted upon the following route:

Beginning at the intersection of the south corporate limits of the town of Rutland with the north bank of the west fork of the Des Moines River, near the center of the east half of Section twenty-nine (29), Township ninety-two (92) north, Range twenty-nine (29) west of the fifth (5) P. M., thence west across said river and continuing south in the west margin of the highway approximately along the north and south center line of the east half of said Section twenty-nine (29), a distance of approximately one-half (1/2) mile, to the south margin of the east and west highway along the north (1/2) mile, to the south margin of the last named highway, a distance of approximately one-fourth (1/4) mile, to the northeast corner of said Section thirty-two (32); thence south in the west margin of the highway along the east section line of said Section thirty-two (32), a distance of approximately one (1) mile, to the southeast corner of said Section thirty-two (32).

No. 9985—1922.

Maquoketa Hydro-Electric Power Co., Maquoketa. Franchise in Jackson County.

The Board set this application down for hearing on Aug. 15, 1922, and on that date, the applicant not appearing, and proofs of publication not having been filed, the hearing was continued to Aug. 16, 1922. On Dec. 4, 1922, franchise was granted upon the following route:

Beginning in the highway running approximately along the north and south center line of Section twenty-three (23), Township eighty-four (84) north, Range two (2) east of the fifth (5) P. M., at a point approximately five hundred (500) feet north of the north bank of the Maquoketa River, thence south in the west margin of said highway, through said Section twenty-three (23) and Section twenty-six (26), of said township and range, a distance of approximately one and one-half (1 1/2) miles, and across the right-of-way and tracks of the Chicago & North Western Railway Company in said Section twenty-six (26), to a point near the center of said Section twenty-six (26).

No. 9986—1922.

Iowa Light, Heat & Power Co., Carroll. Franchise in Shelby County. The Board held hearing in this application on Aug. 8, 1922, and on Sept. 7, 1922, franchise was granted upon the following route:

Commencing at approximately the northeast corner of the southwest quarter of the southeast quarter of Section twenty-two (22), Township eighty (80) north, Range thirty-eight (38) west of the fifth (5) P. M., in Shelby County, Iowa, thence north in the west margin of the public highway approximately along the north and south center line of the east half of said Section twenty-two (22), a distance of approximately one-half (1/2) mile, to approximately the southeast corner of the northwest quarter of the northeast quarter of said Section twenty-two (22); thence west in the north margin of the public highway approximately along the east and west center line of the north half of said Section twenty-two (22), a distance of approximately one-half (1/2) mile, to the east corporate limits of the town of Kirkman, Iowa.

No. 9987—1922.

Iowa Railway & Light Co., Cedar Rapids. Franchise in Marshall and Tama Counties.

The Board held hearing in this application on Sept. 6, 1922, and on Oct. 4, 1922, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Montour, Tama County, Iowa, where said corporate limits is intersected by an east and west highway

along the south section line of Section twenty-one (21), Township eighty-three (83) north, Range sixteen (16) west of the fifth (5) P. M., thence west in the north margin of said highway, a distance of approximately one-fourth ($\frac{1}{4}$) mile, to the southwest corner of said Section twenty-one (21); thence diagonally across the highway to the northeast corner of Section twenty-nine (29), said township and range, and continuing west in the south margin of the highway along the north section line of said Section twenty-five (25), Section thirty (30), said township and range, and Section twenty-five (25), Township eighty-three (83) north, Range seventeen (17) west of the fifth (5) P. M., Marshall County, Iowa, a distance of approximately two and one-half ($2\frac{1}{2}$) miles, to the northwest corner of the northeast quarter of said Section twenty-five (25).

No. 9988—1922.

Iowa Railway & Light Co., Cedar Rapids. Franchise in Benton and Tama Counties.

Petition withdrawn.

Filed Aug. 15, 1922. Closed Sept. 5, 1922.

No. 9989—1922.

Incorporated Town of Thornton. Franchise in Cerro Gordo County. The Board held hearing in this application on Sept. 12, 1922, and on Oct. 6, 1922, franchise was granted upon the following route:

Beginning at the southwest corner of Section thirty-three (33), Township ninety-four (94) north, Range twenty-two (22) west of the fifth (5) P. M., Cerro Gordo County, Iowa, thence east in the north margin of the highway along the south section line of said Section thirty-three (33), and Section thirty-four (34), thirty-five (35) and thirty-six (36), said township and range, a distance of approximately four (4) miles, to the southeast corner of said Section thirty-six (36); thence north in the west margin of the highway along the east section line of said Section thirty-six (36); and Section twenty-five (25), said township and range, a distance of approximately two (2) miles, to the northeast corner of said Section twenty-five (25).

No. 9990—1922.

Pickrel Lake Electric Co., Marathon. Franchise in Buena Vista County.

The Board held hearing in this application on Sept. 26, 1922, and on Nov. 29, 1922, franchise was granted upon the following route:

Beginning at a point in the north and south public highway along the west section line of Section twenty-two (22), Township ninety-three (93) north, Range thirty-five (35) west of the fifth (5) P. M., near the southwest corner of the northwest quarter of said Section twenty-two (22), thence north in the east margin of said highway, a distance of approximately one-half ($\frac{1}{2}$) mile, to the northwest corner of said Section twenty-two (22); thence east in the south margin of the highway along the north section line of said Section twenty-two (22), a distance of approximately one (1) mile, to the northeast corner of said Section twenty-two (22); thence diagonally across the last named highway to the southwest corner of Section fourteen (14), said township and range; thence north in the east margin of the highway along the west section line of said Section fourteen (14), a distance of approximately one (1) mile, to the northwest corner of said Section fourteen (14); thence diagonally across the last named highway to the southeast corner of Section ten (10), said township and range, and continuing north in the west margin of the highway along the east section line of said Section ten (10), a distance

tance of approximately one (1) mile, to the southeast corner of Section three (3), said township and range; thence east in the north margin of the highway along the south section line of Section two (2), said township and range, a distance of approximately one (1) mile, to the southeast corner of said Section two (2); thence north in the west margin of the highway along the east section line of said Section two (2), a distance of approximately seven-tenths ($\frac{7}{10}$) of a mile.

Beginning at the northeast corner of Section twenty-two (22), township ninety-three (93) north, Range thirty-five (35) west of the fifth (5) P. M., thence south in the west margin of the highway along the east section line of said Section twenty-two (22), a distance of approximately thirty-one hundredths ($\frac{31}{100}$) of a mile.

Beginning at the northwest corner of Section fourteen (14), Township ninety-three (93) north, Range thirty-five (35) west of the fifth (5) P. M., thence east in the south margin of the highway along the north section line of said Section fourteen (14), and Section thirteen (13), said township and range, a distance of approximately one and one-fourth ($1\frac{1}{4}$) miles.

Beginning at the southeast corner of Section three (3), Township ninety-three (93) north, Range thirty-five (35) west of the fifth (5) P. M., thence west in the north margin of the highway along the south section line of said Section three (3), a distance of approximately thirty-one hundredths ($\frac{31}{100}$) of a mile.

Beginning at the southeast corner of Section two (2), Township ninety-three (93) north, Range thirty-five (35) west of the fifth (5) P. M., thence east in the north margin of the highway along the south section line of Section one (1), said township and range, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile.

No. 9991—1922.

Iowa Light, Heat & Power Co., Carroll. Franchise in Plymouth and Woodbury Counties.

The Board held hearing in this application on Oct. 17, 1922, and on Nov. 29, 1922, franchise was granted upon the following route:

Beginning at a point on the east corporate limits of the city of Sioux City, Woodbury County, Iowa, where said corporate limits is intersected by a diagonal highway extending in a northeasterly and southwesterly direction through the northwest quarter of the northwest quarter of Section 6, Township eighty-nine (89) north, Range forty-six (46) west of the fifth (5) P. M., thence northeasterly in the northwest margin of said diagonal highway which parallels and abuts upon the west right of way line of the Illinois Central Railroad Company, across the northwest quarter of the northwest quarter of said Section six (6), and across Section thirty-one (31), Township ninety (90) north, Range forty-six (46) west of the fifth (5) P. M., a distance of approximately one and one-half ($1\frac{1}{2}$) miles, to the south line of Section thirty (30), of the last named township and range; thence east in the north margin of the highway along the south line of said Section thirty (30) and Section twenty-nine (29), of the last named township and range, a distance of approximately three-fourths ($\frac{3}{4}$) of a mile, to the place where the last named highway is intersected by a diagonal highway extending in a northeasterly and southwesterly direction in said Section twenty-nine (29); thence northeasterly in the southeasterly margin of said diagonal highway as it is now located in said Section twenty-nine (29), and Section twenty-eight (28), of the last named township and range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles, to the north margin of the east and west highway, along the south section line of Section twenty-one (21), of the last named township and range; thence east in the north margin of the last named highway, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile, to the east margin of the north and south highway through the east half of said Section twenty-one (21); thence north in the east margin of the last

placed highway, a distance of approximately one-half ($\frac{1}{2}$) of a mile, to the place where said highway turns east approximately along the east and west center section line of said Section twenty-one (21); thence east in the north margin, of said east and west highway, a distance of approximately one-eighth ($\frac{1}{8}$) of a mile; thence north in the west margin of the north and south highway through the northeast quarter of said Section twenty-one (21), a distance of approximately one-half ($\frac{1}{2}$) of a mile, to the north margin of the highway along the south section line of Section sixteen (16), of the last named township and range; thence east in the north margin of the last named highway, a distance of approximately one-fourth ($\frac{1}{4}$) of a mile, to the southeast corner of said Section sixteen (16); thence north in the west margin of the highway along the east section line of said Section sixteen (16) and Section nine (9), said township and range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles, to the northeast corner of the southeast quarter of said Section nine (9); thence west in the south margin of the highway approximately along the east and west center section line of said Section nine (9), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile, to the east corporate limits of the town of Hinton, Plymouth County, Iowa.

Beginning at a point on the north corporate limits of the town of Hinton, Plymouth County, Iowa, in the northeast quarter of Section eight (8), Township ninety (90) north, Range forty-six (46) west of the fifth (5) P. M., where said corporate limits is intersected by a diagonal highway extending to a northeasterly and southwesterly direction and which parallels and abuts upon the west right of way line of the Illinois Central Railroad Company; thence in a northerly direction in the west margin of said highway as it is now located in said Section eight (8), and Sections nine (9) and four (4), said township and range, a distance of approximately one and one-fourth ($1\frac{1}{4}$) miles, to approximately the north line of said Section four (4); thence across said highway and continuing in a northerly direction in the east margin thereof as it parallels and abuts upon the west right-of-way line of the Great Northern Railway Company, across Section thirty-three (33), Township ninety-one (91) north, Range forty-six (46) west of the fifth (5) P. M., and into the southeast quarter of Section twenty-eight (28), of the last named township and range, a distance of approximately one and one-fourth ($1\frac{1}{4}$) miles, to a point approximately one-fourth ($\frac{1}{4}$) mile north of the south line of said Section twenty-eight (28); thence across said highway and continuing in a northerly direction in the west margin thereof, through Sections twenty-eight (28), twenty-two (22), fifteen (15) and ten (10), of the last named township and range, a distance of approximately three and one-half ($3\frac{1}{2}$) miles, to the south corporate limits of the town of Merrill, Plymouth County, Iowa.

Beginning at a point on the north corporate limits of the town of Merrill, where said corporate limits is intersected by a highway extending along the west section line of Section two (2), Township ninety-one (91) north, Range forty-six (46) west of the fifth (5) P. M., and Section thirty-five (35), Township ninety-two (92) north, Range forty-six (46) west of the fifth (5) P. M., thence north in the east margin of said highway, a distance of approximately one and three-fourths ($1\frac{3}{4}$) miles, to the northwest corner of said Section thirty-five (35); thence east in the south margin of the highway along the north section line of said Section thirty-five (35), a distance of approximately one-fourth ($\frac{1}{4}$) of a mile, to approximately the northeast corner of the northeast quarter of the northwest quarter of said Section thirty-five (35); thence across the last named highway and continuing north in the east margin of the highway approximately along the north and south center line of the west half of Sections twenty-six (26), and twenty-three (23), of the last named township and range, a distance of approximately two (2) miles, to the northwest corner of the northeast quarter of the northwest quarter of said Section twenty-three (23); thence east in the south margin of the highway along the north section line of said Section twenty-three (23), a distance of approximately three-fourths ($\frac{3}{4}$) of a mile, to the northwest corner of Section twenty-

four (24) of the last named township and range; thence across the last named highway and continuing north in the east margin of the highway along the west section line of Section thirteen (13) of the last named township and range, a distance of approximately one (1) mile, to the northwest corner of said Section thirteen (13); thence east in the south margin of the highway along the north section line of said Section thirteen (13), and Section eighteen (18), Township ninety-two (92) north, Range forty-five (45) west of the fifth (5) P. M., a distance of approximately two (2) miles, to the northeast corner of said Section eighteen (18); thence north in the east margin of the highway along the west section line of Section eight (8), of the last named township and range, a distance of approximately one (1) mile, to the northwest corner of said Section eight (8); thence east in the south margin of the highway along the north section line of said Section eight (8), a distance of approximately one (1) mile, to the northeast corner of said Section eight (8); thence south in the west margin of the highway along the east section line of said Section eight (8), a distance of approximately one-half ($\frac{1}{2}$) mile, to the north corporate limits of the town of LeMars, Plymouth County, Iowa.

No. 9992-1922.

Iowa Southern Utilities Co., Centerville. Franchise in Taylor County. The Board held hearing in this application on Nov. 28, 1922, and on Dec. 4, 1922, franchise was granted upon the following route:

Beginning at the southwest corner of Section thirty-four (34), Township seventy (70) north, Range thirty-two (32) west of the fifth (5) P. M., Taylor County, Iowa, thence diagonally across the public highway which extends along the south section line of said Section thirty-four (34), to the northeast corner of Section four (4), Township sixty-nine (69) north, Range thirty-two (32) west of the fifth (5) P. M.; thence west in the south margin of the highway along the north section line of said Section four (4), a distance of approximately one (1) mile, to the northwest corner of said Section four (4); thence south in the east margin of the highway along the west section line of said Section four (4), a distance of approximately one (1) mile, to the southwest corner of said Section four (4); thence west in the north margin of the highway along the south section line of Sections five (5) and six (6), of the last named township and range, and Section one (1), Township sixty-nine (69) north, Range thirty-three (33) west of the fifth (5) P. M., a distance of approximately three (3) miles, to the southwest corner of said Section one (1); thence diagonally across the highway to the northeast corner of Section eleven (11), of the last named township and range, and continuing west in the south margin of the highway along the north section line of said Section eleven (11), and Section ten (10), of the last named township and range, a distance of approximately one and one-half ($1\frac{1}{2}$) miles, to the east corporate limits of the town of Sharpsburg, Taylor County, Iowa.

No. 9993-1922.

Iowa Railway & Light Co., Cedar Rapids, v. John J. Zeitamel, et al., Iowa City. Application for authority to condemn in Johnson County.

The Board viewed the premises and held hearing in this application on June 20, 1922, and on July 5, 1922, Certificate of Authority to Condemn was issued authorizing the condemnation of the following described land:

Commencing at the southeast corner of Lot four (4), Block ninety-three (93), of the original town of Iowa City, Iowa, thence north twelve and one-

half (12½) feet, thence southwesterly to a point on the south line of said Lot four (4), fourteen (14) feet west of the southeast corner of said Lot four (4), thence east to the place of beginning, and certificate was filed with the Clerk of the District Court of Johnson County, as required by law.

Filed May 26, 1922. Closed Sept. 15, 1922.

No. 9994—1922.

Iowa Terminal Company, Des Moines, v. J. H. Duro, Des Moines. Application for authority to condemn in Polk County.

The Board viewed the premises and held hearing in this application on Oct. 10, 1922, and on Oct. 13, 1922. Certificate of Authority to Condemn was issued authorizing the condemnation of the following described land:

A part of the north fifty (50) feet of Lot one (1), Block eleven (11) of Hall's Addition to Des Moines, described as follows:

Commencing at a point on the east line of said north fifty (50) feet twenty-five (25) feet northerly from the southeast corner of said north fifty (50) feet, thence running along said east line to the northeast corner of said north fifty (50) feet, thence west along the north line of said north fifty (50) feet, sixteen and eight-tenths (16.8) feet, thence in a southwesterly direction fifty and seventy-three-one-hundredths (50.73) feet to a point on the south line of said north fifty (50) feet, which point is thirty-three and seventy-three one-hundredths (33.73) feet, west of the southeast corner of said north fifty (50) feet, thence east along said south line twenty-three and seventy-three one-hundredths (23.73) feet, thence northeast in a straight line to the point of beginning.

and certificate was filed with the Clerk of the District Court of Polk County, as required by law.

Filed Sept. 26, 1922. Closed Nov. 16, 1922.

Classification Matters Closed During 1922.

No. 9995—1922.

Campbell Heating Co., Des Moines, v. Western Classification Committee.

Classification of castings. Closed without prejudice.

Filed June 10, 1910. Closed December 9, 1921.

No. 9996—1922.

Greater Des Moines Committee, Des Moines, v. Railroads.

Reduced rating on coffin stock—Interstate. Adjusted.

Filed January 3, 1911. Closed December 19, 1921.

No. 9997—1922.

J. K. & W. H. Glichrest Lumber Co., Des Moines.

Classification of cherry lumber—Interstate. Dismissed.

Filed September 10, 1912. Closed December 20, 1921.

No. 9998—1922.

Ft. Dodge Culvert Co., Ft. Dodge.

Rating on culverts. Dismissed.

Filed January 9, 1913. Closed December 9, 1921.

No. 9999—1922.

Fullerton Lumber Co., Minneapolis, Minn., v. Railroads.

Lumber rates—Interstate. Dismissed.

Filed April 5, 1913. Closed December 20, 1921.

No. 10,000—1922.

Sheuerman Bros., Des Moines.

Rate on wool waste—Interstate. Satisfactorily adjusted.

Filed April 16, 1913. Closed December 20, 1921.

No. 10001—1922.

Aluminum Mfg. Co., Des Moines, v. Railroads.

Rate on aluminum—Interstate. Rates found not unreasonable.

Filed May 12, 1913. Closed December 20, 1921.

No. 10002—1922.

W. H. Hoopes & Sons, Muscatine, v. C. M. & St. P.

Claim—Interstate. Dismissed.

Filed May 29, 1913. Closed December 20, 1921.

No. 10003—1922.

Iowa Board of Railroad Commissioners, by Commerce Counsel. Advance in rate on scrap iron—Interstate. Adjusted.
Filed May 29, 1913. Closed December 29, 1921.

No. 10004—1922.

Louden Machinery Co., Fairfield, Ia.
Classification litter carriers—Interstate. Rate found not to be reasonable.
Filed May 29, 1913. Closed December 20, 1921.

No. 10005—1922.

Burlington Basket Co., Burlington, v. Western Trunk Line Committee.
Rate on baskets—Interstate. Satisfactorily adjusted.
Filed June 11, 1913. Closed December 20, 1921.

No. 10006—1922.

Cedar Rapids Commercial Club v. Railroads.
Rate on cottonseed oil—Interstate. Denied.
Filed July 30, 1913. Closed December 20, 1921.

No. 10007—1922.

R. C. Laird, Tabor, v. Tabor & Northern Ry.
Joint freight rates—Interstate. Adjusted.
Filed November 22, 1913. Closed December 19, 1921.

No. 10008—1922.

Farmers Grain Dealers Assn., Colo, v. Railroads.
Grain shrinkage. Satisfactorily adjusted.
Filed December 15, 1913. Closed December 19, 1921.

No. 10009—1922.

Board of Railroad Commissioners, Des Moines, v. Railroads.
Advance in rates on potatoes—Interstate. Adjusted.
Filed December 31, 1913. Closed December 19, 1921.

No. 10010—1922.

Board of Railroad Commissioners, Des Moines, by Commerce Counsel. v. Railroads.
Rate on grapes—Interstate. Rates declared not unreasonably high.
Filed January 31, 1914. Closed December 19, 1921.

No. 10011—1922.

Jacob E. Decker & Sons, Mason City, v. Western Trunk Line Committee.
Stopping in transit charges—Interstate. Declared not unreasonable.
Filed March 18, 1914. Closed December 19, 1921.

No. 10012—1922.

Board of Railroad Commissioners, by Commerce Counsel.
Proportional rates—Interstate. Carriers withdrew tariffs.
Filed April 1, 1914. Closed December 19, 1921.

No. 10013—1922.

Board of Railroad Commissioners, Des Moines, by Commerce Counsel. v. Railroads.
Advance in rate on live poultry—Interstate. Advance justified.
Filed April 14, 1914. Closed December 19, 1921.

No. 10014—1922.

Board of Railroad Commissioners, Des Moines, by Commerce Counsel. v. Railroads.
Rate on coke—Interstate. Advances found justified.
Filed April 20, 1914. Closed December 19, 1921.

No. 10015—1922.

Geo. T. Bell, Sioux City, et al., by Board of Railroad Commissioners, Des Moines.
Advance in rate on bananas—Interstate. Interstate Commerce Commission declined to suspend tariffs.
Filed July 25, 1914. Closed December 19, 1922.

No. 10016—1922.

Associated Manufacturers Co., Waterloo.
Protest against Item 3, page 8, Supplement 3 to Official Classification No. 42—Interstate. Denied.
Filed September 8, 1914. Closed December 19, 1922.

No. 10017—1922.

Iowa Board of Railroad Commissioners, Des Moines, v. Railroads.
Protest against advance in demurrage charge on refrigerator cars.
Interstate Commerce Commission declined to suspend rates.
Filed October 2, 1914. Closed December 19, 1921.

No. 10018—1922.

White Hall Sewer Pipe & Stoneware Co., White Hall, Ill., by Commerce Counsel.
Objection to cancellation of stoppage in transit charges—Interstate. Satisfactorily adjusted.
Filed November 30, 1914. Closed December 19, 1921.

No. 10019—1922.

Sec City Canning Co., by Commerce Counsel.
Rate on canned goods to Dallas, Texas. Closed without prejudice.
Filed December 12, 1914. Closed December 29, 1921.

No. 10020—1922.

Sioux City Commercial Club.
Grain rates—Interstate. Rates shown to be reasonable.
Filed January 12, 1915. Closed December 19, 1921.

No. 10021—1922.

Stratford Grain & Supply Co., Stratford.
Rates on lumber and grain—Interstate. Determined by Interstate Commerce Commission.
Filed June 3, 1916. Closed December 29, 1921.

No. 10022—1922.

Jacob E. Decker & Sons, Mason City, v. C. R. I. & P.
Classification fresh meat—Intrastate. Satisfactorily adjusted.
Filed February 3, 1916. Closed December 19, 1921.

No. 10023—1922.

Uniform bill of lading—Two year clause for loss and damage suits.
Adjusted.
Filed July 19, 1916. Closed November 20, 1922.

No. 10024—1922.

Kansas City Commercial Club, et al., v. Railroads.
Petition to suspend proposed increase in rates from Pacific coast eastbound. Adjusted.
Filed August 10, 1916. Closed December 19, 1921.

No. 10025—1922.

Sioux City Commercial Club, v. C. & N. W. Ry., et al.
Rates on coke—Interstate. Adjusted.
Filed November 20, 1916. Closed December 19, 1921.

No. 10026—1922.

National Council of Farmers Co-operative Associations and Farmer Grain Dealers Association of Iowa.
Petition for reduction in grain rates—Interstate. Dismissed.
Filed March 13, 1919. Closed March 20, 1922.

No. 10027—1922.

Cedar Rapids Chamber of Commerce, et al.
Reduction in rates on coal shipped during summer months. Dismissed.
Filed December 30, 1919. Closed December 19, 1921.

No. 10028—1922.

C. & N. W. Ry. Co.
Classification of bags and sacks. Withdrawn.
Filed September 30, 1920. Closed June 26, 1922.

No. 10029—1922.

Jacob E. Decker & Sons, Mason City, v. M. & St. L. R. R., et al.
Increased switching charges on live stock and freight in tank and refrigerator cars. Adjusted.
Filed December 30, 1920. Closed January 7, 1922.

No. 10030—1922.

Pt. Dodge Commercial Club.
Classification of silo door frames. For classification granted see Supplement No. 29 to Iowa Classification No. 15, as corrected in correction sheet to Supplement No. 29.
Filed April 26, 1921. Closed June 14, 1922.

No. 10031—1922.

Burlington Shippers Association.
Classification stock food ingredients, mixed C. L. For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed May 3, 1921. Closed June 14, 1922.

No. 10032—1922.

Greater Waterloo Assn., Waterloo.
Rate on cigarettes in packages having united measurements of less than thirty inches.
For rate granted see Supplement No. 29 to Iowa Classification No. 15.
Filed May 11, 1921. Closed June 14, 1922.

No. 10033—1922.

National Mfg. Co., Des Moines.
Classification of thermo bottles.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed May 20, 1921. Closed June 14, 1922.

No. 10034—1922.

Iowa Gate Co., Cedar Falls, Iowa.
Classification old locomotive boiler flues. Closed without prejudice.
No jurisdiction in this Board.
Filed May 23, 1921. Closed June 28, 1922.

No. 10035—1922.

Reliable Rag Co., Des Moines.
Classification of rags.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed August 5, 1921. Closed July 14, 1922.

No. 10036—1922.

Root-Matthews Casket Co., Des Moines.
Revision of Iowa rate on empty returned burial cases.
For rate granted see Supplement No. 29 to Iowa Classification No. 15.
Filed September 12, 1921. Closed June 14, 1922.

No. 10037—1922.

Kohrs Packing Co., Davenport.
Classification of hair, in bales.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed September 14, 1921. Closed June 15, 1922.

No. 10038—1922.

Chicago Claim Conference, Chicago.
Package requirements for shipments of grapes. Denied.
Filed September 2, 1921. Closed June 29, 1922.

No. 10039—1922.

Burlington Shippers Assn.
Classification of porch swings, set up.
For classification granted see Supplement No. 29 to Iowa Classification No. 15, as corrected in correction sheet to Supplement No. 29.
Filed October 12, 1921. Closed June 14, 1922.

No. 10040—1922.

Burlington Shippers Assn.
Classification of corrugated strawboard. Classification already provided for.
Filed October 12, 1921. Closed February 15, 1922.

No. 10041—1922.

Burlington Shippers Assn.
Classification of stools, wooden, K. D. and in the white.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 14, 1922.

No. 10042—1922.

Burlington Shippers Assn.
Classification of wooden stools, S. U.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 15, 1922.

No. 10043—1922.

Burlington Shippers Assn.
Classification of floor screens.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 15, 1922.

No. 10044—1922.

Burlington Shippers Assn.
Classification of rockers, S. U.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 14, 1922.

No. 10045—1922.

Burlington Shippers Assn.
Classification of book racks, K. D.
For classification granted see Supplement No. 29 to Iowa Classification No. 15, as corrected in correction sheet to Supplement No. 29.
Filed October 12, 1921. Closed June 15, 1922.

No. 10046—1922.

Burlington Shippers Assn.
Classification of bedstead slats—iron or steel.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 14, 1922.

No. 10047—1922.

Burlington Shippers Assn.
Classification of go-carts, children's collapsible.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 15, 1922.

No. 10048—1922.

Burlington Shippers Assn.
Classification of cradles and cribs, K. D.
For classification granted see Supplement No. 29 to Iowa Classification No. 15, as corrected in correction sheet to Supplement No. 29.
Filed October 12, 1921. Closed June 15, 1922.

No. 10049—1922.

Burlington Shippers Assn.
Classification of theater chairs, K. D., flat.
For classification granted see Supplement No. 29 to Iowa Classification No. 15.
Filed October 12, 1921. Closed June 15, 1922.

No. 10050—1922.

Burlington Shippers Assn.

Classification of coat or hat racks, with or without mirrors.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 12, 1921. Closed June 16, 1922.

No. 10051—1922.

Burlington Shippers Assn.

Classification of turnips, without tops. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10052—1922.

Burlington Shippers Assn.

Classification of parsnips, without tops. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10053—1922.

Burlington Shippers Assn.

Classification of beets, without tops. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10054—1922.

Burlington Shippers Assn.

Classification of carrots, without tops. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10055—1922.

Burlington Shippers Assn.

Classification of sweet potatoes, in baskets. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10056—1922.

Burlington Shippers Assn.

Classification of sweet potatoes, in barrels without tops.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 12, 1921. Closed June 16, 1922.

No. 10057—1922.

Burlington Shippers Assn.

Classification of lemons, in boxes, crates or barrels. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10058—1922.

Burlington Shippers Assn.

Classification of grape fruit, in boxes, crates or barrels. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10059—1922.

Burlington Shippers Assn.

Classification of limes, in boxes, crates or barrels. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10060—1922.

Burlington Shippers Assn.

Classification of oranges, in boxes, crates or barrels. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10061—1922.

Burlington Shippers Assn.

Classification of cranberries, in boxes, crates or barrels.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 12, 1921. Closed June 16, 1922.

No. 10062—1922.

Burlington Shippers Assn.

Classification of wooden baby carriages. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10063—1922.

Burlington Shippers Assn.

Classification of woodenware items as now carried in classification. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10064—1922.

Burlington Shippers Assn.

Classification of muriatic and nitric acids. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10065—1922.

Burlington Shippers Assn.

Classification of machine pressed rags, in bales.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 12, 1921. Closed June 16, 1922.

No. 10066—1922.

Burlington Shippers Assn.

Classification of rags, in bags, in sacks. Denied.

Filed October 12, 1921. Closed June 17, 1922.

No. 10067-1922.

Burlington Shippers Assn.
 Classification of old rubber, in barrels, crates or bales.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 12, 1921. Closed June 16, 1922.

No. 10068-1922.

Burlington Shippers Assn.
 Classification of peanut butter, in tins, boxes and crates.
 Investigation developed that classification was already provided for.
 Filed October 12, 1921. Closed February 15, 1922.

No. 10069-1922.

Burlington Shippers Assn.
 Classification of rice, in bags, packages or boxes.
 Investigation developed that classification was already provided for.
 Filed October 12, 1921. Closed February 15, 1922.

No. 10070-1922.

Burlington Shippers Assn.
 Classification of rice flour, in bags, barrels, or in cartons in barrels or boxes.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 12, 1921. Closed June 16, 1922.

No. 10071-1922.

Burlington Shippers Assn.
 Classification of olives, in kits. Investigation developed that classification was already provided for.
 Filed October 12, 1921. Closed February 15, 1922.

No. 10072-1922.

Burlington Shippers Assn.
 Classification of olives, in glass, in boxes, etc. Investigation developed that classification was already provided for.
 Filed October 12, 1921. Closed February 15, 1922.

No. 10073-1922.

Burlington Shippers Assn.
 Classification of serving trays on serving wagons.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 12, 1921. Closed June 16, 1922.

No. 10074-1922.

Burlington Shippers Assn.
 Classification of tabourettes.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 12, 1921. Closed June 16, 1922.

No. 10075-1922.

Burlington Shippers Assn.
 Classification of iron, steel or tin stove pipes, side seams not closed.
 Application withdrawn.
 Filed October 12, 1921. Closed June 20, 1922.

No. 10076-1922.

Burlington Shippers Assn.
 Classification of axle pulleys.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 13, 1921. Closed June 16, 1922.

No. 10077-1922.

Burlington Shippers Assn.
 Classification of nested aluminum ware.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 13, 1921. Closed June 16, 1922.

No. 10078-1922.

Burlington Shippers Assn.
 Classification of screws.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 13, 1921. Closed June 16, 1922.

No. 10079-1922.

Burlington Shippers Assn.
 Classification of loose lawn mower handles.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 13, 1921. Closed June 16, 1922.

No. 10080-1922.

Burlington Shippers Assn.
 Classification of watering and feed troughs, C. L.
 For classification granted see Supplement No. 29 to Iowa Classification No. 15.
 Filed October 13, 1921. Closed June 16, 1922.

No. 10081—1922.

Burlington Shippers Assn.
Classification of eave troughs.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 14, 1921. Closed June 16, 1922.

No. 10082—1922.

Burlington Shippers Assn.
Classification of cast iron conductor pipe boots or connections.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 14, 1921. Closed June 16, 1922.

No. 10083—1922.

Burlington Shippers Assn.
Classification of pump parts.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 14, 1921. Closed June 16, 1922.

No. 10084—1922.

Burlington Shippers Assn.
Classification of iron or steel and wire combined gates. Application withdrawn.

Filed October 14, 1921. Closed June 20, 1922.

No. 10085—1922.

Burlington Shippers Assn.
Classification of fence or wire stretchers. Application withdrawn.

Filed October 14, 1921. Closed June 20, 1922.

No. 10086—1922.

Burlington Shippers Assn.
Classification of locks or lock sets, N. O. I. B. N.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 14, 1921. Closed June 16, 1922.

No. 10087—1922.

Burlington Shippers Assn.
Classification of flower baskets.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15, as corrected in correction sheet No. 2 to Supplement No. 29.

Filed October 14, 1921. Closed June 16, 1922.

No. 10088—1922.

Burlington Shippers Assn.
Classification of iron or steel pump tubing. Denied.
Filed October 17, 1921. Closed June 17, 1922.

No. 10089—1922.

Burlington Shippers Assn.
Classification of iron or steel conductor pipes. Denied.
Filed October 17, 1921. Closed June 17, 1922.

No. 10090—1922.

Burlington Shippers Assn.
Application to Reinstate Rule 37 of Iowa Classification No. 15. Withdrawn.
Filed October 25, 1921. Closed June 20, 1922.

No. 10091—1922.

Burlington Shippers Assn.
Classification of vegetable baskets, returned.
For classification granted see Supplement No. 29 to Iowa Classification
No. 15, as corrected in correction sheet to Supplement No. 29.
Filed October 27, 1921. Closed June 16, 1922.

No. 10092—1922.

Greater Des Moines Committee, Des Moines.
Minimum charge for carload shipments. Application dismissed.
Filed August 3, 1921. Closed June 20, 1922.

No. 10093—1922.

Iowa-Nebraska-Minnesota Wholesale Grocers Assn.
Classification of cereal beverage containers, second hand, returned.
For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 26, 1921. Closed June 16, 1922.

No. 10094—1922.

Iowa-Nebraska-Minnesota Wholesale Grocers Assn.
Application of minimum class rate scale on articles classified one-half of 4th class.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed October 26, 1921. Closed June 16, 1922.

No. 10095—1922.

Burlington Shippers Assn.
Change in classification of vehicle parts, dashes, iron or steel.
For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed November 26, 1921. Closed June 16, 1922.

No. 10096—1922.

National Retarder Co., Chicago, Ill.

Retarder, in mixed carloads with stucco and plaster.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed December 17, 1921. Closed June 15, 1922.

No. 10097—1922.

Dairyland Dairy Co., Newton, v. M. & St. L. R. R.

Emergency rate on ice, Clear Lake to Newton.

Company granted emergency rate of \$2.00 per ton, subject to a minimum of 60,000 lbs. per car, except when loaded in refrigerator cars which when fully loaded will not carry 60,000 lbs., in which case actual weight with minimum not less than 40,000 lbs. applied, said special rate to expire February 28, 1922.

Filed December 15, 1921. Closed January 18, 1922.

No. 10098—1922.

Martens Filter Co., Ackley.

Change in classification of concrete or cement water filters.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed February 11, 1922. Closed June 30, 1922.

No. 10099—1922.

Burlington Shippers Assn.

Change in classification of vehicle parts, doors, loose or in packages.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15, as corrected in correction sheet to Supplement No. 29.

Filed November 26, 1921. Closed June 15, 1922.

No. 10100—1922.

Burlington Shippers Assn.

Change in classification of vehicle parts, shock absorbers.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed November 26, 1921. Closed June 15, 1922.

No. 10101—1922.

Blank through error in numbering.

No. 10102—1922.

Burlington Shippers Assn.

Change in classification of vehicle parts, wind shields.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed November 26, 1921. Closed June 15, 1922.

No. 10103—1922.

W. H. Thomas Mfg. Co., Spencer.

Classification of accelerators. Dismissed.

Filed February 16, 1922. Closed June 20, 1922.

No. 10104—1922.

Kehrs Packing Co., Davenport.

Classification of green salted bellies.

For classification granted see Supplement No. 29 to Iowa Classification

No. 15.

Filed January 21, 1922. Closed June 21, 1922.

No. 10105—1922.

Green Bay Lumber Co., Des Moines, by Commerce Counsel v. Atlantic Northern, et al.

Joint rates—reparation. Satisfactorily adjusted.

Filed May 22, 1922. Closed August 9, 1922.

No. 10106—1922.

Midway Coal Co., et al. Albia, v. A. T. & S. F., et al.

Petition for just and reasonable rates on bituminous coal from complainants' mines to destinations in Iowa.

This case came on for hearing, and, by agreement between the parties, the present rates were permitted to continue in force until changed by the Commission, or upon application of either party.

Filed June 19, 1922. Closed October 12, 1922.

Classification, Rates and Rules.

SUPPLEMENT No. 27, IOWA CLASSIFICATION.

The Commission directed the Secretary to prepare a Supplement to Iowa Classification No. 15, and embody therein the changes ordered in its decision of January 23, 1922. (See page 32 for decision), relative intrastate rates on bituminous coal in Iowa, such Supplement to be known as Supplement No. 27 to Iowa Classification No. 15, dated February 27, 1922, effective March 1, 1922.

In accordance with the above instructions, the following Supplement was prepared, promulgated and published, as provided by law:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

SUPPLEMENT NO. 27

Supplements Nos. 16, 26 and 27 contain all changes to

IOWA CLASSIFICATION NO. 15

And Schedule of Reasonable Maximum Rates of Charges for the Transportation of Freight and Cars

Dated February 7, 1922

Effective March 1, 1922

REASONABLE MAXIMUM RATES APPLYING ON SOFT COAL BETWEEN STATIONS IN IOWA IN CENTS PER TON OF 2000 lbs., MINIMUM WEIGHT 30,000 lbs. Cancels items 58 and 60, Pages 169 and 181 in original tariff and Order of Board in Docket No. B-1001 and as amended, as to rates on soft coal.

Miles	Lump & Nut	Per & Slack See Item 8	Miles	Lump & Nut	Per & Slack See Item 8
5	65½	59	180	192	158
10	71	63	185	195	157
15	76½	67	190	197	159
20	82	71	195	199	161
25	87½	75	200	201	163
30	93	79	210	203½	160½
35	98½	83	220	206	158
40	104	87	230	208½	156½
45	109½	91	240	211	154½
50	115	95	250	213½	152½
55	120½	99	260	216	150½
60	126	103	270	218½	148½
65	131½	107	280	221	146½
70	137	111	290	223½	144½
75	141	115½	300	226	142½
80	145	119	310	228½	140½
85	149	123½	320	231	138½
90	153	128	330	233½	136½
95	157	132½	340	236	134½
100	161	137	350	238½	132½

Miles	Lump & Nut	Per & Slack See Item 8	Miles	Lump & Nut	Per & Slack See Item 8
105	165	141	360	241	130½
110	169	145	370	243½	128½
115	173	149	380	246	126½
120	177	153	390	248½	124½
125	181	157	400	251	122½
130	185	161	410	253½	120½
135	189	165	420	256	118½
140	193	169	430	258½	116½
145	197	173	440	261	114½
150	201	177	450	263½	112½
155	205	181	460	266	110½
160	209	185	470	268½	108½
165	213	189	480	271	106½
170	217	193	490	273½	104½

BY ORDER OF THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

Des Moines, Iowa, February 7, 1922.

Geo. L. McCaughan, Secretary.

SUPPLEMENT No. 28, IOWA CLASSIFICATION.

The Commission directed the Secretary to prepare a Supplement to Iowa Classification No. 15, and embody therein the changes ordered in its decision of March 22, 1922, in the matter of commodity rates and minimum carload weights on stone and articles taking the same rates. (For decision see page 62), such Supplement to be known as Supplement No. 28 to Iowa Classification No. 15, dated March 23, 1922, effective April 15, 1922.

In accordance with the above instructions, the following Supplement was prepared, promulgated and published, as provided by law:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA, SUPPLEMENT NO. 28.

SUPPLEMENTS NOS. 16, 26, 27 AND 28 IN EFFECT AND CONTAIN ALL CHANGES TO IOWA CLASSIFICATION NO. 15 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated March 23, 1922.

Effective April 15, 1922.

Reasonable maximum rates applying on stone (crushed, rough and rough quarried), sand, gravel, burnt earth, gypsum rock, coal cinders or clinkers, crushed brick, crushed tile, clay and shale, in cents per ton of 1,000 pounds. Minimum weight 90% of marked capacity of car but not less than 40,000 pounds.

Cancels Item 78, pages 173 and 178; Index 71, Supplement 16 and Order of the Board in Docket B-1001, as to rates on the above commodities. Cancels C. L. rate on sand in item 39, page 127; C. L. rate on gravel in item 8, page 161; item 11, page 34, items 55 and 56, page 98; item 29, page 99 and C. L. rate item 29, page 115.

Miles	Rate	Miles	Rate	Miles	Rate
5	40	115	115½	250	167½
10	41	120	117½	260	170½
15	45½	125	119½	270	173½
20	50	130	122	280	176½
25	54½	135	124	290	179½
30	59	140	126½	300	182½
35	63	145	128½	310	185½
40	67½	150	130½	320	188½
45	72	155	133	330	191½
50	76½	160	135	340	194½
55	81	165	137½	350	197½
60	85	170	139½	360	200½
65	88	175	141½	370	203½
70	91	180	144	380	206½
75	94	185	146½	390	209½
80	97	190	148½	400	212½
85	100	195	150½	410	215½
90	103	200	153	420	218½
95	106	210	155½	430	221½
100	108½	220	158½	440	224½
105	111	230	161½	450	227½
110	113	240	164½	460	230½

By order of the Board of Railroad Commissioners of the State of Iowa
 GEO. L. McCAUGHAN, Secretary.
 Des Moines, Iowa, March 23, 1922.

On March 22, 1922, the Commission took under consideration the petitions heard at the General Rate and Classification hearing, held March 21, 1922, and made rulings thereon as shown under the caption "Classification Matters Closed During 1922."

SUPPLEMENT No. 29, IOWA CLASSIFICATION.

The Commission directed the Secretary to prepare a supplement to Iowa Classification No. 15, and embody therein all changes ordered as above, such supplement to be known as Supplement No. 29 to Iowa Classification No. 15, dated March 22, 1922, and effective June 15, 1922, except as noted.

In accordance with the above instructions, the following supplement was prepared, promulgated and published, as provided by law:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

SUPPLEMENT No. 29 CANCELS SUPPLEMENTS 26, 27 AND 28
 SUPPLEMENTS 16 AND 29 IN EFFECT AND CONTAIN ALL
 CHANGES TO IOWA CLASSIFICATION NO. 15 AND SCHEDULE
 OF REASONABLE MAXIMUM RATES OF CHARGES FOR TRANSPORTATION OF FREIGHT AND CARS.

Dated March 22, 1922.

Effective June 15, 1922

(Except as noted)

By order of the Board of Railroad Commissioners of the State of Iowa
 Des Moines, Iowa, March 22, 1922.

GEORGE L. McCAUGHAN, Secretary.

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Index Date	Article	L.C.I. CL.
No. Effective		
251 July 2, 1917	Steel or Wood and Steel Cooling Trucks, K. D., crated	2
(Release—In Supp. No. 17)		
Cancels Index 247, Supp. 18		
252 July 2, 1917	Second column, page 152 of Classification reads: Vehicles and parts of—Cont'd. Automobiles—Continued.	
(Release—In Supp. No. 17)		
Cancels Index 238, Supp. 16		
253 July 2, 1917	Change to read: Vehicles and parts of—Cont'd. Automobiles—Continued.	
(Release—In Supp. No. 17)		
Cancels Index 238, Supp. No. 16		
	Vehicles, Parts of:	
	Bodies, self-propelling vehicle:	
	Hearse, Funeral or Undertaker:	
	S. U., crated	Di
	Ambulance:	
	S. U., crated	Di

RULE 41

255 Nov. 20, 1917
(Release—In Supp. No. 19)
Cancels Index 57, Supp. 16,
which cancelled Rule 14-B,
page 5 of Classification.

Fibreboard, Pulphoard or Strawboard Boxes.

Section 1. (a) Unless otherwise provided, ratings applying on articles in Wooden-Boxes will also apply on the same articles in Fibreboard, Pulphoard or Double-Faced Corrugated Strawboard Boxes, with or without wooden frames, or in Ironbound or Wirebound Fibreboard Boxes, provided the following requirements and specifications are fully complied with:

(b) Subject to the provisions of Rule 14 and unless otherwise provided in separate descriptions of articles, or in the Interstate Commerce Commission Regulations for the Transportation of Dangerous Articles other than Explosives by Freight (see Rule 40), when the requirements and specifications of Rule 41 are not fully complied with, the freight rates on articles in Fibreboard, Pulphoard or Double-Faced Corrugated Strawboard Boxes with or without wooden frames, or in Ironbound or Wirebound Fibreboard Boxes, shall be increased 20%, with a minimum increase of 2 cents per 100 pounds, above the rate applicable on such articles in boxes that do comply with the requirements and specifications of Rule 41.

Specifications for Three-ply or more Fibreboard or Pulphoard Boxes without Frames.

Weight Limit 40 lbs.

Weight Limit 65 lbs.

Section 2. (a) Fibreboard or Pulphoard used in making Fibreboard or Pulphoard Boxes, without frames, must be three-ply or more, all plies firmly glued together, the outer-ply water-proofed and no single-ply less than .011 of an inch in thickness; except that the board forming the innermost side of a Triple Slide Box need not be water-proofed nor comply with Mullen Test requirements; and

(b) When the combined board is not less than .060 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 60 inches, the gross weight of the box and its contents shall not exceed 40 pounds; or

(c) When the combined board is not less than .060 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 65 inches, the gross weight of the box and its contents shall not exceed 65 pounds; or

RULE 41.—Continued

Weight Limit 90 lbs.

Specifications for Double-Faced Corrugated Strawboard Boxes without Frames. Triple Slide Boxes.

Weight Limit 40 lbs.

Weight Limit 65 lbs.

Weight Limit 90 lbs.

Double Boxes, Weight Limit 90 lbs.

Double Strength Boxes, Weight Limit 90 lbs.

Specifications for Single-Ply Fibreboard or Pulphoard Boxes with Wooden Frames. Weight Limit 90 lbs.

(d) When the combined board is not less than .100 of an inch in thickness, having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds.

Section 3. (a) Double-Faced Corrugated Strawboard used in making Double-Faced Corrugated Strawboard Boxes, without frames, must be made of corrugated strawboard with outer and inner facings of fibreboard or pulphoard, both facings having proper bending qualities, firmly glued to the corrugated sheet and the outer facings water-proofed, except that the board forming the innermost side of a Triple Slide Box need not be water-proofed nor comply with Mullen Test requirements; and

(b) When the outer facing is not less than .016 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .016 of an inch in thickness, having a resistance of not less than 65 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 60 inches, the gross weight of the box and its contents shall not exceed 40 pounds; or

(c) When the outer facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 65 inches, the gross weight of the box and its contents shall not exceed 65 pounds; or

(d) When the outer facing is not less than .030 of an inch in thickness, having a resistance of not less than 125 pounds to the square inch, Mullen Test, and the inner facing is not less than .030 of an inch in thickness, having a resistance of not less than 125 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds; or

(e) When two complete Double-Faced Corrugated Strawboard Boxes, one fitted closely inside the other and each box made of Double-Faced Corrugated Strawboard fully complying with the requirements and specifications shown in Section 3 (a) and (b) of this Rule, are used and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds; or

(f) When boxes are made of Double Strength Corrugated Strawboard (Double-Faced Corrugated Strawboard, glued together so as to make one piece), each facing being not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds; or

Section 4. (a) Single-Ply Fibreboard or Pulphoard used in making Fibreboard or Pulphoard Boxes with wooden frames must have the outer surface water-proofed; and

(b) When the single-ply board is not less than .060 of an inch in thickness, having a resistance of not less than 225 pounds to the square inch, Mullen Test, all edges of the sides, top and bottom of the box being reinforced by a wooden frame made of strips not less than $\frac{1}{4}$ by $\frac{1}{4}$ inch, or $\frac{1}{4}$ by $1\frac{1}{2}$ inches, with cross strips not less than $\frac{1}{4}$ by $\frac{1}{4}$ inch, or $\frac{1}{4}$ by $1\frac{1}{2}$ inches, and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 90 pounds; or

RULE 41.—Continued

Weight Limit 100 lbs.

(c) When the single-ply board is not less than .060 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, all edges of the wooden frame made of strips not less than 1/4 by 1 1/2 inches or 1/2 by 2 inches, with cross strips not less than 1/4 by 1 1/2 inches or 1/2 by 2 inches and not more than 11 inches apart, the gross weight of the box and its contents shall not exceed 100 pounds; or

Weight Limit 200 lbs.

(d) When the single-ply board is not less than .060 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, all edges of the wooden frame made of strips not less than 1/4 by 1 1/2 inches or 1/2 by 2 inches, with cross strips not less than 1/4 by 1 1/2 inches or 1/2 by 2 inches and not more than 11 inches apart, the gross weight of the box and its contents shall not exceed 200 pounds.

Specifications for Strawboard or Three-Ply or More Fibreboard or Pulpboard Boxes with Wooden Frames

Weight Limit 50 lbs.

Section 5. (a) Three-ply or more Fibreboard or Pulpboard, or Double-Faced Corrugated Strawboard may be used in the construction of Fibreboard, Pulpboard or Strawboard Boxes, with wooden frames provided:

(b) That three-ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (b) or Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (c), is used in making wooden frame boxes as specified in Section 4 (a) and (b) of this Rule. The gross weight of the box and its contents shall not exceed 50 pounds.

Weight Limit 100 lbs.

(c) That three-ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (c), or Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (c), is used in making wooden frame boxes as specified in Section 4 (a) and (b) of this Rule. The gross weight of the box and its contents shall not exceed 100 pounds.

Weight Limit 200 lbs.

(d) That three-ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (d), or double thickness of Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (b) is used in making wooden frame boxes as specified in Section 4 (a) and (d) of this Rule. The gross weight of the box and its contents shall not exceed 200 pounds.

Specifications for Wireboard Fibreboard Boxes

Section 6. (a) Three-ply or more Fibreboard or Pulpboard must be used in the construction of Wireboard Fibreboard Boxes.

(b) There must be four wood cleats not less than 1 1/2 by 15-16 inch, with mortised joints, making a tight-fitting frame at each end of box.

The body must be made in one piece with an overlap of not less than one inch, making a tight joint when closed by twisting the ends of binding wires together. The body must encircle the end frames. The binding wires must be continuous and not more than 8 inches apart.

The binding wire at each end must be firmly fastened to each cleat by staples at intervals of not more than three inches, driven through the fibreboard and into the cleat. The other wire or wires must be firmly fastened to the board by staples, clinched on the inside and not more than three inches apart.

The Fibreboard or Pulpboard ends must be firmly fastened to the inside of cleats with nails or staples, not more than three inches apart.

Weight Limit 50 lbs.

(c) When three-ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (b) is used in making wireboard Fibreboard boxes, the binding wires must be not less than No. 16 gauge. The outside dimensions of the box, length, width and depth added, must not exceed 60 inches, and the gross weight of the box and its contents must not exceed 50 pounds.

Weight Limit 100 lbs.

(d) When three-ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (c) is used in making wireboard Fibreboard Boxes, the binding wires must be not less than No. 16 gauge. The outside dimensions of the box, length, width and depth added must not exceed 60 inches, and the gross weight of the box and its contents must not exceed 100 pounds.

RULE 41.—Continued

Weight Limit 150 lbs.

(e) When three-ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (d) is used in making wireboard Fibreboard Boxes, the binding wires must be not less than No. 14 gauge, and when the end of the box exceeds 10 inches in width an additional cleat or batten not less than 1 1/2 by 15-16 inch must be placed vertically at the center of each end and secured by nails driven through end cleats into the additional cleat or batten. The outside dimensions of the box, length, width and depth added, must not exceed 70 inches, and the gross weight of the box and its contents must not exceed 150 pounds.

Specifications for Ironbound Fibreboard Boxes

(f) Three-ply or more Fibreboard or Pulpboard must be used in the construction of Ironbound Fibreboard Boxes.

(g) There must be four wood cleats not less than 1 1/2 by 1 1/2 inch, with mortised joints, making a tight-fitting frame at each end of box.

The body must be made in one piece with an overlap of not less than one inch, making a tight joint when closed and must encircle the end frames.

The iron bands must be continuous, not less than 1/4 inch wide, not more than 8 inches apart and must be firmly fastened to the Fibreboard or Pulpboard by staples clinched on the inside not more than three inches apart. The bands at each end must be firmly fastened to each cleat by cement-coated nails at intervals of not more than three inches, driven through the bands and Fibreboard or Pulpboard and into the cleats. Ends of center bands must be securely fastened together.

The Fibreboard or Pulpboard ends must be firmly fastened to the inside of cleats with nails or staples, not more than three inches apart.

Weight Limit 50 lbs.

(h) When three-ply or more Fibreboard or Pulpboard, as specified in Section 2 (a) and (b), is used in making Ironbound Fibreboard Boxes, the bands must be not less than No. 20 gauge. The outside dimensions of the box, length, width and depth added, must not exceed 60 inches, and the gross weight of the box and its contents must not exceed 50 pounds.

Weight Limit 100 lbs.

(i) When three-ply or more Fibreboard or Pulpboard, as specified in Section 2 (a) and (c), is used in making Ironbound Fibreboard Boxes, the bands must be not less than No. 27 gauge. The outside dimensions of the box, length, width and depth added, must not exceed 65 inches, and the gross weight of the box and its contents must not exceed 100 pounds.

Weight Limit 150 lbs.

(j) When three-ply or more Fibreboard or Pulpboard, as specified in Section 2 (a) and (d), is used in making Ironbound Fibreboard Boxes, the bands must be not less than No. 20 gauge, and when the end of the box exceeds 10 inches in width an additional cleat or batten not less than 1 1/2 by 15-16 inch must be placed vertically at the center of each end and secured by nails driven through end cleats into the additional cleat or batten. The outside dimensions of the box, length, width and depth added, must not exceed 70 inches, and the gross weight of the box and its contents must not exceed 150 pounds.

Packing Requirements against Sifting

Section 7. All articles, except as provided for by Section 8, liable to loss from sifting or leakage must be in cans, cartons or other receptacles, so packed in the box as to completely fill it.

Packing Requirements for Glassware, other Fragile Articles or Articles in Glass or Earthenware

Section 8. (a) Glassware, other fragile articles or articles in glass or earthenware, packed in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes:

(b) When the gross weight of the package exceeds 55 pounds, will not be accepted for transportation.

Liquids in Glass or Earthenware Containers

(c) Liquids in glass or earthenware containers, exceeding one quart measure, will not be accepted for transportation in Fibreboard or Double-Faced Corrugated Strawboard Boxes, except as provided in Sections 8 (d) of this Rule.

Packing Requirements for Liquids in Glass or Earthenware Containers, exceeding one quart and not exceeding one gallon capacity.

(d) Liquids in glass or earthenware containers, exceeding one quart measure and not exceeding one gallon capacity will be accepted in Double-Faced Corrugated Strawboard Boxes, when the quantity does not exceed four gallons and the gross weight of the box and its contents does not exceed 55 pounds; and

RULE 41.—Continued

Each such container must be enclosed in a double-faced corrugated strawboard carton and all sides of box must be lined with one piece of double-faced corrugated strawboard properly scored; such cartons and liners must be made of corrugated strawboard with outer and inner facings of fibreboard or pulpboard not less than .016 inch in thickness, both facings having proper bonding qualities, firmly glued to the corrugated sheet; inner and outer flaps of cartons and containers must meet or overlap; or

Each such glass or earthenware container must be enclosed in a scored shell of double-faced corrugated strawboard and all sides of box must be lined with one piece of double-faced corrugated strawboard properly scored; the top and bottom of box must also have a liner of double-faced corrugated strawboard extending to both sides and ends of the box, placed in side of the flaps; such shells and liners must be made of corrugated strawboard with outer and inner facings of fibreboard or pulpboard not less than .016 inch in thickness, both facings having proper bonding qualities, firmly glued to the corrugated sheet; inner and outer flaps of containers must meet or overlap; or

When two complete double-faced corrugated boxes as described in Section 3 (a) and (e) of this Rule, or double strength corrugated boxes as described in Section 3 (a) and (f) of this Rule are used, the sides, top and bottom of box need not be lined but all inner and outer flaps must meet or overlap.

(e) Glassware or other fragile articles, when gross weight of the box and its contents does not exceed 30 pounds, must be enclosed in corrugated strawboard or cork lined paper wrappers or separated by double-faced corrugated strawboard or tight-fitting flexible wooden partitions or securely packed with hay or straw and so packed in the box as to completely fill it; or

When gross weight of the box and its contents is over 30 pounds, but not exceeding 65 pounds, must be enclosed in corrugated strawboard or cork lined paper wrappers or separated by double-faced corrugated strawboard or tight-fitting flexible wooden partitions and so packed in the box as to completely fill it, and all sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3 (a) and (e) of this Rule or double strength boxes as described in Section 3 (a) and (f) of this Rule are used.

(f) When articles are in glass or earthenware and the gross weight of the box and its contents does not exceed 30 pounds, each bottle, jar or similar receptacle must be enclosed in single-faced corrugated strawboard or cork lined paper wrapper and so packed as to completely fill the box, or separated by tight-fitting double-faced corrugated strawboard or flexible wooden partitions touching all sides, top and bottom of the box. All sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3 (a) and (e) of this Rule are used, or when the inner flaps of boxes meet and outer flaps meet or overlap 2 inches or more, top and bottom need not be lined; or

When the gross weight of the box and its contents is over 30 pounds, but not exceeding 65 pounds, each bottle, jar or similar receptacle must be separated by tight fitting double-faced corrugated strawboard or flexible wooden partitions touching all sides, top and bottom of the box. All sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3 (a) and (e) of this Rule or double strength boxes as described in Section 3 (a) and (f) of this Rule are used; or

When the gross weight of the box and its contents does not exceed 65 pounds and the glass or earthenware containers are of one pint or less capacity, each such container must be enclosed in a carton or wrapper and then enclosed in a second carton which must be completely filled. Contents of the containers in the second carton must not exceed the equivalent of six pints. Each second carton must be separated by tight fitting double-faced corrugated strawboard or flexible wooden partitions touch-

Packing Requirements Fragile Articles, not exceeding 30 lbs.

Packing Requirements Fragile Articles, over 30 lbs., but not exceeding 65 lbs.

Packing Requirements Articles in Glass or Earthenware not exceeding 30 lbs.

Packing Requirements, Articles in Glass or Earthenware, over 30 lbs., but not exceeding 65 lbs.

Packing Requirements, Articles in Glass or Earthenware Containers, one pint or less capacity, not exceeding 65 lbs.

RULE 41.—Continued

ing all sides, top and bottom of the box; sides, top and bottom of the box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3 (a) and (e) of this Rule or double strength boxes as described in Section 3 (a) and (f) of this Rule are used; when such second cartons are made of double-faced corrugated strawboard and completely fill the box, partitions will not be required and the sides, top and bottom of the box need not be lined.

Section 6. (a) All Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes, with or without wooden frames, or Ironbound or Wirebound Fibreboard Boxes, that are made to conform to the requirements and specifications of this Rule, must bear certificate of box maker, labeled, printed or stamped in ink, showing that the boxes do so conform; this certificate to be not less than 7½ by 4 inches, and be a fac simile of the following in form and style of type and wording:

(Name and address of box maker, and figures showing thickness, resistance, dimension limit and gross weight limit, to be inserted by box maker.)

Certificate of Box Maker.

For Boxes complying with Section 2 of this Rule.

CERTIFICATE OF BOX MAKER

THIS BOX IS MADE OF THREE-PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED

Thickness (Each ply inch
Not less than Combined board inch

Resistance (Mullen Test):
Combined board Lbs. per sq. inch

Dimension Limit:
Length, width and depth added Inches

Gross Weight Limit Pounds

★

★ Insert box maker's name and address.

For Boxes complying with Section 3 (a), (b), (c) and (d) of this Rule.

CERTIFICATE OF BOX MAKER

THIS BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD

Thickness Outer face waterproofed, inch
Not less than Inner face inch

Resistance (Mullen Test):
Outer face Lbs. per sq. inch
Inner face Lbs. per sq. inch
Combined board Lbs. per sq. inch

Dimension Limit:
Length, Width and Depth Added inches

Gross Weight Limit pounds

★

★ Insert box maker's name and address.

RULE 41.—Continued

For Boxes complying with Sections 3 (a) and (e) of this Rule.

CERTIFICATE OF BOX MAKER	
THIS IS A DOUBLE BOX. EACH BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD	
Thickness	Outer face water-proofed 016 inch Inner face 016 inch
Not less than	
Resistance (Mullen Test)	Outer face 85 lbs. per sq. inch Inner face 65 lbs. per sq. inch Combined 175 lbs. per sq. inch
Dimension Limit:	
Length, Width and Depth Added	..... 70 inches
Gross Weight Limit	..... 90 pounds
★	

★Insert box maker's name and address.

For Double Strength Boxes complying with Sections 3 (a) and (f) of this Rule.

CERTIFICATE OF BOX MAKER	
THIS DOUBLE STRENGTH BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD AND SINGLE FACED CORRUGATED STRAWBOARD GLUED TOGETHER	
Thickness	Each facing 016 inch Outer face waterproofed
Resistance (Mullen Test)	Each facing 85 lbs. per sq. inch Combined board 275 lbs. per sq. inch
Dimension Limit:	
Length, Width and Depth Added	..... 70 inches
Gross Weight Limit	..... 90 pounds
★	

★Insert box maker's name and address.

For Single Ply Fibreboard or Pulpboard Wooden Frame Boxes complying with Section 4 of this Rule.

CERTIFICATE OF BOX MAKER	
THIS WOODEN FRAME BOX IS MADE OF SINGLE-PLY FIBREBOARD OR PULPBOARD, OUTER SURFACE WATERPROOFED	
Thickness	Not Less Than inch
Resistance (Mullen Test)	..... lbs. per sq. inch
Frame Cross	Strips not less than inch by inch
Gross Pieces Spaced	not More Than inches
Gross Weight Limit	..... pounds
★	

★Insert box maker's name and address.

RULE 41.—Continued

For Corrugated Strawboard Wooden Frame Boxes complying with Section 5 (a), (b) and (c) of this Rule.

THIS WOODEN FRAME BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD	
Thickness	Not less than
Resistance (Mullen Test)	Outer face waterproofed inch Inner face inch
Frame Cross	Strips not less than inch by inch
Gross Pieces Spaced	Not More Than inches
Gross Weight Limit	..... pounds
★	

★Insert box maker's name and address.

For Three-Ply or more Fibreboard or Pulpboard Wooden Frame Boxes complying with Section 5 (a), (b), (c), or (d) of this Rule.

CERTIFICATE OF BOX MAKER	
THIS WOODEN FRAME BOX IS MADE OF THREE-PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED	
Thickness	Not less than
Resistance (Mullen Test):	Each ply inch Combined board inch
Gross Weight Limit	..... pounds
★	

★Insert box maker's name and address.

For Double Thickness Double Faced Corrugated Strawboard Boxes with Wooden Frames complying with Section 5 (a) and (d) of this Rule.

CERTIFICATE OF BOX MAKER	
THIS WOODEN FRAME BOX IS MADE OF TWO THICKNESSES OF DOUBLE FACED CORRUGATED STRAWBOARD	
Each thickness	Not less than
Resistance (Mullen Test)	Outer face water-proofed 016 inch Inner face 016 inch
Frame Cross	Strips not less than inch by inch
Gross Pieces Spaced	not More Than inches
Gross Weight Limit	..... 200 pounds
★	

★Insert box maker's name and address.

RULE 41.—Continued

For Wirebound Fibreboard Boxes complying with Section 6 of this Rule.

CERTIFICATE OF BOX MAKER			
THIS WIREBOUND FIBREBOARD BOX IS MADE OF THREE-PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED			
Thickness	Each ply	Combined board	Inch
Not less than			
Resistance (Mullen Test):			
Combined Board			Lbs. per sq. inch
Dimension Limit:			
Length, Width and Depth Added			Inches
End Frame:			
Strips Not Less Than			Inch by
Blinding Wire			Pounds
Gross Weight Limit			Pounds
★			

★Insert box maker's name and address.

For Ironbound Fibreboard Boxes complying with Section 6 of this Rule.

CERTIFICATE OF BOX MAKER			
THIS IRONBOUND FIBREBOARD BOX IS MADE OF THREE-PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED			
Thickness	Each ply	Combined board	Inch
Not less than			
Resistance (Mullen Test):			
Combined Board			Lbs. per sq. inch
Dimension Limit:			
Length, Width and Depth Added			Inches
End Frame:			
Strips Not Less Than			Inch by
Iron Band			Pounds
Gross Weight Limit			Pounds
★			

★Insert box maker's name and address.

Boxes to show description of contents.

Reference to Rule or Shipping Orders and Bills of Lading.

Joint or Seam Construction for Fibreboard or Pulpboard Boxes.

Lapped Joint or Seam Glued.

Lapped Joint or Seam stitched.

(b) Boxes must also show description of contents.

(c) When shipments are tendered for transportation by Fibreboard, Pulpboard, or Double-Faced Corrugated board, Boxes conforming to the requirements and specifications of this Rule, the shipper must certify in shipping orders and bills of lading as follows:

"The boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Rule 41 of this Classification."

Section 10. (a) Joints or seams of boxes, made of Fibreboard or Pulpboard as specified in Section 2 of this Rule, must be secured as follows:

(b) The sides of the box forming the joint or seam must be not less than 1½ inches and be firmly glued together throughout the entire area of contact and when the joint or seam is over 18 inches in length a metal rivet, staple or stitch must also be placed at each end of the joint or seam, or

(c) The sides of the box forming the joint or seam must be not less than 1½ inches and be fastened together with metal rivets, staples or stitches not more than 3 inches apart, but when the length of the joint or seam is more than 18 inches, the metal rivets, staples or stitches must not be more than 2½ inches apart.

RULE 41.—Continued

Joint or Seam Construction for Fibreboard Boxes.

Outer Joints, Openings or Seams must be tightly closed.

Requirements and Specifications for Sealing Strips.

Glued Flaps or Sealing Strips, required.

Glued Flaps and Sealing Strips, required.

Glued Flaps and Sealing Strips with reinforcement, or Sealing Strips with reinforcement required.

Sealing Strips not required.

Section 11. Joints or seams of boxes, made of Double-Faced Corrugated Strawboard, as specified in Section 2 of this Rule, must join and be secured together by a cloth or paper sealing strip not less than 2 inches in width and having a resistance of not less than 60 pounds to the square inch. Mullen Test, extending the entire length of the joint or seam and firmly glued to the box.

Section 12. (a) Boxes, without wooden frames, must have all outer joints, openings or seams that are not secured as provided by Sections 10, 11 and 13 tightly closed as follows:

(b) All sealing strips must be made of paper having a resistance of not less than 60 pounds to the square inch. Mullen Test, must be 2 inches or more in width, the ends must lap 2½ inches or more over the sides or ends of the box and must be firmly glued to all surfaces with which they come in contact; and

(c) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps meet making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact; or all outer joints, openings or seams must be completely covered with sealing strips, except as provided in Section 12 (f); or

(d) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps overlap less than 2 inches, all flaps, must be firmly glued to each other throughout the entire area of contact and the joint or seam made by the end of the outer flap must be completely covered with a sealing strip, except as provided in Section 12 (f); or

(e) When the ends of the inner flaps of boxes are more than 6 inches apart, and the ends of the outer flaps meet making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact and each joint or seam made by the ends of the outer flaps must be completely covered with a sealing strip and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in Section 12 (f); or

All outer joints, openings or seams must be sealed with sealing strips and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in Section 12 (f).

(f) When two opposite flaps of boxes completely overlap each other and all flaps are firmly glued to each other throughout the entire area of contact sealing strips will not be required; or

When the outer flaps of boxes meet but do not completely overlap and a liner of double-faced corrugated strawboard extending to both sides and ends of the box is placed inside the flaps, and the liner and all flaps are glued to each other throughout the entire area of contact, sealing strips will not be required; or

When boxes are constructed with four flaps at each end and the flaps are secured by a screw and cap, the neck projecting from the inside through each flap and the cap punctured through neck so that it cannot be unsecured, sealing strips will not be required; or

When the ends of boxes are recessed, and a wooden frame made of strips not less than ½ by 3 inch is set inside the recess, and the tops, bottoms and sides are encircled by metal bands fastened with nails not more than 2 inches apart driven through strap and board into the frame, sealing strips will not be required; or

When boxes are constructed with four flaps at each end, and all flaps on the bottom of the box are fastened to each other, at or along all joints, with metal rivets, staples or stitches not more than 2 inches apart, making close joints or seams and each inner flap on the top of the box is fastened across the end to one outer flap and the outer flaps overlap each other and are fastened together by metal rivets, staples or stitches not more than 2 inches apart, sealing strips will not be required; or

When boxes are reinforced inside with metal strips of a gauge not lighter than No. 20, U. S. Standard, having the longitudinal edge doubled over at an angle and fastened to the sides not more than 2 inches from the open ends with metal

RULE 41.—Continued

rivets, staples or stitches not more than 2½ inches apart, and with ends reinforced with metal strips of a gauge no lighter than No. 30, U. S. standard, having longitudinal edge doubled over at an angle and fastened to the inside of the box, rivets, staples or stitches not more than 2½ inches apart, the ends to be inserted into the open ends of the box not more than 1 inch, the metal angles on the inside, sealing strips will not be required; or

When body of box is made of one piece with joint overlapping not less than 1½ inches and fastened with rivets, staples or stitches not more than 2 inches apart, and recessed ends are fastened to body of box with rivets, staples or stitches not more than 2 inches apart, sealing strips will not be required; or

On Fireboard or Wireboard Fireboard Boxes, sealing strips will not be required.

(a) The flaps must not project over the sides of box.

Section 13. (a) Telescope Boxes must be securely tied up heavy cord or tape completely encircling the box at least once around the ends and once around the side, securely knotted at each crossing; the cover must extend entirely flat; the cover must be sealed to the bottom of the box at opposite sides with not less than two paper seals, seals to bear identification marks, to be not less than 2 by 4 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test, or box may be secured with two or more metal straps, not less than No. 20 gauge and not less than ¼ inch in width encircling the box at least once around the ends and once around the sides and drawn taut to prevent slipping; the ends of straps must pass through a metal sleeve and be crimped, the straps must also be crimped at crossing or intersection.

(b) Two-Piece Boxes other than Telescope Boxes must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the side, securely knotted at each crossing; the cover must be sealed to the sides of the box at opposite sides with not less than two paper seals, seals to bear identification marks, to be not less than 4 by 8 inches in size, and to have a resistance of not less than 60 pounds to the square inch, Mullen Test, or the tying will not be required if the cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams; box may be secured with two or more metal straps, not less than No. 20 gauge and not less than ¼ inch in width encircling the box at least once around the ends and once around the sides and drawn taut to prevent slipping; the ends of straps must pass through a metal sleeve and be crimped, the straps must also be crimped at crossing or intersection; or

When Two-Piece Boxes made of fireboard or pulpboard reinforced with a strip of fireboard, not less than ⅛ of an inch in thickness, not less than 2½ inches wide encircling box at the top and fastened with metal rivets, staples or stitches not more than 3 inches apart, the ends and flaps of the cover being not less than 2½ inches in width and inserted between the box and reinforcing strip, box must be secured with two or more metal straps, not less than No. 20 gauge and not less than ¼ inch in width encircling the box at least once around the ends and once around the sides and drawn taut to prevent slipping; the ends of straps must pass through a metal sleeve and be crimped, the straps must also be crimped at crossing or intersection. On boxes exceeding 24 inches in length, metal straps must not be more than 12 inches apart.

(c) Three-Piece Boxes must be securely tied with heavy cord or tape, completely encircling the box at least once around the ends and once around the side, securely knotted at each crossing; each cover must be sealed to the sides of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not

RULE 41.—Continued

less than 4 by 8 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test; or the tying will not be required if each cover extends not less than 3 inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams.

(d) Triple-Slide Boxes must have the top and bottom of the inside slide or both slides and the middle slide firmly glued to the outer tube of the box throughout the entire area of contact.

Section 14. (a) Subject to the provisions of Rule 14, and unless otherwise provided in separate description of articles, when the following requirements and specifications are fully complied with, articles, except as provided in Section 14 (e):

(b) When shipped in Fireboard or Pulpboard Drums with fireboard, pulpboard or metal top and bottoms, will be rated the same as if shipped in Wooden Drums; or

(c) When shipped in Fireboard or Pulpboard Pails with fireboard, pulpboard or metal tops and bottoms, will be rated the same as if shipped in Wooden Pails.

(d) The cylindrical container having either diameter or height of more than 15 inches, outside measurement, will be considered a Drum. The cylindrical container having both diameter and height of 15 inches or less each, outside measurement, will be considered a Pail.

Exemption as to Glassware, etc.

(e) Glassware, other fragile articles, articles in glass or earthenware, liquids and articles that are not dry, will not be accepted for transportation in Fireboard or Pulpboard Drums or Pails with fireboard, pulpboard or metal tops and bottoms.

Specifications for Fireboard or Pulpboard.

(f) Fireboard or Pulpboard used in making Fireboard or Pulpboard Drums or Pails with fireboard, pulpboard or metal tops and bottoms may be single ply with the outer surface waterproofed or if more than single ply waterproofed and all plies firmly glued together, the outer ply waterproofed and no single ply less than .016 of an inch in thickness; and

Construction of Fireboard or Pulpboard Drums or Pails, with fireboard or pulpboard tops and bottoms.

(g) Fireboard or Pulpboard forming the bodies of Fireboard or Pulpboard Drums or Pails with fireboard or pulpboard tops and bottoms must lap at the joint or seam not less than 2 inches and be firmly glued together throughout the entire area of contact; an overlap seam must be reinforced between the rims of metal rivets, staple or stitches, at intervals of not more than 6 inches; and reinforcement of the ends of Drums or Pails must be made with rims 2 inches or over in depth, and overlap bodies the entire depth of rims; the bottoms must be firmly glued to the bodies throughout the entire area of contact and reinforced by not less than 3 metal rivets, staples or stitches, firmly clinched on the inside; or

The plies of fireboard or pulpboard forming the bodies must be glued together and each ply must overlap the other so as to distribute the seams; tops and bottoms must be encircled with a metal rim extending not less than ¼ inch on bodies, tops and bottoms.

Finishing and Sealing of tops.

Tops must be firmly glued to the bodies throughout the entire area of contact; or

Tops and bodies must be fitted with metal lugs each secured by not less than 2 tubular rivets anchored to the inside of top or body with metal strips, and fastened on opposite sides by wires running through each metal lug and tightly twisted; or

Tops must be fastened by wires crossing at right angles, ends of wires to be secured under the top or metal strip encircling the bodies of Drums or Pails and securely fastened.

Tops of Fireboard or Pulpboard Drums or Pails with fireboard or pulpboard tops or bottoms must also be sealed to the bodies of Drums or Pails at opposite sides with not less than 2 paper seals, seals to bear identification marks, to be not less than 2½ inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test. Seals must extend not less than 2 inches above and below the rims and must be firmly glued throughout the entire area of contact.

Flaps Must Not Project Over Sides.

Sealing and Tying Telescope Fireboard, Pulpboard or Strawboard Boxes.

Sealing and Tying Two-piece Fireboard, Pulpboard or Strawboard Boxes.

Strapping Two-piece Fireboard or Pulpboard Boxes.

Sealing and Tying Three-piece Fireboard, Pulpboard or Strawboard Boxes.

RULE 41.—Continued

Construction of Fibreboard or Pulpboard Drums or Pails, with metal tops and bottoms.

(b) Fibreboard or pulpboard, forming the bodies of Fibreboard or Pulpboard Drums or Pails with metal tops and bottoms, must be in one piece, and secured by a factor of iron or steel strip not less than U. S. Standard gauge No. 22 in thickness and not less than one inch wide, running the entire length of the joint or seams; the bars must be pressed through the fibreboard or pulpboard and clinched on the inside; the bodies must be securely crimped into the groove of the metal bottom and be further secured to bottom by not less than four metal rivets equidistant apart.

Tops and bottoms must be made of sheet iron or steel, as pressed to shape in one piece, with rims not less than 1½ inches wide; surface of tops and bottoms to be convex, so as to form a groove completely around the inside of rim to receive the top or bottom edge of bodies. Edges of rims must be rolled.

Bodies must be fitted with not less than four metal lugs or ears, each secured to the body by two or more bars or wires, each 14 inch long, anchored to the inside of Drum or Pail with metal strips.

Fastening of Tops.

Tops must be fastened to bodies by wires passing through holes in top rim and through each metal lug and tightly twisted, the ends of not less than two such wires on opposite sides of the package must be sealed with metal seals bearing identification mark.

Weight Limit for Fibreboard or Pulpboard Drums or Pails with fibreboard or pulpboard tops and bottoms.

(1) When the single ply or combined board in the body bottom and top of Fibreboard or Pulpboard Drums or Pails, with fibreboard or pulpboard tops and bottoms, is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, and in the rims is not less than .080 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds; or

When the single ply or combined board in the body, bottom and top is not less than .110 of an inch in thickness, having a resistance of not less than 375 pounds to the square inch, Mullen Test, and in the rims not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds; or

When the single ply or combined board, in the body and rims is not less than .080 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and in the bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, and in the rims of the bottom and top must completely cover the body, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds.

Weight Limit for Fibreboard or Pulpboard Drums or Pails with metal tops and bottoms.

(2) When the single ply or combined Board in the body of Fibreboard or Pulpboard Drums or Pails with metal tops and bottoms is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds; or

When the single ply or combined Board in the body is not less than .110 of an inch in thickness, having a resistance of not less than 375 pounds to the square inch, Mullen Test, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds.

Shipments in Drums or Pails not meeting requirements.

(k) Subject to the provisions of Rule 14, and unless otherwise provided in separate description of articles, when the requirements and specifications of Rule 41 are not fully complied with, the freight rates on articles in Fibreboard or Pulpboard Drums or Pails with fibreboard pulpboard or metal tops and bottoms shall be increased 25¢ with a minimum increase of 2 cents per 100 pounds above the rates applicable on such articles in Drums or Pails that do comply with the requirements and specifications of Rule 41.

Certificate of Drum or Pail Maker.

With Fibreboard or Pulpboard tops and bottoms.

With Metal Tops and Bottoms.

Drums or Pails to show description of contents.
Reference to Rule on Shipping Orders and Bills of Lading.

Packing Requirements Against Sifting or Leakage.

RULE 41.—Continued

(1) All Fibreboard or Pulpboard Drums or Pails with fibreboard, pulpboard or metal tops and bottoms that are made to conform to the requirements and specifications of this Rule, must bear certificate of Drum or Pail maker, labeled, printed or stamped in ink, showing that the Drums or Pails do so conform; this certificate to be not less than 2½ by 4 inches, and to be a fac simile of the following in form and style of type and wording:

CERTIFICATE OF BOX MAKER	
THIS IS MADE OF *	
FIBREBOARD OR PULPBOARD, OUTER SURFACE OR PLY WATERPROOFED	
Thickness	Top and bottom inch
Not less than	Body inch
	Rims inch
	Each ply inch
Resistance (Mullen Test)	Top and bottom per sq. inch
Single ply or Combined Board	Body per sq. inch
	Rims per sq. inch
Dimensions:	
Height Inches; Diameter inches	
Gross Weight Limit pounds	
★	

—Insert Drum or Pail, as the case may be.

*Insert the number of plies.

★Insert drum or pail maker's name and address.

CERTIFICATE OF DRUM OR PAIL MAKER	
THE BODY OF THIS IS MADE OF *	
FIBREBOARD OR PULPBOARD, OUTER SURFACE OR PLY WATERPROOFED, WITH METAL TOP AND BOTTOM	
Thickness	Body inch
Not Less Than	Each ply inch
Resistance of Body (Mullen Test)	..... per sq. inch
Single ply or Combined Board	
Top and Bottom, Iron or Steel, Not Less Than U. S. Standard Gauge No. 22.	
Side Strip, Iron or Steel, Not Less Than U. S. Standard Gauge No. 22.	
Dimensions:	
Height Inches; Diameter inches	
Gross Weight Limit pounds	
★	

—Insert Drum or Pail, as the case may be.

*Insert the number of plies.

★Insert drum or pail maker's name and address.

(m) Drums or Pails must also show description of contents.

(n) When shipments are tendered for transportation in Fibreboard or Pulpboard Drums or Pails, conforming to the requirements and specifications of this Rule, the shipper must certify on shipping orders and bills of lading as follows:

"The fibreboard drums or pails used for this shipment conform to the specifications set forth in the drum or pail maker's certificate thereon, and all other requirements of Rule 41 of Iowa Classification."

Section 15. Articles liable to loss from sifting or leakage must be in bags, cans or cartons or the Drum or Pail must be lined with tough paper or cloth; articles must be so packed in the Drum or Pail as to completely fill it.

RULE 41.—Continued

Fibreboard or Pulpboard Barrels or Drums with wooden hoops and fibreboard or pulpboard or wooden heads.

Section 16. (a) Unless otherwise provided, ratings on articles in wooden Barrels will apply on the same articles in Fibreboard or Pulpboard Barrels or Drums, fitted with wooden hoops and with fibreboard or pulpboard or wooden heads, provided the following requirements and specifications are fully complied with:

- (b) The body of the Barrel or Drum must not exceed 30 inches in diameter nor 30 inches in height and the fibreboard or pulpboard must be of six or more plies firmly glued together, the outer surface waterproofed, the combined resistance of not less than 710 pounds to the square inch, Mullen Test, and must be surrounded by three or more wooden hoops not less than 2 inches in width by $\frac{1}{4}$ inch in thickness, fastened to the body by wire staples fully clinched on the inside.
- (c) The heads must be not less than $\frac{1}{4}$ inch in thickness, made of wood or of six or more plies of fibreboard or pulpboard firmly glued together, the outer surface waterproofed. Heads must be securely held in place by iron and/or headliners. Headliners must be fastened to the body by staples firmly clinched.
- (d) The gross weight of Barrel or Drum and its contents shall not exceed 300 pounds.
- (e) Liquids and articles that are not dry will not be accepted for transportation in these containers.
- (f) Subject to the provisions of Rule 14, and unless otherwise provided in separate description of articles, when the requirements and specifications of Rule 41 are not fully complied with, the freight rates on articles in Fibreboard or Pulpboard Barrels or Drums, with wooden hoops and fibreboard or pulpboard or wooden heads, shall be increased 20% with a minimum increase of 2 cents per one hundred pounds, above the rate applicable to such articles in containers that do comply with the requirements and specifications of Rule 41.
- (g) All Fibreboard or Pulpboard Barrels or Drums fitted with wooden hoops and fibreboard or pulpboard or wooden heads, that are made to conform to the requirements and specifications of this Rule, must bear certificate of barrel or drum maker, labeled, printed or stamped in ink, showing that the barrels or drums conform to the requirements and specifications of this Rule; this certificate to be not less than 2½ by 4 inches and to be a fac simile of the following in form, size and style of type and wording:

CERTIFICATE OF DRUM OR PAIL MAKER

THIS FIBREBOARD OR PULPBOARD BARREL (OR DRUM) IS MADE OF *..... PLYS AND FITTED WITH WOODEN HOOPS AND FIBREBOARD OR PULPBOARD OR WOODEN HEADS

Body Thickness Not Less Than $\frac{1}{4}$ of an Inch.

Resistance of Body (Mullen Test) (Not less than pounds Per sq. inch)

Dimensions: Height Inches. Diameter Inches

Gross Weight Limit 300 pounds

★.....

*Insert number of plies.

★Insert barrel or drum maker's name and address.

(h) Barrels or Drums must also show description of contents.

Barrels or Drums to show description of contents. Reference to Rule on Shipping Orders and Bills of Lading.

(i) When shipments are tendered for transportation in Fibreboard or Pulpboard Barrels or Drums conforming to the requirements and specifications of this Rule, the shipper must certify on shipping orders and bills of lading as follows:

RULE 41.—Continued

"The fibreboard barrels (or drums) used for this shipment conform to the specifications set forth in the barrel (or drum) maker's certificate thereon, and all other requirements of Rule 41 of the Iowa Classification."

Fibreboard or Pulpboard Barrels or Drums with band iron or steel end hoops and wooden heads.

Section 17. (a) Unless otherwise provided, ratings on articles in wooden Barrels will apply on the same articles in Fibreboard or Pulpboard Barrels or Drums, fitted with band iron or steel end hoops, and with wooden heads, provided the following requirements and specifications are fully complied with:

- (b) The body of the Barrel or Drum must not exceed 30 inches in diameter nor 30 inches in height, and the Fibreboard or Pulpboard must be of eight or more plies firmly glued together, the outer surface waterproofed, and the body must meet the requirements of Section 17 (f);
- (c) Iron or steel hoops must be used to protect the ends of the Barrel or Drum Body and nailed to hold the heads securely in place, as required in Section 17 (d) and (f);
- (d) The heads must be not less than 7-16 inch in thickness made of one piece of wood or of two or more pieces of wood closely fitted, or of three or more plies of veneer firmly glued together cross grain. The head must be fitted into a grooved metal hoop and fastened to the body with nails of proper number and weight (see Section 17 (f)); nails to be driven through the body and hoop into the head.
- (e) Liquids and articles that are not dry will not be accepted for transportation in these containers.
- (f) Requirements as to thickness of board, Mullen Test, maximum weight and nails:

Minimum Thickness of Body	Mullen Test, Minimum	Maximum Weight of Packages and Contents	Nails Required for each Head
14 of an inch	480 lbs.	90 lbs. or less	4 three penny or heavier
16 of an inch	500 lbs.	100 lbs. and over 90 lbs.	4 three penny or heavier
18 of an inch	520 lbs.	125 lbs. and over 100 lbs.	6 three penny or heavier
20 of an inch	530 lbs.	150 lbs. and over 125 lbs.	6 three penny or heavier
22 of an inch	565 lbs.	200 lbs. and over 150 lbs.	8 three penny or heavier
24 of an inch	600 lbs.	250 lbs. and over 200 lbs.	8 three penny or heavier
26 of an inch	640 lbs.	275 lbs. and over 250 lbs.	8 three penny or heavier
28 of an inch	670 lbs.	300 lbs. and over 275 lbs.	8 three penny or heavier
30 of an inch	710 lbs.	375 lbs. and over 300 lbs.	8 four penny or heavier
32 of an inch	765 lbs.	400 lbs. and over 375 lbs.	8 four penny or heavier

(g) Subject to the provisions of Rule 14, and unless otherwise provided in separate descriptions of articles, when the requirements and specifications of Rule 41 are not fully complied with, the freight rates on articles in Fibreboard or Pulpboard Barrels or Drums, with band iron or steel end hoops and wooden heads, shall be increased 20% with a minimum increase of 2 cents per one hundred pounds, above the rate applicable on such articles in containers that do comply with the requirements and specifications of Rule 41.

(h) All Fibreboard or Pulpboard Barrels or Drums fitted with band iron or steel end hoops, and with wooden heads, that are made to conform to the requirements and specifications of this Rule, must bear certificate of barrel or drum maker, labeled, printed or stamped in ink, showing that the barrels or drums conform to the requirements and specifications of this Rule; this certificate to be not less than 2½ by 4 inches and to be a fac simile of the following in form, size and style of type and wording:

RULE 41.—Continued

For Fireboard or Pulpboard
Barrels or Drums with band
iron or steel end hoops and
wooden heads.

CERTIFICATE OF BARREL OR DRUM MAKER

THIS FIREBOARD OR PULPBOARD BARREL
(OR DRUM) IS MADE OF PLATE
AND FITTED WITH BAND IRON OR STEEL
END HOOPS AND WOODEN HEADS

Body Thickness Not Less Than inch

Resistance of Body (Mullen Test) { Not less than pounds
Per sq. inch

Dimension: Height Inches. Diameter Inches

Gross Weight Limit pounds

★

*Insert number of piles.

★Insert barrel or drum maker's name and address.

Barrels or Drums to show de-
scription of contents.
Reference to Rule on Ship-
ping Orders and Bills of
Lading.

Method of Testing.

(1) Barrels or Drums must also show description of in-
tents.

(2) When shipments are tendered for transportation in
Fireboard or Pulpboard Barrels or Drums conforming to
the requirements and specifications of this Rule, the
shipper must certify on shipping Orders and Bills of Lading
as follows:

"The fireboard barrels (or drums) used for this shipment
conform to the specifications set forth in the barrel (or
drum) maker's certificate thereon, and all other require-
ments of Rule 41 of the Iowa Classification."

Section 18. In applying the Mullen Test, the resistance
shall be determined as follows: All tests shall be made
from both the outside and the inside and tetter shall be
turned at a steady speed of about one complete turn per
second. In testing double-faced corrugated straight,
the test should be made with the plate above the diaphragm
firmly screwed down on the board so as to prevent slipping.

Index
No. Effective

Article

L.C.L. CL

224 Nov. 20, 1917

Release—In Supp. No. 19:
Cancels Item 6 page 24, of
Classification.

Button Blanks:

In single bags 2

In double bags 3

In barrels or boxes 3

In packages named, C. L., min. wt. 20,000 lbs. 4

Egg Box Stuff (wooden), in bundles or racks 4

Egg Case Fillers (strawboard and wood or wood
pulp), and Carton Egg Case Fillers. K. D.,
boxed or in wooden egg cases filled with egg
case fillers, K. D., flat, said cases to be hard-
wood with ends not less than 7-16 inch in
thickness, and sides, tops and bottoms not
less than 7-32 inch in thickness.

Egg Case Fillers. K. D., boxed or in wooden egg
cases filled with egg case fillers, K. D., flat,
said cases to be hardwood with ends not less
than 7-16 inch in thickness, and sides, tops
and bottoms not less than 7-32 inch in thick-
ness.

Carton 4

N. O. S. 4

Egg Case Flats:

In bundles 3

In boxes 4

Fence Posts:

Wooden 4

225 Nov. 20, 1917

Release—In Supp. No. 19:
Cancels Item 41, page 46, of
Classification.

Index
No. Effective

226 Nov. 20, 1917
Release—In Supp. No. 19:
Cancels Item 6, page 29, of
Classification.

Classification, and Index
122, Supp. No. 16, which
canceled Item 21, page 58,
of Classification.

227 Nov. 20, 1917

Release—In Supp. No. 19:
Cancels Index No. 117, Supp.
No. 16, which canceled
Items 19 and 20, page 62 of
Classification.

228 Nov. 20, 1917

Release—In Supp. No. 19:
Cancels Item 10, page 91 of
Classification.

229 Nov. 1, 1917

Release—In Supp. No. 19:
Amends Index 250, Supp. No.
16.

ARTICLE

L. C. L. C. L.

Glass:
Window, other than Plate, not framed nor
loaded:
Colored, chipped, decorated, etched ground
or sandblasted:
Bent:

Packed in boxes D1
Packed in boxes, C. L., min. wt. 20,000
lbs. 3

Window, other than Plate, not framed nor
loaded:
Colored, chipped, decorated, etched, ground
or sandblasted:
Not bent:

Packed in boxes 4
Packed in boxes, C. L., min. wt. 20,000
lbs. 5

Plain:
Bent:
Packed in boxes 1
Packed in boxes, C. L., min. wt. 20,000
lbs. 3

Not bent:
Packed in boxes 4
Packed in boxes, C. L., min. wt. 20,000
lbs. 5

Mixed carloads of two or more kinds of
Window Glass, other than Plate, not framed
nor loaded, packed in boxes, will be taken at
the highest rating provided for carload quanti-
ties of any article in the shipment. The mini-
mum weight shall be the highest C. L. min.
wt. provided for any article in the shipment.

Bakery Goods (see Index 304):
Biscuits, Bread, Cakes, Crackers, Matzos,
Pretzels or Toast, not otherwise
specified:

In cartons or crates 2
In fibre or metal cans with glass fronts, glass
protected by corrugated fibreboard or
wood, or without glass fronts, in crates 2

In fibre or metal cans with or without glass
fronts, in shipping racks 2
In shipping baskets with basket work
covers 1

In shipping baskets with wooden covers, 2
In wheeled carriers, wood, fibreboard and
iron or steel combined, locked 3
In barrels or boxes 3

In packages named, or in metal cans loose,
straight or mixed C. L., min. wt.
20,000 lbs. (Subject to Rule 6-B) 4
Biscuit, Bread, Cracker or Matzos Dust or
Meal:

In bags, barrels or boxes 3
In packages named, straight or mixed C. L.,
min. wt. 20,000 lbs. (Subject to Rule
6-B) 4

Biscuit, Bread, Cakes, Crackers, Matzos,
Pretzels or Toast, not otherwise specified,
and Biscuit, Bread, Cracker or Matzos
Dust or Meal, in packages provided for
straight carload shipments, mixed C. L.,
min. wt. 20,000 lbs. (Subject to Rule 6-B) 4

Bread, Stale:
In bags 2
In boxes or in bulk, C. L., min. wt. 20,000
lbs. (Subject to Rule 6-B) 4

Type Casting or Setting Machines:
S. U. or K. D., in boxes or crates 14
S. U. or K. D., in packages named, straight or
mixed C. L., min. wt. 24,000 lbs. (Sub-
ject to Rule 6-B) A

CLASSIFICATION OF RAILROADS AND APPLICATION OF SCHEDULE AND CLASSIFICATION THEREOF.

CLASS "C" RAILROADS.

Elimination:
Eliminate Iowa & Omaha Short Line Railway.
Eliminate reference "I" from Atlantic Northern Rail-
way Co.

Index No.	Date Effective	ARTICLE	L. C. L. C. L.
263	Nov. 20, 1917	Tallow:	
		Animal:	
		In barrels with cloth tops.....	2
		In pails or tubs.....	2
		In metal cans or pails in crates.....	2
		In metal cans or pails in barrels or boxes.....	4
		In bulk in barrels or boxes.....	4
		In packages named, C. L., min. wt. 30,000 lbs.....	4
		In tank cars, C. L., actual weight (Subject to Rule 33).....	4
		Vegetable:	
		In bales.....	2
		In bales, C. L., min. wt. 30,000 lbs.....	2
264	Nov. 20, 1917	Vehicles, Parts of:	
		Automobile Bodies (See Note):	
		Passenger, finished or in the white:	
		Boxed or crated.....	201
		C. L., min. wt. 10,000 lbs. (Subject to Rule 6-B).....	2
		Note: Some crating requirements as applied to crated vehicles.....	2
265	Nov. 20, 1917	Buttons:	
		In boxes or double bags.....	2
266	Nov. 20, 1917	Chains:	
		Automobile Tire:	
		In barrels or boxes.....	2
		Combined Air and Water Service Machines, with or without coin slot, small parts detached and boxed:	
		In boxes or crates.....	2
268	Nov. 20, 1917	Exhaust Pits or Mufflers, Gas Engine, iron or steel:	
		Cast:	
		Weighting each less than 50 lbs., wrapped.....	1
		Weighting each 50 lbs. or over, loose or wrapped.....	2
		In barrels, boxes or crates.....	2
		Cast and plate or sheet combined:	
		Weighting each less than 50 lbs., wrapped.....	1
		Weighting each 50 lbs. or over, loose or wrapped.....	1
		In barrels, boxes or crates.....	2
		Cast and cast and plate or sheet combined:	
		loose or in packages, straight or mixed C. L., min. wt. 30,000 lbs.....	2
269	Nov. 20, 1917	Green Salted Hams, C. L., min. wt. 26,000 lbs.....	2
270	Nov. 20, 1917	Radiators:	
		Engine Cooling:	
		In boxes or crates.....	1
		In packages named, C. L., min. wt. 30,000 lbs.....	1
271	Nov. 20, 1917	Springs, not otherwise specified:	
		Iron or steel, other than wire:	
		Elliptic or Semi-Elliptic:	
		Motor Vehicle:	
		Loose or in packages.....	2
		Loose or in packages, C. L., min. wt. 36,000 lbs.....	2
272	Nov. 20, 1917	Tractor Attachments for Automobiles:	
		8 U. loose, small parts in boxes.....	1
		K. D., loose or in packages, small parts in boxes.....	2
		Loose or in packages named, C. L., min. wt. 24,000 lbs. (Subject to Rule 6-B).....	2
273	Nov. 20, 1917	Vehicle Parts:	
		Automobile Parts:	
		Axle Housings, iron or steel, unfinished:	
		Loose or in packages.....	2
		Loose or in packages, C. L., min. wt. 36,000 lbs.....	2
274	Nov. 20, 1917	Axles:	
		With attachments:	
		Loose.....	1
		In boxes or crates.....	1
		Loose or in packages, C. L., min. wt. 36,000 lbs.....	1

Index No.	Date Effective	ARTICLE	L. C. L. C. L.
		Without attachments:	
		Loose or in packages.....	2
		Loose or in packages, C. L., min. wt. 36,000 lbs.....	2
275	Nov. 20, 1917	Brake Drums:	
		Loose or in packages.....	2
		Loose or in packages, C. L., min. wt. 36,000.....	2
276	Nov. 20, 1917	Bumper Guards or Bumper Rails:	
		In boxes, bundles or crates.....	2
		In packages named, C. L., min. wt. 30,000 lbs.....	2
278	Nov. 20, 1917	Engine Hoods:	
		Not nested, in boxes, bundles or crates.....	1
		Nested, in boxes, bundles or crates.....	2
		Loose or in packages, C. L., min. wt. 30,000 lbs.....	2
280	Nov. 20, 1917	Fenders (Mud Guards), Running Boards or Running Board Shields:	
		Not flat nor nested:	
		In boxes, bundles or crates.....	D1
		In packages named C. L., min. wt. 10,000 lbs. (Subject to Rule 6-B).....	2
		Flat or nested:	
		In boxes, bundles or crates.....	2
		In packages named, C. L., min. wt. 30,000 lbs.....	2
282	Nov. 20, 1917	Gear Frames, without attachments:	
		Loose or in packages.....	1
		Loose or in packages, C. L., min. wt. 16,000 lbs. (Subject to Rule 6-B).....	2
283	Nov. 20, 1917	Gear Frame Side Bars:	
		Loose or in packages.....	3
		Loose or in packages, C. L., min. wt. 36,000 lbs.....	3
284	Nov. 20, 1917	Instrument Boards, wooden, in boxes or crates.....	1
285	Nov. 20, 1917	Lamps and Fixtures:	
		In barrels or boxes.....	1
		In packages named, C. L., min. wt. 16,000 lbs. (Subject to Rule 6-B).....	2
288	Nov. 20, 1917	Steering Wheel Rims, in boxes or crates.....	1
289	Nov. 20, 1917	Steering Wheels:	
		In boxes or crates.....	1
		In packages named, C. L., min. wt. 16,000 lbs. (Subject to Rule 6-B).....	2
290	Nov. 20, 1917	Trunk Hacks, in boxes, bundles or crates.....	2
291	Nov. 20, 1917	Wheel Flanges, Wheel Rims or side or locking Wheel Rims, iron or steel:	
		Weighting each less than 25 lbs. loose, or in bundles weighing less than 25 lbs.....	1
		Weighting each 25 lbs. or over, loose, or in bundles weighing 25 lbs. or over.....	3
		In barrels, boxes or crates.....	3
		Loose or in packages named, C. L., min. wt. 30,000 lbs.....	3
292	Nov. 20, 1917	Wheels:	
		Weighting each 200 lbs. or over, with drums, gears, motors, sprockets or rubber tires attached or without drums, gears, motors, sprockets or rubber tires:	
		Loose or in packages.....	1
		Loose or in packages, C. L., min. wt. 30,000 lbs.....	1
		Weighting each less than 200 lbs.:	
		Finished, wrapped, or in boxes or crates.....	D1
		In the white, loose or in packages.....	1
		Loose or in packages, C. L., min. wt. 30,000 lbs.....	3

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Comparing marks with shipping order or bill of lading.

Old marks to be removed.
Freight in excess of full cars to be marked.

307 May 1, 1918
(Reissue—In Supp. No. 24)
Cancels Index 140, Supp. 16, which canceled Item 25, page 58 of Classification.

308 May 1, 1918
(Reissue—In Supp. No. 24)
Cancels Item 10, page 99 of Classification.
Include in bracketed Items 1 to 8, page 90.

309 May 1, 1918
(Reissue—In Supp. No. 24)
Cancels Item 13, page 115 of Classification.
310 May 1, 1918
(Reissue—In Supp. No. 24)
Cancels Index 34, page 127 of Classification.

311 May 1, 1918
(Reissue—In Supp. No. 24)
Cancels Item 4, page 140 of Classification.

313 May 1, 1918
(Reissue—In Supp. No. 24)
Cancels Item 26, page 156 of Classification.

314 May 1, 1918
(Reissue—In Supp. No. 4)
Cancels Index No. 299, Supp. No. 19, Item 4-B which canceled Item 4, page 158 of Schedule and Classification; also Index Nos. 96 and 121, Supp. No. 16.

ARTICLE		I. C. L. C. L.	
(c) The marks on bundles, packages or pieces must be compared with the shipping order or bill of lading, and corrections, if necessary, made by the shipper or his representative before receipt is signed.			
(d) Old consignment marks must be removed or erased.			
(e) Freight in excess of full cars must be marked as required for less freight than carload freight.			
Plate Glass, N. O. S., boxed:			
In packages not exceeding 100 united inches (length and width added).....	In Box Cars		
Plate Glass, not otherwise indexed by name, and Crystal Sheet Glass:			
In boxes exceeding 7½ feet in width or more than 15 feet in length.....	D1		
In packages not exceeding 7½ feet high and not more than 15 feet long.....	1		
Elevator Shaft Enclosure Doors, Gates, Lattice Work or Railings:			
Iron or steel, or iron or steel and wood combined:			
In boxes, bundles or crates.....	2		
In packages named, C. L. min. wt. 24,000 lbs. Subject to Rule 6-B.....	2		
Asbestos Shingles or Slate.....	2		
Salt:			
Common (Sodium Chloride):			
In glass or earthenware, packed in barrels or boxes.....	2		
In fibre or metal cans or cartons, in barrels or boxes.....	4		
In cloth pockets, in bags.....	4		
In cloth pockets, in barrels or boxes.....	4		
In bricks or rolls, in boxes.....	4		
In bulk in bags or barrels.....	4		
In blocks, machine pressed or fused, weighing each 50 lbs. or over, loose.....	4		
C. L.—Salt Commodity Rates.....	4		
Polish, Stove (Stove Blacking):			
In glass or earthenware, packed in barrels or boxes.....	1		
In cans or cartons in barrels or boxes.....	3		
In cakes or bars in barrels or boxes.....	3		
In pails in crates.....	2		
In pails in barrels or boxes.....	2		
In bulk in kits.....	2		
In bulk in barrels.....	3		
In packages named, min. wt. 30,000 lbs.....	4		
Vehicles, Parts of:			
Polos or Tongues:			
Wood and Iron or Steel combined:			
Loose or in packages.....	2		
Loose or in packages, straight or mixed C. L., with iron or steel Vehicle Hounds, Double-trees, Eveners, Neck-yokes or Singletrees, min. wt. 30,000 lbs.....	2		
Brick (Item No. 34), C. L.:			
Brick (except Bath and Enamelled).			
Blocks (Cement, Concrete, Artificial Stone), Building or Paving, Plain or Ornamental.			
Blocks (Hollow Building).			
Blocks (Segment Sewer).			
Blocks (Solid Building).			
Clay Conduits.			
Crested Paving Blocks.			
Drain Tile.			
Ground Ganger.			
Hollow Building Tile.			
Fire Clay Tile (not glazed or enameled).			
Fire Clay, in straight carloads, or mixed with Fire Brick.			
Tank Tile or Blocks.			
Furnace Tile or Blocks.			
Fire Clay Flattening Blocks.			
Slabs (Concrete or Cement, Reinforced), Building or Roofing.			

Strait C. L. united with Fire Brick and

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ARTICLE
Minimum weight 50,000 pounds except as follows:
Exceptions:

Where for carrier's convenience a car of less than 50,000 pounds capacity is furnished, the marked capacity of the car will be the minimum weight.
Drain Tile in straight carloads, minimum weight 30,000 lbs.
Hollow Building Tile or Blocks in straight carloads, minimum weight 40,000 lbs.

Cement, Lime, Salt, Stucco (Item No. 26), C. L.
The minimum weight on lime, plaster and stucco, in straight or mixed carloads, will be 24,000 lbs.; minimum C. L. weight on Cement, 40,000 lbs.; minimum C. L. weight on Plaster Board and Plaster Studding, 20,000 lbs.; minimum C. L. weight on Salt, 37,500 lbs.

Sheep, S. D. (Item No. 71), C. L. (See Note)
Sheep in single deck cars, minimum carload weight 10,000 lbs.
Note: In no case shall the charge on stock sheep in a single deck car exceed the charge on stock sheep in a double deck car.

Egg Cases or Carriers:
Wooden:
K. D., in bundles or crates.....4
Insect Destroyer:
Oil for hog oilers:
In boxes or bbls.....3
Wooden Pails, wooden tubs (other than butter tubs), wooden kits, pails, (shipping), flashboard, pulphoard or compressed pulp:

Straight or mixed C. L. min. wt. 24,000 lbs., or when loaded with wooden barrels, wooden butter tubs, wooden kits, wooden well buckets, wooden drums, min. wt. 24,000 lbs.
Wooden Butter Tubs, straight C. L. min. wt. 24,000 lbs., or when loaded with wooden barrels, wooden kits, wooden well buckets, wooden drums, min. wt. 24,000 lbs.....C
D

Corn (Item No. 66), C. L.: Corn, oats, barley, flaxseed screenings, hemp seed, corn starch and other articles taking same rates, as listed in Rule No. 410-K, Western Trunk Line Cir. 1-M, I. C. C. A-638 Supplements thereto and releases thereof.

Mill products, mixed carloads: The highest carload rate will apply on mixed carloads of mill products, such as flour, meal, bran, chop feed and grain in sacks.

Mill products (Feed) and articles taking corn and oats rates, as listed in Rule No. 410-K, Western Trunk Line Cir. 1-M, I. C. C. A-638, supplements thereto and releases thereof, and Digester Tankage in bags, mixed carloads, minimum C. L. weight 24,000 lbs.
Flour and other grain products, taking grain tariff rates, in straight or mixed carloads, minimum weight 24,000 lbs.

Machinery and Machines:
Wood Sowing Machines (Engine and Saw combined), portable, S. U., saw blades detached and crated inside machine or completely protected by boxing or crated or mounted on boards:
Loose or in packages.....1
Loose or in packages, C. L. min. wt. 24,000 lbs., subject to Rule 6-B.....A

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325

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 6, page 29, Iowa

Classification No. 15.

Section 1. Except as provided in Sections 2 and 3 the charge for a less than carload shipment must not exceed the charge for a minimum carload of the same freight at the carload rate; the charge for a car fully loaded must not exceed the charge for the same lot of freight if taken as a less than carload shipment.

Section 2. If a shipment tendered as less than a carload freight and loaded by carriers or transported and loaded by carriers, is found to be subject to the carload rate, and the carriers' tariffs do not provide that the cost of loading or unloading is included in the actual hundred (100) pounds will be made for each loading and a like charge for unloading, such charge to be based upon the actual weight of the shipment. The carload minimum weight to be applied on such shipments will be that applicable to the car of the size required for the shipment in the condition tendered for transportation.

Section 3. When freight is loaded in a car by shipper and tendered as a carload shipment, and the car is forwarded without other freight therein, the shipment will be charged for as a carload.

326

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 6, page 29, Iowa

Classification No. 15.

Food Preparations:

Cereals, N. O. S., cracked, ground, granulated, bulled or rolled cereals, partially prepared for human consumption, but requiring cooking:

In inner containers in barrels or boxes, C. L. min. wt. 40,000 lbs.

In bulk in bags, barrels or boxes, C. L. min. wt. 40,000 lbs.

327

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 25 and 27, page 30, Iowa Classification No. 15.

Acids:

Sulphuric, or Oil of Vitriol:

In glass or earthenware packed in barrels or boxes, C. L. min. wt. 30,000 lbs.

In carboys, necks projecting.

In carboys completely boxed.

In iron or steel barrels, C. L. min. wt. 36,000 lbs.

In tank cars, C. L., subject to Rule 35.

328

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 320 Supp. 25, which cancelled Index 88, Supp. 16, which cancelled Index 7, and Supp. 35 and Items 7 and 8, page 3 of Iowa Classification No. 15.

Candy or confectionery, N. O. S., or chocolate candy or confectionery, including milk chocolate candy or confectionery:

In glass or earthenware packed in barrels or boxes, or in baskets packed in barrels or boxes.

In bulk in wooden stave or iron or steel kegs, with tight wooden or metal covers securely fastened.

In fibre or metal cans or cartons in barrels or boxes, or in tin pails in boxes or crates.

In bulk in barrels, boxes or pails.

In packages named, C. L. min. wt. 30,000 lbs.

329

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 32, page 49, Iowa Classification No. 15.

Dates:

In glass or earthenware packed in barrels or boxes.

In glass or earthenware packed in barrels or boxes, C. L. min. wt. 30,000 lbs.

In bulk in barrels or boxes, or in inner containers other than glass or earthenware in barrels or boxes.

In bulk in barrels or boxes, or in inner containers other than glass or earthenware in barrels or boxes, C. L. min. wt. 30,000 lbs.

330

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 52, page 53, Iowa Classification No. 15.

Furniture, L. C. L.:

Closets, China:

S. D., crated or wrapped.

K. D., boxed or crated.

331

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 1, page 64, Iowa Classification No. 15.

Greengroceries:

Tapioca and Sago:

In bags, barrels or boxes.

In packages named, C. L. min. wt. 30,000 lbs.

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327

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 14, page 67, Iowa Classification No. 15.

Section 2. If a shipment tendered as less than a carload freight and loaded by carriers or transported and loaded by carriers, is found to be subject to the carload rate, and the carriers' tariffs do not provide that the cost of loading or unloading is included in the actual hundred (100) pounds will be made for each loading and a like charge for unloading, such charge to be based upon the actual weight of the shipment. The carload minimum weight to be applied on such shipments will be that applicable to the car of the size required for the shipment in the condition tendered for transportation.

Section 3. When freight is loaded in a car by shipper and tendered as a carload shipment, and the car is forwarded without other freight therein, the shipment will be charged for as a carload.

332

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 32 and 33, page 74, Iowa Classification No. 15.

Iron and Steel:

Billets, other than copper clad, blooms or ingots.

Loose or in packages.

Loose or in packages, C. L. min. wt. 30,000 lbs.

Junk, consisting of:

Brass, scrap:

In boxes, barrels or kegs.

In barrels with cloth tops.

In packages named, C. L. min. wt. 30,000 lbs.

Copper, scrap:

In boxes, barrels or kegs.

In barrels with cloth tops.

In packages named, C. L. min. wt. 30,000 lbs.

334

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 30 and 31, page 84, Iowa Classification No. 15.

Lumber or Veneer:

Native Wood, Canadian Wood or Mexican Pine:

1/4-inch or less in thickness:

In bundles.

In boxes or crates, C. L. min. wt. 30,000 lbs.

In packages named, C. L. min. wt. 30,000 lbs.

Exceeding 1/4-inch but not exceeding 1/2-inch in thickness.

In bundles.

In boxes or crates.

In packages named, C. L. min. wt. 30,000 lbs.

Exceeding 1/2-inch but not exceeding 1/4-inch in thickness.

Loose.

In boxes, bundles or crates.

Loose or in packages, C. L. min. wt. 30,000 lbs.

Exceeding 1/4-inch in thickness.

Loose or in packages, C. L. min. wt. 30,000 lbs.

335

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 6, page 105, Iowa Classification No. 15.

Oil:

Petroleum:

Crude fuel and road.

In tank cars (See Rule 35), 7.4 lbs. per gallon (exception to Rule 1).

336

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 30, page 106, Iowa Classification No. 15.

Ammunition, Explosive:

For small.

Cartridges loaded:

In boxes, C. L. min. wt. 30,000 lbs.

337

Aug. 1, 1921

(Release—In Supp. No. 26)

Canola Item 27, page 111, Iowa Classification No. 15.

Paints, N. O. S., including Chemical, Earth or Metallic Paints:

Dry:

In glass or earthenware packed in barrels or boxes.

In casks in boxes.

In bulk in double bags.

In pails or metal cans in barrels, boxes or crates.

In bulk in barrels.

In pails or metal cans in barrels, boxes or crates.

In paper packages in barrels or boxes; or in bulk in double bags, barrels, boxes, kits, or pails, C. L. min. wt. 36,000 lbs.

Liquid or paste:

In glass or earthenware packed in barrels or boxes.

In metal tubes in boxes.

In metal cans completely jacketed.

In pails or metal cans in barrels or boxes.

In bulk in kits or pails.

In bulk in barrels.

In metal cans completely jacketed: in pails or metal cans in barrels or boxes; in bulk in barrels, kits or pails, C. L. min. wt. 36,000 lbs.

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328 Aug. 1, 1921

(Release-In Supp. No. 26)
Cancels Item 15, page 127,
Iowa Classification No. 15.

329 Aug. 1, 1921

(Release-In Supp. No. 26)
Cancels Item 22, page 130,
Iowa Classification No. 15.

340 Aug. 1, 1921

(Release-In Supp. No. 26)
Cancels Items 8, 9, 15, 16, 17,
18, 20, 26, 27, 28 and 29,
page 136; Items 1, 2, 3 and
4, page 137, Iowa Classification
No. 15.Rubber:
Crude:In bags, bales, barrels or boxes.....
In packages named, C. L., min. wt. 40,000
lbs.....

Silos:

Wooden, K. D., consisting of Silo Staves with
not to exceed the necessary equipment of
iron, steel or wooden silo parts for each silo,
see Notes 1 and 2:In boxes, bundles or crates.....
Loose or in packages, C. L., min. wt.
30,000 lbs., subject to Rule 6-B.....Note 1. When iron, steel or wooden parts for
silos are shipped without the Staves necessary
to build a complete silo, the separate ratings
for such Accessories or Parts will apply.Note 2. Carload shipments of silos may be
stopped once in transit to partly unload at a
charge of \$7.00 per car.

Stone, Artificial:

Building Blocks, plain faced, not in imitation
of chiseled, dressed, hammered or sand
rubbed natural stone:Loose or in packages, C. L., min. wt.
30,000 lbs.....

Blocks, Pieces or Slabs, N. O. S.:

Molded in imitation of chiseled, dressed,
hammered or sand rubbed natural
stone:Loose.....
In boxes or crates.....
Loose or in packages, C. L., min. wt.
36,000 lbs.....Molded in imitation of carved, lettered or
traced natural stone:Finished surfaces fully protected by box-
ing or crating.....
In boxes or crates.....Packed in excelsior, hay, straw or similar
packing material or in packages, C. L.,
min. wt. 36,000 lbs.....

Polished:

In slabs in boxes or crates.....
In blocks or pieces in boxes or crates, or
with finished surfaces protected by box-
ing or crating securely strapped to each
piece.....In packages named, C. L., min. wt.
36,000 lbs.....Stone, Natural, other than Bituminous Asphalt
Rock:

Blocks, Pieces or Slabs, N. O. S.:

Granite, Jasper, Marble or Onyx:

Rough quarried:

Loose or in packages.....
Loose or in packages, C. L., min. wt.
36,000 lbs.....

Sawn:

Four sides or less:
Loose or in packages.....
Loose or in packages, C. L., min.
wt. 36,000 lbs.....More than four sides:
Loose or in packages.....
Loose or in packages, C. L., min.
wt. 36,000 lbs.....Carved, lettered, polished or traced:
Slabs, in boxes or crates.....
Blocks or pieces, in boxes or crates, or
with finished surfaces protected by box-
ing or crating securely strapped to
each piece.....In packages named, C. L., min. wt.
36,000 lbs.....

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Chiseled, dressed, hammered or sand
rubbed:Loose.....
In boxes or crates.....
Loose or in packages, C. L., min. wt.
36,000 lbs.....Blocks, Pieces or Slabs, N. O. S.—Continued.
Stone, Natural, other than Bituminous As-
phalt Rock—Continued.Other than Granite, Jasper, Marble or
Onyx:

Rough quarried:

Loose or in packages.....
Loose or in packages, C. L., min. wt.
36,000 lbs.....

Sawn:

Four sides or less, not further finished:
Loose or in packages.....
Loose or in packages, C. L., min.
wt. 36,000 lbs.....

More than four sides:

Loose or in packages.....
Loose or in packages, C. L., min.
wt. 36,000 lbs.....Chiseled, dressed, hammered or sand
rubbed:Loose.....
In boxes or crates.....
Loose or in packages, C. L., min. wt.
36,000 lbs.....Carved, lettered, polished or traced:
Slabs, in boxes or crates.....
Blocks or pieces, in boxes or crates, or
with finished surfaces protected
by boxing or crating securely
strapped to each piece.....In packages named, C. L., min. wt.
36,000 lbs.....

Chips or Waste, N. O. S.:

In bags or barrels.....
In packages or in bulk, C. L., min. wt.
40,000 lbs.....Cubes, not exceeding 2 cubic inches in size:
In bags, barrels or boxes.....
In packages named, C. L., min. wt. 36,000
lbs.....Curbing, Flagging, Paving or Rubble:
Loose or in packages.....
Loose or in packages, C. L., min. wt.
40,000 lbs.....

Crushed or Ground, N. O. S.:

In bags, barrels or boxes.....
In packages or in bulk, C. L., min. wt.
40,000 lbs.....

Dust or Powdered, N. O. S.:

In bags, barrels or boxes.....
In packages or in bulk, C. L., min. wt.
40,000 lbs.....

Tile:

Building (hollow), Fireproofing, Gypsum
Building Tile, Fire Clay Flue Linings and
Fire Clay Chimney Pipe (exclusive of
chimney tops):

N. O. S.:

In crates or hogboxes.....
(Exception to Rule 27.)

Automobile Parts:

Tops:
S. U., in boxes or crates.....
K. D., flat or folded flat.....
Wrapped.....
In boxes or crates.....
S. U., K. D., flat or folded flat, in packages
named, C. L., min. wt. 10,000 lbs.,
subject to Rule 6-B.....

341 Aug. 1, 1921

(Release-In Supp. No. 26)
Cancels Item 312, Supp. 25,
which cancelled Item 17,
page 142, Iowa Classification
No. 15.

342 Aug. 1, 1921

(Release-In Supp. No. 26)
Cancels Item 261, Supp. 25,
which cancelled Item 2,
page 152, Iowa Classification
No. 15.

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No. Date
Effective344 Aug. 1, 1921
Release-In Supp. No. 26
Cancels Items 1, 2, 3, 4 and 5,
page 157, Iowa Classification
No. 1A.

Vehicle Parts:

Tires, N. O. S.:

Rubber:

Pneumatic, see Note 1:

In wrapped bales, or wrapped in
bundles, see Note 2.In bundles enclosed in burlap wrapped
fireboard or pulpboard containers,
see Note 3.

In wirebound bundles, see Note 4.

In boxes or crates, see Note 5.

Loose or in packages, C. L., min. wt.
30,000 lbs., subject to Rule 6-B, see
Note 6.

Solid.

In burlapped bales or burlapped bundles.

On burlapped roofs.

In bundles enclosed in burlap wrapped
fireboard or pulpboard containers,
see Note 3.Solid, mounted on iron or steel base,
loose or in packages.Solid, or solid mounted on iron or steel
base, loose or in packages, C. L.,
min. wt. 30,000 lbs.Note 1. Ratings also apply on tires containing
inner tubes.

Note 2:

Section 1. Single tires must be completely
protected by machine one-third over-
lap wrapping or having 1/4-inch folded
edge with 1/2-inch overlap, in(a) waterproof paper having a resistance
of not less than 60 lbs. per square inch,
Mullen Test, or(b) crinkled waterproof paper having a re-
sistance of not less than 30 lbs. per
square inch, Mullen Test, after it has
been stretched and smoothed out.Section 2. Bales or bundles of two or more
tires, other than individually wrapped
tires, must have wrapping overlap not
less than one-third its width and bales
and bundles must be protected.

(a) by completely wrapping in burlap, or

(b) by overlap wrapping in waterproof
paper having a resistance of not less
than 90 lbs. to the square inch, Mullen
Test, or(c) by overlap wrapping in crinkled water-
proof paper having a resistance of not
less than 60 pounds per square inch,
Mullen Test, after it has been stretched
and smoothed out, or(d) by overlap wrapping in two thicknesses
of paper fastened together with a water-
proof composition and reinforced with
parallel strands of No. 16 2-ply cotton
yarn, or its equal in strength, or wire,
spaced not more than 1/4 of an inch
apart, or reinforced with No. 16 4-ply
cotton yarn, or its equal in strength, or
wire, spaced not more than 1/4 of an inch
apart, or reinforced in mesh form with
strands of No. 16 4-ply cotton yarn, or
its equal in strength, or wire, spaced not
more than 1 inch apart, the combined
water-proof reinforced paper having a re-
sistance of not less than 60 pounds per
square inch, Mullen Test, or(e) by overlap wrapping with waterproof
paper and cloth, the combined material
having a resistance of not less than 60
lbs. per square inch, Mullen Test, andSection 3. All bales or bundles must be
securely tied in not less than three places
with rope not less than 1/4-inch in
diameter, or three metal bands not less
than U. S. Standard Gauge No. 29,
1/4-inch in width, securely fastened and
properly spaced.

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Note 3. Ratings apply only on shipments in
cylindrical packages made of three-ply or
more fireboard or pulpboard, not less than
.080 of an inch in thickness having a resist-
ance of not less than 200 pounds to the
square inch, Mullen Test with an outer
covering of burlap, securely sewed.Note 4. Ratings apply only on shipments
wrapped with three-ply or more fire-
board, or pulpboard, all piles firmly glued
together, the outer ply waterproofed and
no single ply less than .016 of an inch in
thickness; the package must be secured
by not less than six binding wires fastened
to the board with staples not more than
three inches apart, and such wires must be
connected at the ends of the package,
drawn taut and secured by a wire drawn
through center of package.When the combined board is not less than
.080 of an inch in thickness, having a re-
sistance of not less than 175 pounds to the
square inch, Mullen Test, and the bind-
ing wires are not less than U. S. standard
gauge No. 16, the gross weight of the
package and its contents shall not exceed
125 pounds; orWhen the combined board is not less than
.080 of an inch in thickness, having a re-
sistance of not less than 200 pounds to the
square inch, Mullen Test, and the bind-
ing wires are not less than U. S. standard
gauge No. 16, the gross weight of the pack-
age and its contents shall not exceed 125
pounds; orWhen the combined board is not less than
.100 of an inch in thickness, having a re-
sistance of not less than 275 pounds to the
square inch, Mullen Test, and the bind-
ing wires are not less than U. S. standard
gauge No. 14, the gross weight of the pack-
age and its contents shall not exceed 225
pounds.Note 5. Cylindrical crates constructed with
wooden rings or hoops at each end need
not be reinforced at ends with additional
hoops, if otherwise complying with Rule
6-B, Section 2.Note 6. Rating will include one pneumatic
Tire Repair Kit for each set of four tires.

Tooth Picks:

Wooden:

In boxes or barrels, C. L., min. wt. 30,000
lbs.

Egg Cases or Egg Carriers:

Wooden Egg Cases or carriers, K. D., and
egg case fillers and flats, K. D., packed in
egg cases or in bundles or nested, straight
or mixed carloads, or in mixed C. L. with
excelsior, excelsior cushions or pads, and
cement coated egg case nails, minimum
weight 30,000 lbs. (subject to Rule 6-B)
see Note 2.Note. Excelsior in machine pressed bales and
excelsior cushions or pads must not exceed 25
per cent and cement coated egg case nails
4 per cent of the weight of the load.

Broom Clamps, Iron or Steel:

In barrels or boxes, C. L., min. wt. 40,000
lbs.

Carriers, New, Empty:

Banana, shed veneer or stave veneer:

Not nested:

Loose or in bundles, C. L., min. wt.
10,000 lbs., subject to Rule 6-B.

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No. Effective

ARTICLE

L. C. L. C. I.

349 Aug. 1, 1921
(Reissue—In Supp. No. 26)Nestled:
In bundles.....
In bundles, C. L., min. wt. 12,000 lbs.,
subject to Rule 6-B.....

Machines

Cory Popping:
K. D., wheels and legs off, crated.....
In packages named, C. L., min. wt. 12,000 lbs.,
subject to Rule 6-B.....350 Aug. 1, 1921
(Reissue—In Supp. No. 26)Molasses, Black Strap:
In barrels or drums.....
In packages named, C. L., min. wt. 30,000 lbs.....351 Aug. 1, 1921
(Reissue—In Supp. No. 26)

Drain Tile, Flue Lining, Sewer Pipe and Vitrified Coping, in mixed carloads of two or more of the commodities named, minimum weight 20,000 lbs.....

Brick (except Bath and Enameled), Clay Conduits, Fire Clay and Vitrified Building Tile, in mixed carloads of two or more of the commodities named, minimum weight 40,000 lbs.
Note. Drain Tile, Flue Lining, Sewer Pipe and Vitrified Coping, one or all, may be shipped in mixed carloads with one or all the foregoing at minimum weight of 40,000 lbs. At Class E.

RULE 10

352 Aug. 1, 1921
(Reissue—In Supp. No. 26)
Cancels Rules 7, 10 and 21 of
Iowa Classification No. 15.

Section 1. Except as otherwise provided, when a number of different articles, for which carload ratings are provided, are shipped at one time by one consignor to one consignee and destination, in a carload (see Rule 4), they will be charged at the highest class carload rate applicable, and the carload minimum weight will be the highest provided for any of the articles in the carload. This section does not apply in connection with commodity rates.

Section 2. (a) Subject to the conditions of Section 1, when the aggregate charge upon the entire shipment is made lower by considering the articles as if they were divided into two or more separate carloads, the shipment will be charged accordingly, as follows:

(b) The charges on each separate carload will be based upon the carload rate applicable to the highest class carload therein and the highest carload minimum weight provided for any of the articles therein, but if one of the carloads is subject to a commodity rate the carload minimum weight applicable to that rate will apply on such carload.

Section 3. When the aggregate charge upon the entire shipment is less on basis of carload rate and minimum carload weight (actual or authorized estimated weight) than charged for if in excess of the minimum weight) for one or more of the articles and on basis of actual or authorized estimated weight at less than carload rate or rates for one or more other articles, the shipment will be charged accordingly.

Note: This Rule will not apply upon articles for which carload ratings or rates are not provided nor upon shipments of Live Stock.

Rule 8 will not apply to mixed carload shipments when any article in the carload would be subject to Rule 9-B if shipped in straight carloads.

Packages containing articles of more than one class will be rated in accordance with the terms of Rule 11.

Specific carload mixtures will not prevent the application of this Rule to the same article or articles in mixed carloads with other article or articles not named in the mixture.

If a lower charge results under the application of this Rule than under provision for a specific mixture, this Rule will apply.

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RULE 7-A

ARTICLE

L. C. L. C. I.

353 Aug. 1, 1921
(Reissue—In Supp. No. 26)
Reissue of Rule 10 of Iowa
Classification No. 15.

During cold weather, when perishable property is liable to be damaged by frost, a pass may be given to one person who may be in charge of and accompanying shipments of one or more carloads of Green Fruits, Potatoes or other vegetables, when a stove is used for the protection of such property from freezing. When stoves requiring stovepipe are used, the stovepipe must be run through a board securely fastened at one side of the car door, and be fitted with an elbow projecting above the car not more than twenty-four inches; the wood work must also be protected from fire by sheet iron or tin facing. The stoves and lumber used in fitting up the car may be returned at one-half fourth class rates.

COMMODITY RATE

(In cents per 100 lbs.)

Cereal Beverages, Non-Intoxicating.
Beverages, Carbonated, Flavored or Phosphated (Not including Extracts or Syrups).
Water, Plain, Mineral or Carbonated, Including Mineral Water, Concentrated or Fortified.
Minimum weight, 30,000 pounds.
Effective August 1, 1921.
(Reissue—In Supp. No. 26.)

Miles	Rate	Miles	Rate
20	19	190	23
40	11	195	23½
45	11½	200	24
55	12	210	25
65	12½	220	26
80	13	230	27
90	13½	240	28
100	14	250	29
105	14½	260	30
110	15	280	31
115	15½	380	33
120	16	420	36
125	16½	410	37
130	17	420	38
135	17½	430	39
140	18	440	40
145	18½	450	41
150	19	460	42
155	19½	470	43
160	20	480	44
165	20½	500	45
170	21		
175	21½		
180	22		
185	22½		

COMMODITY RATE

MANURE, C. L. MINIMUM WEIGHT
30,000 Lbs.

(In cents per ton of 2,000 lbs.)

Effective August 1, 1921.

(Release—In Supp. No. 26.)

Miles	Rate	Miles	Rate
5	42	55	92
10	47.5	60	96
15	52.5	65	101.5
20	57.5	70	104.5
25	62.5	75	108
30	67.5	80	111.5
35	72.5	85	115
40	77.5	90	118
45	82.5	95	121.5
50	88	100	125

Cancels Items 58 and 60, Pages 169 and 182 in Iowa Classification No. 13 and Order of Board in Docket No. B-1001 and as amended, as to rates on soft coal.

COMMODITY RATE
SOFT COAL, C. L. MINIMUM WEIGHT
30,000 Lbs.

(In cents per ton of 2,000 lbs.)

(Effective March 1, 1922.)

(Release—In Supp. No. 27.)

Miles	Lump & Nut	Pea & Slack See Item 8-A	Miles	Lump & Nut	Pea & Slack See Item 8-A
5	65½	59	180	193	152
10	71	63	185	195	157
15	76½	67	190	197	159
20	82	71	195	199	161
25	87½	75	200	201	163
30	93	79	210	203½	165½
35	98½	83	220	206	168½
40	104	87	230	208½	170½
45	109½	91	240	211	173
50	115	95	250	213½	175½
55	120½	99	260	216	178
60	126	103	270	218½	180½
65	131½	105½	280	221	183
70	137	108	290	223½	185½
75	141	110½	300	226	188
80	145	113	310	228½	190½
85	149	115½	320	231	193
90	153	118	330	233½	195½
95	157	120½	340	236	198
100	161	123	350	238½	199½
105	163	125	360	241	197
110	165	127	370	243½	199½
115	167	129	380	246	200
120	169	131	390	248½	201½
125	171	133	400	251	203
130	173	135	410	254½	203
135	175	137	420	256½	204½
140	177	139	430	262	205½
145	179	141	440	262	208
150	181	143	450	267½	208
155	183	145	460	267½	210½
160	185	147	470	273	210½
165	187	149	480	273	213
170	189	151	490	278½	213
175	191	153	500	278½	215½

Note: The above rates are subject to Joint Rate Order No. 4.

COMMODITY RATE

(In cents per ton of 2,000 lbs.)

(Effective April 15, 1922.)

(Release—In Supp. No. 28.)

Stone (Crushed, Rough and Rough Quarries), Sand, Gravel, Burnt Earth, Gypsum Rock, Coal Cinders or Clinkers, Crushed Brick, Crushed Tile, Clay and Shale. Minimum weight 50% of crushed capacity of car but not less than 40,000 lbs.

Cancels Item 78, pages 173 and 179; C. L. rate on Sand in Item 39, page 127; C. L. rate on Gravel in Item 8, page 161; Item 11, page 34; Item 15 and 56, page 68; Item 25, page 99 and C. L. rate, Stone, all kinds, Item 29, page 115, Iowa Classification 15, also Index 71 Supp. 16 and Order of the Board in Docket B-1001, as to rates on the above commodities.

Miles	Rate	Miles	Rate	Miles	Rate
5	40	115	115½	250	167½
10	41	120	117½	260	170½
15	43½	125	119½	270	173½
20	50	130	122	280	176½
25	54½	135	124	290	179
30	59	140	126½	300	182
35	63	145	128½	310	183½
40	67½	150	130½	320	185
45	72	155	133	330	186½
50	76½	160	135	340	188
55	81	165	137½	350	189½
60	85	170	139½	360	191
65	88	175	141½	370	192½
70	91	180	144	380	194
75	94	185	146	390	195½
80	97	190	148½	400	197
85	100	195	150½	420	200
90	103	200	153	440	202½
95	106	210	155½	460	205½
100	108½	220	158½	480	208½
105	111	230	161½	500	211½
110	113	240	164½		

Note: The above rates are subject to Joint Rate Order No. 4.

Index No.	Date Effective	ARTICLE	L. C. L. O. L.
34	June 15, 1922	Aluminum Articles, N. O. 8:	
		Decorated:	
		—Not nested nor flat, in barrels or boxes.....	D1
		Nested or flat, in barrels or boxes.....	1½
		Not Decorated:	
		—Not nested nor flat, in barrels or boxes.....	1½
		Nested or flat, in barrels or boxes.....	1
		* Decorated or not Decorated, in barrels, boxes or crates, C. L., min. wt. 20,000 lbs., subject to Rule 6-B.....	3
35	June 15, 1922	Coffin Boxes:	
		* Old packing boxes returned	
		Loose or in packages.....	4
36	June 15, 1922	Containers used in transportation of cereal beverages, non-intoxicating or beverages, carbonated, flavored or phosphated; water, plain, carbonated or mineral.	
		Empty, returned, L. C. L., viz.:	
		Cooperage:	
		Bottles in barrels or cases	
		Cases without bottles, subject to estimated weights provided in the Western Classification on cooperage and actual weights on bottles in barrels or cases and empty cases without bottles.	
		The rating authorized herein applies only on containers that, when filled, were transported by railroad and not by express.....	½ of 4

Index No.	Date Effective	ARTICLE	L. C. L. C. L.	Index No.	Date Effective	ARTICLE	L. C. L. C. L.
357	June 15, 1922	Carriers, Second-hand, Empty		353	June 15, 1922	Rhine:	
		Returned:				Dry:	
		★ Fruit and Vegetable baskets, boxes, chests and crates:				In barrels or boxes:	2
		★ Furniture:				Flour:	
		Bedstead slats:				★ Rice:	
		Iron or steel:				In cartons in barrels or boxes:	4
		Loose or in bundles:	1			In cartons in barrels or boxes, C. L., min.	
		Loose or in packages, C. L., min. wt.	2			40,000 lbs.	5
		—Increase:				In bulk in bags or barrels:	4
		★ Addition:				In bulk in bags or barrels, C. L., min. wt.	5
		★ Reduction:				40,000 lbs.	
		★ Furniture:				Mangers (Feed Boxes) or Troughs, Feeding or	
		Chairs:				Iron or Steel:	
		Theatre:				★ Without Automatic Water Check Attachments:	
		S. U., in boxes or crates:	1 1/2			Plate or sheet, N. O. S.:	
		K. D. flat, backs and seats in boxes or crates, other parts in boxes, bundles or crates:	2			S. U.:	
		In packages named, C. L., min. wt.	2			Not nested, loose or in bundles:	1 1/2
		16,000 lbs., subject to Rule 6-B:				Not nested, loose or in packages, C. L., min. wt. 12,000 lbs., subject to Rule 6-B:	3
		★ Metallic or Wooden:				Not nested, in bundles:	2
		Cradles or Crilts:				Nested, in bbls., boxes or crates:	2
		Brass:				Nested, solid, in bbls.	3
		K. D.:				Nested, in packages named, C. L., min. wt. 24,000 lbs., subject to Rule 6-B:	A
		In boxes or crates:	1			★ Reduction:	
		In packages named, C. L., min. wt. 20,000 lbs., subject to Rule 6-B:				★ Addition:	
		Iron or steel with or without brass trimmings:				★ Bags:	
		K. D.:				In sacks or bags:	2
		Wrapped in burlap, paper, excelsior or hay pads, or excelsior in rope form:	2			In bales or crates, pressed:	3
		Posts and Top protected by excelsior or hay pads, or excelsior in rope form, in solid fibreboard cartons, see Note:	2			In hogheads or barrels:	3
		In boxes or crates:	2			In machine compressed bales:	4
		Loose or in packages, C. L., min. wt. 20,000 lbs., subject to Rule 6-B:				Loose, L. C. L. not taken.	
		Note: Cartons to be made of solid fibreboard testing not less than 300 lbs. per square inch, Mullen Test, and be reinforced at base of posts with wood or additional thickness of solid fibreboard to prevent cartons being punctured.				C. L. min. wt. 30,000 lbs.	D
		★ Wooden:				Note: Ratings will also include Old Bags or bagging cut or torn in pieces and having value only for conversion into fibre, or on old worn out carpets or rugs having value only for conversion into fibre, or for reweaving purposes.	
		S. U., in boxes or crates:	D1			Rubber:	
		K. D.:				Scrap Rubber:	
		Wrapped in burlap, paper, excelsior or hay pads, or excelsior in rope form:	2			Tires, used or worn out:	
		Posts and Top protected by excelsior or hay pads, or excelsior in rope form, in solid fibreboard cartons, see Note:	2			Mounted on steel rims, loose or in packages:	4
		In boxes or crates:	2			Not mounted:	
		Loose or in packages, C. L., min. wt. 16,000 lbs., subject to Rule 6-B:				Loose, weighing each less than fifty (50) lbs.	2
		Note: Cartons to be made of solid fibreboard testing not less than 300 lbs. per square inch, Mullen Test, and be reinforced at base of posts with wood or additional thickness of solid fibreboard to prevent cartons being punctured.				Loose, weighing each fifty (50) pounds or over:	4
		★ Reduction:				In bundles not complying with No. 1:	3
		★ Furniture:				In bundles complying with No. 1:	4
		Racks:				In bags, barrels, boxes or crates:	4
		Coat or Hat Wall:				In machine pressed bales:	4
		With mirrors, packed in boxes or crates:	1 1/2			Mounted or Not Mounted, loose or in packages, C. L., min. wt. 30,000 lbs.	C
		With or without mirrors, packed in boxes or crates:	1 1/2			★ Scrap Rubber, N. O. S., see Note 2:	
		With or without mirrors, in packages named, C. L., min. wt. 12,000 lbs., subject to Rule 6-B:				In bags, bales, barrels, boxes, bundles or crates:	4
		★ Swings:				Loose or in packages, C. L., min. wt. 30,000 lbs.	C
		Porch Seats, Swinging, N. O. S.:				Note 1. Bundles must be securely tied in four places with rope not less than one-quarter (1/4) inch in diameter, or three steel baling wires No. 16 gauge or thicker, properly spaced.	
		S. U., wrapped or in boxes or crates:	1 1/2				
		S. U. in packages named, C. L., min. wt. 10,000 lbs., subject to Rule 6-B:					

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L. C. L. C. L.

Note 2. Ratings apply on Rubber Scraps (other than crude rubber) or Old Worn-out Rubber Boots, Shoes, Belting, Clothing, Clothes Wringer Rollers, Hose, Mails, Matting, Packing or similar old worn-out rubber articles (other than tires), or scraps or pieces of cloth coated or impregnated with rubber, having value only for reclamation of raw materials.

Handles:

Wooden, N. O. S.:

With metal ferrules or caps:

In bundles.....

Plaster and Wall Finish:

Retarder, see Note:

In bags, barrels or boxes.....

—Note: Retarder in bags, barrels or boxes may be shipped in mixed cars with plaster and stucco at actual weight and 125% of the carload rate on plaster and stucco. Weight of retarder not to exceed one-half of 1% of the gross weight of plaster and stucco.

*Addition.

*Reduction.

—Increase.

Roof Trimming and Guttering:

*Metal hangers, eave troughs or conductor pipe down spout:

In barrels or boxes.....

In packages named, C. L., min. wt. 24,000 lbs., Subject to Rule 6-B.....

Vegetables:

Potatoes, Sweet:

In baskets with cloth tops.....

In boxes, bags, barrels or crates.....

In barrels with cloth tops.....

In hampers with tight tops.....

In bulk or packages named, C. L.....

Vehicles, Childrens:

*Carriages, Go-Carts or Sulkies, Baby or Doll:

Collapsed, folded flat or K. D. flat:

In boxes or crates.....

In packages named, C. L., min. wt. 20,000 lbs., Subject to Rule 6-B.....

Fruit:

Fresh:

*Cranberries:

In barrels, boxes or crates.....

In packages named, C. L., min. wt. 24,000 lbs.....

Pump Parts, for hand or Windmill Pumps:

*Buckets with or without chains:

Chain pump, iron or steel and rubber combined, in barrels or boxes.....

Cigars and Cigarettes:

*Note: Packages having united measurements (length, width and depth added) of less than thirty (30) inches.....

Vehicle Parts:

Automobile Parts:

Dashes:

Iron or steel or wooden finished:

In boxes or crates.....

In packages named, C. L., min. wt. 24,000 lbs., subject to Rule 6-B.....

Wooden, unfinished:

Flat or nested in boxes or crates.....

Loose or in packages, C. L., min. wt. 30,000 lbs., subject to Rule 6-B.....

*Reduction.

*Doors:

Finished:

In boxes or crates.....

In packages named, C. L., min. wt. 24,000 lbs., subject to Rule 6-B.....

Not Finished:

In boxes or crates.....

Loose or in packages, C. L., min. wt. 30,000 lbs., subject to Rule 6-B.....

*Shock Absorbers:

In barrels or boxes.....

In barrels or boxes, C. L., min. wt. 30,000 lbs.....

Vehicle Parts:

Automobile Parts:

Wind Shields:

In crates.....

In boxes.....

In packages named, C. L., min. wt. 20,000 lbs., subject to Rule 6-B.....

*Racks:

Other than splint or stave, overhauled:

Not nested:

Loose or in bundles.....

In bundles of four (4) or more, ends placed in each other.....

In boxes or crates.....

Nested:

Handles attached, not folded to sides:

In bundles.....

In boxes or crates.....

Handles detached or folded to sides:

In bundles.....

In boxes or crates.....

*Filters:

Concrete, in boxes or crates.....

Furniture:

Chairs:

*Rocking, N. O. S.:

Finished:

S. U., rockers attached:

Wrapped in burlap or paper.....

In boxes or crates.....

*Floor Screens, Folding or panel:

In boxes or crates.....

In packages named, C. L., min. wt. 12,000 lbs., Subject to Rule 6-B.....

*Reduction.

*Addition.

*Racks:

Book:

Revolving, in boxes or crates.....

Furniture:

Stools, N. O. S.:

*Wooden:

S. U., wrapped in burlap or paper.....

S. U., in boxes, bundles or crates.....

K. D., finished, in boxes, barrels or crates.....

K. D., in the white, in boxes, bundles or crates.....

Metallic or Wooden:

*Serving trays, wheeled or serving wagons with or without cooling or heating devices:

S. U., wheels on or off, in boxes or crates.....

K. D., flat or folded, in boxes or crates.....

In packages named, C. L., min. wt. 12,000 lbs., Subject to Rule 6-B.....

*Tabourettes:

S. U., wrapped in burlap, fibreboard or paper.....

S. U., in boxes or crates.....

K. D., in boxes, bundles or crates.....

S. U. or K. D., in packages named, C. L., min. wt. 12,000 lbs., subject to Rule 6-B.....

*Hair:

*Waste:

Fertilizer, See Note:

In machine pressed bales.....

In machine pressed bales, C. L., min. wt. 20,000 lbs.....

Note: Having value only for fertilizer purposes or for its nitrogen contents.

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L. C. L. C. L.

Not Finished:

In boxes or crates.....

Loose or in packages, C. L., min. wt. 30,000 lbs.....

In boxes or crates.....

*Shock Absorbers:

In barrels or boxes.....

In barrels or boxes, C. L., min. wt. 30,000 lbs.....

Vehicle Parts:

Automobile Parts:

Wind Shields:

In crates.....

In boxes.....

In packages named, C. L., min. wt. 20,000 lbs., subject to Rule 6-B.....

*Racks:

Other than splint or stave, overhauled:

Not nested:

Loose or in bundles.....

In bundles of four (4) or more, ends placed in each other.....

In boxes or crates.....

Nested:

Handles attached, not folded to sides:

In bundles.....

In boxes or crates.....

Handles detached or folded to sides:

In bundles.....

In boxes or crates.....

*Filters:

Concrete, in boxes or crates.....

Furniture:

Chairs:

*Rocking, N. O. S.:

Finished:

S. U., rockers attached:

Wrapped in burlap or paper.....

In boxes or crates.....

*Floor Screens, Folding or panel:

In boxes or crates.....

In packages named, C. L., min. wt. 12,000 lbs., Subject to Rule 6-B.....

*Reduction.

*Addition.

*Racks:

Book:

Revolving, in boxes or crates.....

Furniture:

Stools, N. O. S.:

*Wooden:

S. U., wrapped in burlap or paper.....

S. U., in boxes, bundles or crates.....

K. D., finished, in boxes, barrels or crates.....

K. D., in the white, in boxes, bundles or crates.....

Metallic or Wooden:

*Serving trays, wheeled or serving wagons with or without cooling or heating devices:

S. U., wheels on or off, in boxes or crates.....

K. D., flat or folded, in boxes or crates.....

In packages named, C. L., min. wt. 12,000 lbs., Subject to Rule 6-B.....

*Tabourettes:

S. U., wrapped in burlap, fibreboard or paper.....

S. U., in boxes or crates.....

K. D., in boxes, bundles or crates.....

S. U. or K. D., in packages named, C. L., min. wt. 12,000 lbs., subject to Rule 6-B.....

*Hair:

*Waste:

Fertilizer, See Note:

In machine pressed bales.....

In machine pressed bales, C. L., min. wt. 20,000 lbs.....

Note: Having value only for fertilizer purposes or for its nitrogen contents.

Not Finished:

In boxes or crates.....

Loose or in packages, C. L., min. wt. 30,000 lbs., subject to Rule 6-B.....

*Shock Absorbers:

In barrels or boxes.....

In barrels or boxes, C. L., min. wt. 30,000 lbs.....

Vehicle Parts:

Automobile Parts:

Wind Shields:

In crates.....

In boxes.....

In packages named, C. L., min. wt. 20,000 lbs., subject to Rule 6-B.....

*Racks:

Other than splint or stave, overhauled:

Not nested:

Loose or in bundles.....

In bundles of four (4) or more, ends placed in each other.....

In boxes or crates.....

Nested:

Handles attached, not folded to sides:

In bundles.....

In boxes or crates.....

Handles detached or folded to sides:

In bundles.....

In boxes or crates.....

*Filters:

Concrete, in boxes or crates.....

Furniture:

Chairs:

*Rocking, N. O. S.:

Finished:

S. U., rockers attached:

Wrapped in burlap or paper.....

In boxes or crates.....

*Floor Screens, Folding or panel:

In boxes or crates.....

In packages named, C. L., min. wt. 12,000 lbs., Subject to Rule 6-B.....

*Reduction.

*Addition.

*Racks:

Book:

Revolving, in boxes or crates.....

Furniture:

Stools, N. O. S.:

*Wooden:

S. U., wrapped in burlap or paper.....

S. U., in boxes, bundles or crates.....

K. D., finished, in boxes, barrels or crates.....

K. D., in the white, in boxes, bundles or crates.....

Metallic or Wooden:

*Serving trays, wheeled or serving wagons with or without cooling or heating devices:

S. U., wheels on or off, in boxes or crates.....

K. D., flat or folded, in boxes or crates.....

In packages named, C. L., min. wt. 12,000 lbs., Subject to Rule 6-B.....

*Tabourettes:

S. U., wrapped in burlap, fibreboard or paper.....

S. U., in boxes or crates.....

K. D., in boxes, bundles or crates.....

S. U. or K. D., in packages named, C. L., min. wt. 12,000 lbs., subject to Rule 6-B.....

*Hair:

*Waste:

Fertilizer, See Note:

In machine pressed bales.....

In machine pressed bales, C. L., min. wt. 20,000 lbs.....

Note: Having value only for fertilizer purposes or for its nitrogen contents.

368 June 15, 1922
Cancels rating on "Lawn Mower Handles" in Item 14, page 100, Iowa Classification No. 15.

369 June 15, 1922
Cancels Item 35 and † foot-note, page 117, Iowa Classification No. 15.

370 June 15, 1922
Cancels Item 17, page 147, Iowa Classification No. 15.

371 June 15, 1922
Cancels Item 24, page 150, Iowa Classification No. 15 and Index 342, Supplement 26.

372 June 15, 1922
Cancels Item 21, page 158, Iowa Classification No. 15.

373 June 15, 1922
Cancels rating on "cranberries" from Index 90, Supp. 16, which cancelled Item 40, page 49, Iowa Classification No. 15.

374 June 15, 1922
Cancels rating on "Chain Pump Buckets" in Index 171, Supp. 16, Iowa Classification No. 15.

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389 June 15, 1922

★Jugs, Thermo, Glass, Insulated and Steel Jacketed, in boxes.....14

390 June 15, 1922

★Locks or Lock Sets, N. O. S.;
In barrels or boxes.....2

391 June 15, 1922

★Meats:
Green salted, C. L., min. wt. 30,000 lbs.....2

392 June 15, 1922

★Addition.
Nuts, Edible:
Shelled.....1

393 June 15, 1922

★Peanuts:
Salted:
In shells.....2

In metal cans in crates.....2

★Pulleys, Pulley Blocks, Pulley Block Chains, Hoists, Tackle Blocks, Switch Blocks or Sheaves, N. O. S.;
Weighing each 25 lbs. or over but not over 100 lbs. loose.....2

Weighing each over 100 lbs. loose.....2

In barrels, boxes, bundles or crates.....3

Loose or in packages, C. L., min. wt. 30,000 lbs.....3

394 June 15, 1922

★Roof Trimmings and Guttering:
Metal:
Conductor pipe boots or connections, cast iron in boxes or crates.....3

395 June 15, 1922

Screws:
★ Galvanized or Plain:
In barrels or boxes.....4

In packages named, C. L., min. wt. 30,000 lbs.....4

396 June 15, 1922

★Silo Material, L. C. L., consisting of:
Wooden Staves or lumber, cut to length—
tongued and grooved:
Doors and tops, wooden:
Door frames, wood and iron or steel combined, silo door frames, iron or steel.....1

Note: With the above there may be included at 4th class rates sufficient iron or steel parts, nails and paper to equip the silos shipped in the same consignment, weight of such articles not to exceed 20 per cent of the weight of the shipment.

★Addition.
★Stock Food Ingredients, viz.:
Two or more of following commodities in mixed carloads:
Epsom Salts, in barrels, Sulphur, ground in bags, Fenugreek, powdered in bags, Poplar Bark, powdered in barrels, Wormseed, powdered in bags, Blood Root, powdered in barrels, Gentian, powdered in barrels, Ginger, powdered in barrels, Licorice Root, powdered in barrels, Copperas, in barrels, Charcoal in barrels, Quassia, powdered in bags, Glauber Salts, in barrels, Poke Root, powdered in barrels, Mandrake, powdered in barrels, Red Pepper, powdered in barrels, min. wt. 30,000 lbs.....2

397 June 15, 1922

★Minimum Class Scale:
On articles rated 1/2 of 4th Class in Iowa Classification No. 15 and supplements thereto, the minimum class scale will be 7 1/2 cents.
★Addition.

398 June 15, 1922

★Minimum Class Scale:
On articles rated 1/2 of 4th Class in Iowa Classification No. 15 and supplements thereto, the minimum class scale will be 7 1/2 cents.
★Addition.

Correction Sheet No. 1 to Supplement No. 29

On May 24, 1922, the Board issued the following Correction Sheet to Supplement No. 29, Iowa Classification No. 15:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

Correction Sheet to Supplement No. 29

All Concerned:

Supplement No. 29 to Iowa Classification No. 15, dated March 22, 1922, and effective June 15, 1922 (except as noted therein), should be corrected as follows:

Index
No. Page
337 21

Rating should read 4th class L.C.L. instead of 4th class C.I.L.

339 22

"Brass," "Iron or steel***," and "Wooden" should be indented under "Crates or Crises."

342 23

"S.U." wrapped or in boxes or crates" and "S.U." in packages named, "C.L. box," should be indented under "Porch Seats, Swingings, N. O. S."

377 26

Should have the following heading:
"Vehicle Parts:
"Automobile Parts:
"Doors."

384 27

Should read:
"Furniture:
"Racks:
"Hooks, other than revolving:
"K.D. flat or folded flat in boxes or crates, L.C.L. 2."

398 28

Rating should read 4th class L.C.L. instead of 4th class C.I.L.

IOWA BOARD OF RAILROAD COMMISSIONERS,

Dated May 24, 1922.

By Geo. L. McCaughan, Secretary.

Correction Sheet No. 2 to Supplement No. 29

On June 8, 1922, the Board issued Correction Sheet No. 2 to Supplement No. 29, Iowa Classification No. 15, as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

Correction Sheet No. 2 to Supplement No. 29

All Concerned:

Index No. 350, Supplement No. 29 to Iowa Classification No. 15, dated March 22, 1922, and effective June 15, 1922 (except as noted therein), should be corrected to read as follows:

Baskets:

Baskets:

L.C.L.

Other than split or stave, overhauled:

Not nested:

Loose or in bundles.....441

In bundles of four (4) or more, ends placed in each other.....341

In boxes or crates.....D1

Nested:

Handles attached, not folded to sides:

In bundles.....D1

In boxes or crates.....1

Handles detached or folded to sides:
In bundles.....11 1/2

In boxes or crates.....11 1/2

IOWA BOARD OF RAILROAD COMMISSIONERS,

Dated June 8, 1922.

By Geo. L. McCaughan, Secretary.

General Cases Closed By Correspondence

No. 10107—1922.

Citizens of Wellman, et al., v. C. R. I. & P. Ry. Co. *Improvement of Line between Muscatine and Montezuma.*

This complaint was originally filed in the form of a petition, signed by citizens of Wellman, on December 19, 1912, and its scope was gradually enlarged until several of the towns along the line in question were included as parties complainant. After considerable correspondence, the Board, on November 21, 1913, made a tour of inspection of this branch and held hearings in the various towns along the line, at all of which hearings the railroad company was represented. It developed at these hearings that the railroad company was doing considerable work on the particular line of railroad, and they promised that conditions would be gradually improved. We have had no complaints from the petitioners for a period of six years, and inasmuch as the file has lain dormant for this considerable period of time, it is closed of record.

Filed December 19, 1912. Closed December 4, 1922.

No. 10108—1922.

F. J. Scantlebury, Hampton, v. M. & St. L. R. R. Co. *Re-establishment of Stock Yards.*

After considerable correspondence, this case was referred to the Commerce Counsel for attention, who, after having made an exhaustive investigation into the complaint, advised that the file be closed, subject to re-opening if the complainant so desired.

Filed January 8, 1917. Closed December 31, 1921.

No. 10109—1922.

Citizens of Mahaska County v. C. R. I. & P. Ry. Co. *Stock Yards at Evans. Stock yards built.*

Filed September 24, 1918. Closed January 9, 1922.

No. 10110—1922.

C. M. & St. P. Ry. Co. *Request for Authority to Abandon Station at Scandia.*

After considerable correspondence and investigation, it developed that the controversy in this matter was one in which a contract was involved, this contract providing for abandonment of switch if the business was not sufficient to provide adequate returns for maintaining the track. The papers were eventually referred to the Commerce Counsel, who advised that inasmuch as proceedings were instituted in the District Court which resulted adversely to the claim of the shippers at Scandia, there was nothing further for the Commission to do, and the case was dismissed.

Filed December 17, 1918. Closed August 3, 1922.

No. 10111—1922.

City of Fairfield, v. C. B. & Q. R. R. Co. *Application for Underground Viaduct at North 2nd Street.*

Petition withdrawn. Filed July 23, 1919. Closed July 20, 1922.

No. 10112—1922.

City of Fairfield v. C. R. I. & P. Ry. Co. *Application for Underground Viaduct at West Burlington Street.*

Petition withdrawn. Filed July 23, 1919. Closed December 22, 1921.

No. 10113—1922.

Ole T. Rikansrud, et al., Kanawha, v. M. & St. L. R. R. Co. *Unsafe Condition of Hampton-Algona Branch.*

After considerable correspondence, representatives of the engineering department of the Commission inspected the track in question and reported that the complaint was well founded; that the track was weak in spots, and was a hazard to the traveling public and employees of the railroad company. Copy of this report was furnished to President Bremner of the railroad company, and to Regional Director Alahon, of the United States Railroad Administration, who advised that such work would be done as was necessary to put the track in safe condition. Subsequently, President Bremner advised us that an extra gang had been put to work on this line with a view to putting it in good shape. Another inspection trip was made by representatives of this Board, who reported renewals of 18% to 20% of ties in some sections, with enough ties on the ground to make the same percentage of renewals at other points on the branch. They also reported urgent need for more ballasting and replacing of ties, and laid particular stress on necessity for drainage. In response to this report President Bremner stated that the work was being pushed rapidly and he expected to have the entire line in good shape by fall. Further inspection made on March 28, 29 and 30, 1921, and on November 23, 1922, revealed that the track was in fair condition for the kind of traffic now operated over it; that a great deal of work had been done during the past year, with the result that there were no spots in the track which seemed to endanger the traveling public or the company's employees and equipment; that the trainmen knew such weak spots as existed, and were careful in the operation of trains over these particular places. The inspectors reported that the branch, as a whole, showed great improvement as against the original inspection, and suggested that the file be permanently closed.

Filed October 24, 1919. Closed November 29, 1922.

No. 10114—1922.

R. B. Galbraith & Co., Newell, v. Ill. Cent. R. R. *Rental for Elevator Site.*

Closed without prejudice. Filed January 26, 1920. Closed November 17, 1922.

No. 10115—1922.

H. J. Pitcher & Son, Earlville, v. Ill. Cent. R. R. Co. *Rental for Elevator Site.*

Closed without prejudice. Filed January 26, 1920. Closed November 14, 1922.

No. 10116—1922.

Farmers Elevator Co., Webster City, v. C. & N. W. Ry. *Elevator Site.* Satisfactorily adjusted. Filed April 19, 1920. Closed June 22, 1922.

No. 10117—1922.

F. W. Steele, Cedar Rapids, v. M. & St. L. R. R. Co. *Track Conditions on Grinnell Junction and Montezuma Branch.*

On June 30 and July 1, 1920, representatives of this Board inspected the track complained of, and found the conditions warranted the complaint. Certain recommendations were made to the railroad company for the improvement of the track, which were carried out. Subsequent inspections disclosed marked improvement in the track conditions, and the file was closed.

Filed April 28, 1920. Closed December 1, 1922.

No. 10118—1922.

J. A. Miller, Cherokee, v. Ill. Cent. R. R. *Highway Crossing at Waukegan.* Complaint withdrawn. Filed April 26, 1920. Closed December 18, 1921.

No. 10119—1922.

Chas. Webster, Waucoma, v. C. M. & St. P. Ry. and C. R. I. & P. Ry. *Train Connections at Donnan Junction.*

Satisfactorily adjusted. Filed December 9, 1920. Closed December 9, 1922.

No. 10120—1922.

Alden Farmers Elevator Co., Alden, v. Ill. Cent. R. R. *Elevator Site.* Satisfactorily adjusted. Filed December 27, 1920. Closed November 18, 1922.

No. 10121—1922.

Citizens of Croton v. C. R. I. & P. Ry. *Station Facilities and Service—Discontinuance of Agent.*

This complaint was referred to the Commerce Counsel for attention, who, on August 3, 1922, advised that he had had no reply to letters addressed to the complainant a year previous. Therefore, the papers were returned to this office for dismissal.

Filed December 28, 1920. Closed August 3, 1922.

No. 10122—1922.

Board of Supervisors of Jasper County, Newton, v. C. R. I. & P. Ry. *Undergrade Crossing at Kellogg.*

The complainants failing to reply to inquiries from this office, and also from the respondent railway company, the file was closed.

Filed January 14, 1921. Closed October 6, 1922.

No. 10123—1922.

Citizens of Anamosa and Monticello v. C. M. & St. P. Ry. *Sandy Train on Calmar Branch.*

Withdrawn. Filed January 26, 1921. Closed August 1, 1922.

No. 10124—1922.

Lloyd Thurston, Osceola, v. C. B. & Q. *Dangerous Crossing.* Company advised that electric wig-wag signal would be installed. The

complainant failing to reply to letters from this office, the file was closed.

Filed February 23, 1921. Closed July 28, 1922.

No. 10125—1922.

Chamber of Commerce, Des Moines, v. Railroads. *Traveling Men Riding on Freight Trains.*

Closed without prejudice. Filed February 18, 1921. Closed December 2, 1922.

No. 10126—1922.

Commercial Club, Sioux Center, v. Great Northern Railway. *Petition for New Depot.*

Closed without prejudice. Filed March 19, 1921. Closed December 19, 1921.

No. 10127—1922.

Iowa Farm Bureau Federation, Ames, v. C. & N. W. Ry. *Elevator Site—Rental Charge for at Mondamin.*

Satisfactorily adjusted. Filed Nov. 23, 1920. Closed Dec. 29, 1921.

No. 10128—1922.

Knoxville Farmers Co-operative Livestock Shipping Association, Knoxville, v. C. B. & Q. R. R. *Stock Yards.*

Closed without prejudice. Filed June 6, 1921. Closed July 31, 1922.

No. 10129—1922.

W. C. Tegtmeyer, Westgate, v. C. G. W. R. R. *Stock Yards—Watering Facilities.*

Complainant failing to reply to letters from this office, the file was closed without prejudice. Filed June 24, 1921. Closed July 28, 1922.

No. 10130—1922.

Frank A. Winslow, Hartwick, v. C. & N. W. Ry. *Private Undergrade Crossing.*

Adjusted. Filed June 29, 1921. Closed June 27, 1922.

No. 10131—1922.

Citizens of Shannon City v. C. G. W. R. R. *Train Service.*

Satisfactorily adjusted. Filed July 22, 1921. Closed July 20, 1922.

No. 10132—1922.

H. E. Slack, Carlisle, v. C. B. & Q. R. R. *Relocating Highway at Ford.* This case was handled by the Board informally, and the complainant understood that the Commission did not assume jurisdiction therein. We are led to believe that this complaint was satisfactorily adjusted between the contending parties, as they have never called on us for further assistance. Filed August 3, 1921. Closed December 8, 1921.

No. 10133—1922.

City of Valley Junction v. C. R. I. & P. Ry. and M. & St. L. R. R. *Station Facilities and Service—Inadequate Depot.*

The defendant companies having advised the complainants that certain improvements at Valley Junction had been authorized, including the construction of a new depot, the petition was withdrawn. Filed August 4, 1921. Closed February 24, 1922.

No. 10134—1922.

Board of Supervisors of Monona County, Onawa, by Iowa State Highway Commission, Ames, v. C. M. & St. P. Ry. Co. *Highway Crossing Southeast of Mapleton.*

Satisfactorily adjusted. Filed August 11, 1921. Closed October 9, 1922.

No. 10135—1922.

Chas. E. Hughes, Belle Plaine, v. C. & N. W. Ry. *Train Service.*
The complainants failing to advise us as to whether or not they wanted a formal hearing in this complaint, the file was closed without prejudice. Filed August 22, 1921. Closed December 20, 1921.

No. 10136—1922.

A. W. Dennis, New Market, v. C. B. & Q. R. R. *Stock Yards—Watering Facilities.*

Watering facilities installed. Filed August 23, 1921. Closed July 2, 1922.

No. 10137—1922.

Brayton Shipping Association, Brayton, v. C. R. I. & P. Ry. *Portable Elevator—Refusal to Permit Operation of on Right of Way.*

The complainants failing to reply to inquiries from this office as to whether or not they desired the case set down for formal hearing, the file was closed. Filed August 29, 1921. Closed October 12, 1922.

No. 10138—1922.

J. H. Baker, Pomeroy, v. Illinois Central R. R. *Station Facilities and Service—Platform. Crossing.*

Satisfactory repairs made. Filed September 13, 1921. Closed June 13, 1922.

No. 10139—1922.

D. B. Styve, Lake Mills; Tom Boynton, Forest City, v. M. & St. L. R. R. *Track Condition between Leland and Lake Mills.*

A representative of this Board inspected the track complained of on September 1 and 2, 1921, and subsequent thereto the defendant railroad company made some repairs. A later inspection, made by a representative of the Board on Nov. 28, 1922, revealed that this section of track was in generally good condition. Not having had recent complaints about it, this file has been closed without prejudice. Filed August 27, 1921. Closed November 29, 1922.

No. 10140—1922.

West Burlington Live Stock Shipping Association v. C. B. & Q. R. R. *Stock Yards.*

Improvements made. Filed September 23, 1921. Closed July 24, 1922.

No. 10141—1922.

Mrs. Margaret Moan, Ruthven, v. M. & St. L. *Fence.*
Fence constructed. Filed September 28, 1921. Closed December 18, 1921.

No. 10142—1922.

Grace Irwin, R. H. Kelsner, F. M. Kelsner, Indianola, v. C. B. & Q. R. R. *Private Underground Crossing—Closing of.*

Satisfactorily adjusted. Filed September 30, 1921. Closed March 15, 1922.

No. 10143—1922.

J. L. Turner, Coin, v. C. B. & Q. R. R. *Highway Crossing—Bad condition of.*

Railroad company advised that in so far as their company was responsible for the condition at this crossing it had been corrected. The complainant failing to reply to inquiries from this office as to whether or not he desired to proceed under the Statutes, the file was closed. Filed October 3, 1921. Closed September 6, 1922.

No. 10144—1922.

Farmers Elevator Co., Plainfield, v. Illinois Central R. R. *Elevator Track and Site.*

This case came on for formal hearing, and was dismissed by the Board, account no jurisdiction. Filed October 14, 1921. Closed June 28, 1922.

No. 10145—1922.

H. T. Barber Lumber Co., Grinnell, v. C. R. I. & P. Ry. *Site—Cancellation of Lease.*

Adjusted. Filed October 18, 1921. Closed June 28, 1922.

No. 10146—1922.

Citizens of Guthrie and Adair Counties v. C. R. I. & P. Ry. *Crossing Protection, West of Stuart.*

Company advised illuminated highway crossing signal would be installed. Filed October 18, 1921. Closed July 28, 1922.

No. 10147—1922.

Dr. H. A. Kinnamon, Keokuk, v. C. R. I. & P. Ry. *Train Service—Between Keokuk and Eldon.*

The railroad company put on a better passenger car and advised that they would give special attention to the service on this line. Complainant was so advised and not hearing further from him, the file was closed. Filed October 28, 1921. Closed December 6, 1921.

No. 10148—1922.

Board of Supervisors of Mahaska County, Oskaloosa, v. M. & St. L. R. R. *Highway Crossing two Miles North of Oskaloosa.*

Adjusted by agreement. Filed November 18, 1921. Closed January 7, 1922.

No. 10149—1922.

H. E. Blackledge, Keosauqua, v. C. R. I. & P. Ry., and C. B. & Q. R. R. *Mail Service.*

Adjusted. Filed November 30, 1921. Closed August 1, 1922.

No. 10150—1922.

Farmers Union, Anthon, v. Illinois Central R. R. *Elevator Site.*
Railroad company advised that rental would be reduced.

The complainants failing to reply to inquiries from this office as to whether or not the settlement was satisfactory, the file was closed. Filed November 3, 1921. Closed July 28, 1922.

No. 10151—1922.

Ray Anstine, Coulter, v. C. G. W. R. R. *Fence.*
Necessary repairs made. Filed November 7, 1921. Closed December 4, 1921.

No. 10152-1922.

Geo. F. Wulke, Melbourne, v. C. G. W. R. R. Fence.

Repairs made. Filed November 14, 1921. Closed December 30, 1921.

No. 10153-1922.

Town Council of Arion v. Illinois Central R. R. *Station Facilities and Service—Heating and Lighting Depot.*

Complainants failing to reply to inquiries from this office, the file was closed without prejudice. Filed December 6, 1921. Closed December 15, 1921.

No. 10154-1922.

Town Council of Arion v. C. M. & St. P. Ry. *Station Facilities and Service—Heating and Lighting Depot.*

Satisfactorily adjusted. Filed December 6, 1921. Closed January 1, 1922.

No. 10155-1922.

Town Council of Arion v. C. & N. W. Ry. *Station Facilities and Service—Heating and Lighting Depot.*

Satisfactorily adjusted. Filed December 6, 1921. Closed January 2, 1922.

No. 10156-1922.

Chas. Nonweiler, Hayfield, v. M. & St. L. R. R. *Station Facilities and Service—Heating Depot at Hawley.*

Complainant failing to reply to inquiries from this office as to whether or not he desired the case set down for hearing, the file was closed. Filed December 20, 1921. Closed December 29, 1921.

No. 10157-1922.

New Sharon Co-operative Shipping Association v. M. & St. L. R. R. *Scales.*

Satisfactorily adjusted. Filed December 19, 1921. Closed January 24, 1922.

No. 10158-1922.

Farmers Co-operative Exchange, Leighton, v. C. R. I. & P. Ry. *Freight Train Service—Leighton to Ottumwa.*

Satisfactorily adjusted. Filed December 17, 1921. Closed January 1, 1922.

No. 10159-1922.

C. B. & Q. R. R. Co. *Train Service—Elimination of Flag Stop at Ketchikan.*

Railroad Company was advised that the Board could not authorize the withdrawal of flag stop service without hearing, and in the event of complaint the railroad company would be notified. No complaint having been received, the file has been closed without prejudice. Filed December 7, 1921. Closed November 10, 1922.

No. 10160-1922.

George Creamery Co., George, v. Illinois Central R. R. *Refrigerator Car Service.*

Adjusted. Filed December 16, 1921. Closed January 9, 1922.

No. 10161-1922.

First National Bank, Eldora, v. C. & N. W. Ry. *Train Service between Alden and Gifford.*

Satisfactorily adjusted. Filed December 24, 1921. Closed June 6, 1922.

No. 10162-1922.

Consumers Independent Lumber Co., Spirit Lake, v. C. M. & St. P. Ry. and C. R. I. & P. Ry. *Train Service—Connections at Emmetsburg.*

Closed without prejudice. Filed December 12, 1921. Closed January 11, 1922.

No. 10163-1922.

Farmers Grain Co., Rockwell City, v. C. M. & St. P. Ry. *Elevator Site—Rental Charge.*

Adjusted. Filed December 24, 1921. Closed July 28, 1922.

No. 10164-1922.

C. M. & St. P. Ry. Co. *Abandonment of Station at Bidwell.*

Station closed. Filed December 22, 1921. Closed November 22, 1922.

No. 10165-1922.

Citizens of Bonair v. C. M. & St. P. *Abandonment of Station Service.*

Investigation developed that the business done at this station would justify the continuation of the station service, and the railroad company advised that they would not close the depot. Filed December 23, 1921. Closed January 19, 1922.

No. 10166-1922.

James Rogers, Earlville, v. Illinois Central R. R. *Train Service—Passenger.*

Satisfactorily adjusted. Filed December 27, 1921. Closed January 27, 1922.

No. 10167-1922.

Residents of Lacey v. M. & St. L. R. R. Co. *Station Facilities and Service—Petition for New Depot.*

The company agreed to make certain repairs to the old depot, of which the complainants were advised, and, not hearing further from petitioners, the file was closed. Filed December 27, 1921. Closed September 28, 1922.

No. 10168-1922.

Chamber of Commerce, Ottumwa, v. C. B. & Q. *Freight Service—Tri-weekly, L. C. L.*

Adjusted by agreement. Filed January 6, 1922. Closed January 13, 1922.

No. 10169-1922.

Hensley & Dimick, Exira, v. C. R. I. & P. Ry. *Stock Yards.*

Closed without prejudice. Filed January 5, 1922. Closed July 27, 1922.

No. 10170-1922.

C. J. Holmes Co., Hartford, v. C. R. I. & P. Ry. *Refrigerator Car Service.*

Complainant failing to reply to inquiries from this office, the file was closed without prejudice. Filed December 30, 1921. Closed February 6, 1922.

No. 10171-1922.

Great Northern Railway Company. *Station Facilities and Service—Discontinuance of Agent at Dalton.*

Railway company advised they might close the station, but that if complaint or objection was filed with the Board, the matter would have to be set down for formal hearing. No complaints having been received, the file is closed. Filed December 31, 1921. Closed December 1, 1922.

No. 10171½-1922.

Fred Miller, Des Moines, v. C. R. & I. C. Ry. *Station Facilities and Service—Inadequate Depot at Oakdale.*

Depot enlarged satisfactory to complainant. Filed December 21, 1921. Closed November 17, 1922.

No. 10172-1922.

J. R. Conover, Oskaloosa, v. M. & St. L. R. R. *Removal of Stock Yards at Given.*

Adjusted. Filed January 16, 1922. Closed June 20, 1922.

No. 10173-1922.

Audubon Community Club v. C. & N. W. Ry. *Train Service—Restoration of Sunday train between Carroll and Audubon.*

Complainants failing to reply to inquiries from this office as to whether or not they desired the case set down for formal hearing, the file was closed without prejudice. Filed January 13, 1922. Closed July 28, 1922.

No. 10174-1922.

Audubon Community Club v. C. R. I. & P. Ry. *Train Service—Restoration of Sunday service on Audubon Branch.*

The complainants failing to reply to inquiries from this office as to whether or not they desired the case set down for hearing, the file was closed. Filed January 13, 1922. Closed July 28, 1922.

No. 10175-1922.

H. Lindaman & Sons, Wellsburg, v. C. R. I. & P. Ry. *Station Facilities and Service—Electric Lights in Depot.*

Closed without prejudice. Filed January 28, 1922. Closed August 1, 1922.

No. 10176-1922.

Glidden Community Club, v. C. & N. W. Ry. *Station Facilities and Service—Electric Lights in Depot.*

The complainants failing to reply to inquiries from this office, the file was closed without prejudice. Filed January 23, 1922. Closed October 6, 1922.

No. 10177-1922.

Geo. A. Crane, Dexter, v. C. R. I. & P. Ry. *Station Facilities and Service—Electric Lights in Depot.*

Lights installed. Filed January 21, 1922. Closed Nov. 1, 1922.

No. 10178-1922.

A. W. Moeller, Somers, v. C. R. I. & P. Ry. *Stock Yards—Watering Facilities.*

Well and watering facilities installed. Filed January 27, 1922. Closed August 16, 1922.

No. 10179-1922.

Montezuma Commercial Club, v. M. & St. L. R. R. *Train Service—Heating of Coach.*

Adjusted. Filed January 21, 1922. Closed January 27, 1922.

No. 10180-1922.

F. S. Williams, Marion, v. C. M. & St. P. Ry. and Illinois Central R. R. *Train Service—Connections at Farley.*

Satisfactorily adjusted. Filed February 11, 1922. Closed April 7, 1922.

No. 10181-1922.

Board of Supervisors of Clarke County, Osceola, by Iowa State Highway Commission, Ames, v. C. B. & Q. R. R. *Highway Crossing.*

Satisfactorily adjusted. Filed February 28, 1922. Closed October 26, 1922.

No. 10182-1922.

Citizens of Orson v. C. & N. W. Ry. *Station Facilities and Service—Closing of Station.*

Complainants failing to reply to inquiries from this office as to whether or not they desired a formal hearing, the file was closed without prejudice. Filed February 18, 1922. Closed July 27, 1922.

No. 10183-1922.

C. F. Frazier, Des Moines, v. Wabash Railway. *Drainage Near Adelphi.*

Satisfactorily adjusted. Filed February 20, 1922. Closed April 26, 1922.

No. 10184-1922.

Iowa Union Co-operative Shipping Association, Mt. Pleasant v. C. R. I. & P. Ry. *Routing of Live Stock—Bonaparte to Chicago.*

The complainant failing to reply to inquiries from this office, the file was closed without prejudice. Filed March 6, 1922. Closed July 28, 1922.

No. 10185-1922.

Fred McCulloch, Belle Plaine, v. C. & N. W. Ry. *Stock Shipping Service.*

Satisfactorily adjusted. Filed March 6, 1922. Closed August 17, 1922.

No. 10186-1922.

Citizens of Swan, v. C. B. & Q. R. R. *Station Facilities and Service—Closing Depot on Sundays.*

Satisfactorily adjusted. Filed March 20, 1922. Closed March 31, 1922.

No. 10187-1922.

Citizens of Mingo, v. C. G. W. R. R. *Station Facilities and Service. Electric Lights in Depot.*

Lights installed. Filed March 14, 1922. Closed July 17, 1922.

No. 10188-1922.

Geo. A. Newton, Watkins, v. C. & N. W. Ry. *Stock Yards. Repairs made.*

Filed March 28, 1922. Closed April 24, 1922.

No. 10189-1922.

Cedar Valley Produce Co., Osage, v. C. G. W. R. R. *Station Facilities and Service—Helper for Agent.*

Satisfactorily adjusted. Filed April 3, 1922. Closed July 12, 1922.

No. 10190—1922.

Citizens of La Moille v. C. & N. W. Train Service.
Satisfactorily adjusted. Filed March 28, 1922. Closed November 12, 1922.

No. 10191—1922.

Farmers & Merchants Club, Preston, v. C. M. & St. P. Station Facilities and Service—Hours of Agent.
Satisfactorily adjusted. Filed April 13, 1922. Closed April 27, 1922.

No. 10192—1922.

L. J. Peters, Polk County, v. C. B. & Q. R. R. Fence.
Company advised hog tight fence would be constructed. Filed April 12, 1922. Closed July 27, 1922.

No. 10193—1922.

Eddyville Community Club v. M. & St. L. R. R. Train Service.
Complainants failing to reply to inquiries from this office as to whether or not they desired the case set down for formal hearing, the file was closed without prejudice. Filed April 18, 1922. Closed July 27, 1922.

No. 10194—1922.

Business Men of Toledo v. C. & N. W. Ry., and Tama and Toledo R.R. Track Connection at Toledo.

The complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed without prejudice. Filed April 17, 1922. Closed July 27, 1922.

No. 10195—1922.

Riceville Commercial Club v. C. G. W. R. R. Station Facilities and Service—Loading Platform. Stock Yards.

Stock yards cleaned and cindered. Company advised would not be justified in putting in loading platform. Complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed. Filed April 17, 1922. Closed July 27, 1922.

No. 10196—1922.

Citizens of Van Horn v. C. M. & St. P. Ry. Station Facilities and Service—Hours of Agent.
Adjusted. Filed April 11, 1922. Closed July 27, 1922.

No. 10197—1922.

Tracy Commercial Club v. C. B. & Q. R. R. Crossing Protection—Primary No. 24.
Company agreed to install bell. Filed April 17, 1922. Closed November 21, 1922.

No. 10198—1922.

Frank Shipton, Alta Vista, v. C. G. W. R. R. Refrigerator Car Service.
Adjusted. Filed April 25, 1922. Closed July 27, 1922.

No. 10199—1922.

W. A. Wickersham, Melbourne, v. C. G. W. R. R. Fence.
Repairs made. Filed April 26, 1922. Closed July 27, 1922.

No. 10200—1922.

Citizens of Cleghorn v. Illinois Central R. R. Station Facilities and Service—Hours of Agent.
Adjusted. Filed May 4, 1922. Closed October 12, 1922.

No. 10201—1922.

Warren Abbott, Conesville, v. C. R. I & P. Ry. Private Crossing.
Crossing installed. Filed March 24, 1922. Closed September 2, 1922.

No. 10202—1922.

Sam Ness, Somers, v. C. G. W. R. R. Stock Yard Facilities at Rocklyn.
Adjusted. Filed May 25, 1922. Closed July 7, 1922.

No. 10203—1922.

Citizens of Ft. Atkinson v. C. M. & St. P. Ry. Train Service on Sunday. Station Facilities and Service—Night Operator.
Withdrawn. Filed May 2, 1922. Closed August 1, 1922.

No. 10204—1922.

Citizens of Macedonia v. C. B. & Q. R. R. Stock Yard Facilities.
Adjusted. Filed May 17, 1922. Closed July 27, 1922.

No. 10205—1922.

Citizens of Peru v. C. G. W. R. R. Train Service.
Adjusted. Filed May 27, 1922. Closed August 25, 1922.

No. 10206—1922.

S. U. Leinbach, Belmont, v. M. & St. L. R. R. Fence.
Fence constructed. Filed June 9, 1922. Closed November 18, 1922.

No. 10207—1922.

Trustees Marion Township, Lee County, v. C. B. & Q. Drainage at Pilot Grove.
Complainants failing to reply to inquiries from this office, the file was closed without prejudice. Filed June 4, 1922. Closed October 6, 1922.

No. 10208—1922.

Commercial Club, Schaller, v. C. & N. W. Ry. Station Facilities and Service—Lights.
Oil lights installed. Filed June 14, 1922. Closed November 25, 1922.

No. 10209—1922.

Farmers Savings Bank, Dolliver, v. C. & N. W. Ry. Station Facilities and Service—Hours of Agent.
Satisfactorily adjusted. Filed June 19, 1922. Closed August 2, 1922.

No. 10210—1922.

Morris Kerns, Bertram, v. C. & N. W. Ry. Station Facilities and Service—Request for re-installation of Agent.
Company advised that a caretaker was employed at this station, but that the receipts at the station would not justify installation of an agent. Complainant advised he did not desire formal hearing.
Filed June 20, 1922. Closed July 27, 1922.

No. 10211—1922.

Frank Forbes, Arispe, v. C. G. W. Highway Crossing.
Satisfactorily adjusted. Filed June 27, 1922. Closed August 15, 1922.

No. 10212—1922.

C. E. Putnam and E. S. Schooler, Hartford, v. C. R. I. & P. Ry. *Weeds on Right of Way.*

Weeds cut. Filed July 8, 1922. Closed September 6, 1922.

No. 10213—1922.

Board of Supervisors of Dubuque County, Dubuque, by Iowa State Highway Commission, Ames, v. Ill. Cent. R. R. *Highway Crossing over Rockdale Viaduct.*

Satisfactorily adjusted. Filed July 11, 1922. Closed November 2, 1922.

No. 10214—1922.

J. S. K. Campbell, Morning Sun, v. M. & St. L. R. R. *Fence.*

Repairs made. Filed July 20, 1922. Closed September 11, 1922.

No. 10215—1922.

Wm. McCormick, Ewart, v. M. & St. L. R. R. *Fence.*

Satisfactorily adjusted. Filed July 20, 1922. Closed November 2, 1922.

No. 10216—1922.

F. C. Bush, Osage, v. C. M. & St. P. Ry. *Fence.*

Necessary repairs made. Filed August 11, 1922. Closed November 16, 1922.

No. 10217—1922.

D. L. Clark, Newton, v. C. R. I. & P. Ry. *Stock Yards.*

Adjusted. Filed August 8, 1922. Closed August 31, 1922.

No. 10218—1922.

J. T. Hlatt, Centerville, v. Wabash Ry. *Highway Crossing.*

Necessary repairs made. Filed August 14, 1922. Closed September 17, 1922.

No. 10219—1922.

Walter Osborn, Leon, for Shippers Along Cainville Branch of the C. B. & Q. R. R. *Train Service for Stock Shipments.*

Petition dismissed, inasmuch as the shipments involved were of an interstate character, of which this Board would have no jurisdiction. Filed August 14, 1922. Closed August 29, 1922.

No. 10220—1922.

P. W. Schenkelberg, Halbur, v. C. G. W. R. R. *Weeds on Right of Way.*

Weeds cut. Filed August 22, 1922. Closed September 11, 1922.

No. 10221—1922.

Harry F. Burns, Indianola, v. C. R. I. & P. Ry. *Train Service—Connections at Summerset Junction.*

Satisfactorily adjusted. Filed September 2, 1922. Closed October 1, 1922.

No. 10222—1922.

Farmers Savings Bank, Halbur, v. C. G. W. R. R. *Station Facilities and Service—Petition for New Depot.*

Company advised that box car depot, installed after the old depot was burned, was being kept up in good condition, but that they would not

be able to build a new depot for about a year. The complainants failing to advise as to whether or not they desired a formal hearing, the file was closed without prejudice.

Filed August 28, 1922. Closed September 16, 1922.

No. 10223—1922.

S. W. Standa, Sioux City, v. C. B. & Q. R. R. *Bulletin Boards.*

Company advised that bulletins would be posted daily. Filed September 25, 1922. Closed November 17, 1922.

No. 10224—1922.

Bank of Buckingham, Buckingham, v. C. & N. W. Ry. *Train Service—Restoration of, between Belle Plaine and Mason City.*

Service restored. Filed October 18, 1922. Closed November 15, 1922.

No. 10225—1922.

James A. Gleason, Imogene, v. Wabash Ry. *Train Service.*

Satisfactorily adjusted. Filed October 18, 1922. Closed November 6, 1922.

No. 10226—1922.

Simmons Pop Corn Co., Lake View, v. C. & N. W. *Site—Cancellation of Lease.*

Complaint dismissed. Filed October 12, 1922. Closed October 30, 1922.

No. 10227—1922.

Hubbard Community Club, Hubbard, v. C. & N. W. *Train Service.*

Restoration of, between Tama and Jewett.

Service restored. Filed October 23, 1922. Closed November 10, 1922.

Express Company Cases Closed

No. 10228—1922.

Commercial Club, Tabor, v. Adams Express. Abandonment of express service on Tabor & Northern Railroad.

Satisfactorily adjusted. Filed December 20, 1915. Closed December 16, 1921.

No. 10229—1922.

Interstate Commerce Commission. Express rates—released rates, prices, accounts and revenues.

Filed October 16, 1916. Closed December 15, 1921.

No. 10230—1922.

John Morrell & Co., Ottumwa, v. American Railway Express. Application for commodity rate on cheese, mince meat and oleomargarine.

Rate granted on oleomargarine and cheese. Filed October 21, 1921. Closed July 21, 1922.

No. 10231—1922.

Chamber of Commerce, Cedar Rapids, v. American Railway Express Co. Express rates between Cedar Rapids and Iowa points.

Satisfactorily adjusted. Filed December 10, 1921. Closed June 8, 1922.

No. 10232—1922.

C. H. Kale, Merrill, v. American Railway Express Co. Express service—establishment of agency.

Agency established. Filed March 31, 1922. Closed May 12, 1922.

No. 10233—1922.

West Dodd, et al., Des Moines, v. American Railway Express. Express service—extension of delivery and pick-up limits.

Limits extended. Filed April 28, 1922. Closed October 23, 1922.

No. 10234—1922.

Citizens of Montpelier v. American Railway Express. Express service—petition for truck.

Truck furnished. Filed May 12, 1922. Closed July 5, 1922.

No. 10235—1922.

A. E. Wittman, Humboldt, v. American Railway Express. Express service—transfer arrangements at Livermore.

The complainant failing to reply to inquiries from this office as to whether or not he desired the case set down for formal hearing, the file was closed without prejudice. Filed May 23, 1922. Closed July 26, 1922.

No. 10236—1922.

Feiner Fish Co., Davenport, v. American Railway Express Co. Delay to shipments.

Closed without prejudice. Filed November 26, 1921. Closed February 4, 1922.

No. 10237—1922.

Feiner Fish Co., Davenport, v. American Railway Express Co. Delay to shipments.

Closed without prejudice. Filed December 21, 1921. Closed January 11, 1922.

No. 10238—1922.

C. J. Holmes, Hartford, v. American Railway Express Co. Express service.

Adjusted. Filed December 30, 1921. Closed October 6, 1922.

No. 10239—1922.

Business Men of Marble Rock, v. American Railway Express Co. Express service—petition for pick-up and delivery service.

Closed without prejudice. Filed July 14, 1922. Closed November 27, 1922.

Claims and Switching

No. 10240—1922.

Tisdale Lumber Co., Ottumwa. Lumber rates—Interstate. Filed October 31, 1911. Closed August 3, 1922.

No. 10241—1922.

Iowa & South Western Ry. Co., Clarinda, v. C. B. & Q. R. R. Co. Switching.

Adjusted. Filed August 26, 1912. Closed August 3, 1922.

No. 10242—1922.

Free McCoy, Indianola, v. C. R. I. & P. Overcharge on shipment of corn—Interstate.

Closed without prejudice. Filed January 24, 1913. Closed August 1, 1922.

No. 10243—1922.

Waterloo Fruit & Commission Co. Suspension of classification—fruits and vegetables.

Adjusted. Filed April 1, 1916. Closed August 3, 1922.

No. 10244—1922.

C. & N. W. Ry. Co. Switching charges—refunding of.

Refund authorized. Filed June 9, 1922. Closed June 28, 1922.

No. 10245—1922.

Chamber of Commerce, Davenport, v. D. R. I. & N. W. Switching district at Davenport.

The complainants failing to reply to inquiries from this office as to whether or not they desired a formal hearing, the file was closed without prejudice. Filed July 24, 1922. Closed November 16, 1922.

No. 10246—1922.

Tom Green Brick Co., Sioux City, v. C. M. & St. P. Switching charge. Satisfactorily adjusted. Filed September 1, 1922. Closed September 28, 1922.

Interlocking, Signal and Other Safety Devices

Plans for original construction of, or for changes to be made in, the following interlocking plants were approved, subject to inspection:

Name of Plant	Railroads Involved
Ackley	I. C. and M. & St. L.
Ames	C. & N. W. and Ft. D. D. M. & S.
Belknap	C. R. I. & P. and Wabash
Capron	C. R. I. & P. and C. & N. W.
Carroll	C. & N. W., C. R. I. & P. and M. C. & C. L.
Clear Lake Jet	Union Pacific (Transfer)
Council Bluffs	Union Pacific (Bridge Approach)
Council Bluffs	C. R. I. & P. and C. G. W.
Dubuque Jet	I. C., C. G. W. and C. B. & Q.
Dubuque Drawbridge	I. C., C. G. W. and Mississippi River
Fairfield	C. R. I. & P. and C. B. & Q.
Gypsum	I. C. and C. & N. W.
Hicks	C. & N. W. and C. G. W.
Hinton	I. C., G. N. and C. St. P. M. & O.
Iowa City	C. R. I. & P. (End of double track)
Maule River	C. & N. W. (Junction)
Marathon	C. M. & St. P. and C. & N. W.
Mason City	C. & N. W. and M. & St. L.
Neola	C. R. I. & P. and C. M. & St. P.
Ottumwa (Tower 280)	C. B. & Q., C. R. I. & P. and C. M. & St. P.
Red Oak	C. B. & Q. (End of double track)
Seymour	C. M. & St. P. and C. R. I. & P.
Sibley	C. M. & St. P. and C. R. I. & P.
Tama	C. & N. W. and C. M. & St. P.
Waterloo	I. C. and W. C. F. & N.
Webster City	I. C. and C. & N. W.

Plants approved provisionally, subject to future inspection.

Ackley	I. C. and M. & St. L.
Belknap	C. R. I. & P. and Wabash
Capron	C. M. & St. P. and M. & St. L.
Dubuque Junction	I. C., C. G. W. and C. B. & Q.
Grand Junction	C. & N. W. and M. & St. L.
Hicks	C. & N. W. and C. G. W.
Mason City	C. & N. W. and M. & St. L.
Ottumwa (Tower 280)	C. B. & Q., C. R. I. & P. and C. M. & St. P.
Red Oak	C. B. & Q. (End of double track)
Seymour	C. M. & St. P. and C. R. I. & P.
Webster City	I. C. and C. & N. W.

The following named plants having been modified, or having been repaired in accordance with suggestions of the Commission, reinspections were made and reinspection certificates of approval issued.

Name of Plant	Railroads Involved
Ackley	I. C. and M. & St. L.
Belknap	C. R. I. & P. and Wabash
Capron	C. M. & St. P. and C. & N. W.
Carroll	C. G. W., C. R. I. & P. and M. C. & C. L.
Clear Lake Jet	Union Pacific (Transfer)
Council Bluffs	Union Pacific (Bridge Approach)
Dubuque Jet	I. C., C. G. W. and C. B. & Q.
Hicks	C. & N. W. and C. G. W.
Iowa City	C. R. I. & P. (End of double track)
Marathon	C. & N. W. and C. M. & St. P.
Mason City	C. M. & St. P. and C. M. & St. L.
Neola	C. R. I. & P. and C. M. & St. P.
Ottumwa, Tower 280	C. B. & Q., C. R. I. & P. and C. M. & St. P.
Red Oak	C. B. & Q. (End of double track)
Seymour	C. M. & St. P. and C. R. I. & P.
Sibley	C. M. & St. P. and C. R. I. & P.
Tama	C. & N. W. and C. M. & St. P.
Waterloo	I. C. and W. C. F. & N.
Webster City	I. C. and C. & N. W.

General inspections were made of the following named plants and such defects as have been reported to the maintaining company:

Name of Plant	Railroads Involved
Albia	Wabash and C. B. & Q.
Ames	C. & N. W. and Ft. D. D. M. & S.
Belknap	C. B. & Q. (End of double track)
Beverly	C. R. I. & P. and Wabash
Boone (8th Street)	C. & N. W. and C. M. & St. P.
	C. & N. W. (Yards)

Name of Plant	Railroads Involved
Capron	C. M. & St. P. and M. & St. L.
Carroll	C. R. I. & P. and C. & N. W.
Clear Lake Bridge	C. & N. W. (Gauntlet Track)
Conville	C. R. I. & P. and C. B. & Q.
Charlton	C. G. W. and C. R. I. & P.
Clear Lake Junction	C. G. W., C. R. I. & P. and M. C. & C. L.
Clinton Drawbridge	C. & N. W. and Mississippi River
Council Bluffs	O. & C. B. and C. B. & Q.
Council Bluffs	O. & C. B. and Wabash
Council Bluffs	Union Pacific (Transfer)
Council Bluffs	Union Pacific (Bridge Approach)
Council Bluffs	C. M. & St. P., D. R. I. & N. W. and C. B. & Q.
Des Moines	C. R. I. & P. and C. G. W.
Dubuque Junction	I. C., C. G. W. and C. B. & Q.
Dubuque (Fairgrounds)	C. G. W. (End of double track)
Dubuque Drawbridge	I. C., C. G. W. and Mississippi River
Eagle Grove	C. G. W. and C. & N. W.
Esterville No. 2	C. R. I. & P. and C. B. & Q.
Fairfield	C. R. I. & P. and C. B. & Q.
Fonda	C. M. & St. P. and I. C.
Gradstone	Pi. D. D. M. & S. and C. G. W.
Pi. Dodge	C. G. W. and C. B. & Q.
Gowrie	Pi. D. D. M. & S., C. & N. W. and M. & St. L.
Grand Junction	C. & N. W. and M. & St. L.
Gypsum	Pi. D. D. M. & S. and I. C.
Hampton "A"	I. C. and C. G. W.
Hampton "B"	C. G. W. and M. & St. L.
Harcourt	C. G. W., M. & St. L. and C. R. I. & P.
Hayfield	Pi. D. D. M. & S. and C. & N. W.
Hicks	C. R. I. & P. and M. & St. L.
Hinton	C. & N. W. and C. G. W.
Independence	I. C., C. G. N. and C. St. P. M. & O.
Iowa City	I. C. and C. R. I. & P.
Jeff	I. C. and C. R. I. & P.
Jefferson	C. G. W. (Junction)
Kelley	C. & N. W. and C. M. & St. P.
Lake Mills	Pi. D. D. M. & S. and C. & N. W.
Laurens	C. & N. W. and M. & St. L.
Lockridge	C. R. I. & P. and C. & N. W.
Lehrville	C. B. & Q. (End of double track)
Manly	C. G. W., C. M. & St. P. and C. & N. W.
Mason	C. G. W., M. & St. L. and C. R. I. & P.
Maule River	I. C. and C. R. I. & P.
Marathon	C. M. & St. P. and C. & N. W.
Marshalltown	C. & N. W., C. G. W. and M. & St. L.
Mason City	C. & N. W., C. M. & St. P., C. G. W. and C. R. I. & P.
Mason City	C. & N. W. and M. & St. L.
Mason City	C. & N. W. and M. C. & C. L.
Mason City	C. G. W. and C. & N. W.
Mason City	C. B. & Q. and M. & St. L.
Morland	C. G. W. and M. & St. L.
Moulton	Wabash and C. B. & Q.
Neola	C. R. I. & P. and C. M. & St. P.
Oakdale	C. R. I. & P. and C. R. I. & P.
Ogden	C. & N. W. and M. & St. L.
Onida	C. G. W. and C. M. & St. P.
Onia	C. & N. W. (Junction cut off)
Ottumwa (Market St.)	C. B. & Q., Wabash and C. R. I. & P.
Ottumwa (Tower 280)	C. B. & Q., C. R. I. & P. and C. M. & St. P.
Red Oak	C. B. & Q. (End of double track)
Riard	Pi. D. D. M. & S. and C. G. W.
Rockwell City	I. C., C. M. & St. P. and Ft. D. D. M. & S.
Seymour	C. G. W. and C. R. I. & P.
Seymour	C. & N. W. and C. M. & St. P.
Sibley	C. M. & St. P. and C. B. & Q.
Slater	C. M. & St. P. and C. R. I. & P.
Tama	C. M. & St. P. and C. & N. W.
Taylor	C. & N. W. and C. R. I. & P.
Waterloo	C. M. & St. P. and M. & St. L.
Webster City	C. G. W. and M. & St. L.
Tower 207	C. & N. W. and C. M. & St. P.
Tracy	C. B. & Q. (Junction cut off)
Waterloo (East)	C. B. & Q. (End of double track)
Waterloo (West)	I. C. and W. C. F. & N.
Waverly (North)	C. R. I. & P. and W. C. F. & N.
Waverly	I. C. and W. C. F. & N.
Webb	C. G. W. and I. C.
Webster City	C. R. I. & P. and C. M. & St. P.
Whiteland	I. C. and C. & N. W.
Whiteland	C. & N. W. and C. M. & St. P.
Whiteland	C. B. & Q. (End of double track)

Interstate Cases Handled By Commerce Counsel of Iowa

In submitting the report of the Commerce Counsel for the year 1921 a list of the more important cases is given. This list simply gives the title of the cases, the general nature, a notation where the cases are yet pending, the decision rendered, though in many cases the opinion is so long and so involved that it is impossible to include it in the report, and we simply give the reference as to where the opinion may be found.

During the year there have been some very important cases presented to and considered by the Interstate Commerce Commission, involving particularly the State of Iowa, among them rates on live stock, and especially the grain, grain products and hay cases. In the general investigation under the title of "Reduced Rates, 1922," instituted by the Interstate Commerce Commission, and on which lengthy hearings and arguments were had, a general reduction of ten per cent was ordered, effective July 1, 1922, which, however, did not apply to the reduced rates that had been theretofore granted on live stock, grain, grain products and hay, and others wherein there had been a prior reduction made; and there is now pending, as shown in the report, a petition by the several western states, asking for further reduction in the rates on grain and grain products. Testimony is now being taken thereon.

It is not thought advisable to encumber this report with the many interstate matters that come up during the year. There were many adjustments and many protests as to the rates, which did not develop into cases and hearings before the Commission. In all of the cases, generally, a brief was prepared and filed and in many of the cases an argument was made before the Commission at Washington, on the cases then pending, on the dates assigned for such argument.

We have a good many matters during the year to present to the Western Trunk Line Committee and the other committees of the railroads, on matters affecting Iowa interests, much of which is handled by correspondence, though we have in some instances been required to appear before the committee, but these are not cases pending before the Commission in the sense that they are reported as interstate cases. There is submitted a list of the more important cases, as follows:

J. C. Hubinger Bros. Co. v. Walker D. Hines, Director General of Railroads, et al., I. C. C. No. 10986, rates on fuel oil. Hearing at Keokuk January 15, 1920. With this case were protests filed for Keokuk and Fort Madison on fuel oil, C. C. No. 208, consolidated. Original case decided June 18, 1920, 58 I. C. C., 53. Pending on items of reparation.

Mason City Brick & Tile Company v. Director General of Railroads, et al., I. C. C. No. 11672, rates on common brick, clay hollow building tile and drain tile. Hearing November 3, 1920. Pending.

Intermediate Rate Association v. Director General of Railroads, et al., I. C. C. No. 10826. Petition of intervention for Greater Des Moines Committee, Inc., filed April 21, 1920. Hearing June 29, 1920. Rates found not unreasonable, and complaint dismissed. Decision 61 I. C. C., 226.

Greater Des Moines Committee, Inc., v. Director General of Railroads, et al., I. C. C. No. 11047. Grain rates from South Dakota. Petition filed with I. C. C. December 9, 1919. Hearing at Des Moines, February 6, 1920. Pending.

Board of Railroad Commissioners of South Dakota v. Director General of Railroads, et al., I. C. C. No. 11140. Commerce Counsel filed petition of intervention for Board of Railroad Commissioners of Iowa. Hearing at Sioux Falls, South Dakota, March 22, 1920. Rates found unreasonable; decided July 25, 1922, 73 I. C. C., 347. Supplemental Report, 73 I. C. C., 545.

William Alter, et al., v. Director General of Railroads, et al., I. C. C. No. 11296, proportional class rates and reparation. Complaint filed with I. C. C. February 27, 1920. Hearing at Mason City April 29, 1920. Decided February 9, 1922. Rates found not unreasonable, and complaint dismissed, 66 I. C. C., 619.

Farley & Loetscher Mfg. Co., et al., v. Director General of Railroads, et al., I. C. C. No. 11824, rates on sash, doors, etc. Complaint filed with I. C. C. September 8, 1920. Hearing at Des Moines, October 25, 1920. Decision July 15, 1921, 62 I. C. C., 721. Rates found to be unreasonable and prejudicial and reasonable and non-prejudicial rates prescribed for the future. Reparation awarded. Application for re-hearing granted. Decided October 10, 1922, 73 I. C. C., 704, findings in original hearing confirmed. Pending on some items of reparation.

Des Moines Gas Company, et al., v. Director General of Railroads, et al., I. C. C. No. 12506, rates on petroleum gas and fuel oil. Complaint filed February 24, 1921. Hearing at Des Moines, June 3, 1921. Pending.

Interstate rates on grain, grain products and hay, carloads, between points in the Western and Mountain-Pacific Groups, I. C. C. No. 12929. August 8, 1921, hearing begun before Interstate Commerce Commission. Opinion 64 I. C. C., 85. Carriers file application for re-hearing, which was denied; carriers then apply for re-opening or modification; conference at Kansas City on May 17, 1922. Hearing at Des Moines on October 9, 1922. Pending.

In the matter of minimum carload weight on shipment of hogs in Iowa, I. C. C. No. 12945. Hearing at Des Moines, October 31, 1921. Pending.

Keokuk & Hamilton Bridge Company v. Wabash Railway Company, et al., I. C. C. No. 12006, toll charges. Hearing at St. Louis, Mo., April 13 and 14, 1921. Set for oral argument at Washington, November 30, 1921. Pending.

The American Farm Bureau Federation, et al., v. Aberdeen & Rock-Sab R. R. Co., et al., I. C. C. No. 12659, complaint against the \$2.00 delivery charge at Union Stock Yards, Chicago. Hearing, Chicago, September 8, 1921. Assigned for oral argument at Washington, September 21, 1922. Pending.

National Live Stock Shippers' League, et al. v. The A. T. & S. F. Ry. Co., et al. I. C. C. No. 12146, rates on live stock. On June 2, 1921, hearing at Denver. Petition of intervention filed by Commerce Counsel. Hearing at Chicago, June 6, 1921. Brief of intervener filed July 5, 1921. Opinion in 63 I. C. C., 107, 20 per cent decrease in rates not to be below 50 cents. The decision does not aid Iowa. Petition for re-hearing filed and orally argued November 8, 1921. Decided June 12, 1922. Complaint dismissed.

Board of Railroad Commissioners of South Dakota v. C. & N. W. Ry. Co., et al. I. C. C. No. 12268, rates on live stock. Hearing at Denver, Colo., June 2, 1921. Board of Railroad Commissioners of Iowa, by Commerce Counsel, intervener. On July 20, 1921, brief of intervener filed. Pending.

Omaha Live Stock Exchange v. C. M. & St. P. Ry. Co., et al. I. C. C. No. 12048, car switching charge on live stock. January 27, 1921, petition of intervention filed for Corn Belt Meat Producers Association. Hearing at Omaha, February 14, 1921. Decided July 10, 1922, 69 I. C. C. 688. Complaint dismissed.

Iowa Malleable Iron Company v. Director General of Railroads, et al. I. C. C. No. 12330, rates on fuel oil. Hearing set for May 24, 1921, postponed at request of defendants, and case consolidated with and heard in connection with I. C. C. No. 12394. Pending.

Ottumwa Chamber of Commerce v. The A. T. & S. F. Ry. Co., et al. I. C. C. No. 12394, rates on fuel oil. Hearing at Ottumwa, May 25, 1921, in connection with I. C. C. No. 12330. Pending.

Burlington Shippers' Association, et al. v. Director General of Railroads, et al. I. C. C. Docket No. 12003, rates on fuel and gas oil. Hearing at Chicago, February 7, 1921. Brief filed March 7, 1921. Pending. Corn Belt Packing Company, et al. v. Ann Arbor R. R. Co., et al. I. C. C. No. 12625, rates on packing house products, fresh meats, etc. Complaint filed with I. C. C. March 12, 1921. Hearing at Dubuque, July 18, 1921. On September 19, 1922, received advices of dismissal of complaint, as carriers published supplements to their tariffs which satisfied the complainants.

Ex Parte No. 80. This was an investigation by the Commission as to the payment of reparation during the period when the railroads were under federal control, the contention of the Director General being that the Director General, or the government, was not liable for reparation on a lower basis prior to June 25, 1918, than on and after that date. A number of these claims were presented from Iowa. It was assigned for oral argument at Washington on October 6, 1921. To protect the interests of the state, the Commerce Counsel appeared at the oral argument and joined with Mr. Benton, and others, in the presentation of the case, and, so far as advised, no determination has as yet been had of the case.

Rates on asphalt and other petroleum products to Iowa points from Missouri, Kansas, Oklahoma and Arkansas, I. & S. No. 1474. Request for suspension of proposed advance filed with I. C. C., December 21, 1921. Assigned for hearing at Des Moines, February 3, 1922. Decided 68 I. C. C., 471, proposed change not justified.

Neal Veneer Company, et al. v. Mariana & Blountstown R. R. Co., et al. I. C. C. No. 13336, lumber rates from Florida territory to Iowa. Assigned for hearing May 18, 1922, New Orleans, La. Commerce Counsel of Iowa intervened. September 16, 1922, received notice from I. C. C. that complaint was dismissed at complainant's request.

In the matter of rates, fares, and charges of carriers by railroad subject to the Interstate Commerce Act, reduced rates, 1922, I. C. C. No. 12392. On December 9, 1921, received notice that I. C. C. had set above for argument December 14th, Commerce Counsel attending. Decided May 16, 1922, 68 I. C. C., 676; supplemental report, 69 I. C. C., 138.

On March 18, 1922, Commerce Counsel filed protest and application for suspension of proposed increases in rates on sand, gravel and stone. April 1, 1922, I. C. C. advised it was their view Commission should not exercise authority to suspend.

Switching at Mason City, Iowa, I. & S. No. 1553. On April 24, 1922, protest and application for suspension filed with I. C. C. June 6, 1922, assigned for hearing at Mason City. Decided August 10, 1922, 73 I. C. C., 208, proposed increases found not justified.

Reduced rates from New York Piers, transcontinental cases of 1922, I. & S. Dockets Nos. 1511 and 1597. On September 12, 1922, assigned for hearing at Chicago, Commerce Counsel filing objections and protest on behalf of Iowa Commission. Pending.

Class D proportional rates on coal from west bank Mississippi river points to points in Iowa, I. & S. No. 1620. Request for suspension and investigation filed August 8, 1922. Hearing at Des Moines, September 21, 1922. Pending.

Coal from mines in Kentucky, Tennessee, and Virginia to various points in Iowa, Missouri and Nebraska, I. & S. No. 1646. August 31, 1922, protest and application for suspension of schedules filed with I. C. C. October 25, 1922, assigned for hearing at Louisville, Ky., later cancelled. Pending.

Express rates, 1922, I. C. C. 12930. On July 6, 1922, the Commission issued an order that upon its own motion an investigation be made into the interstate rates and charges of express carriers. Conference of Western State Commission representatives held in Kansas City, September 14th. Hearing at Washington, November 20, 1922. Pending.

Burlington Shippers' Assn., et al. v. Akron, Canton & Youngstown Railway Company, et al. I. C. C. No. 13181, rates on salt. December 23, 1921, Commerce Counsel filed petition of intervention with I. C. C. Hearing at Chicago, March 17, 1922. Tentative report of examiner filed October 2, 1922. Pending.

In Re Rules governing ratings of coal mines, other than anthracite, and the distribution of cars to such mines, I. C. C. No. 13896. On June 17, 1922, I. C. C. issued an order that upon its own motion an investigation be made into and concerning the justness, reasonableness and lawfulness of the rules, regulations and practices of all carriers by railroad with respect to the distribution of cars to coal mines, etc.; also ordered that I. C. C. No. 12530, in Re distribution among coal mines of privately owned cars and cars for railroad fuel be consolidated with I. C. C. 12394. Hearing at Washington, July 17, 1922. Pending.

Transcontinental cases of 1922, I. C. C. No. 12063, et al., rates on canned goods, et al. Hearings and conferences held. Case submitted to I. C. C. June 3, 1922. Decided October 30, 1922, 74 I. C. C. 48.

Atlas Portland Cement Company, et al., v. C. B. & Q. R. R. Co., et al., I. C. C. No. 12701, rates on cement. Board of Railroad Commissioners of Iowa enters appearance through Commerce Counsel. Hearing at Chicago April 4, 1922. Pending.

Class 'D' Proportional Rates on Coal from West Bank Mississippi River Points to Points in Iowa, I. & S. No. 1620. August 8, 1922. Commerce Counsel joins with Cedar Rapids Chamber of Commerce in request for suspension of tariffs. Hearing at Des Moines September 23, 1922. Pending.

Salt from C. F. A. to Western Trunk Line Destinations and between Points in C. F. A. Territory, I. & S. No. 1624. Hearing at Chicago October 2, 1922. Pending.

Board of Railroad Commissioners of the State of Iowa, et al., v. The A. T. & S. F. Ry. Co., et al., I. C. C. No. 14407, rates on brick to South Dakota points, October 3, 1922, petition filed with I. C. C. Pending.

In 1920 the following railroads began separate suits to restrain the Board of Railroad Commissioners, the Attorney General and the Commerce Counsel from attempting to enforce the two-cent passenger fare rate and to restrain them from interfering with the three-cent passenger rate which had been ordered by the Director General during the period of the war, and which was the rate prevailing at the time of the taking effect of the Transportation Act, 1920:

Inter-Urban Railway Company;
Chicago Great Western Railroad Company;
The Chicago, Rock Island & Pacific Railway Company;
Wabash Railway Company;
Great Northern Railway Company;
Minneapolis & St. Louis Railroad Company;
Chicago, Burlington & Quincy Railroad Company;
The Atchison, Topeka & Santa Fe Railway Company;
Chicago, St. Paul, Minneapolis & Omaha Railroad Company;
Fort Dodge, Des Moines & Southern Railroad Company;
Chicago, Milwaukee & St. Paul Railway Company;
Chicago & North Western Railway Company;
Illinois Central Railroad Company.

These cases are still pending.

After the Interstate Commerce Commission had, upon hearing, ordered that the intrastate rates in Iowa should be 3.6 cents per mile, and a surcharge of 50 per cent of the regular rate on Pullman and parlor car charges, the following railroads instituted proceedings against the Governor, the Board of Railroad Commissioners, the Attorney General and Commerce Counsel, to restrain them from interfering with the enforcement of the order of the Interstate Commerce Commission:

Great Northern Railway Company;
Chicago, Burlington & Quincy Railroad Company;
Chicago, Milwaukee & St. Paul Railway Company;

Fort Dodge, Des Moines & Southern Railroad Company;
Chicago & North Western Railway Company;
The Minneapolis & St. Louis Railroad Company;
The Chicago, Rock Island & Pacific Railway Company;
The Atchison, Topeka & Santa Fe Railway Company;
Wabash Railway Company;
Waterloo & Cedar Falls Railway Company;
Chicago, St. Paul, Minneapolis & Omaha Railway Company;
Chicago Great Western Railroad Company;
Illinois Central Railroad Company;
Inter-Urban Railway Company.

A restraining order was issued, pending hearing for a temporary writ of injunction. These cases are still pending on this order.

On intrastate matters there has been a very large increase in such matters as controversies over elevator sites, especially as to the rental to be charged, and as to the terms and conditions of the contract: farm crossings, at grade, overhead or subway, and especially under the good roads improvement for application for separation of grades, or at least warning signals installed at railroad crossings; applications for the building and construction of stations, the matter of spur and switch tracks, etc., and there is almost daily inquiry for advice as to matters under the jurisdiction of the board of railroad commissioners of the state. There has been a marked increase in the demand for services in this way. A great many of the above matters have been adjusted by correspondence and have not resulted in cases being filed with the board of railroad commissioners. There have been a large number of complaints as to the distribution of cars during car shortage, which are in addition to the complaints handled by the secretary of the railroad commission.

The endeavor has been to settle and adjust all complaints by correspondence with the carriers, wherever possible, and adjustments have been many. Where the adjustment could not be had and it was thought advisable to file complaints, they were prepared and filed. There are some instances, however, wherein it was the judgment that complaints ought not to be filed, and advices were so given.

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OF STEAM RAILWAY COMPANIES

Corporate Officers

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General Officers: President, S. C. Pederson, Elk Horn, Iowa; Vice President, John Liestad, Elk Horn, Iowa; Secretary, C. E. Spar, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; General Counsel, W. A. Follett, Atlantic, Iowa; General Manager, C. E. Spar, Atlantic, Iowa.

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General Officers: President, J. E. Gorman, Chicago, Ill.; Vice President, M. L. Bell, New York, N. Y.; Vice President, Carl Nyquist, Chi-

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General Officers: President, Thomas W. Griggs, Davenport, Iowa; Vice President, Marion B. Severs, Des Moines, Iowa; Secretary, W. Blakely, Colfax, Iowa; Treasurer, Marion B. Severs, Des Moines, Iowa; General Manager, W. Blakely, Colfax, Iowa.

THOMAS W. GRIGGS RAILROAD PROPERTY (Ownership Individual)

COLFAX CONSOLIDATED COAL COMPANY

Directors: Not organized.

General Officers: President, W. A. Severs, Des Moines, Iowa; Vice President, Robert Ryan, Des Moines, Iowa; Secretary, J. B. Ryan, Colfax, Iowa; Treasurer and General Manager, J. B. Ryan, Colfax, Iowa.

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY

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General Officers: President, Hale Holden, Chicago, Ill.; Vice President, J. C. Hutchins, Chicago, Ill.; Secretary and Treasurer, P. L. Richards, Davenport, Iowa; Auditor and Assistant Treasurer, J. H. Ellis, Davenport, Iowa; General Manager, C. B. Rodgers, Davenport, Iowa.

GREAT NORTHERN RAILWAY

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General Officers: Chairman of Board, L. W. Hill, St. Paul, Minn.; President, Ralph Budd, St. Paul, Minn.; Vice President, G. R. Martin, St. Paul, Minn.; Vice President, L. C. Gilman, Seattle, Wash.; Vice President, E. T. Nichols, New York, N. Y.; Vice President, E. C. Lindley, St. Paul, Minn.; Vice President, W. P. Kenney, St. Paul, Minn.; Vice President, C. O. Jenks, St. Paul, Minn.; Secretary, F. L. Paetzold, St. Paul, Minn.; Treasurer, F. L. Paetzold, St. Paul, Minn.; General Counsel, E. C. Lindley, St. Paul, Minn.; General Solicitor, M. L. Countryman, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, A. E. Fisher, St. Paul, Minn.; General Manager, Frank Bell, Lines East &

Paul, Minn.; General Manager, J. H. O'Neil, Lines West, Seattle, Wash.; Chief Engineer, A. H. Hogeland; Right of Way, Land and Tax Commissioner, James T. Maher, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD

Directors: His Excellency, Len Small, Governor of Illinois, Springfield, Ill.; Walther Luttgen, New York, N. Y.; John W. Auchincloss, New York, N. Y.; Robert S. Lovett, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; Henry W. DeForest, New York, N. Y.; Charles H. Markham, Chicago, Ill.; J. Odgen Armour, Chicago, Ill.; David R. Burbank, New York, N. Y.; Robert Walton Goelet, Newport, R. I.; Charles A. Peabody, New York, N. Y.; John G. Shedd, Chicago, Ill.; William A. Harriman, New York, N. Y.

General Officers: President, C. H. Markham, Chicago, Ill.; Senior Vice President, C. M. Kittle, Chicago, Ill.; Vice President L. W. Baldwin, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, M. P. Blauvelt, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Vice President, A. S. Baldwin, Chicago, Ill.; Secretary, D. R. Burbank, New York, N. Y.; Treasurer, R. E. Connolly, New York, N. Y.; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.; Comptroller, W. D. Beymer, Chicago, Ill.; General Manager, A. E. Clift, Chicago, Ill.; Chief Engineer, F. L. Thompson, Chicago, Ill.; General Superintendent Motive Power, R. W. Bell, Chicago, Ill.; General Superintendent Transportation, J. F. Porterfield, Chicago, Ill.; Land and Tax Commissioner, W. L. Tarbet, Chicago, Ill.; Acting General Superintendent Northern Lines, G. E. Patterson, Chicago, Ill.; General Superintendent, Southern Lines, J. M. Egan, New Orleans, La.; General Superintendent Western Lines, W. S. Williams, Waterloo, Iowa.

DUBUQUE & SIOUX CITY RAILROAD COMPANY

Directors: J. T. Adams, Dubuque, Iowa; J. W. Auchincloss, New York, N. Y.; D. R. Burbank, New York, N. Y.; Henry W. DeForest, New York, N. Y.; R. W. Goelet, New York, N. Y.; W. A. Harriman, New York, N. Y.; Brewster Lee, New York, N. Y.; A. R. Loomis, Fort Dodge, Ia.; C. M. Kittle, Chicago, Ill.; Walther Luttgen, New York, N. Y.; C. H. Markham, Chicago, Ill.; Charles A. Peabody, New York, N. Y.; H. M. Riseley, Boston, Mass.; Cornelius Vanderbilt, New York, N. Y.; R. E. Connolly, New York, N. Y.

General Officers: President, C. H. Markham, Chicago, Ill.; Senior Vice President, C. M. Kittle, Chicago, Ill.; Vice President, Operations, L. W. Baldwin, Chicago, Ill.; Vice President, Finance, M. P. Blauvelt, Chicago, Ill.; Vice President, Traffic, F. B. Bowes, Chicago, Ill.; Secretary, F. E. Couch, Dubuque, Ia.; Treasurer, R. E. Connolly, New York, N. Y.

MANCHESTER & ONEIDA RAILWAY

Directors: Chas. J. Seeds, Manchester, Ia.; E. N. Carr, Manchester, Ia.; E. H. Hoyt, Manchester, Ia.; G. W. Dunham, Manchester, Ia.; W. H. Hutchinson, Manchester, Ia.; L. Mathews, Manchester, Ia.; F. B. Blair, Manchester, Ia.; Hubert Carr, Manchester, Ia.; Joseph Hutchinson,

Manchester, Ia.; Wm. Hockaday, Manchester, Ia.; A. R. LeRoy, Manchester, Ia.; A. D. Long, Manchester, Ia.; Charles McCormick, Manchester, Ia.; R. W. Terrill, Manchester, Ia.; J. S. Jones, Manchester, Ia.

General Officers: President, Joe Hutchinson, Manchester, Ia.; Vice President, E. Hoyt, Manchester, Ia.; Secretary, L. Mathews, Manchester, Ia.; Treasurer, A. R. LeRoy, Manchester, Ia.; Auditor, Chas. I. Seeds, Manchester, Ia.; Attorney, G. W. Dunham, Manchester, Ia.; Traffic Manager, C. J. Boardway, Manchester, Ia.; Superintendent, J. S. Jones, Manchester, Ia.; General Freight Agent, W. H. Hutchinson, Manchester, Ia.; General Passenger Agent, Hurbert Carr, Manchester, Ia.

MINNEAPOLIS & ST. LOUIS RAILROAD

Directors: Charles Hayden, New York, N. Y.; W. P. Hawley, New York, N. Y.; J. S. Bache, New York, N. Y.; F. P. Frazer, New York, N. Y.; W. H. Bremmer, Minneapolis, Minn.; M. L. Bell, New York, N. Y.; E. V. R. Thayer, New York, N. Y.; Newman Erb, New York, N. Y.; W. R. Davids, New York, N. Y.; F. E. Kenaston, Minneapolis, Minn.; F. A. Chamberlain, Minneapolis, Minn.; S. B. November, Baltimore, Md.

General Officers: President, W. H. Bremmer, Minneapolis, Minn.; Vice President, W. P. Hawley, New York, N. Y.; Vice President, J. S. Bache, New York, N. Y.; Vice President, E. E. Nash, Minneapolis, Minn.; Vice President in charge of Traffic, F. B. Townsend, Minneapolis, Minn.; Secretary and Treasurer, W. B. Davids, New York, N. Y.; General Counsel, M. L. Bell, New York, N. Y.; General Solicitor, M. M. Joyce, Minneapolis, Minn.; Comptroller, A. E. Smith, Minneapolis, Minn.; Auditor, W. C. Knoble, Minneapolis, Minn.; General Manager, E. E. Nash, Minneapolis, Minn.; Chief Engineer, R. G. Kenly, Minneapolis, Minn.; Superintendent Motive Power, Wm. Gemlo, Minneapolis, Minn.; General Tax and Land Agent, C. F. Foote, Minneapolis, Minn.; Assistant Treasurer, W. W. Cole, Minneapolis, Minn.

MUSCATINE, BURLINGTON AND SOUTHERN RAILROAD

Directors: E. H. Ryan, Davenport, Ia.; C. J. Van Maur, Davenport, Ia.; Aug. E. Steffen, Davenport, Ia.; John L. Zeldier, St. Joseph, Mo.; A. Buddy, St. Joseph, Mo.

General Officers: President, E. H. Ryan, Davenport, Ia.; Vice President, C. J. Van Maur, Davenport, Ia.; Receiver and General Manager, Theo. W. Krein, Muscatine, Ia.; Secretary, Ray Nyemaster, Davenport, Ia.; Treasurer, Ed Kaufmann, Davenport, Ia.; General Counsel, Hoffman & Hoffman, Muscatine, Ia.; General Auditor, Jas. F. Cullen, Muscatine, Ia.; Mechanical Superintendent, J. H. Cooper, Muscatine, Ia.

TABOR AND NORTHERN RAILWAY

Directors: R. C. Laird, Tabor, Ia.; W. W. Flynn, Tabor, Ia.; B. Weatherhead, Tabor, Ia.; A. S. Bloedel, Tabor, Ia.; Thomas Brading, Tabor, Ia.

General Officers: President, R. C. Laird, Tabor, Ia.; Vice President, R. Weatherhead, Tabor, Ia.; Secretary, A. S. Bloedel, Tabor, Ia.; Treasurer, Ira McCormick, Tabor, Ia.; Comptroller, E. V. Stopper, Tabor, Ia.; General Manager, R. J. Mawhor, Tabor, Ia.

UNION PACIFIC RAILWAY

Directors: Oliver Ames, Boston, Mass.; Robert W. Goelet, Newport, R. I.; Carl R. Gray, Omaha, Neb.; E. R. Harriman, New York, N. Y.; W. A. Harriman, New York, N. Y.; Marvin Hughitt, Jr., Chicago, Ill.; Robt. S. Lovett, New York, N. Y.; Chas. A. Peabody, New York, N. Y.; Wm. G. Rockefeller, New York, N. Y.; C. B. Segar, New York, N. Y.; Chas. A. Stone, Boston, Mass.; Frank A. Vanderbilt, New York, N. Y.; Paul M. Warburg, New York, N. Y.; (Two Vacancies).

General Officers: President, Carl R. Gray, Omaha, Neb.; Vice President in charge of Operations, E. E. Calvin, Omaha, Neb.; Vice President in charge of Traffic, H. W. Adams, Omaha, Neb.; General Counsel, H. W. Clark, New York, N. Y.; Comptroller, F. W. Charske, New York, N. Y.; Secretary, Thomas Price, New York, N. Y.; Treasurer, E. G. Smith, New York, N. Y.; General Manager, W. M. Jeffers, Omaha, Neb.; Freight Traffic Manager, F. W. Robinson, Omaha, Neb.; Passenger Traffic Manager, W. S. Basinger, Omaha, Neb.; General Solicitor, N. H. Loomis, Omaha, Neb.; Valuation and Commerce Counsel, H. A. Scandrett, Omaha, Neb.; Auditor, H. J. Stirling, Omaha, Neb.; General Auditor, G. E. Besenmet, Omaha, Neb.; Chief Engineer, R. L. Huntley, Omaha, Neb.; Land Commissioner, J. A. Griffith, Omaha, Neb.

WABASH RAILWAY

Directors: George W. Davison, New York, N. Y.; Clinton G. Edgar, Detroit, Mich.; Robert Goelet, New York, N. Y.; J. Horace Harding, New York, N. Y.; Alvin W. Krech, New York, N. Y.; J. C. Otteson, New York, N. Y.; Winslow E. Pierce, New York, N. Y.; Henry K. Pomroy, New York, N. Y.; J. Leonard Replogle, New York, N. Y.; J. E. Taussig, St. Louis, Mo.; William H. Williams, New York, N. Y.; John N. Willys, New York, N. Y.; Henry Rodgers Winthrop, New York, N. Y.; T. E. Wilson, Chicago, Ill.; Wm. A. Jamison, New York, N. Y.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, W. C. Maxwell, St. Louis, Mo.; Vice President, S. E. Cotter, St. Louis, Mo.; Vice President, N. S. Brown, St. Louis, Mo.; Vice President, L. G. Scott, St. Louis, Mo.; Vice President, H. R. Winthrop, New York, N. Y.; Vice President, J. C. Otteson, New York, N. Y.; Secretary and Treasurer, J. C. Otteson, New York, N. Y.; General Counsel, W. S. Pierce, New York, N. Y.; General Solicitor, N. S. Brown, St. Louis, Mo.; Comptroller, L. G. Scott, St. Louis, Mo.; General Auditor, J. W. Newell, St. Louis, Mo.; General Manager, S. E. Cotter, St. Louis, Mo.; Chief Engineer, A. O. Cunningham, St. Louis, Mo.; Mechanical Superintendent, Geo. F. Reas, Decatur, Ill.; General Superintendent, T. J. Jones, St. Louis, Mo.; General Tax Agent, B. C. Winston, St. Louis, Mo.

OF RAILWAY TERMINAL COMPANIES.

Corporate Officers.

DES MOINES TERMINAL COMPANY.

Directors: F. C. Hubbell, Des Moines, Ia.; F. M. Hubbell, Des Moines, Ia.; J. W. Hubbell, Des Moines, Ia.; H. D. Thompson, Des Moines, Ia.; F. O. Thompson, Des Moines, Ia.

General Officers: President, F. C. Hubbell, Des Moines, Ia.; Vice President, H. D. Thompson, Des Moines, Ia.; Secretary, F. M. Hubbell, Des Moines, Ia.; Treasurer, F. O. Thompson, Des Moines, Ia.; General Auditor, J. C. Mobley, Des Moines, Ia.

DES MOINES UNION RAILWAY COMPANY

Directors: J. E. Taussig, St. Louis, Mo.; N. S. Brown, St. Louis, Mo.; S. E. Cotter, St. Louis, Mo.; J. W. Howell, Des Moines, Ia.; J. A. Carrough, Des Moines, Ia.; B. F. Van Vleet, Des Moines, Ia.; J. N. Hughes, Des Moines, Ia.; B. B. Greer, Chicago, Ill.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, B. B. Greer, Chicago, Ill.; Secretary, T. S. Ford, Des Moines, Ia.; Treasurer, G. C. Williams, Des Moines, Ia.; General Attorney, J. N. Hughes, Des Moines, Ia.; Auditor, T. S. Ford, Des Moines, Ia.; General Manager, J. A. Wagner, Des Moines, Ia.; Chief Engineer, A. L. Morgan, Des Moines, Ia.

DES MOINES WESTERN RAILWAY

Directors: F. M. Hubbell, Des Moines, Ia.; H. D. Thompson, Des Moines, Ia.; F. O. Thompson, Des Moines, Ia.; O. P. Thompson, Des Moines, Ia.; J. W. Hubbell, Des Moines, Ia.

General Officers: President, F. M. Hubbell, Des Moines, Ia.; Vice President, O. P. Thompson, Des Moines, Ia.; Assistant Secretary, J. W. Hubbell, Des Moines, Ia.; Assistant Treasurer, F. O. Thompson, Des Moines, Ia.; Treasurer, H. D. Thompson, Des Moines, Ia.; General Auditor, J. C. Mobley, Des Moines, Ia.

IOWA TRANSFER RAILWAY

Directors: S. M. Felton, Chicago, Ill.; J. G. Gamble, Des Moines, Ia.; F. C. Hubbell, Des Moines, Ia.; C. W. Jones, Des Moines, Ia.; F. H. Ustick, Burlington, Ia.; J. A. Wagner, Des Moines, Ia.

General Officers: President, F. C. Hubbell, Des Moines, Ia.; Vice President, F. H. Ustick, Burlington, Ia.; Secretary and Treasurer, J. A. Wagner, Des Moines, Ia.; Auditor, T. S. Ford, Des Moines, Ia.; General Manager, J. A. Wagner, Des Moines, Ia.

SIoux CITY TERMINAL RAILWAY

Directors: F. L. Eaton, Sioux City, Ia.; L. F. Swift, Chicago, Ill.; F. S. Brooks, Chicago, Ill.; William Milchrist, Sioux City, Ia.; G. F. Silknitter, Sioux City, Ia.

General Officers: President, F. L. Eaton, Sioux City, Ia.; First Vice President, Wm. Milchrist, Sioux City, Ia.; Second Vice President, F. S. Brooks, Chicago, Ill.; Secretary, G. F. Silknitter, Sioux City, Ia.; Treasurer, A. G. Sam, Sioux City, Ia.; General Superintendent, C. F. Morrison, Sioux City, Ia.

OF RAILWAY BRIDGE COMPANIES.

Corporate Officers

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, Chicago, Ill.; C. M. Kittle, Chicago, Ill.; W. S. Horton, Chicago, Ill.; M. P. Blauvelt, Chicago, Ill.; Burt A. Beck, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President, C. M. Kittle, Chicago, Ill.; Vice President, L. W. Baldwin, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, M. P. Blauvelt, Chicago, Ill.; Secretary, F. E. Couch, Dubuque, Ia.; Treasurer, Otto F. Nen, Chicago, Ill.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors: Theodore Gilman, New York, N. Y.; Willard A. Mitchell, New York, N. Y.; Theodore F. Hicks, New York, N. Y.; Edward C. Osborn, New York, N. Y.; J. David Paton, New York, N. Y.; James F. Secor, New York, N. Y.; Joseph J. Asch, South Norwalk, Conn.; Henry E. Smith, Philadelphia, Pa.; Theodore Gilman, Jr., New York, N. Y.

General Officers: President, Theodore Gilman, New York, N. Y.; Vice President, Willard A. Mitchell, New York, N. Y.; Secretary and Treasurer, Theodore Gilman, Jr., New York, N. Y.; General Superintendent, J. H. Cole, Keokuk, Ia.

OMAHA BRIDGE AND TERMINAL COMPANY

Directors: C. H. Markham, Chicago, Ill.; C. M. Kittle, Chicago, Ill.; M. P. Blauvelt, Chicago, Ill.; W. S. Horton, Chicago, Ill.; Burt A. Beck, Chicago, Ill.; F. B. Bowes, Chicago, Ill.; C. W. Baldwin, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President, C. M. Kittle, Chicago, Ill.; Secretary, John R. Webster, Omaha, Neb.; Treasurer, Otto F. Nen, Chicago, Ill.

SIoux CITY BRIDGE COMPANY

Directors: Marvin Hughitt, Chicago, Ill.; William H. Finley, Chicago, Ill.; David P. Kimball, Boston, Mass.; James T. Clark, St. Paul, Minn.; Marvin Hughitt, Jr., Chicago, Ill.; Josiah F. Cleveland, Chicago, Ill.; John D. Caldwell, Chicago, Ill.

General Officers: President, James T. Clark, St. Paul, Minn.; Vice President, William H. Finley, Chicago, Ill.; Assistant Secretary, E. F. Brown, Buxton, Ia.; Asst. Treasurer, Frederic Mates, Chicago, Ill.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer, Arthur B. Jones, Chicago, Ill.; General Counsel, James B. Sheehan, Chicago, Ill.; Comptroller, Lewis A. Robinson, Chicago, Ill.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

Corporate Officers

ALBIA LIGHT AND RAILWAY COMPANY

Directors: Albert L. Fowle, New York City; Merle R. Folker, New York City; Ray M. Walker, New York City; M. A. Day, New York City.

General Officers: President, Albert L. Fowle, New York City; Vice President, Merle R. Folker, New York City; Secretary-Treasurer, M. L. Day, New York City; Acting Manager, Bert C. Dunkin, Albion, Ia.

CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Ia.; Frank T. Hulst, Grand Rapids, Mich.; Richard Schaddelee, Grand Rapids, Mich.; E. J. Denman, Davenport, Ia.; S. G. Armstrong, Cedar Rapids, Ia.; Beldin H. Cedar Rapids, Ia.; E. C. Allen, Cedar Rapids, Ia.

General Officers: President, Glenn M. Averill, Cedar Rapids, Ia.; First Vice President, Richard Schaddelee, Grand Rapids, Mich.; Second Vice President, B. J. Denman, Davenport, Ia.; Secretary, E. C. Allen, Cedar Rapids, Ia.; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Counsel, Barnes, Chamberlain and Hanzlik, Cedar Rapids, Ia.; General Auditor, C. Fred Meyer, Cedar Rapids, Ia.; General Manager, E. C. Allen, Cedar Rapids, Ia.; Mechanical Superintendent, Fred M. Ford, Cedar Rapids, Ia.; General Superintendent, J. E. Kentz, Cedar Rapids, Ia.

CHARLES CITY WESTERN RAILWAY

Directors: E. M. Sherman, Charles City, Ia.; E. R. Ernsberger, Charles City, Ia.; F. E. Gates, Marble Rock, Ia.; G. C. Blunt, Charles City, Ia.; H. M. Walleser, Charles City, Ia.; W. E. Frudden, Charles City, Ia.; F. W. Fisher, Charles City, Ia.

General Officers: President, E. M. Sherman, Charles City, Ia.; First Vice President, E. R. Ernsberger, Charles City, Ia.; Secretary, C. H. Parr, Charles City, Ia.; Treasurer, M. H. Ellis, Charles City, Ia.; General Auditor, J. F. Christiansen, Charles City, Ia.; General Manager, E. R. Ernsberger, Charles City, Ia.

CLINTON, DAVENPORT AND MUSCATINE, RAILWAY

Directors: B. J. Denman, Davenport, Ia.; J. G. Huntoon, Davenport, Ia.; H. E. Weeks, Davenport, Ia.; H. E. Littig, Davenport, Ia.; E. L. Fisher, Davenport, Ia.

General Officers: President, B. J. Denman, Davenport, Ia.; First Vice President, J. G. Huntoon, Davenport, Ia.; Secretary, H. E. Littig, Des Moines, Ia.; Treasurer, H. E. Weeks, Davenport, Ia.; General Counsel, Joe R. Lane, Davenport, Ia.; General Manager, Clare G. Anderson, Davenport, Ia.

COLFAX SPRINGS RAILWAY

Directors: James P. Donahue, Colfax, Ia.; E. S. H. Donahue, Colfax, Ia.; Dick R. Lane, Davenport, Ia.

General Officers: President, James P. Donahue, Colfax, Ia.; First Vice President, E. S. H. Donahue, Colfax, Ia.; Secretary, E. S. H. Donahue, Colfax, Ia.; Treasurer, James P. Donahue, Colfax, Ia.

FORT DODGE DES MOINES AND SOUTHERN RAILROAD

Directors: Homer Loring, Boston, Mass.; C. Sidney Shepard, Nor Haven, Conn.; Parley Sheldon, Ames, Ia.; J. J. Bodell, Providence, R. I.; C. H. Crooks, Boone, Ia.

General Officers: President, C. H. Crooks, Boone, Ia.; Secretary and Treasurer, F. M. Johnston, Boone, Ia.; General Counsel, S. R. Dyer, Boone, Ia.; Auditor, F. M. Johnston, Boone, Ia.; General Manager, C. H. Crooks, Boone, Ia.; Chief Engineer, R. L. Cooper, Boone, Ia.; Mechanical Superintendent, John Duncan, Boone, Ia.; Superintendent, C. M. Kelly, Boone, Ia.

INTER URBAN RAILWAY

Directors: A. W. Harris, Chicago, Ill.; M. H. McLean, Chicago, Ill.; O. H. Bernd, Des Moines, Ia.; Homer A. Miller, Des Moines, Ia.; F. C. Chambers, Des Moines, Ia.; W. H. McHenry, Des Moines, Ia.; F. M. Harris, Des Moines, Ia.

General Officers: President, F. C. Chambers, Des Moines, Ia.; First Vice President, M. H. McLean, Chicago, Ill.; Second Vice President, W. H. McHenry, Des Moines, Ia.; Assistant Treasurer, E. B. Bieghler, Des Moines, Ia.; Secretary, O. H. Bernd, Des Moines, Ia.; Treasurer, F. M. Harris, Des Moines, Ia.; General Counsel, W. H. McHenry, Des Moines, Ia.; General Auditor, O. H. Bernd, Des Moines, Ia.; General Manager, C. M. Cheney, Des Moines, Ia.; Chief Engineer, W. L. Wilson, Des Moines, Ia.; General Superintendent, C. T. Baker, Des Moines, Ia.

IOWA RAILWAY AND LIGHT COMPANY

Directors: Wm. G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; C. S. Woodward, Cedar Rapids, Iowa; Eugene M. Pinney, Cedar Rapids, Iowa; M. W. Houser, Cedar Rapids, Iowa; Lumir Severa, Cedar Rapids, Iowa; R. S. Cook, Cedar Rapids, Iowa; Robert I. Safely, Cedar Rapids, Iowa; Dr. W. J. Morrison, Cedar Rapids, Iowa; Sutherland C. Dows, Cedar Rapids, Iowa; Benjamin Thaw, Pittsburgh, Pa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, John A. Reed, Cedar Rapids, Iowa; Secretary, C. S. Woodward, Cedar Rapids, Iowa; Treasurer, Isaac B. Smith, Cedar Rapids, Iowa; General Counsel, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Meyers, CPA, Cedar Rapids, Iowa; General Manager, Sutherland C. Dows, Cedar Rapids, Iowa; Chief Engineer, J. D. Werdle, Cedar Rapids, Iowa.

IOWA SOUTHERN UTILITIES COMPANY

Directors: David G. Fisher, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; H. R. Bechtel, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; Frank S. Payne, Centerville, Iowa.

General Managers: President, David G. Fisher, Davenport, Iowa; First Vice President, Ray Nyemaster, Davenport, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer, E. F. Bulmahn, Centerville, Iowa; General Auditor, Edward L. Shutta, Centerville, Iowa; General Manager, E. F. Bulmahn, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa.

MASON CITY AND CLEAR LAKE RAILROAD

Directors: W. E. Brice, Mason City, Iowa; C. H. McNider, Mason City, Iowa; F. J. Hanlon, Mason City, Iowa; L. H. Heinke, Grand Rapids, Mich.; E. Schaddelee, Grand Rapids, Mich.; F. K. George, Grand Rapids, Mich.

General Officers: President, R. Schaddelee, Grand Rapids, Mich.; Vice President, W. E. Brice, Mason City, Iowa; General Auditor, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Counsel, Earl Smith, Mason City, Iowa; General Auditor, F. E. Wells, Mason City, Iowa; General Manager, F. J. Hanlon, Mason City, Iowa; Mechanical Superintendent, F. M. Graham, Mason City, Iowa; General Superintendent, J. H. Seger, Mason City, Iowa.

OSKALOOSA AND BUXTON ELECTRIC RAILWAY

Directors: W. B. McKinley, Champaign, Ill.; Geo. M. Mattis, Champaign, Ill.; M. G. Linn, Des Moines, Iowa; E. A. Macnutt, Montreal, Canada; J. A. Ewing, Montreal, Canada.

General Officers: President, W. B. McKinley, Champaign, Ill.; Vice President, Geo. M. Mattis, Champaign, Ill.; Secretary, M. G. Linn, Des Moines, Iowa; Treasurer, Geo. M. Mattis, Champaign, Ill.; Comptroller, J. M. C. Horn, Champaign, Ill.; General Auditor, B. E. Bramble, Champaign, Ill.

OSKALOOSA TRACTION AND LIGHT COMPANY

Directors: W. B. McKinley, Champaign, Ill.; Geo. M. Mattis, Champaign, Ill.; E. A. Macnutt, Montreal, Canada; M. G. Linn, Des Moines, Iowa; J. A. Ewing, Montreal, Canada.

General Officers: President, W. B. McKinley, Champaign, Ill.; Vice President, Geo. M. Mattis, Champaign, Ill.; Secretary, E. A. Macnutt, Montreal, Canada; Treasurer, Geo. M. Mattis, Champaign, Ill.; General Counsel, G. W. Burton, Peoria, Ill.; Comptroller, J. M. C. Horn, Champaign, Ill.; General Auditor, B. E. Bramble, Champaign, Ill.; General Manager, H. E. Chubbuck, Peoria, Ill.; General Superintendent, J. H. Porter, Oskaloosa, Iowa.

TAMA AND TOLEDO RAILROAD COMPANY

Directors: William G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; Sutherland C. Dows, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; J. P. Walters, Toledo, Iowa; G. H. Struble, Toledo, Iowa; F. L. Whitford, Toledo, Iowa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Solicitor, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Meyers, CPA, Cedar Rapids, Iowa; General Manager, J. P. Walters, Toledo, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

TAMA AND TOLEDO RAILWAY COMPANY

Directors: W. C. Walters, Toledo, Iowa; Wm. G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; C. S. Woodward, Cedar Rapids, Iowa.

General Officers: President, W. C. Walters, Toledo, Iowa; Vice President, Wm. G. Dows, Cedar Rapids, Iowa; Secretary, C. S. Woodward,

Cedar Rapids, Iowa; Treasurer, Isaac B. Smith, Cedar Rapids, Iowa; General Auditor, Carl B. Meyers, CPA, Cedar Rapids, Iowa; General Manager, Sutherland C. Dows, Cedar Rapids, Iowa.

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY

Directors: L. S. Cass, Waterloo, Iowa; J. F. Cass, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; W. H. Burk, Waterloo, Iowa.

General Officers: President, L. S. Cass, Waterloo, Iowa; Vice President, J. F. Cass, Waterloo, Iowa; Secretary, T. P. Emmons, Waterloo, Iowa; Treasurer, W. H. Burk, Waterloo, Iowa; General Counsel, C. E. Pickett, Waterloo, Iowa; General Auditor, W. H. Burk, Waterloo, Iowa; General Manager, C. D. Cass, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa.

AMERICAN RAILWAY EXPRESS COMPANY CORPORATE OFFICERS

Directors: J. S. Alexander, New York City, June 1st, 1922; W. M. Barrett, New York City, June 1st, 1922; B. D. Caldwell, New York City, June 1st, 1922; H. W. De Forest, New York City, June 1st, 1922; J. H. Harding, New York City, June 1st, 1922; Charles Hayden, New York City, June 1st, 1922; C. A. Peabody, New York City, June 1st, 1922; J. G. Milburn, New York City, June 1st, 1922; Chas. D. Norton, New York City, June 1st, 1922; Mortimer L. Schiff, New York City, June 1st, 1922; G. C. Taylor, New York City, June 1st, 1922; A. H. Wiggin, New York City, June 1st, 1922.

Principal Officers: Chairman of the Board, Burns D. Caldwell, 51 Broadway, New York, N. Y.; President, George C. Taylor, 65 Broadway, New York, N. Y.; Vice Presidents in Charge of Operations, R. E. M. Cowie, Grand Central Terminal, New York, N. Y.; E. A. Stedman, 15 N. Wabash Ave., Chicago, Ill.; C. D. Summy, Ry. Exch. Bldg., St. Louis, Mo.; Wm. G. Smith, 1211 Atlanta Trust Co. Bldg., Atlanta, Ga.; A. Christensen, 85-2nd St. San Francisco, Cal.; Vice President in Charge of Traffic, D. S. Elliott, 51 Broadway, New York, N. Y.; Vice President in Charge of Accounts, Charles A. Lutz, 65 Broadway, New York, N. Y.; Secretary, F. P. Small, 65 Broadway, New York, N. Y.; Vice President and Treasurer, F. S. Holbrook, 51 Broadway, New York, N. Y.; Assistant General Counsel, H. S. Marx, 51 Broadway, New York, N. Y.; General Auditors, J. F. Brizze, 923 Chestnut St., Chattanooga, Tenn.; Richard Burr, 817 South Wells St., Chicago, Ill.; H. D. Freeman, 33rd and Arch Sts., Philadelphia, Pa.; T. Burroughs, 119 W. 19th St., New York, N. Y.

STATISTICS
OF
Steam Railway Companies

For Year Ended December 31, 1921

STATISTICS OF STEAM RAILWAY COMPANIES

In the following tables all names indented are of lesser companies with the exception of the Chicago, St. Paul, Minneapolis & Omaha Railway Company which is controlled by the Chicago & Northwestern Railway Company through the ownership of 59.94 per cent of the stock.

TABLE 1—TOTAL PAR VALUE OF AMOUNT AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR.

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominal-ly Issued and Outstanding at Close of Year—In Treasury and Other Funds		Total Par Value Actually Out-stand- ing at Close of Year	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A. T. & S. F. Ry.	\$ 350,000,000.00	\$ 113,129,500.00	\$ 285,445,000.00	\$ 113,129,500.00	\$ 41,500.00	\$ 25,800.00	\$ 285,267,600.00	\$ 113,172,700.00
2	Chicago & North Western Ry.	170,820,000.00	—	170,820,000.00	—	29,775.00	—	170,820,000.00	—
3	C. & N. W. Ry.	46,000,000.00	50,000,000.00	45,340,915.00	44,137,682.00	39,400.00	210,800.00	45,250,515.00	42,255,682.00
4	C. & N. W. Ry.	30,000,000.00	14,000,000.00	29,000,000.00	13,000,000.00	—	—	29,000,000.00	13,000,000.00
5	C. & N. W. Ry.	145,152,500.00	422,429,000.00	145,152,500.00	422,429,000.00	110,219,160.00	429,100.00	145,152,500.00	422,429,000.00
6	C. & N. W. Ry.	18,000,000.00	11,500,000.00	18,000,000.00	11,500,000.00	—	—	18,000,000.00	11,500,000.00
7	C. & N. W. Ry.	75,000,000.00	65,000,000.00	75,000,000.00	65,000,000.00	600,277.50	—	74,399,722.50	64,507,999.00
8	C. & N. W. Ry.	10,000,000.00	—	10,000,000.00	—	—	—	10,000,000.00	—
9	Calumet Northern Ry.	—	—	—	—	—	—	—	—
10	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
11	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
12	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
13	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
14	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
15	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
16	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
17	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
18	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
19	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
20	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
21	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
22	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
23	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
24	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
25	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
26	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
27	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
28	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
29	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
30	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
31	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
32	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
33	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
34	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
35	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
36	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
37	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
38	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
39	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
40	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
41	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
42	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
43	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
44	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
45	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
46	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
47	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
48	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
49	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
50	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
51	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
52	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
53	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
54	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
55	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
56	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
57	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
58	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
59	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
60	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
61	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
62	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
63	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
64	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
65	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
66	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
67	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
68	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
69	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
70	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
71	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
72	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
73	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
74	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
75	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
76	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
77	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
78	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
79	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
80	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
81	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
82	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
83	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
84	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
85	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
86	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
87	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
88	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
89	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
90	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
91	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
92	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
93	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
94	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
95	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
96	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
97	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
98	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
99	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
100	Chicago & North Western Ry.	—	—	—	—	—	—	—	—
Total		\$1,406,000,745.00	\$802,779,900.00	\$1,406,488,208.00	\$811,887,025.00	\$113,179,400.23	\$22,207.00	\$1,269,299,282.77	\$810,314,328.00

* Includes \$25,000 special stock.

TABLE 1—CAPITAL STOCK—Continued
PART 2—STOCK REQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par Value of Amount Par Value of Total Rate Per Cent of Nominally Put Not At Amount Required Fully Issued to Come of During Year Year				Par Value of Amount on Which Dividend Was Declared			
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	Michigan, Topeka & Santa Fe Railway	\$ 44,500.00	\$ 25,800.00					\$ 225,307,000.00	\$ 124,173,700.00
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy Railroad					54.13		110,809,100.00	
4	Chicago Great Western Railroad	36,400.00	42,000.00			15.00		170,880,000.00	
5	Chicago, Milwaukee & St. Paul Railway								
6	Chicago & North Western Railway	116,213,800.00	242,000.00	\$ 5,300.00	\$ 86,100.00			115,132,200.00	22,250,000.00
7	Chicago, Rock Island & Pacific Railway	127,800.00						15,560,700.00	20,425,100.00
8	Chicago, Rock Island & Pacific Railway			317,477.50				20,115,800.00	
9	St. Paul & Kansas City Short Line R. R.								
10	Collins Northern Railway								
11	Thomas W. Griggs R. R. Property								
12	Davenport, Rock Island & Northwestern Ry.		1,100.00					300,750,000.00	249,471,050.00
13	Great Northern Railway								
14	Dubuque & Sioux City Railroad								
15	Manitowish & Oueda Railway								
16	Manitowish & Oueda Railway	200,000.00							
17	Manitowish & Oueda Railway								
18	Manitowish & Oueda Railway								
19	Manitowish & Oueda Railway								
20	Manitowish & Oueda Railway								
21	Manitowish & Oueda Railway								
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98	Manitowish & Oueda Railway								
99	Manitowish & Oueda Railway								
100	Manitowish & Oueda Railway								
Total		\$ 117,447,400.00	\$ 411,800.00	\$ 203,010.00	\$ 304,000.00			\$ 1,000,000,000.00	\$ 201,400,000.00

TABLE 1—CAPITAL STOCK—Continued
PART 2—DISTRIBUTION OF CHANGE AND STOCKS ISSUED DURING PRESENT YEAR.

Number	Railway Companies	Distribution of Charges		Stocks Actually Issued During Present Year		Cash Value of Other Prop- erty Acquired or Services Received for Capitalization for Issue	
		Income	Profit and Loss	Par Value		Common	Preferred
				Common	Preferred		
1	Atchafalaya, Topeka & Santa Fe Railway	\$19,727,105.00		\$ 602,000.00		\$ 602,000.00	
2	Atlantic Northern Railway						
3	Chicago, Burlington & Quincy Railroad	10,800,302.00	\$85,604,505.00	61,000,000.00			
4	Chicago Great Western Railroad						
5	Mason City & Ft. Dodge Railroad						
6	Chicago, Milwaukee & St. Paul Railway	8,525,775.00					
7	Chicago & North Western Railway	1,715,000.00					
8	Chicago, Rock Island & Pacific Railway	3,667,666.00					
9	Chicago, Rock Island & Pacific Railway						
10	St. Paul & Kansas City Short Line R. R.						
11	Collins Northern Railway						
12	Thomas W. Griggs R. R. Property						
13	Collins Consolidated Coal Co.						
14	Davenport, Rock Island & Northwestern Ry.						
15	Great Northern Railway	17,462,973.50	7,660,700.00				
16	Illinois Central Railroad						
17	DeKalb & Sioux City Railroad						
18	Manchester & Oueda Railway						
19	Manitowish & Oueda Railway						
20	Manitowish & Oueda Railway						
21	Manitowish & Oueda Railway						
22	Tabor & Northern Railway						
23	Union Pacific Railroad	26,210,900.00		211,000.00	\$254,000.00	214,000.00	\$254,000.00
24	Western Railway						
25	Total	\$96,519,210.50	\$98,270,341.00	\$61,506,000.00	\$254,000.00	\$254,000.00	\$254,000.00

TABLE 2--UNMATURED FUNDED DEBT
PART 1--MORTGAGE BONDS

Number	Railway Companies	Par value of the authorized and	Total par value of outstanding at close of year	In treasury	Redeemable as collateral	In sinking funds	Total Par Value Redeemable Interest and Annually Outstanding at Close of Year
1	Atlantic, Texas & Santa Fe Railway	\$ 225,557,500.00	\$ 225,103,440.00	\$ 1,949,500.00			
2	Atlantic Northern Railway						
3	Chicago, Burlington & Quincy Railroad	150,000,000.00	175,810,000.00	31,857,000.00			
4	Chicago Great Western Railroad	11,722,000.00	44,689,000.00	7,007,000.00			
5	Chicago & North Western Railroad	192,000,000.00	272,102,500.00	71,355,500.00			
6	Chicago & St. Paul Railway	192,000,000.00	272,102,500.00	71,355,500.00			
7	Chicago & North Western Railway	225,112,000.00	255,101,000.00	2,671,000.00			
8	Chicago, St. Paul, Minn. & Omaha Ry.	225,107,000.00	255,101,000.00	2,671,000.00			
9	Chicago & North Western Railway	225,107,000.00	255,101,000.00	2,671,000.00			
10	St. Paul & Kansas City Short Line R. R.	30,000,000.00	32,700,015.00	3,599,035.00			
11	Colfax Northern Railway R. Property						
12	Thomas W. Griggs Coal Co. Property						
13	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
14	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
15	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
16	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
17	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
18	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
19	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
20	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
21	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
22	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
23	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
24	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
25	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
26	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
27	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
28	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
29	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
30	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
31	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
32	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
33	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
34	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
35	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
36	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
37	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
38	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
39	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
40	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
41	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
42	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
43	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
44	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
45	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
46	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
47	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
48	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
49	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
50	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
51	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
52	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
53	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
54	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
55	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
56	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
57	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
58	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
59	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
60	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
61	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
62	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
63	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
64	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
65	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
66	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
67	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
68	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
69	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
70	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
71	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
72	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
73	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
74	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
75	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
76	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
77	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
78	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
79	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
80	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
81	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
82	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
83	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
84	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
85	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
86	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
87	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
88	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
89	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
90	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
91	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
92	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
93	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
94	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
95	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
96	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
97	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
98	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
99	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
100	Great Northern Railway	875,545,380.00	232,571,019.00	1,752,000.00			
Total		\$ 8,148,387,237.00	\$ 2,562,588,081.30	\$ 142,077,748.70	\$ 227,537,228.70	\$ 1,192,408.00	\$1,088,000.00

Activity with respect to the Company's authorized bonds for the year ended December 31, 1925, was as follows:—

Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00
Authorized bonds for the year ended December 31, 1925, were:	\$ 1,000,000.00

^c Additional authorization, Chicago and Missouri Division, Santa Fe system of bonds to the extent of \$50,000 per mile of completed railway, and to within the city, a sum not exceeding \$25,000 for a bridge and approach across the Missouri River at or near its mouth, Mo. Pacific.

TABLE 2—UNMATURED FUNDED DEBT
PART 2—MORTGAGE BONDS—Continued

Railway Companies	Number	Actual par value at close of year	Amount of interest income	Year charged to income	Amount paid during year	Total par value actually bonded	Total par value acquired after bond above at close of year
Atchafalaya, Topeka & Santa Fe Railway	1	\$16,131,849.20	\$ 8,827,371.45		\$ 8,866,908.71	1,895,000.00	\$1,859.50
Chicago, Burlington & Quincy Railroad	1	387,403,000.00	6,466,358.32		6,463,270.30	9,875,000.00	1,904,900.16
Chicago Great Western Railroad	1	12,000,000.00	1,082,895.00		1,080,000.00	12,246,500.00	227,500.00
Chicago & N. W. De Kalb Railroad	1	12,000,000.00	1,082,895.00		1,080,000.00	12,246,500.00	227,500.00
Chicago & North Western Railway	1	210,962,800.00	9,271,947.50		10,274,397.50	205,337,500.00	1,621,500.00
Chicago, St. Paul, Minn. & Omaha Ry	1	335,100,000.00	6,505,438.36		6,017,819.50	69,632,000.00	23,000.00
Chicago & Western Indiana Railway	1	10,000,000.00	1,082,895.00		1,080,000.00	10,000,000.00	0.00
St. Paul & Kansas City Southern Railway	1	208,121,000.00	6,544,286.97		6,544,286.97	66,175,000.00	1,000.00
Omaha Northern Railway	1	12,700,000.00	481,548.49		485,178.52		
W. Granger R. R. Property	1						
Omaha & Western	1						
Davenport, Rock Island & Northwestern Ry	1	387,731,312.15	11,200,525.58		11,200,525.58		
Great Northern Railway	1	249,744,725.00	4,900,588.00		4,900,588.00		
Duluth & St. Cloud Railway	1	2,000,000.00	196,500.00		196,500.00		
Manchester & Omaha Railway	1	2,000,000.00	196,500.00		196,500.00		
St. Louis & San Francisco Railway	1	42,000,000.00	2,070,781.70		2,070,781.70		
Minneapolis & Northern Railroad	1	817,869.00	1,216.84		1,060,146.00	4,510,000.00	41.12
Tabor & Northern Railway	1	2,000,000.00	196,500.00		196,500.00		
Walton Pacific Railroad	1	2,000,000.00	196,500.00		196,500.00		
Walton Railway	1	60,286,909.00	2,904,598.06		2,904,598.06		
Total		\$1,000,266,594.15	\$70,721,431.86	\$67,377,779.57	\$75,600,000.00	\$ 7,856,005.42	\$1,000,000.00

TABLE 2—UNMATURED FUNDED DEBT
PART 2—COLLATERAL TRUST BONDS.

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Not Fully Issued and Nominally Outstanding at Close of Year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value re-acquired after sale at close of year	
				In treasury	In sinking fund or other					
1	A. T. & S. F. Ry.									
2	Atlantic Northern Ry.									
3	C. & D. W. Ry.	\$ 7,660,000.00	\$ 15,300.00							
4	C. & D. W. Ry.	2,365,273.00	2,365,273.00							
5	C. & S. F. Ry.									
6	C. & S. F. Ry.									
7	C. & S. F. Ry.	56,611,000.00	56,611,000.00	\$ 422,000.00						
8	C. & S. F. Ry.	14,301,000.00	14,302,000.00							
9	C. & S. F. Ry.									
10	C. & S. F. Ry.									
11	C. & S. F. Ry.									
12	C. & S. F. Ry.									
13	C. & S. F. Ry.									
14	C. & S. F. Ry.									
15	C. & S. F. Ry.									
16	C. & S. F. Ry.									
17	C. & S. F. Ry.									
18	C. & S. F. Ry.									
19	C. & S. F. Ry.									
20	C. & S. F. Ry.									
21	C. & S. F. Ry.									
22	C. & S. F. Ry.									
23	C. & S. F. Ry.									
24	C. & S. F. Ry.									
25	C. & S. F. Ry.									
26	C. & S. F. Ry.									
27	C. & S. F. Ry.									
28	C. & S. F. Ry.									
29	C. & S. F. Ry.									
30	C. & S. F. Ry.									
31	C. & S. F. Ry.									
32	C. & S. F. Ry.									
33	C. & S. F. Ry.									
34	C. & S. F. Ry.									
35	C. & S. F. Ry.									
36	C. & S. F. Ry.									
37	C. & S. F. Ry.									
38	C. & S. F. Ry.									
39	C. & S. F. Ry.									
40	C. & S. F. Ry.									
41	C. & S. F. Ry.									
42	C. & S. F. Ry.									
43	C. & S. F. Ry.									
44	C. & S. F. Ry.									
45	C. & S. F. Ry.									
46	C. & S. F. Ry.									
47	C. & S. F. Ry.									
48	C. & S. F. Ry.									
49	C. & S. F. Ry.									
50	C. & S. F. Ry.									
51	C. & S. F. Ry.									
52	C. & S. F. Ry.									
53	C. & S. F. Ry.									
54	C. & S. F. Ry.									
55	C. & S. F. Ry.									
56	C. & S. F. Ry.									
57	C. & S. F. Ry.									
58	C. & S. F. Ry.									
59	C. & S. F. Ry.									
60	C. & S. F. Ry.									
61	C. & S. F. Ry.									
62	C. & S. F. Ry.									
63	C. & S. F. Ry.									
64	C. & S. F. Ry.									
65	C. & S. F. Ry.									
66	C. & S. F. Ry.									
67	C. & S. F. Ry.									
68	C. & S. F. Ry.									
69	C. & S. F. Ry.									
70	C. & S. F. Ry.									
71	C. & S. F. Ry.									
72	C. & S. F. Ry.									
73	C. & S. F. Ry.									
74	C. & S. F. Ry.									
75	C. & S. F. Ry.									
76	C. & S. F. Ry.									
77	C. & S. F. Ry.									
78	C. & S. F. Ry.									
79	C. & S. F. Ry.									
80	C. & S. F. Ry.									
81	C. & S. F. Ry.									
82	C. & S. F. Ry.									
83	C. & S. F. Ry.									
84	C. & S. F. Ry.									
85	C. & S. F. Ry.									
86	C. & S. F. Ry.									
87	C. & S. F. Ry.									
88	C. & S. F. Ry.									
89	C. & S. F. Ry.									
90	C. & S. F. Ry.									
91	C. & S. F. Ry.									
92	C. & S. F. Ry.									
93	C. & S. F. Ry.									
94	C. & S. F. Ry.									
95	C. & S. F. Ry.									
96	C. & S. F. Ry.									
97	C. & S. F. Ry.									
98	C. & S. F. Ry.									
99	C. & S. F. Ry.									
100	C. & S. F. Ry.									
101	C. & S. F. Ry.									
102	C. & S. F. Ry.									
103	C. & S. F. Ry.									
104	C. & S. F. Ry.									
105	C. & S. F. Ry.									
106	C. & S. F. Ry.									
107	C. & S. F. Ry.									
108	C. & S. F. Ry.									
109	C. & S. F. Ry.									
110	C. & S. F. Ry.									
111	C. & S. F. Ry.									
112	C. & S. F. Ry.									
113	C. & S. F. Ry.									
114	C. & S. F. Ry.									
115	C. & S. F. Ry.									
116	C. & S. F. Ry.									
117	C. & S. F. Ry.									
118	C. & S. F. Ry.									
119	C. & S. F. Ry.									
120	C. & S. F. Ry.									
121	C. & S. F. Ry.									
122	C. & S. F. Ry.									
123	C. & S. F. Ry.									
124	C. & S. F. Ry.									
125	C. & S. F. Ry.									
126	C. & S. F. Ry.									
127	C. & S. F. Ry.									
128	C. & S. F. Ry.									
129	C. & S. F. Ry.									
130	C. & S. F. Ry.									
131	C. & S. F. Ry.									
132	C. & S. F. Ry.									
133	C. & S. F. Ry.									
134	C. & S. F. Ry.									
135	C. & S. F. Ry.									
136	C. & S. F. Ry.									
137	C. & S. F. Ry.									
138	C. & S. F. Ry.									
139	C. & S. F. Ry.									
140	C. & S. F. Ry.									
141	C. & S. F. Ry.									
142	C. & S. F. Ry.									
143	C. & S. F. Ry.									
144	C. & S. F. Ry.									
145	C. & S. F. Ry.									
146	C. & S. F. Ry.									
147	C. & S. F. Ry.									
148	C. & S. F. Ry.									
149	C. & S. F. Ry.									
150	C. & S. F. Ry.									
151	C. & S. F. Ry.									
152	C. & S. F. Ry.									
153	C. & S. F. Ry.									
154	C. & S. F. Ry.									
155	C. & S. F. Ry.									
156	C. & S. F. Ry.									
157	C. & S. F. Ry.									
158	C. & S. F. Ry.									
159	C. & S. F. Ry.									
160	C. & S. F. Ry.									
161	C. & S. F. Ry.									
162	C. & S. F. Ry.									
163	C. & S. F. Ry.									
164	C. & S. F. Ry.									
165	C. & S. F. Ry.									
166	C. & S. F. Ry.									
167	C. & S. F. Ry.									
168	C. & S. F. Ry.									
169	C. & S. F. Ry.									
170	C. & S. F. Ry.									
171	C. & S. F. Ry.									
172	C. & S. F. Ry.									
173	C. & S. F. Ry.									
174	C. & S. F. Ry.									
175	C. & S. F. Ry.									
176	C. & S. F. Ry.									
177	C. & S. F. Ry.									
178	C. & S. F. Ry.									
179	C. & S. F. Ry.									
180	C. & S. F. Ry.									
181	C. & S. F. Ry.									
182	C. & S. F. Ry.									
183	C. & S. F. Ry.									
184	C. & S. F. Ry.									
185	C. & S. F. Ry.									
186	C. & S. F. Ry.									
187	C. & S. F. Ry.									
188	C. & S. F. Ry.									
189	C. & S. F. Ry.									
190	C. & S. F. Ry.									
191	C. & S. F. Ry.									
192	C. & S. F. Ry.									
193	C. & S. F. Ry.									
194	C. & S. F. Ry.									
195	C. & S. F. Ry.									
196	C. & S. F. Ry.									
197	C. & S. F. Ry.									
198	C. & S. F. Ry.									
199	C. & S. F. Ry.									
200	C. & S. F. Ry.									
Total		\$ 179,695,377.00	\$ 177,445,473.00	\$ 497,000.00		\$ 177,000,000.00	\$ 1,964,400.00	\$ 1,960,000.00	\$ 17,000,000.00	\$ 422,000.00

PART 2—UNMATURED FUNDED DEBT
PART 2—MISCELLANEOUS OBLIGATIONS.

Number	Railway Companies	Par value of extent of indebtedness	Total Par Value			Total par value actually outstanding at close of year	Amount of interest year charged to income	Amount paid during year	Total par value actually issued	Total par value held alive at close of year
			In treasury	Proided as collateral	In sinking funds or other					
1	A. T. & S. F. Ry.	\$128,307,000.00	\$15,324,320.00			\$15,324,320.00	\$63,880.00	\$83,120.00		
2	Atlantic Northern Ry.									
3	C. & W. Ry.									
4	C. & W. Ry.									
5	M. C. & P. D. R. R.									
6	C. & S. P. Ry.	131,554,000.00	\$138.24	\$1,222,844.77		130,321,467.03	9,002,842.22	6,510,026.27	1,121,807.00	\$115,300.00
7	C. & S. P. Ry.	132,000,000.00	132,000,000.00			132,000,000.00	500,000.00	550,320.00		100,000.00
8	C. S. P. M. & O. Ry.	13,400,000.00	2,700,000.00			11,200,000.00			2,700,000.00	
9	C. E. I. & P. Ry.									
10	C. E. I. & P. Ry.									
11	C. E. I. & P. Ry.									
12	Thos. W. Griggs R. R.									
13	Collins Const'd Coal Co.									
14	Delaware & Chesapeake Bay	2,020,000.00	2,770,000.00			2,770,000.00	174,253.25	174,000.44		
15	Illinois Central R. R.	10,000,000.00	9,600,700.00			9,399,700.00	105,722.00	105,722.00		
16	Illinois Central R. R.	5,809,074.00	4,000,074.00			4,000,074.00				
17	Illinois Central R. R.									
18	Min. & St. Louis R. R.									
19	Min. & St. Louis R. R.									
20	Min. & St. Louis R. R.									
21	Union Pacific R. R.	100,000.00	100,000.00	47,000.00		53,000.00	1,198.40		47,000.00	
22	Union Pacific R. R.	75,000,000.00	26,820,225.00			48,179,775.00	1,072,420.00	1,072,280.00		
23	Wabash Railway									
24	Total	\$144,240,074.00	\$122,320,472.00	\$7,001,008.24	\$1,222,844.77	\$129,443,905.00	\$9,706,406.77	\$7,480,007.24	\$1,909,707.00	\$100,000.00

PART 2—UNMATURED FUNDED DEBT
PART 2—EQUIPMENT OBLIGATIONS.

Number	Railway Companies	Par value of extent of indebtedness	Total par value outstanding at close of year	Total Par Value		Total par value actually outstanding at close of year	Amount of interest year charged to income	Amount paid during year	Total par value actually issued	Total par value held alive at close of year
				Nominally Issued at Close of Year	In sinking funds or other					
1	A. T. & S. F. Ry.		\$ 4,400,000.00			\$ 4,400,000.00	\$ 413,102.00	\$ 185,648.00		
2	Atlantic Northern Ry.									
3	C. & W. Ry.									
4	C. & W. Ry.									
5	M. C. & P. D. R. R.									
6	C. & S. P. Ry.	16,414,000.00	14,251,000.00			14,251,000.00	939,822.41	981,128.91		
7	C. & S. P. Ry.	16,414,000.00	14,251,000.00			14,251,000.00	939,822.41	981,128.91		
8	C. & S. P. Ry.	16,414,000.00	14,251,000.00			14,251,000.00	939,822.41	981,128.91		
9	C. E. I. & P. Ry.	34,001,000.00	30,125,800.00			30,125,800.00	722,106.00	722,106.00		
10	C. E. I. & P. Ry.									
11	C. E. I. & P. Ry.									
12	Thos. W. Griggs R. R.									
13	Collins Const'd Coal Co.									
14	Delaware & Chesapeake Bay									
15	Illinois Central R. R.	1,400,000.00	1,400,000.00			1,400,000.00	22,000.00	22,000.00		
16	Illinois Central R. R.	47,405,300.00	29,000,000.00			29,000,000.00	1,740,000.00	1,740,000.00		
17	Min. & St. Louis R. R.									
18	Min. & St. Louis R. R.									
19	Min. & St. Louis R. R.									
20	Union Pacific R. R.	10,000,000.00	10,000,000.00			10,000,000.00	222,412.00	222,412.00		
21	Union Pacific R. R.	13,231,000.00	13,231,000.00			13,231,000.00	265,412.00	265,412.00		
22	Wabash Railway									
23	Total	\$17,100,280.00	\$149,702,179.00	\$14,172,000.00		\$129,530,180.21	\$7,100,744.22	\$7,142,281.77	\$24,171,000.00	\$1,000.00

RAILROAD COMMISSIONERS' REPORT

TABLE 2—UNMATURED FUNDED DEBT
PART 2—GRAND TOTAL UNMATURED FUNDED DEBT.

Number	Railway Companies	Par value of authorized or unissued bonds	Total par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year	In treasury	Projected as collateral	In sinking funds	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount paid during year	Total par value nominally but not actually issued	Total par value reacquired after held alive at close of year
1	A. T. & S. F. Ry.	\$ 465,482,500	\$ 290,219,800.00	\$ 2,331,500.00				\$ 269,888,300.00	\$1,945,254.87	\$13,101,566.71	\$ 210,000.00	\$ 21,898.80
2	Atlantic Northern Ry.		156,178,300.00	11,267,000.00				126,911,300.00	9,531,500.00	9,531,500.00	9,531,500.00	1,994,000.00
3	C. & D. Ry.	335,389,000	15,000,000.00	7,000,000.00				128,389,000.00	1,201,700.88	1,201,700.88	12,886,600.00	227,500.00
4	C. & D. Ry.	11,400,000	15,000,000.00	\$ 11,533,000				12,000,000.00	485,000.00			
5	C. & D. Ry.	680,349,500	538,500,000.00	72,252,308.24	96,725,000			215,327,817.00	10,669,023.34	17,773,280.78	181,153,067.01	4,022,750.00
6	C. & D. Ry.	42,500,000	42,500,000.00	42,500,000.00	42,500,000			42,500,000.00	2,484,153.56	2,484,153.56	2,484,153.56	490,000.00
7	C. & D. Ry.	31,000,000	256,510,800.00	5,209,000.00	47,875,000			207,636,800.71	8,504,212.00	8,504,212.00	56,112,000.00	1,000.00
8	C. & D. Ry.	20,000,000	12,769,912.00					12,769,912.00	431,308.49	431,308.49		
9	Collins Northern Ry.											
10	Collins Northern Ry.											
11	Collins Northern Ry.											
12	Collins Northern Ry.											
13	Collins Northern Ry.											
14	Day, R. I. & S. W. Ry.	587,015,100	211,548,100.00	1,735,000.00	74,565,200			305,607,715.00	11,746,336.31	7,729,448.61	71,800,000.00	4,200,000.00
15	Illinois Central R. R.	478,117,480	211,548,100.00	820,700.00	40,772,000			10,626,608.00	10,770,711.43	46,440,700.00	133,000.00	
16	Illinois Central R. R.	9,798,074	8,052,054.00					8,052,054.00	300,222.00			
17	Man. & Ogdun R. R.	100,000,000	50,000,000.00	50,000,000.00	4,771,000			47,229,000.00	2,085,300.18	4,310,000.00		44.12
18	Man. & Ogdun R. R.	100,000,000	50,000,000.00	50,000,000.00	4,771,000			47,229,000.00	2,085,300.18	4,310,000.00		
19	Man. & Ogdun R. R.	100,000,000	50,000,000.00	50,000,000.00	4,771,000			47,229,000.00	2,085,300.18	4,310,000.00		
20	Man. & Ogdun R. R.	100,000,000	50,000,000.00	50,000,000.00	4,771,000			47,229,000.00	2,085,300.18	4,310,000.00		
21	Tabor & Northern Ry.	400,000,000	950,000,000.00	22,000,000.00				22,000,000.00	9,000,018.00	23,408,000.00		
22	Wabash Railway	100,000,000	74,138,600.00	1,050,024.00				75,188,624.00	8,000,000.00			
23	Total	\$3,003,425,073	\$1,702,479,708.17	\$301,087,725.30	\$227,548,200	\$1,150,448.77	\$1,301,007,843.11	\$99,171,477.40	\$994,120,518.41	\$486,750,807.43	\$99,100,100.42	

STATISTICS OF STEAM RAILWAYS

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 3—EXPENDITURES FOR ROAD DURING YEAR.

Number	Railway Companies	Engineering	Land for purposes	Grading	Tunnels and sub-ways	Bridges, trestles and structures	Trains	Rolling stock	Other track material
1	A. T. & S. F. Ry.	\$ 54,481.80	\$ 19,149.21	\$ 408,805.07	\$ 650.30	\$ 894,070.00	\$ 130,000.01	\$ 280,842.45	\$ 513,205.10
2	Atlantic Northern Ry.	604.82	1,883.46			16,123.13	5,321.09		501.77
3	C. & D. Ry.								
4	C. & D. Ry.								
5	C. & D. Ry.								
6	C. & D. Ry.								
7	C. & D. Ry.								
8	C. & D. Ry.								
9	C. & D. Ry.								
10	Collins Northern Ry.								
11	Collins Northern Ry.								
12	Collins Northern Ry.								
13	Collins Northern Ry.								
14	Day, R. I. & S. W. Ry.	22,000.00	22,000.00	740,000	467,241.36	145,207.30	4,147.70	14,400.71	7,018.56
15	Illinois Central R. R.	97,800.10	135,025.60	210,840.50	250,000.00	105,436.07	207,125.00	207,125.00	207,125.00
16	Illinois Central R. R.	15,351.48	\$8,941.86	90,974.00	165,436.07	11,540.57	44,132.10	462,708.71	
17	Man. & Ogdun R. R.								
18	Man. & Ogdun R. R.								
19	Man. & Ogdun R. R.								
20	Man. & Ogdun R. R.								
21	Tabor & Northern Ry.	100,000.00	20,121.00	1,118,825.00	341,201.37	18,554.70	7,800.75	30,100.35	57,342.35
22	Wabash Railway	9,441.41							
23	Total	\$ 415,388.30	\$ 412,756.00	\$ 2,018,878.10	\$ 669,804.82	\$ 4,103,799.70	\$ 3,947.33	\$ 1,486,996.80	\$ 7,792,304.00

* Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 2—EXPENDITURES FOR ROAD DURING YEAR—Continued.

Number	Railway Companies	Railroad	Track laying and surfacing	Right-of-way fences	Snow and sand sheds and snow sheds	Crossings and signs	Station office buildings	Roadway buildings	Water stations	Fuel stations
1	A. T. & S. P. Ry.	\$68,088.04	\$28,192.04	\$2,883.90	\$8,006.54	\$220,478.60	\$558,304.80	\$216,601.30	\$140,508.00	\$302,304.70
2	Atlantic Northern Ry.	14,479.77	208.71	—	—	4.80	1,385.87	—	229.35	—
3	C. G. W. & R. R.	170,379.64	\$5,367.92	884.51	\$82.63	1,397.56	\$6,174.08	294.47	\$11,900.36	\$12,104.11
4	M. C. & Ft. D. R. R.	\$15.70	6,350.69	83.84	—	\$9,191.03	14,815.83	—	7,173.91	13,307.31
5	C. M. & St. P. Ry.	87,060.43	13,039.49	13,130.65	8,386.75	111,940.80	117,051.87	19,025.19	88,673.42	66,621.85
6	C. & N. W. Ry.	100,636.13	22,553.63	5,504.70	\$1,044.32	\$43,901.80	108,684.97	\$11,715.86	86,677.13	18,000.12
7	C. St. P., M. & O. Ry.	34,403.21	55,986.89	4,521.01	—	81,830.80	76,133.90	38.39	15,481.67	15,332.18
8	C. R. I. & P. Ry.	214,889.04	109,228.24	24.40	—	50,736.57	111,672.42	10,343.10	136,974.97	37,001.91
9	St. P. & K. C. S. L. R. R.	1,077.62	1,945.53	\$772.45	—	667.73	1,480.46	\$811.07	\$66.75	\$104.76
10	Colfax Northern Ry.	—	—	—	—	—	—	—	—	—
11	Thos. W. Griggs R. R. Prop.	—	—	—	—	—	—	—	—	—
12	Colfax Cons'd Coal Co.	—	—	—	—	—	—	—	—	—
13	Dev., R. I. & N. W. Ry.	—	48.06	—	—	342.19	\$61.23	—	—	—
14	Great Northern Ry.	\$25,592.88	24,743.45	106,836.67	507.58	230,746.65	11,324.13	\$1,435.44	\$22,776.21	\$9,989.14
15	Illinois Central R. R.	67,419.42	132,509.44	1,174.05	—	189,003.51	284,734.00	4,549.94	37,511.27	\$2,700.73
16	Dub. & S. C. R. R.	46,244.69	43,931.43	\$77.38	—	9,815.58	5,852.79	—	3,008.38	\$6,365.89
17	Man. & Okeoka Ry.	—	—	—	—	—	—	—	—	—
18	Minn. & St. Louis R. R.	\$12,543.91	18,210.56	5,017.81	—	15,017.70	7,868.22	445.58	11,479.79	1,312.67
19	Mus., B. & S. R. R.	—	252.50	—	—	—	—	\$301.98	700.00	874.14
20	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—
21	Union Pacific R. R.	491,474.03	318,945.31	29,794.50	10,689.89	106,947.13	145,334.27	\$2,456.01	125,172.79	\$8,469.02
22	Wabash Railway	4,005.24	11,775.92	69.40	—	87,509.12	48,372.27	\$1,604.40	17,101.80	\$2,006.09
23	Total.	\$1,544,411.00	\$700,230.38	\$202,970.17	\$6,904.17	\$1,354,485.13	\$1,430,339.04	\$21,532.00	\$69,179.88	\$40,888.24

* Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 2—EXPENDITURES FOR ROAD DURING YEAR—Continued.

Number	Railway Companies	Shops and enginehouses	Grain elevators	Storage warehouses	Wharves and docks	Coal and ore piers	Telegraph and telephone lines	Signals and interlockers	Power dams, canals and pipe lines	Power plant buildings
1	A. T. & S. P. Ry.	\$1,588,610.90	\$15,808.74	—	\$4,848.98	—	\$43,840.56	\$4,528.09	—	—
2	Atlantic Northern Ry.	—	—	—	—	—	—	—	—	—
3	C. G. W. & R. R.	17,283.30	\$66.85	—	—	—	\$7.94	1,719.17	\$840.31	\$7,870.69
4	M. C. & Ft. D. R. R.	10,505.11	—	—	—	—	256.01	\$130.09	—	7,870.69
5	C. M. & St. P. Ry.	128,847.21	\$12,913.82	\$1,120.15	\$12,096.56	367.10	5,800.37	7,172.43	\$236.00	\$17,500.93
6	C. & N. W. Ry.	85,067.00	95,775.69	—	5,000.00	817,084.00	1,430.49	15,471.52	—	—
7	C. St. P., M. & O. Ry.	12,371.90	—	—	—	—	86.73	219.02	—	77.15
8	C. R. I. & P. Ry.	66,338.35	100,473.05	—	—	—	12,024.10	21,375.10	—	139.80
9	St. P. & K. C. S. L. R. R.	5,114.62	—	—	—	—	0.52	224.06	—	—
10	Colfax Northern Ry.	—	—	—	—	—	—	—	—	—
11	Thos. W. Griggs R. R. Prop.	—	—	—	—	—	—	—	—	—
12	Colfax Cons'd Coal Co.	—	—	—	—	—	—	—	—	—
13	Dev., R. I. & N. W. Ry.	4.30	—	—	—	—	—	—	—	—
14	Great Northern Ry.	84,630.91	\$1,077.55	—	\$3,721.16	\$1,649,549.36	\$25,729.95	88,599.69	—	\$8,354.57
15	Illinois Central R. R.	100,080.12	721.39	—	\$29.32	—	29,482.52	37,199.58	—	\$9,945.00
16	Dub. & S. C. R. R.	138,964.02	—	—	—	—	124.43	204.18	—	—
17	Man. & Okeoka Ry.	—	—	—	—	—	—	—	—	—
18	Minn. & St. Louis R. R.	25,885.05	—	—	—	—	42.14	\$1,637.49	—	\$39.42
19	Mus., B. & S. R. R.	1,022.02	—	—	—	—	—	—	—	—
20	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—
21	Union Pacific R. R.	47,805.23	—	—	—	—	54,842.18	155,341.94	—	5,219.82
22	Wabash Railway	\$3,710.00	1,429.84	—	609.87	—	167.21	19,626.27	—	—
23	Total.	\$2,355,234.91	\$190,561.49	\$1,150.15	\$6,228.61	\$1,992,590.51	\$122,939.39	\$440,048.87	\$936.31	\$30,478.69

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 4—EXPENDITURES FOR ROAD DURING YEAR—Continued.

Number	Railway Companies	Power substation buildings	Power transmission systems	Power distribution systems	Power line poles and fixtures	Miscellaneous structures	Paving	Roadway machines	Roadway small tools	Assessment for public improvement
1	Atchison, Topeka & Santa Fe Railway					\$ 5,888.79	\$ 6,460.15	\$ 17,708.79	\$ 230.40	\$ 242,615.24
2	Atlantic Northern Railway							105.00		
3	Chicago, Burlington & Quincy Railroad							474.12		1,118.43
4	Chicago Great Western Railroad			\$ 64.68				11.29		21,118.43
5	Mason City & Ft. Dodge Railroad			72.68				*250.00		1,814.57
6	Chicago, Milwaukee & St. Paul Railway	\$17,988.58	\$ 4,245.02	*3,072.97	\$ 3,758.00	*6,983.15	6,919.49	2,530.68	8,551.24	145,109.40
7	Chicago & North Western Railway	825.00		5,789.69			1,556.89	6,709.68	894.68	139,194.48
8	Chicago, St. Paul, Minn. & Omaha Ry.			32.03			172.71	202.71		44,781.85
9	Chicago, Rock Island & Pacific Railway	725.23		701.96	65.82	95.58	10,707.34	23,129.49	643.00	300,874.24
10	St. Paul & Kansas City Short Line R. R.									3,403.33
11	Colfax Northern Railway									
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal Co.									
14	Davenport, Rock Island & Northwestern Ry.									12,630.42
15	Great Northern Railway	1,130.10	4,671.98	3,908.47	19,717.78	6,473.99	10,547.18	65,422.64	*290.89	147,138.00
16	Illinois Central Railroad		2,032.20	28,442.82	3,526.43	*3,898.17	*4,361.38	6,895.72	1,523.46	61,378.00
17	Dubuque & Sioux City Railroad	505.04	485.87	6,307.52	905.17		1,806.09	*25.17	385.06	38,815.00
18	Manchester & Oueda Railroad									
19	Minneapolis & St. Louis Railroad					15.00		284.59		29,118.07
20	Muscatine, Burlington & Southern Railroad							261.49		187.53
21	Tabor & Northern Railway		852.54	5,391.61	408.10	3,307.51	2,774.59	1,694.85		119,475.82
22	Union Pacific Railroad		*539.09	995.17	439.00	*5,633.57	1,285.31	815.12	*430.51	20,208.72
23	Wabash Railway									
	Total	\$19,619.72	\$15,253.35	\$40,444.64	\$38,953.94	\$ 127.99	\$27,805.67	\$ 125,361.09	\$11,620.44	\$ 1,241,558.69

* Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 5—EXPENDITURES FOR ROAD DURING YEAR—Continued.

Number	Railway Companies	Revenues and operating expenses during construction	Cost of road purchased	Other expenditures on road	Shop machinery	Power plant machinery	Power substation apparatus	Unapplied construction and supplies	Total expenditures for road
1	Atchison, Topeka & Santa Fe Railway			\$ 35.90	\$ 692,106.85				\$ 6,527,432.49
2	Atlantic Northern Railway		\$ 86,385.00	776.94	190.50				128,579.60
3	Chicago, Burlington & Quincy Railroad				4,564.29				251,454.23
4	Chicago Great Western Railroad		*48.00		8,419.36				81,294.92
5	Mason City & Ft. Dodge Railroad				*15,211.55	\$49,647.30	\$122,400.65		1,799,587.62
6	Chicago, Milwaukee & St. Paul Railway				62,328.20	115.00			1,415,716.14
7	Chicago & North Western Railway				185,916.58	3,089.45			724,305.65
8	Chicago, St. Paul, Minn. & Omaha Ry.				4,344.73				2,797,914.89
9	Chicago, Rock Island & Pacific Railway	\$ 286.65		*2,072.24	252,769.14	*7,930.39			22,981.11
10	St. Paul & Kansas City Short Line R. R.				1,447.60	168.47			
11	Colfax Northern Railway								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal Co.								
14	Davenport, Rock Island & Northwestern Ry.				1,247.32				29,975.00
15	Great Northern Railway			758.35	120,194.87	78,024.63	799.61	*220,615.72	2,200,379.46
16	Illinois Central Railroad			138,322.00	330,039.51	*92,457.94			3,666,401.61
17	Dubuque & Sioux City Railroad			*14,865.39	82,195.08	5,000.85			754,811.07
18	Manchester & Oueda Railroad								
19	Minneapolis & St. Louis Railroad		*201,769.66		11,215.66	*4,310.74			52,889.05
20	Muscatine, Burlington & Southern Railroad				140.00				3,428.50
21	Tabor & Northern Railway								
22	Union Pacific Railroad	\$ 630.50	*1,428,866.92	15,561.29	105,235.04	31,663.44		244,226.11	5,696,643.73
23	Wabash Railway		642,128.99	36,915.72	30,965.78				1,611,136.04
	Total	\$ 2,333.94	\$806,137.53	\$ 160,132.02	\$ 1,803,598.34	\$64,820.12	\$121,691.04	*\$76,569.61	\$29,913,313.52

* Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 6—EXPENDITURES FOR EQUIPMENT DURING YEAR—Continued.

Number	Railway Companies	Steam locomotives	Other locomotives	Freight-train cars	Passenger-train cars	Motor equipment	Freighting equipment	Work equipment	Maintenance equipment	Total expenditures for equipment
1	A. T. & S. F. Ry.	\$ 8,672,907.68		\$13,199,600.00	\$ 38,444.81	\$ 9,500.00	\$ 2,072.40	\$ 37,001.46	\$ 78,400.00	\$ 17,391,206.12
2	Atlantic Northern Ry.	9,449.49		250.00	289.70					10,079.19
3	C. & D. Ry.	1,150.00								1,150.00
4	C. & P. Ry.	4,139.80								4,139.80
5	C. & W. Ry.	1,100.00								1,100.00
6	C. & M. & S. P. Ry.	4,726,750.06	227,750.34	\$13,549.67	\$74,252.26			11,005.40		\$882,600.42
7	C. & N. Y. Ry.	4,231,827.16		\$1,700,482.10	\$22,712.86	527.96	996.58	24,284.80		\$4,987,400.30
8	C. & S. P. Ry.	1,100,000.00		246,000.00	\$1,667,668.04			45,507.79		\$6,507,432.59
9	C. & S. P. Ry.	110,886.48		346,000.00	1,104,213.36	202.80		5,900.22		\$1,514,908.49
10	C. & S. P. Ry.			\$1,413.00				81,465.27		\$82,878.27
11	C. & S. P. Ry.									\$1,413.00
12	C. & S. P. Ry.									
13	Collins & Co. Ry.									
14	Collins & Co. Ry.									
15	Collins & Co. Ry.									
16	Illinois Central Ry.	21,750.00		\$25,000.00	\$2,109.71			34,284.80	4,751.71	\$75,650.09
17	Illinois Central Ry.	9,275,207.56	2.38	\$4,649,908.34	1,307,388.71			\$3,600.00	118,702.80	\$14,796,144.80
18	Illinois Central Ry.									
19	Man. & S. O. Ry.	229,044.50		131,956.00	2,108.43			1,400.41		\$364,509.34
20	Man. & S. O. Ry.				\$4,082.76					\$4,082.76
21	Man. & S. O. Ry.				1,016.96					\$1,016.96
22	Union Pacific Ry.	\$900,807.06		\$6,012,171.45	\$2,210,967.00	2,111.41	200.58	2,107.47		\$9,237,259.51
23	Union Pacific Ry.	209,609.00		589,077.55	\$9,168.00					\$798,754.55
24	Union Pacific Ry.									
25	Union Pacific Ry.									
Total		\$87,300,613.37	\$ 227,400.48	\$39,384,139.40	\$ 3,064,010.18	\$ 9,603.39	\$ 2,072.40	\$ 82,111.27	\$ 294,207.25	\$ 130,941,007.17

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 7—GENERAL EXPENDITURES DURING YEAR AND GRAND TOTAL

Number	Railway Companies	Organization expenses	General officers and clerks	Law	Stationery and printing	Taxes	Interest during construction	Other expenditures—general	Total general expenditures	Grand total
1	A. T. & S. F. Ry.	\$ 108,607.50		\$ 525.00	\$ 34.91		\$ 10.46		\$ 108,607.50	\$ 130,941,007.17
2	Atlantic Northern Ry.	244.69	22.15						244.69	
3	C. & D. Ry.									
4	C. & P. Ry.									
5	C. & W. Ry.									
6	C. & M. & S. P. Ry.	*216.07		*1.07	*11,083.43	*1,005.23	*27,664.90	*416.00	*42,276.63	
7	C. & N. Y. Ry.						47,027.71		47,027.71	
8	C. & S. P. Ry.						1,512.02		1,512.02	
9	C. & S. P. Ry.						1.41		1.41	
10	C. & S. P. Ry.									
11	C. & S. P. Ry.									
12	C. & S. P. Ry.									
13	Collins & Co. Ry.									
14	Collins & Co. Ry.									
15	Collins & Co. Ry.									
16	Illinois Central Ry.			730.15	107.01		15,228.45		15,228.45	
17	Illinois Central Ry.			49.47			9,554.60		9,554.60	
18	Illinois Central Ry.						1,843.00		1,843.00	
19	Man. & S. O. Ry.									
20	Man. & S. O. Ry.									
21	Union Pacific Ry.	600.81	21.70		3,702.27		15,528.90		20,753.78	
22	Union Pacific Ry.									
23	Union Pacific Ry.									
Total		\$ 108,607.50	\$ 1,204.27	\$ 1,204.27	\$ 11,083.43	\$ 607.64	\$ 64,303.05	\$ 27,501.27	\$ 103,995.20	\$ 130,941,007.17

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 8—INVESTMENT TO JUNE 30, 1907.

Number	Railway Companies	Road		Leased lines	Owned lines	Total	Equipment	
		Leased lines	Owned lines				Owned lines	Total
1	Atchafalaya, Topeka & Santa Fe Railway	\$ 1,292,371.67	\$ 412,300,337.05	\$ 414,229,878.69			\$ 63,737,736.82	\$ 63,737,736.82
2	Atlantic Northern Railway							
3	Chicago, Burlington & Quincy Railroad		\$45,381,500.00	\$45,381,500.00				
4	Chicago, Milwaukee & St. Paul Railway							
5	Chicago, St. Paul, Minn. & Omaha Ry							
6	Chicago, Rock Island & Pacific Railway							
7	Colt, Paul & Kansas City Short Line R. R.							
8	Thomas W. Griggs R. R. Property							
9	Colfax Consolidated Coal Co.							
10	Great Northern Railway & Northwestern Ry							
11	Illinois Central Railway							
12	Macon City & Ft. Dodge Railroad							
13	Chicago, Milwaukee & St. Paul Railway							
14	Chicago, St. Paul, Minn. & Omaha Ry							
15	Chicago, Rock Island & Pacific Railway							
16	Colt, Paul & Kansas City Short Line R. R.							
17	Thomas W. Griggs R. R. Property							
18	Colfax Consolidated Coal Co.							
19	Great Northern Railway & Northwestern Ry							
20	Illinois Central Railway							
21	Macon City & Ft. Dodge Railroad							
22	Chicago, Milwaukee & St. Paul Railway							
23	Chicago, St. Paul, Minn. & Omaha Ry							
24	Chicago, Rock Island & Pacific Railway							
25	Colt, Paul & Kansas City Short Line R. R.							
26	Thomas W. Griggs R. R. Property							
27	Colfax Consolidated Coal Co.							
28	Great Northern Railway & Northwestern Ry							
29	Illinois Central Railway							
30	Macon City & Ft. Dodge Railroad							
31	Chicago, Milwaukee & St. Paul Railway							
32	Chicago, St. Paul, Minn. & Omaha Ry							
33	Chicago, Rock Island & Pacific Railway							
34	Colt, Paul & Kansas City Short Line R. R.							
35	Thomas W. Griggs R. R. Property							
36	Colfax Consolidated Coal Co.							
37	Great Northern Railway & Northwestern Ry							
38	Illinois Central Railway							
39	Macon City & Ft. Dodge Railroad							
40	Chicago, Milwaukee & St. Paul Railway							
41	Chicago, St. Paul, Minn. & Omaha Ry							
42	Chicago, Rock Island & Pacific Railway							
43	Colt, Paul & Kansas City Short Line R. R.							
44	Thomas W. Griggs R. R. Property							
45	Colfax Consolidated Coal Co.							
46	Great Northern Railway & Northwestern Ry							
47	Illinois Central Railway							
48	Macon City & Ft. Dodge Railroad							
49	Chicago, Milwaukee & St. Paul Railway							
50	Chicago, St. Paul, Minn. & Omaha Ry							
51	Chicago, Rock Island & Pacific Railway							
52	Colt, Paul & Kansas City Short Line R. R.							
53	Thomas W. Griggs R. R. Property							
54	Colfax Consolidated Coal Co.							
55	Great Northern Railway & Northwestern Ry							
56	Illinois Central Railway							
57	Macon City & Ft. Dodge Railroad							
58	Chicago, Milwaukee & St. Paul Railway							
59	Chicago, St. Paul, Minn. & Omaha Ry							
60	Chicago, Rock Island & Pacific Railway							
61	Colt, Paul & Kansas City Short Line R. R.							
62	Thomas W. Griggs R. R. Property							
63	Colfax Consolidated Coal Co.							
64	Great Northern Railway & Northwestern Ry							
65	Illinois Central Railway							
66	Macon City & Ft. Dodge Railroad							
67	Chicago, Milwaukee & St. Paul Railway							
68	Chicago, St. Paul, Minn. & Omaha Ry							
69	Chicago, Rock Island & Pacific Railway							
70	Colt, Paul & Kansas City Short Line R. R.							
71	Thomas W. Griggs R. R. Property							
72	Colfax Consolidated Coal Co.							
73	Great Northern Railway & Northwestern Ry							
74	Illinois Central Railway							
75	Macon City & Ft. Dodge Railroad							
76	Chicago, Milwaukee & St. Paul Railway							
77	Chicago, St. Paul, Minn. & Omaha Ry							
78	Chicago, Rock Island & Pacific Railway							
79	Colt, Paul & Kansas City Short Line R. R.							
80	Thomas W. Griggs R. R. Property							
81	Colfax Consolidated Coal Co.							
82	Great Northern Railway & Northwestern Ry							
83	Illinois Central Railway							
84	Macon City & Ft. Dodge Railroad							
85	Chicago, Milwaukee & St. Paul Railway							
86	Chicago, St. Paul, Minn. & Omaha Ry							
87	Chicago, Rock Island & Pacific Railway							
88	Colt, Paul & Kansas City Short Line R. R.							
89	Thomas W. Griggs R. R. Property							
90	Colfax Consolidated Coal Co.							
91	Great Northern Railway & Northwestern Ry							
92	Illinois Central Railway							
93	Macon City & Ft. Dodge Railroad							
94	Chicago, Milwaukee & St. Paul Railway							
95	Chicago, St. Paul, Minn. & Omaha Ry							
96	Chicago, Rock Island & Pacific Railway							
97	Colt, Paul & Kansas City Short Line R. R.							
98	Thomas W. Griggs R. R. Property							
99	Colfax Consolidated Coal Co.							
100	Great Northern Railway & Northwestern Ry							
Total.							\$ 3,900,321,422.81	\$ 3,900,321,422.81

* Road and equipment combined.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 3—INVESTMENT FROM JULY 1, 1967, TO JUNE 30, 1974

Number	Railroad Companies	Road			Equipment and General Expenditures		
		Landed lines	Owned lines	Total	Landed lines	Owned lines	Total
1	Atlantic, Topeka & Santa Fe Railway	\$ 88,321.06	\$3,156,754.03	\$3,239,075.03		\$6,552,268.88	\$6,552,268.88
2	Atlantic Northern Railway					10,082,107.35	10,082,107.35
3	Chicago, Burlington & Quincy Railroad		196,121,789.03	196,121,789.03		17,677,078.15	17,677,078.15
4	Chicago & North Western Railway		347,887,600.00	347,887,600.00		25,895,269.07	25,895,269.07
5	Macon City & Ft. Dodge Railroad		229,653,762.48	229,653,762.48		20,004,603.69	20,004,603.69
6	Chicago, Milwaukee & St. Paul Railway		1,026,360,445.00	1,026,360,445.00		2,943,133.61	2,943,133.61
7	Chicago, St. Paul, Minn., & Omaha Ry.		8,026,360.45	8,026,360.45		21,189,099.24	21,189,099.24
8	Chicago, Rock Island & Pacific Railway	3,275,591.41	20,841,402.19	24,117,988.60		997,386.94	997,386.94
9	Chicago & North Western Railway		1,131,102.71	1,131,102.71		158.37	158.37
10	Colfax Northern Railway		1,042.75	1,042.75		10,307.51	10,307.51
11	Thomas W. Griggs R. R. Property		188,022.94	188,022.94		20,004,603.69	20,004,603.69
12	Chicago Consolidated Coal Co. Property		77,269,366.43	77,269,366.43		22,651,827.86	22,651,827.86
13	Great Northern Railway		19,835,700.43	19,835,700.43			
14	Illinois Central Railway		11,448,606.00	11,448,606.00			
15	Manassas & Oronida Railway		22,899,262.17	22,899,262.17			
16	Minneapolis & St. Louis Railroad					20,752,477.53	20,752,477.53
17	St. Louis & Northern Railway						
18	Tabor & Northern Railway						
19	Union Pacific Railroad						
20	Western Railway						
21	Total	\$ 2,699,902.00	\$ 7,775,229.33	\$ 7,775,142.74		\$ 540,596.64	\$ 540,596.64

* Credits.

* Road, equipment and general expenditures combined.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART B—INVESTMENT SINCE JUNE 30, 1914.

Number	Railway Companies	Road			Equipment and General Expenditures		
		Leased lines	Owned lines	Total	Leased lines	Owned lines	Total
1	Atchafalaya, Topeka & Santa Fe Railway.....	\$ 461,710.08	\$2,647,094.14	\$3,108,804.22		\$ 59,676,767.71	\$ 59,676,767.71
2	Atlantic Northern Railway.....		110,118.09	110,118.09		25,631,028.54	25,631,028.54
3	Chicago & North Western Railway.....		9,822,623.45	9,822,623.45		2,889,712.58	2,889,712.58
4	Chicago Great Western Railway.....		9,822,623.45	9,822,623.45		2,889,712.58	2,889,712.58
5	Mason City & Ft. Dodge Railroad.....		71,545,906.57	71,545,906.57		2,889,712.58	2,889,712.58
6	Chicago & North Western Railway.....		9,822,623.45	9,822,623.45		2,889,712.58	2,889,712.58
7	Chicago & North Western Railway.....		9,822,623.45	9,822,623.45		2,889,712.58	2,889,712.58
8	Chicago, St. Paul, Minn., & Omaha Ry.....	156.70	5,613,916.53	5,613,916.53		6,370,175.23	6,370,175.23
9	Chicago, Rock Island & Pacific Railroad.....	5,692,903.43	25,892,782.09	31,585,685.52	3,001.78	18,883,398.22	18,883,398.22
10	Chicago & North Western Railway.....		9,822,623.45	9,822,623.45		2,889,712.58	2,889,712.58
11	Collins Northern Railway.....		*108,531.06	*108,531.06		*7,632.27	*7,632.27
12	Collins Consolidated Coal Co. & Northern Ry.....		124,171.00	124,171.00		2,500.00	2,500.00
13	Great Northern Railway.....		29,567,697.81	29,567,697.81		13,911,888.33	13,911,888.33
14	Illinois Central Railroad.....	27,386.32	39,578,058.72	39,578,058.72		54,087,481.70	54,087,481.70
15	Manitowish & Ojibwa Railway.....		4,705.15	4,705.15		4,613.77	4,613.77
16	Manitowish & Ojibwa Railway.....		*2,655,653.54	*2,655,653.54		4,705,423.29	4,705,423.29
17	Minneapolis & St. Louis Railroad.....		*1,144,387.27	*1,144,387.27		22,006,848.54	22,006,848.54
18	Minneapolis & St. Louis Railroad.....		26,275,266.78	26,275,266.78		22,006,848.54	22,006,848.54
19	Minneapolis & St. Louis Railroad.....		199,001,517.01	199,001,517.01		22,006,848.54	22,006,848.54
20	Union Pacific Railroad.....		199,001,517.01	199,001,517.01		22,006,848.54	22,006,848.54
21	Wabash Railway.....					22,006,848.54	22,006,848.54
22	Total.....	\$ 4,145,312.13	\$ 62,947,062.98	\$ 67,092,375.11	\$ 3,001.78	\$ 232,895,884.13	\$ 232,895,884.13

* Credit.

* Road and equipment combined.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART B—TOTAL INVESTMENT TO CLOSE OF YEAR.

Number	Railway Companies	Total Investment in Road and Equipment		Length of road owned (miles)	Average investment per mile (owned lines)
		Leased lines	Owned lines		
1	Atchafalaya, Topeka & Santa Fe Railway.....	\$ 2,482,094.23	\$ 699,135,070.60	7,137.83	\$ 96,681.04
2	Atlantic Northern Railway.....		515,707,467.89	8,971.22	57,486.43
3	Chicago & North Western Railway.....		131,567,232.84	1,041.90	137,467.93
4	Chicago Great Western Railway.....		41,944,812.10	10,275.29	113,772.37
5	Mason City & Ft. Dodge Railroad.....		433,946,191.71	8,335.86	54,262.78
6	Chicago & North Western Railway.....		96,370,006.22	1,076.81	61,508.58
7	Chicago, St. Paul, Minn., & Omaha Ry.....	185.70	273,488,515.70	5,765.41	73,752.43
8	Chicago, Rock Island & Pacific Railroad.....	8,071,106.94	13,469,515.70	185.30	102,632.54
9	Chicago & North Western Railway.....		55,116.91	6.54	75,792.22
10	Collins Northern Railway.....		3,544,075.97	46.70	60,379.50
11	Collins Consolidated Coal Co. & Northern Ry.....		430,889,990.66	2,396.90	16,563.78
12	Great Northern Railway.....	27,386.32	35,000,894.12	8.02	16,563.78
13	Illinois Central Railroad.....		34,136,138.75	1,289.13	42,414.09
14	Manitowish & Ojibwa Railway.....		65,297,099.36	4,779.45	11,696.45
15	Manitowish & Ojibwa Railway.....		1,162,164.51	2,001.46	99,871.95
16	Minneapolis & St. Louis Railroad.....		230,884,664.28	2,001.46	11,159.50
17	Minneapolis & St. Louis Railroad.....		222,825,796.59	1,951.91	69,261.34
18	Minneapolis & St. Louis Railroad.....				
19	Union Pacific Railroad.....				
20	Wabash Railway.....				
21	Total.....	\$10,584,239.19	\$ 4,220,232,180.36	\$ 4,230,817,512.57	\$ 69,609.41

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA
PART 1—EXPENDITURES FOR ROAD DURING YEAR—WITHIN THE STATE OF IOWA.

Number	Railway Companies	Engineering	Land for transporta-	Grading	Bridges, trestles and culverts	Ties	Ballast	Other track material	Ballast	Track laying and surfacing	Height-of-way fences
1	A. T. & S. F. Ry.	\$ 451.54	\$ 150.12	\$ 1,502.46	\$ 212.12	\$ 2,112.50	\$ 46.19	\$ 141.97	\$ 46.19	\$ 14,479.17	\$ 50.74
2	Atlantic Northern Ry.	864.25		1,853.46	16,123.12	5,221.59					
3	C. & N. W. Ry.	445.17	250.58	68.41	12,402.24	6,820.70	4,279.11	6,829.38	42,451.27	4,312.41	694.12
4	C. & O. Ry.	445.17	250.58	68.41	12,402.24	6,820.70	4,279.11	6,829.38	42,451.27	4,312.41	694.12
5	C. & M. & S. F. Ry.	9,487.26	21,007.47	15,749.00	71,068.58	5,278.86	15,690.35	74,902.97	11,137.08	19,455.03	2,434.58
6	C. & N. W. Ry.	2,601.50	15,307.86	98,705.11	55,700.47	8,706.82	22,433.44	74,902.97	40,150.39	21,009.25	1,103.71
7	C. & H. & P. Ry.	213.69	612.15	3,607.76	11,509.50	6,031.68	70,981.05	85,986.21	2,158.85	1,411.80	
8	C. & N. W. Ry.										
9	S. F. & K. C. L. R. R.	104.04	77.20	7,460.32	4,444.42	772.52	24.87	13,308.20	1,677.62	1,948.53	772.45
10	Collins Northern Ry.										
11	Collins Northern Ry. & Prop.										
12	Collins Coal Co.										
13	Dev. R. I. & N. W. Ry.	86.69	27,247.55	815.68	187.26	4,222.76	14,272.40	6,820.15	317.65	48.06	480.24
14	Illinois Central Ry.			1,474.77	9,806.02	2,699.48	784.50	14,477.27			
15	Illinois Central Ry.										
16	Dub. & S. C. R.	14,568.01	5,943.26	32,657.40	150,394.26	11,465.96	41,214.22	100,530.26	24,118.20	22,274.14	777.26
17	Dub. & S. C. R.										
18	Man. & S. C. R.										
19	Mus. & S. C. R.	240.12	1,152.22	4,578.10	8,418.48	733.87	12,551.20	61,490.20	14,105.72	5,312.26	2,867.26
20	Mus. & S. C. R.										
21	Union Northern Ry.										
22	Union Northern Ry.	1,653.78	12,080.28	99,730.41	28,764.12	17,468.04	11,422.14	18,897.19	2,804.42	13,251.48	60.21
23	Western Railway										
24	Western Railway	212,609.50	113,211.02	1,500,867.12	831,530.65	266,079.21	\$ 185,000.00	\$ 214,000.00	\$ 111,454.40	\$ 622,000.00	\$ 7,452.59
Total.											

*Unsett.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 2—EXPENDITURES FOR ROAD DURING YEAR—WITHIN THE STATE OF IOWA—Continued.

Number	Railway Companies	Gravel and sand snowsheds	Crossings and signs	Station and office buildings	Roadway buildings	Water stations	Fuel stations	Booms and engines	Grain elevators	Storage warehouses	Telephone and telegraph lines
1	A. T. & S. F. Ry.	\$ 249.15	\$ 305.20	\$ 1,754.25	\$ 1,754.25	\$ 1,754.25	\$ 54.02	\$ 66,194.87			\$ 677.15
2	Atlantic Northern Ry.										
3	C. & N. W. Ry.	1,307.74	11,463.79	1,307.74	1,307.74	1,307.74	11,134.11	3,214.27			8.62
4	C. & O. Ry.	2,598.17	20,884.05	2,598.17	2,598.17	2,598.17	22,200.41	335,204.54			140.00
5	C. & M. & S. F. Ry.	21,790.80	7,900.30	1,754.25	1,754.25	1,754.25	2,215.89	9,884.44	2,300.22		968.67
6	C. & N. W. Ry.	19,779.27	7,900.30	1,754.25	1,754.25	1,754.25	2,215.89	2,500.19			30.21
7	C. & H. & P. Ry.										
8	S. F. & K. C. L. R. R.	667.72	1,485.46	981.07	981.07	981.07	104.06	2,114.62			6.52
9	Collins Northern Ry.										
10	Collins Northern Ry. & Prop.										
11	Collins Coal Co.										
12	Dev. R. I. & N. W. Ry.	1,726.10	1,472.77	980.00	980.00	980.00	4.30	942.37			115.90
13	Illinois Central Ry.										
14	Illinois Central Ry.										
15	Dub. & S. C. R.	8,053.12	4,606.32	2,605.28	2,605.28	2,605.28	130,400.17	2,605.28			134.43
16	Dub. & S. C. R.										
17	Man. & S. C. R.	10,465.94	4,284.01	131.96	131.96	131.96	2,431.14				42.14
18	Mus. & S. C. R.	213.22	939.06	854.76	854.76	854.76	2,714.56				
19	Union Northern Ry.										
20	Union Northern Ry.										
21	Western Railway										
22	Western Railway	212,609.50	113,211.02	1,500,867.12	831,530.65	266,079.21	\$ 185,000.00	\$ 214,000.00	\$ 111,454.40	\$ 622,000.00	\$ 7,452.59
Total.											

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 3—EXPENDITURES FOR ROAD DURING YEAR—WITHIN THE STATE OF IOWA—Continued.

Number	Railway Companies	Signals and instruments	Power dams, canals and pipe lines	Power plant buildings	Power substation buildings	Power transmission systems	Power distribution systems	Power line poles and fixtures	Miscellaneous structures	Paving	Roadway machines
1	Atchafalpa, Topeka & Santa Fe Railway.....	\$ 656.48									\$ 106.00
2	Atlantic Northern Railway.....										
3	Chicago, Burlington & Quincy Railroad.....										
4	Chicago Great Western Railroad.....	*150.41	*600.31	*7,870.00			\$ 64.08				1,782.22
5	Mason City & Ft. Dodge Railroad.....	*130.00	7,850.00				71.08				*350.00
6	Chicago, Milwaukee & St. Paul Railway.....	4,390.20	*81.30	*21,300.41		105.48	*679.97	*8121.55	*8005.00	\$ 2,514.10	*435.97
7	Chicago & North Western Railway.....	3,372.09									1,498.15
8	Chicago, St. Paul, Minn. & Omaha Ry.....	*15.85								172.71	
9	Chicago, Rock Island & Pacific Railway.....	324.00									
10	St. Paul & Kansas City Short Line R. R.....										
11	Colfax Northern Railway.....										
12	Thomas W. Griggs R. R. Property.....										
13	Colfax Consolidated Coal Co.....										
14	Davenport, Rock Island & Northwestern Ry.....						500.41	20.25			1,659.58
15	Great Northern Railway.....										
16	Illinois Central Railroad.....										
17	Dubuque & Sioux City Railroad.....	304.15			\$ 505.04	435.87	6,359.56	906.17		1,800.00	*25.17
18	Manchester & Oquida Railway.....										
19	Minneapolis & St. Louis Railroad.....								15.00		210.41
20	Muscatine, Burlington & Southern Railroad.....										231.49
21	Tabor & Northern Railway.....										
22	Union Pacific Railroad.....	44,016.16		168.94			265.78				
23	Wabash Railway.....										
	Total.....	\$ 52,333.13	\$ 7,880.06	\$ 20,002.16	\$ 505.04	\$ 541.35	\$ 6,883.79	\$ 870.91	\$ 8050.00	\$ 4,532.50	\$ 4,736.71

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 4—EXPENDITURES FOR ROAD DURING YEAR—WITHIN THE STATE OF IOWA—Continued—AND EXPENDITURES FOR EQUIPMENT.

Number	Railway Companies	Roadway small tools	Assessment for public improve- ments	Cost of road purchased	Other expenditures —road	Shop machinery	Power plant machinery	Total expenditures for road	Expenditures for Equipment			
									Steam locomotives	Freight-train cars	Passenger- train cars	
1	A. T. & S. F. Ry.....					\$ 27,436.67		\$ 95,455.55				
2	Atlantic Northern Ry.....			\$ 86,385.00	\$ 776.94	190.50		128,879.50	\$ 9,449.40	\$ 250.00	\$ 828.20	
3	C. B. & Q. R. R.....											
4	C. O. W. R. R.....		\$ 11,061.03			*5,002.00		518.24				
5	M. C. & Ft. D. R. R.....		7,767.54			8,419.30		110,778.59				
6	C. & N. W. St. P. Ry.....	* 9.85	40,233.11		*10,263.10	*8,017.01	833,679.25	293,217.95				
7	C. & N. W. Ry.....		58,867.76			38,612.64		280,306.77	825,706.85	545,659.47	288,001.12	
8	C. St. P. M. & O. Ry.....		59,833.02			1,105.80		225,908.64	35,853.81	32,102.57	499.00	
9	C. R. I. & P. Ry.....											
10	St. P. & K. C. S. L. R. R.....		3,401.33			1,447.00	108.47	37,581.11		*1,413.95		
11	Colfax Northern Ry.....											
12	Thos. W. Griggs R. R. Prop.....											
13	Colfax Cons'd Coal Co.....											
14	Dav. R. I. & N. W. Ry.....		2,412.92			1,847.32		20,215.26	*10,500.00	*17,509.00		
15	Great Northern Ry.....		822.00			435.43		*1,901.14				
16	Illinois Central R. R.....											
17	Dub. & Onida R. R.....	356.06	38,060.12		*14,878.97	32,106.05	5,900.85	704,410.99				
18	Man. & Onida Ry.....											
19	Minn. & St. Louis R. R.....		18,508.10	*167,233.72		7,882.70		*45,888.20	119,469.67	68,436.52	1,145.55	
20	Mus. B. & S. R. R.....		187.53			140.00		3,438.95			*4,083.76	
21	Tabor & Northern Ry.....										1,016.56	
22	Union Pacific R. R.....		55,642.20			*629.51	10,560.71	305,510.71	347.00		1,156.65	
23	Wabash Railway.....											
	Total.....	\$ 381.71	\$ 227,502.72	\$ 80,847.72	\$ 24,370.16	\$ 105,258.99	\$ 640,049.29	\$ 2,178,963.00	\$ 280,406.77	\$ 625,825.22	\$ 285,470.91	

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA
PART 3—EXPENDITURES FOR EQUIPMENT—Continued—AND GENERAL EXPENDITURES—WITHIN STATE OF IOWA.

[illegible]

TABLE 4—INCOME ACCOUNT FOR THE YEAR
PART I—OPERATING INCOME

Number	Railway Companies	Railway operating revenues	Railway operating expenses	Net revenue from railway operations	Railway tax income	Interurbans revenues	Railway operating income	Revenues from interurbans
1	Atchafalaya, Topeka & Santa Fe Railway.....	\$ 159,217,520.97	\$ 139,771,146.05	\$ 19,446,374.92	\$ 58,413,323.45	\$ 59,579.72	\$ 44,026,697.45	\$ 159,775.35
2	Atlantic Northern Railway.....	14,655.33	44,655.33	1,200.17	1,200.17	1,200.17	1,200.17	1,200.17
3	Chicago, Burlington & Quincy Railroad.....	168,712,258.15	128,210,558.15	40,501,700.00	40,501,700.00	9,715,567.64	30,786,132.36	30,786,132.36
4	Chicago & Western Railroad.....	12,425,491.62	12,425,491.62	0.00	0.00	1,897,445.92	1,897,445.92	1,897,445.92
5	Chicago, Milwaukee & St. Paul Railway.....	146,755,706.04	127,387,001.37	19,368,704.67	19,368,704.67	293,545.53	9,703,129.21	9,703,129.21
6	Chicago & North Western Railway.....	144,719,437.62	129,061,437.62	15,658,000.00	15,658,000.00	8,694,097.30	7,963,902.70	7,963,902.70
7	Chicago, Rock Island, Minneapolis & Omaha Ry.....	24,390,214.23	24,390,214.23	0.00	0.00	1,365,108.00	1,365,108.00	1,365,108.00
8	Chicago, Rock Island & Pacific Railroad.....	177,907,671.61	167,189,587.91	10,718,083.70	10,718,083.70	2,839.46	10,720,923.16	10,720,923.16
9	St. Paul & Kansas City Short Line R. R.....	20,018.94	49,234.36	\$12,015.42	\$12,015.42	1,819.69	\$15,835.01	\$15,835.01
10	Colfax Northern Railway.....	36,000.00	443,560.38	\$37,552.96	\$37,552.96	23,134.80	\$24,418.16	\$24,418.16
11	Chicago & North Western Property.....	86,000.00	89,490,912.50	\$89,590,912.50	\$89,590,912.50	8,113,000.45	\$97,703,912.95	\$97,703,912.95
12	Davenport, Rock Island & Northwestern Ry.....	101,317,202.81	109,767,101.08	\$12,125,270.21	\$12,125,270.21	44,079.69	\$12,169,349.90	\$12,169,349.90
13	Illinois Central & Chicago Property.....	14,655.33	14,655.33	0.00	0.00	1,200.17	1,200.17	1,200.17
14	Duluth & St. Louis Railway.....	29,019.35	21,194.50	4,724.85	4,724.85	1,250.80	\$3,474.05	\$3,474.05
15	Manchester & Oquendo Railway.....	16,158,129.50	14,763,139.89	1,423,000.61	1,423,000.61	799,191.28	\$623,809.33	\$623,809.33
16	Minneapolis & St. Louis Railroad.....	38,000.00	31,638.47	\$6,361.53	\$6,361.53	1,012.73	\$5,348.80	\$5,348.80
17	Taylor & Northern Railroad.....	131,758,979.54	77,612,030.19	\$54,146,949.35	\$54,146,949.35	\$2,864,853.49	\$57,011,802.84	\$57,011,802.84
18	Union Pacific Railroad.....	177,907,671.61	177,907,671.61	0.00	0.00	1,365,108.00	1,365,108.00	1,365,108.00
19	Wabash Railway.....	1,000,300.00	90,500,106.81	\$89,500,106.81	\$89,500,106.81	8,113,000.45	\$97,613,107.26	\$97,613,107.26
20	Total.....	\$ 1,256,458,000.36	\$ 1,002,308,307.35	\$ 254,149,693.01	\$ 254,149,693.01	\$ 18,905,295.30	\$ 233,254,387.79	\$ 233,254,387.79

*Pedicle.

TABLE 4—INCOME ACCOUNT FOR THE YEAR
PART 2—OPERATING INCOME—Continued—AND NONOPERATING INCOME.

Number	Railway Companies	Expenses of miscellaneous operations	Net revenue from miscellaneous operations	Taxes on miscellaneous operating property	Miscellaneous operating income	Total operating income	Share of freight cars—credit	Income from locomotives	Income from passenger trains
1	Albion, Topeka & Santa Fe Railway...	\$ 255,660.25	\$ 62,550.70	\$ 100.30	\$ 967,729.44	\$ 44,725,195.09	\$ 1,547,807.67	\$ 298,644.70	\$ 316,475.72
2	Albion, Topeka & Santa Fe Railway...					40,172,104.81			
3	Chicago, Burlington & Quincy Railroad...					20,772,553.81			
4	Chicago Great Western Railroad...					1,882,889.05			
5	Chicago, Milwaukee & St. Paul Railway...					9,762,129.21			
6	Chicago & North Western Railway...					2,401,882.06			
7	Chicago, St. Paul, Minneapolis & Omaha Ry.					1,401,108.44			
8	Chicago & North Western Railway...					19,469,129.64			
9	St. Paul & Kansas City Short Line R. R.					*15,435.01			
10	Colfax Northern Railway Co., Property					226,688.48			
11	Colfax Consolidated Coal Co., Property					11,680,889.27			
12	Davenport, Rock Island & Northwestern Ry.					2,439,590.00			
13	Great Northern Railway...					66.75			
14	Dubuque & Sioux City Railroad...					*119,159.65			
15	Manitowish & Genoa Railway...					8,495.75			
16	Manitowish, Burlington & Southern Railroad...					20,764,128.65			
17	Tabor & Northern Railway...					6,346,934.30			
18	Webster & Northern Railway...								
19	Webster & Northern Railway...								
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TABLE 4—INCOME ACCOUNT FOR THE YEAR
PART 4—NONOPERATING INCOME—Continued—AND GROSS INCOME.

Number	Railway Companies	Income from funded securities	Income from un- funded securities	Income from sinking and other reserve funds	Release of premiums on funded debt	Contributions from other companies	Miscellaneous income	Total nonoperating income	Gross income
1	A. T. & S. F. Ry.	\$11,467,356.62	\$64,116.83	\$77,480.39		\$	17,262.46	19,814,812.44	64,579,010.12
2	Albany, Troy & N. Y. Ry.	229,240.18	795,749.17	353.75			94,011.34	4,000,028.86	21,707,720.40
3	C. & G. W. R. R.	49,446.71	67,254.54				287.15	486,172.90	2,271,002.01
4	M. & E. R. R.	18,703.15	124,117.15	1,447.52			2,570,411.35	4,271,527.98	14,131,927.55
5	C. & A. P. D. R.	30,726.11	1,084,113.34		9,734.66		4,465,384.00	4,465,384.00	11,067,147.15
6	C. & N. W. Ry.	9,391.56	48,884.41	27,423.71			725,437.13	2,184,645.24	
7	C. & P. & M. & O. Ry.	1,210,105.41	601,407.69				20,048.29	5,005,081.01	27,114,726.65
8	C. & P. & M. & O. Ry.					9,771.45		4,181.45	9,652.56
9	Colfax Northern Ry.		508.00				2,177.50	2,177.50	2,177.50
10	Thos. W. Griggs & R. Prop.					871.48		871.48	15,327.47
11	Col. & N. W. Ry.								
12	Great Northern Ry.	7,044,574.87	1,020,021.20				181,069.58	83,500,526.19	45,067,224.09
13	Illinois Central Ry.	1,052,290.46	597,438.41	104,455.10			36,799.39	8,107,092.22	21,000,012.09
14	Man. & O. Ry.	4,210.41	819.71		144,794.97		206,147.45	867.19	4,288.08
15	Min. & St. Louis R.		147,674.33					678,195.00	1,250,190.14
16	Tabor & Northern Ry.		147,674.33					678,195.00	1,250,190.14
17	Union Pacific Ry.	1,300,298.72	147,674.33	1,353.25			31,809.12	17,010,412.70	47,777,881.86
18	Western Ry.						1,353,411.70	17,010,412.70	47,777,881.86
19	Total	\$66,449,344.01	\$3,901,754.86	\$19,139,329.15	\$14,827.89	\$43,041.30	\$7,845,542.80	\$100,146,597.13	\$269,596,037.45

- Total.

TABLE 4—INCOME ACCOUNT FOR THE YEAR
PART 5—DEDUCTIONS FROM GROSS INCOME.

Number	Railway Companies	Hire of freight cars -debit balance	Locomotives	Passenger train cars	Painting equipment	Work equipment	Total facility costs	Less for leased roads	Miscellaneous profit
1	Atridion, Tonawanda & State Fe Railway	\$ 281.14	\$8,807.09	\$34,729.05	\$ 397.56	\$ 4,907.17	\$ 600,908.50	\$ 346,913.26	\$ 257,132.97
2	Atlantic Northern Railway	504,231.31	256,400.00	327,155.25	300.00	31,602.87	1,362,975.74	56,313.50	21,555.74
3	Chicago, Burlington & Quincy Railroad	729,142.58	1,715.38	2,372.86		5,562.11	884,772.82		41,475.18
4	Mason City & Ft. Dodge Railroad								
5	Chicago, Milwaukee & St. Paul Railway	3,354,159.72	12,097.15	11,444.56	3.22	11,220.20	1,737,896.20	450,500.33	23,564.56
6	Chicago & North Western Railway	264,556.74	84,770.00	455,284.30		4,418.00	411,769.80	6,556.33	9,848.98
7	Chicago, Rock Island & Pacific Railway	126,600.48	17,867.10	173,252.81		3,488.90	1,734,592.70	1,810,913.35	9,800.70
8	St. Paul & Kansas City Short Line R. R.	2,251,500.00	260,087.00	209,105.00					
9	Chicago Northern Railway R. R.	1,436.98							
10	Colfax Consolidated Coal Co.								
11	Davenport, Rock Island & Northwestern Ry.	2,558.90	84,415.57	154,289.51			7,367.36	7,917.70	5.00
12	Illinois Central Railway		29,839.79	122,242.72	1,340.76	22,692.51	1,475,482.33	13,709.54	13,208.29
13	Delaware, Maryland & Pennsylvania Canal								
14	Delaware, Maryland & Pennsylvania Canal								
15	Minneapolis & Omaha Railway	367.84	71,360.57	19,456.56		3,941.97	116,870.10	2,131.81	124.09
16	Minneapolis & Omaha Railway	101,225.70		8.00			5,000.90		
17	Minneapolis & Omaha Railway	1,646.40							
18	Muskegon, Burlington & Southern Railway	2,609,128.71	29,192.83	620,772.54		5,101.86	1,523,132.10	385,765.37	20,084.40
19	Union & Northern Railway	134,796.69	45,010.50	9,177.50		5,101.86	1,523,132.10	385,765.37	20,084.40
20	Wabash Railway								
21	Total	\$11,384,847.60	\$1,212,575.69	\$3,209,315.53	\$11,179.01	\$30,013.15	\$12,455,157.40	\$5,190,534.51	\$21,725.08

TABLE 4—INCOME ACCOUNT FOR THE YEAR
PART 6—DEDUCTIONS FROM GROSS INCOME—Continued.

Number	Railway Companies	Miscellaneous tax	Separately operated properties—loss	Interest on		Amortization of funded debt	Maintenance of investment organization	Miscellaneous income charges	Total deductions from gross income
				Printed debt	Unfunded debt				
1	A. T. & S. F. Ry.	\$ 214,298.90	146.56	\$ 11,653,691.53	\$ 413,342.84			\$10,194,523.50	\$5,426,264.81
2	Atlantic Northern Ry.	30,429.46		6,729,737.81	1,307.15			6,736,044.96	2,594.34
3	C. & W. R.	1,029.96		201,704.88	38,711.15			230,416.03	2,083,252.63
4	M. C. & Ft. D. R. R.								
5	C. & M. S. F. Ry.	188,922.25	20,486.39	16,869,633.24	1,898,481.75			213,920.08	35,997,662.89
6	C. & M. S. F. Ry.	61,468.10		178,520.56	135,226.72			9,199.56	3,470,522.94
7	C. & M. S. F. Ry.	13,548.84		8,715,651.10	800,520.95	2,232.36		391,880.21	16,527,287.42
8	C. & M. S. F. Ry.	227,127.66		431,448.49	402.15			2,842.39	1,842.39
9	C. & M. S. F. Ry.			1,675.00	167.50				12,537.47
10	Chas. F. & K. C. S. L. R. R.								17,517,296.22
11	Chas. F. & K. C. S. L. R. R.								21,592,811.55
12	Chas. F. & K. C. S. L. R. R.								4,599.54
13	Chas. F. & K. C. S. L. R. R.								2,098,202.97
14	Chas. F. & K. C. S. L. R. R.								4,849.13
15	Chas. F. & K. C. S. L. R. R.								1,429,115.77
16	Chas. F. & K. C. S. L. R. R.								1,429,115.77
17	Chas. F. & K. C. S. L. R. R.								1,429,115.77
18	Chas. F. & K. C. S. L. R. R.								1,429,115.77
19	Chas. F. & K. C. S. L. R. R.								1,429,115.77
20	Chas. F. & K. C. S. L. R. R.								1,429,115.77
21	Chas. F. & K. C. S. L. R. R.								1,429,115.77
22	Chas. F. & K. C. S. L. R. R.								1,429,115.77
23	Chas. F. & K. C. S. L. R. R.								1,429,115.77
24	Chas. F. & K. C. S. L. R. R.								1,429,115.77
25	Chas. F. & K. C. S. L. R. R.								1,429,115.77
26	Chas. F. & K. C. S. L. R. R.								1,429,115.77
27	Chas. F. & K. C. S. L. R. R.								1,429,115.77
28	Chas. F. & K. C. S. L. R. R.								1,429,115.77
29	Chas. F. & K. C. S. L. R. R.								1,429,115.77
30	Chas. F. & K. C. S. L. R. R.								1,429,115.77
31	Chas. F. & K. C. S. L. R. R.								1,429,115.77
32	Chas. F. & K. C. S. L. R. R.								1,429,115.77
33	Chas. F. & K. C. S. L. R. R.								1,429,115.77
34	Chas. F. & K. C. S. L. R. R.								1,429,115.77
35	Chas. F. & K. C. S. L. R. R.								1,429,115.77
36	Chas. F. & K. C. S. L. R. R.								1,429,115.77
37	Chas. F. & K. C. S. L. R. R.								1,429,115.77
38	Chas. F. & K. C. S. L. R. R.								1,429,115.77
39	Chas. F. & K. C. S. L. R. R.								1,429,115.77
40	Chas. F. & K. C. S. L. R. R.								1,429,115.77
41	Chas. F. & K. C. S. L. R. R.								1,429,115.77
42	Chas. F. & K. C. S. L. R. R.								1,429,115.77
43	Chas. F. & K. C. S. L. R. R.								1,429,115.77
44	Chas. F. & K. C. S. L. R. R.								1,429,115.77
45	Chas. F. & K. C. S. L. R. R.								1,429,115.77
46	Chas. F. & K. C. S. L. R. R.								1,429,115.77
47	Chas. F. & K. C. S. L. R. R.								1,429,115.77
48	Chas. F. & K. C. S. L. R. R.								1,429,115.77
49	Chas. F. & K. C. S. L. R. R.								1,429,115.77
50	Chas. F. & K. C. S. L. R. R.								1,429,115.77
51	Chas. F. & K. C. S. L. R. R.								1,429,115.77
52	Chas. F. & K. C. S. L. R. R.								1,429,115.77
53	Chas. F. & K. C. S. L. R. R.								1,429,115.77
54	Chas. F. & K. C. S. L. R. R.								1,429,115.77
55	Chas. F. & K. C. S. L. R. R.								1,429,115.77
56	Chas. F. & K. C. S. L. R. R.								1,429,115.77
57	Chas. F. & K. C. S. L. R. R.								1,429,115.77
58	Chas. F. & K. C. S. L. R. R.								1,429,115.77
59	Chas. F. & K. C. S. L. R. R.								1,429,115.77
60	Chas. F. & K. C. S. L. R. R.								1,429,115.77
61	Chas. F. & K. C. S. L. R. R.								1,429,115.77
62	Chas. F. & K. C. S. L. R. R.								1,429,115.77
63	Chas. F. & K. C. S. L. R. R.								1,429,115.77
64	Chas. F. & K. C. S. L. R. R.								1,429,115.77
65	Chas. F. & K. C. S. L. R. R.								1,429,115.77
66	Chas. F. & K. C. S. L. R. R.								1,429,115.77
67	Chas. F. & K. C. S. L. R. R.								1,429,115.77
68	Chas. F. & K. C. S. L. R. R.								1,429,115.77
69	Chas. F. & K. C. S. L. R. R.								1,429,115.77
70	Chas. F. & K. C. S. L. R. R.								1,429,115.77
71	Chas. F. & K. C. S. L. R. R.								1,429,115.77
72	Chas. F. & K. C. S. L. R. R.								1,429,115.77
73	Chas. F. & K. C. S. L. R. R.								1,429,115.77
74	Chas. F. & K. C. S. L. R. R.								1,429,115.77
75	Chas. F. & K. C. S. L. R. R.								1,429,115.77
76	Chas. F. & K. C. S. L. R. R.								1,429,115.77
77	Chas. F. & K. C. S. L. R. R.								1,429,115.77
78	Chas. F. & K. C. S. L. R. R.								1,429,115.77
79	Chas. F. & K. C. S. L. R. R.								1,429,115.77
80	Chas. F. & K. C. S. L. R. R.								1,429,115.77
81	Chas. F. & K. C. S. L. R. R.								1,429,115.77
82	Chas. F. & K. C. S. L. R. R.								1,429,115.77
83	Chas. F. & K. C. S. L. R. R.								1,429,115.77
84	Chas. F. & K. C. S. L. R. R.								1,429,115.77
85	Chas. F. & K. C. S. L. R. R.								1,429,115.77
86	Chas. F. & K. C. S. L. R. R.								1,429,115.77
87	Chas. F. & K. C. S. L. R. R.								1,429,115.77
88	Chas. F. & K. C. S. L. R. R.								1,429,115.77
89	Chas. F. & K. C. S. L. R. R.								1,429,115.77
90	Chas. F. & K. C. S. L. R. R.								1,429,115.77
91	Chas. F. & K. C. S. L. R. R.								1,429,115.77
92	Chas. F. & K. C. S. L. R. R.								1,429,115.77
93	Chas. F. & K. C. S. L. R. R.								1,429,115.77
94	Chas. F. & K. C. S. L. R. R.								1,429,115.77
95	Chas. F. & K. C. S. L. R. R.								1,429,115.77
96	Chas. F. & K. C. S. L. R. R.								1,429,115.77
97	Chas. F. & K. C. S. L. R. R.								1,429,115.77
98	Chas. F. & K. C. S. L. R. R.								1,429,115.77
99	Chas. F. & K. C. S. L. R. R.								1,429,115.77
100	Chas. F. & K. C. S. L. R. R.								1,429,115.77

Total.

* Deduct.

TABLE 4—INCOME ACCOUNT FOR THE YEAR
PART 7—NET INCOME AND DISPOSITION OF NET INCOME.

Number	Railway Companies	Net income	Disposition of Net Income			
			Income applied to sinking and other reserve funds	Dividend appropriations	Income appropriated for investment in physical property	Total appropriations of income
1	Atchafalaya, Topeka & Santa Fe Railway	\$ 20,123,684.22	\$ 106,588.99	\$19,777,105.00		\$19,777,105.00
2	Atlantic Northern Railway	55,029,473.91	294,643.25	12,300,248.00		12,300,248.00
3	Chicago, Burlington & Quincy Railroad	611,294.52				
4	Chicago, Rock Island & Pacific Railroad	110,252,612.75	207,691.96	6,525,273.00		6,525,273.00
5	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
6	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
7	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
8	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
9	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
10	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
11	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
12	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
13	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
14	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
15	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
16	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
17	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
18	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
19	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
20	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
21	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
22	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
23	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
24	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
25	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
26	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
27	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
28	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
29	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
30	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
31	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
32	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
33	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
34	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
35	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
36	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
37	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
38	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
39	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
40	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
41	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
42	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
43	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
44	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
45	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
46	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
47	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
48	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
49	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
50	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
51	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
52	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
53	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
54	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
55	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
56	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
57	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
58	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
59	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
60	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
61	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
62	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
63	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
64	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
65	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
66	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
67	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
68	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
69	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
70	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
71	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
72	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
73	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
74	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
75	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
76	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
77	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
78	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
79	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
80	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
81	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
82	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
83	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
84	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
85	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
86	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
87	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
88	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
89	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
90	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
91	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
92	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
93	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
94	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
95	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
96	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
97	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
98	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
99	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
100	Chicago, St. Paul, Minneapolis & Northern Pacific Railway	1,545,432.66	1,545,432.66			1,545,432.66
Total		\$ 129,782,511.07	\$ 699,869.35	\$65,315,214.50	\$4,519,211,977,545.06	\$1,932,116,815.51

TABLE 5—PROFIT AND LOSS ACCOUNT
PART 3—DEBITS—Continued.

Number	Railway Companies	Loss on retired road and equipment	Delayed income debits	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	Atchafalaya, Topeka & Santa Fe Railway	\$ 1,352,119.09	\$ 585,107.95	\$ 44,704.75	\$ 105,901,609.40	\$ 108,779,937.04
2	Atlantic Northern Railway	250,853.53		495,720.86	131,415,784.42	230,849,199.81
3	Chicago, Burlington & Quincy Railroad	12,821.69		2,639.97	4,707,841.69	6,112,103.35
4	Chicago Great Western Railroad					9,174,926.82
5	Chicago & North Western Railway	819,824.87	135,705.94	285,020.70	58,109,041.75	60,849,116.26
6	Chicago, Milwaukee & St. Paul Railway	419,964.87		70,881.01	58,466,966.46	60,247,812.34
7	Chicago & North Western Railway	44,879.78		13,728,925.79	9,474,926.82	13,812,830.39
8	Chicago, St. Paul, Minneapolis & Omaha Ry.	352,750.00		44,882.96	13,728,925.79	15,144,558.75
9	Chicago & North Western Railway	1,656.75		1,648,852.71	91,130.95	93,386,121.11
10	St. Paul & Kansas City Short Line R. R.					87,394,128
11	Colfax Northern Railway R. Property			2,500.00		89,722,293
12	Colfax Consolidated Coal Co.	2,820.76				86,879.01
13	Develon, Rock Island & Northwestern Ry.	25.46				1,847.81
14	Illinois Central Railroad	1,847.81		319,043.13	39,817,291.81	39,817,291.81
15	Illinois Central Railroad	186,670.25		258.42	39,817,291.81	39,817,291.81
16	Dubuque & Sioux City Railroad					39,817,291.81
17	Minneapolis & St. Louis Railroad					39,817,291.81
18	Minneapolis, Burlington & Southern Railroad	11,023.96		49,879.41	67,713.75	2,677,428.56
19	Union Pacific Railroad			1,150.25		288,502.58
20	Western Railway	108,444.79		5,520,521.30	10,400,453.37	11,131,000.21
21	Total	70,902.17		84,012.80	12,507,095.90	13,609,010.87
		\$ 2,850,759.00 \$ 778,238.00 \$ 8,000,000.00 \$ 801,000.00 \$ 737,772,008.79				

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE
PART 1—RAIL-LINE TRANSPORTATION REVENUE.

Number	Railway Companies	Freight	Passenger	Express	Sleeping car	Parlor and chair car	Mail	Expenses	Other passenger
1	A. T. & S. F. Ry.	\$ 129,278,075.37	\$ 45,272,819.37	\$ 531,734.87		\$ 50,100.42	\$ 2,623,234.12	\$ 6,013,409.43	\$ 1,009,711.87
2	Albany Northern Ry.	40,000.45	2,820.20			4,453.42	4,252,770.85	2,030,551.56	419,330.58
3	B. & O. Ry.	122,716,609.21	31,280,048.50	320,445.75		26,512.13	489,046.48	419,330.56	9,684.51
4	C. & G. W. Ry.	17,259,400.25	4,885,111.08	26,409.74					
5	M. C. & St. P. Ry.	104,854,847.56	26,015,455.94	269,273.49	\$ 1,609,079.21	67,611.37	2,150,931.17	2,000,328.48	16,928.11
6	C. & St. P. Ry.	32,770,681.94	276,731.01	221,299.35		221,299.35	2,943,041.55	4,222,573.83	45,802.43
7	C. & St. P. Ry.	19,882,013.31	1,000,000.00	40,000.00		40,000.00	2,170,450.25	6,000,000.00	20,545.00
8	C. & St. P. Ry.	88,186,046.25	29,375,740.11	347,569.90		22,035.45	2,170,450.25	3,100,380.11	407,741.50
9	C. & St. P. Ry.								
10	Colfax Northern Ry.	21,000.50	2,507.01						
11	Colfax Coal & L. R. R.								
12	Thos. W. Griggs R. R. Prop.								
13	Colfax Coal & L. R. R.	71,700,240.00	100,300.45	772,694.65		53,143.85	2,527,078.37	4,480,104.48	11,679.41
14	Great Northern Ry.	137,067,990.55	24,740,329.02	314,031.26		25,375.00	2,527,078.37	117,894.15	
15	Illinois Central Ry.								
16	Man. & O. Ry.	15,907.78	4,117.46					1,104.87	6,122.90
17	Man. & St. Louis R. R.	12,145,225.30	2,221,072.46	30,879.31			4,543.56	1,117.21	73.54
18	Mon. & St. Louis R. R.	147,734.20	35,488.67	190.81				2,229.94	77,734.35
19	Union Pacific R. R.	84,377,094.71	19,083,046.97	237,131.00		125.00	2,801,758.45	3,714,741.26	16,126.09
20	Union Pacific R. R.								
21	Union Pacific R. R.	84,068,527.70	9,821,246.47	88,926.21		41,672.88	1,146,433.00	541,700.26	
22	Wabash Railway								
23	Total	\$ 907,846,435.71	\$ 272,925,194.11	\$ 2,453,031.70	\$ 2,805,405.86	\$ 301,312.90	\$ 27,502,519,514,552.33	\$ 2,465,152.28	

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 2—RAIL-LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUES.

Number	Railway Companies	Milk	Switching	Special service train	Other freight train	Total rail-line transportation revenue	Incidental Operating Revenues			
							Dining and buffet	Hotel and restaurant	Station, train and boat privies	Gas
1	A. T. & S. F. Ry.		\$ 1,009,183.22	\$ 75,009.14	\$18,306.55	\$ 187,433,082.78			\$ 520,044.27	
2	Atlantic Northern Ry.					45,738.47				
3	C. B. & Q. R. R.	\$ 884,947.58	1,909,128.25	86,125.74	1,600.00	163,802,292.54	\$ 997,779.89	\$ 365,219.87	12,971.88	
4	C. G. W. R. R.	254,023.89	329,781.08	13,889.00		23,880,080.03	144,012.73		10,880.83	
5	M. C. & Ft. D. R. R.									
6	C. M. & St. P. Ry.	1,571,640.17	2,812,879.19	56,004.95		144,001,970.54	801,932.62		6,003.13	83,786.28
7	C. & N. W. Ry.	2,494,221.38	2,214,245.15	109,126.37		142,382,032.83	729,896.86		40,835.60	79,222.92
8	C. St. P., M. & O. Ry.	106,708.52	106,300.73	16,533.28		27,806,328.44	103,543.81		15,131.59	8,358.73
9	C. R. I. & P. Ry.		829,310.70	31,822.48	7,613.50	130,085,943.39	629,060.58		56,987.11	120,864.40
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.		729.39			30,308.74				
12	Thos. W. Griggs R. R. Prop.									
13	Colfax Cons'd Coal Co.									
14	Dav. R. I. & N. W. Ry.		75,913.88			19,913.88				402.32
15	Great Northern Ry.	494,442.17	505,880.57	59,111.13	1,808.16	38,377,122.62	618,103.08	304,656.20	7,289.85	
16	Illinois Central R. R.	595,896.60	1,214,006.43	99,427.59		128,658,986.19	609,437.32	332,905.89	192,055.75	
17	Dub. & S. C. R. R.									
18	Man. & Omsda Ry.	5.90	240.00			26,745.17				
19	Minn. & St. Louis R. R.		134,102.01	2,117.59		16,085,633.14		3,975.76	2,290.42	
20	Mos. B. & S. R. R.		4,225.50			183,243.32			260.10	
21	Tabor & Northern Ry.	640.97	2,622.00			39,801.00				
22	Union Pacific R. R.	437,146.21	29,479.95			111,529,334.06	1,124,218.03	1,854,500.66	77,250.45	
23	Wabash Railway.	74,577.31	294,903.87	31,902.50	6,569.75	58,300,670.72	590,521.35		27,411.78	
	Total.	\$ 6,320,014.51	\$12,709,312.09	\$22,579.64	\$25,326.06	\$ 1,845,697,629.81	\$ 6,009,516.37	\$ 7,428,926.11	\$ 698,179.80	

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 2—INCIDENTAL OPERATING REVENUES—Continued.

Number	Railway Companies	Parcel room	Storage—freight	Storage—baggage	Demurrage	Telegraph and telephone	Grain elevator	Stockyard	Power
1	Atchison, Topeka & Santa Fe Railway.	\$ 6,975.72	\$ 182,118.18	\$ 54,386.93	\$ 355,528.30	\$ 267,211.43		\$ 130,685.25	
2	Atlantic Northern Railway.		94.86		102.00				
3	Chicago, Burlington & Quincy Railroad.	29,699.17	130,408.57	25,642.16	468,476.94	224,822.35		221,364.89	
4	Chicago Great Western Railroad.	738.10	35,095.57	1,801.00	80,608.42	1,094.18			
5	Mason City & Ft. Dodge Railroad.								
6	Chicago, Milwaukee & St. Paul Railway.	4,005.31	156,399.88	23,040.01	473,399.28	111,260.57		45,484.12	96.00
7	Chicago & North Western Railway.	33,696.90	175,068.01	27,071.83	513,685.79				
8	Chicago, St. Paul, Minn. & Omaha Ry.	3,007.94	56,013.77	1,635.61	82,470.81				
9	Chicago, Rock Island & Pacific Railway.	28,106.34	129,071.70	25,515.08	387,558.12	25,887.91			
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway.				310.00				
12	Thomas W. Griggs R. R. Property.								
13	Colfax Consolidated Coal Co.								
14	Davenport, Rock Island & Northwestern Ry.	421.10	2,054.50		6,906.60				
15	Great Northern Railway.	40,227.16	90,050.06	33,960.94	196,133.59	140,589.58		22,515.98	
16	Illinois Central Railroad.	41,500.56	228,103.49	19,217.61	387,639.20				
17	Dubuque & Sioux City Railroad.								
18	Manchester & Omsda Railway.				174.18				
19	Minneapolis & St. Louis Railway.	130.90	15,820.55	304.25	45,290.16	1,490.92			
20	Muscatine, Burlington & Southern Railroad.		231.72		3,027.76				
21	Tabor & Northern Railway.		49.03		371.00	441.23			
22	Union Pacific Railroad.	4,745.68	58,250.26	27,445.25	175,725.89	127,453.17		2,968.00	
23	Wabash Railway.	2,414.70	49,856.54	1,825.35	227,577.07		837,344.00		
	Total.	\$ 205,608.92	\$ 1,309,707.89	\$ 244,820.90	\$ 2,419,004.66	\$ 900,278.33	\$ 837,344.00	\$ 456,053.18	\$ 259,579.98

TABLE 6.—RAILWAY OPERATING REVENUES—ENTIRE LINE

Number	Railway Companies	Roofs of buildings and other property	Miscellaneous	Total mechanical operating revenues	Joint Facility Operating Revenue			Total railway operating revenues
					Joint facility—credit	Joint facility—debit	Total joint facility operating revenue	
1	Atchafalaya, Topoka & Santa Fe Railway	\$ 45,340.02	\$ 467,122.14	\$ 1,688,222.84	\$ 94,242.84	\$ 25,226.29	\$ 76,113.45	\$ 199,471,550.07
2	Chicago, Burlington & Quincy Railroad	70,113.16	209,352.19	2,746,908.01	167,051.56	3,756.98	163,310.60	156,112,308.15
3	Chicago Great Western Railroad	21,650.70	30,654.99	222,450.52	29,694.58	4,114.45	25,580.13	21,228,430.68
4	Illinois Central Railroad	115,785.58	317,409.42	2,231,428.25	126,414.15	4,945.87	123,470.28	146,758,796.43
5	Manitou City & Ft. Dodge Railroad	214,431.01	468,672.05	2,508,717.11	63,081.86	7,226.25	24,755.58	144,773,473.22
6	Chicago & North Western Railway	9,650.47	9,222.86	257,714.65	68,118.41	41,764.22	26,354.19	128,137,407.43
7	Chicago, St. Paul, Minn., & Omaha Ry.	27,490.12	111,093.12	1,074,628.01	123,690.42	6,762.11	116,928.31	131,766,000.00
8	St. Paul & Kansas City Short Line R. R.			210.00				156,618.74
9	Colfax Northern Railway, 1st Property							
10	Colfax Northern Railway, 2d Property							
11	Davenport, Rock Island & Northwestern Ry.	70.26	227.36	19,002.86	22,523.79	62,598.72	28,641.12	102,806,770.00
12	Illinois Central Railroad	59,608.59	1,409,247.98	2,418,732.15	99,627.17	62,745.58	36,881.59	131,137,068.71
13	Illinois Central Railroad							
14	Chicago & St. Louis Railway							
15	Chicago & St. Louis Railway							
16	Manitou City & Ft. Dodge Railroad	33.46	17,774.00	87,314.96	14,228.36	77.56	14,150.80	14,150,728.46
17	Manitou City & Ft. Dodge Railroad	387.00	2,029.64	6,439.58				199,728,699.00
18	Manitou City & Ft. Dodge Railroad	42,013.14	254,844.05	2,123,103.61	178,625.77	26,138.20	146,792.56	114,708,697.00
19	Union Pacific Railroad	6,000.00	6,437.90	199,580.05	138,741.70			59,737,662.85
20	Union Pacific Railroad							
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100	Union Pacific Railroad							
Total		\$ 24,842.94	\$ 1,102,942.91	\$ 990,029,410.19	\$ 1,109,142.86	\$ 222,302.64	\$ 222,661.15	\$ 1,240,044,046.18

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TABLE 9A—RAILWAY OPERATING REVENUES—ENTIRE LINE—EARNED WITHIN THE STATE
PART 1—RAIL-LINE TRANSPORTATION REVENUE.

Number	Railway Companies	\$	Freight	Passenger	Excess baggage	Shopping cart	Parlor and chair car	Mall	Express	Other passenger	Miles
A. T. & S. F. Ry		543,579.59		294,944.07	2,160.03			\$ 42,290.04	\$ 45,252.26	\$ 428.49	
Atlantic Northern Ry		40,008.45		2,230.26	75.24			1,404.60	1,222.92		
C. & N. W. Ry		12,512,614.22		4,538,225.91	47,759.84		9,110.79	1,051,834.22	272,984.90	22,770.97	148,580.75
C. & N. W. Ry		9,086,974.00		2,712,535.59	21,498.57		1,150.11	220,484.96	1,715,726.26	4,031.85	26,865.21
M. O. & P. D. R. R.											
C. M. & St. P. Ry		2,058,024.61		29,284.00	\$ 131,710.05		16.39	\$ 31,820.31	\$ 21,749.95	140,691.56	111,181.07
C. & N. W. Ry		19,447,355.01		5,654,624.61			10.39	31,820.31	31,715.00	140,691.56	111,181.07
C. & N. W. Ry		4,119,275.06		8,504,125.35			1.14	31,715.00	31,715.00	140,691.56	111,181.07
C. E. I. & P. Ry		7,851,088.74		75,989.25			1,116.41	765,696.59	377,119.39	123,520.95	127,473.58
St. P. & K. C. S. L. R. R.											
Omaha & N. P. Ry		21,609.26		2,545.01							
Chicago & N. W. Ry											
Illinois Central R. R.		829,729.25		74,265.71	715.15			19,292.35	6,671.15	45.25	214,448.79
Illinois Central R. R.		8,423,255.34		2,216,927.56	17,862.50		26.97	392,861.10	235,826.22	2,490.14	42,028.03
Pub. & S. C. R. R.											
St. Paul & N. W. Ry		19,047.25		1,075,641.45				1,175.05	1,144.05		9.50
St. Paul & N. W. Ry		6,679,877.94		2,255,688.67	190.21			102,285.56	116,728.44	4,110.94	
Min. & S. R. Ry		117,754.00		35,688.67				4,542.56	1,117.21	72.84	
St. Paul & N. W. Ry		28,112.97		1,116.97				7,326.46	3,229.98		640.27
Union Pacific Ry		1,229,265.94		412,754.15	2,000.58			75,147.79	14,969.91	566.41	2,115.58
Wabash Railway											
Total		\$ 105,198,772.34	\$ 613,729,644.22	\$ 217,153.40	\$ 352,279.05	\$ 906,531.70	\$ 4,186,255.25	\$ 2,642,077.97	\$ 358,869.16	\$ 317,189.10	

TABLE 6A—RAILWAY OPERATING REVENUES—ENTIRE LINE—EARNED WITHIN THE STATE
PART 2—RAIL-LINE TRANSPORTATION REVENUES—Continued—AND INCIDENTAL OPERATING REVENUE.

Number	Railway Companies	Rail-line Transportation Revenue				Incidental Operating Revenue				
		Switching	Special service	Other freight	Total rail-line revenue	Dining and buffet	Hotel and restaurant	Station, train and lock	Parcel room	Freight—Storage—
1	A. T. & S. F. Ry.	\$ 2,115.56	\$ 60.70	\$ 325.49	\$ 1,332,502.06			\$ 1,609.91	\$ 161.00	\$ 623.23
2	Atlantic Northern Ry.	82,977.17	16,667.98		45,728.41			2,071.61	1,837.50	15,663.22
3	C. & W. R. Ry.	191,429.25	9,997.07		13,721,466.41			6,532.93	4,983.10	1,940,682.00
4	M. C. & F. D. R. R.									
5	C. M. & St. P. Ry.	111,306.27	17,485.74		21,078,271.30	79,489.45		11,642.01	975.65	21,063.23
6	Illinois Central R. R.	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	1,000,000.00
7	C. & St. P. M. & O. Ry.	9,972.72	1,002.36		3,880,083.87	11,359.50		473.29	1,000.00	2,330.51
8	C. R. I. & P. Ry.	110,191.73	7,140.04		22,709,733.59	137,738.80		1,685.03	22,857.44	33,638.72
9	Colfax Northern Ry.	729.26			25,205.74					
10	Colfax Northern Ry. R. Prop.									
11	Thos. W. Griggs R. R. Prop.									
12	Colfax Coal & Coal Co.	46,820.95			46,820.95			233.15	237.00	1,133.25
13	Great Northern Ry.	28,102.85			977,411.00	40.44		709.26	78.55	1,173.79
14	Illinois Central R. R.	47,452.88	4,186.14		11,392,040.40	12,137.61		15,014.86	36.80	8,417.81
15	Man. & Omeida Ry.									
16	Man. & Omeida Ry.	240.00			25,745.17			1,801.04	130.25	7,530.19
17	Man. & Omeida Ry.	53,076.40	2,100.00		8,108,062.86	303.16		2,001.00	4.75	231.72
18	Man. & Omeida Ry.	2,000.00			2,000.00			1,324.26	77.25	58.25
19	Man. & Omeida Ry.	437.15	365.70	0.51	1,704,005.69	7,134.22		136.00	21.95	602.31
20	Tabor & Northern Ry.									
21	Union Pacific R. R.	11,418.21								
22	Wabash Railway									
23	Total.	\$ 739,217.10	\$ 968,322.30	\$ 231.00	\$ 146,929,861.45	\$ 637,613.20	\$ 20,629,376.24	\$ 279,091.06	\$ 6,130.26	\$ 130,089,802,871,848.74

TABLE 6A—RAILWAY OPERATING REVENUES—ENTIRE LINE—EARNED WITHIN THE STATE
PART 2—INCIDENTAL OPERATING REVENUE—Continued—AND JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES.

Number	Railway Companies	Incidental Operating Revenue				Joint Facility Operating Revenue				
		Telephone and Telegrams	Power	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Joint facility—Tr.	Joint facility—Dr.	Total joint facility operating	Total railway operating revenue
1	A. T. & S. F. Ry.	\$ 916.10	\$ 250.04	\$ 500.95	\$ 23,199.35	\$ 27,057.19				\$ 1,490,034.20
2	Atlantic Northern Ry.	40,186.10	51,210.31	3,897.52	18,875.15	307,466.21	\$ 811.35	\$ 20,007.01	\$ 20,818.36	\$ 19,063,588.88
3	C. & W. R. Ry.	16,762.12	817.17	726.76	7,097.01	108,149.05	4,772.14		4,772.14	12,453,056.56
4	M. C. & F. D. R. R.									
5	C. M. & St. P. Ry.	39,052.56	13,087.10	6,342.24	17,499.23	192,011.26	48,118.55	10.96	48,129.51	25,118,081.13
6	Illinois Central R. R.	44,624.26	21,092.67	20,380.06	36,070.92	4,076.27	6,253.88	4,076.27	12,330.15	35,053,310.23
7	C. & St. P. M. & O. Ry.	6,729.25	1,000.00	2,000.00	2,000.00	2,000.00	4,232.27	4,232.27	8,464.54	1,901,028.02
8	C. R. I. & P. Ry.	6,729.25	7,712.05	10,490.00	13,554.25	38,485.55	1,250.51	667.05	1,917.56	20,053,717.90
9	Colfax Northern Ry.									
10	Colfax Northern Ry. R. Prop.									
11	Thos. W. Griggs R. R. Prop.									
12	Colfax Coal & Coal Co.	216.00			310.00	310.00				36,618.74
13	Great Northern Ry.									
14	Dav. R. I. & N. W. Ry.		70.50		231.50	4,480.50				51,237.05
15	Illinois Central R. R.	3,417.00	1,222.15	1,222.15	2,000.00	10,797.50	6.00	12,222.15	12,228.15	709,517.36
16	Man. & Omeida Ry.	27,739.85	241.76		8,000.00	10,781.61				11,700,217.19
17	Man. & Omeida Ry.	16,131.18	7,337.25	887.00	2,000.00	34,355.43	60.40	53.03	113.43	20,910.25
18	Man. & Omeida Ry.	4,271.50	441.25	299.74	627.00	1,889.50	28.13	28.13	56.26	36,690.40
19	Tabor & Northern Ry.			45.00	13,965.88	13,965.88				26,000.00
20	Union Pacific R. R.									1,520,071.10
21	Wabash Railway									
22	Total.	\$ 266,304.40	\$ 974,972.56	\$ 165,478.17	\$ 144,221.80	\$ 1,477,975.92	\$ 138,785.40	\$ 232,022.29	\$ 199,101.17	\$ 1,469,089,802,871,848.74

Total.

TABLE 7.—RAILWAY OPERATING EXPENSES—ENTIRE LINE
PART 1.—AMOUNT OF OPERATING EXPENSES DURING YEAR AND OPERATING RATIO.

Number	Railway Companies	Total							Grand total operating expenses	Operating ratio.
		Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation—rail-line	Miscellaneous operations	General expenses	Transportation for investment—credit		
1	A., T. & S. F. Ry.	\$ 18,084,559.22	\$ 28,892,811.70	\$ 3,149,879.77	\$ 60,766,044.17	\$ 63,063.29	\$ 4,289,812.74	\$ 454,556.21	\$ 130,774,166.05	69.11 %
2	Atlantic Northern Ry.	16,770.54	3,028.47	387.82	30,082.06		2,886.22		42,035.16	92.73 %
3	C. B. & Q. R. R.	22,917,767.47	34,290,506.03	2,109,819.22	63,864,016.74	1,734,740.90	4,607,991.86	1,031,552.24	128,216,289.63	76.00 %
4	C. G. W. R. R.	3,727,094.06	5,286,606.58	779,081.00	10,741,461.76	189,333.72	709,890.79	7,303.13	21,436,164.70	88.43 %
5	C. M. & St. P. Ry.	17,987,292.10	35,848,850.55	3,093,164.96	60,879,327.06	1,029,185.00	4,572,618.46	144,432.38	127,967,001.57	87.18 %
6	C. & N. W. Ry.	21,418,925.51	33,056,799.69	1,876,730.15	67,620,773.61	1,050,980.01	4,215,437.08	144,160.02	129,091,437.63	89.17 %
7	C. St. P., M. & O. Ry.	3,628,792.28	5,722,757.42	407,944.22	13,574,177.94	152,268.45	532,783.27	25,910.25	24,392,514.23	86.69 %
8	C. R. I. & P. Ry.	19,061,857.06	27,591,853.56	2,079,753.33	54,325,254.33	787,953.62	2,944,880.80	192,711.70	107,170,533.65	81.33 %
9	St. P. & K. O. S. L. Ry.									
10	Colfax Northern Ry.	6,982.38	9,653.17	108.74	21,176.32		2,313.80		40,234.56	151.15 %
11	Thos. W. Griggs R.R.									
12	Colfax Consol. Coal									
13	D., R. I. & N. W. Ry.	179,849.96	42,405.66		211,789.17		9,515.09		445,560.88	815.73 %
14	Great Northern Ry.	13,865,017.21	21,075,307.76	1,601,477.99	40,494,718.96	1,386,162.37	2,752,128.42	678,799.71	80,496,912.50	79.45 %
15	Illinois Central R. R.	19,692,889.34	30,481,605.56	1,867,711.35	55,958,429.42	1,009,049.13	3,679,022.95	365,935.57	109,997,791.08	77.94 %
16	Dub. & S. O. R. R.									
17	Man. & Omeida Ry.	3,137.27	2,107.66	963.53	15,079.96		911.51		22,404.30	83.44 %
18	Minn. & St. Louis R.R.	2,480,606.28	3,762,427.62	200,339.42	7,748,882.02	2,849.77	524,545.09	5,621.30	14,762,139.20	91.21 %
19	Mus. & S. S. R. R.	60,392.06	99,612.38	6,739.45	91,758.34		30,000.45		228,497.71	132.01 %
20	Tabor & Northern Ry.	9,787.53	4,418.69	73.19	15,764.47		3,292.68		33,436.47	88.42 %
21	Union Pacific R. R.	13,661,944.15	22,730,819.99	1,675,332.71	34,082,996.63	2,356,282.22	2,861,079.89	101,505.58	77,617,039.20	67.63 %
22	Wabash Railway	9,210,231.14	11,842,729.43	1,341,678.18	25,726,005.97	767,110.36	2,026,864.25	31,660.47	50,546,168.47	86.35 %
23	Total	\$ 166,923,917.63	\$ 270,599,798.42	\$ 319,205,106.13	\$ 606,536,306.56	\$ 10,044,871.47	\$ 335,161,914.57	\$ 3,179,829.39	\$ 1,000,972,302.58	79.21 %

TABLE 7A.—RAILWAY OPERATING EXPENSES—WITHIN THE STATE OF IOWA
PART 1.—AMOUNT OF OPERATING EXPENSES DURING THE YEAR AND OPERATING RATIO.

Number	Railway Companies	Total							Grand total operating expenses	Operating ratio
		Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation—rail-line	Miscellaneous operations	General expenses	Transportation for investment—credit		
1	A., T. & S. F. Ry.	\$ 124,116.75	\$ 219,176.57	\$ 22,774.33	\$ 686,696.11		\$ 29,287.14	\$ 1,763.83	\$ 1,200,287.09	88.25 %
2	Atlantic Northern Ry.	16,770.54	3,028.47	387.82	30,082.06		2,886.22		42,035.16	92.73 %
3	C. B. & Q. R. R.	3,283,551.89	4,440,539.46	309,571.57	8,017,935.45	200,758.47	672,304.88	175,341.30	16,729,073.91	87.34 %
4	C. G. W. R. R.	1,072,899.02	2,799,786.47	412,601.63	5,688,678.15	109,271.14	733,058.16	3,897.74	11,347,236.55	91.23 %
5	C. M. & St. P. Ry.	3,054,669.27	6,943,067.35	487,780.85	12,111,261.96	87,559.14	891,913.68	27,537.76	23,600,060.96	92.62 %
6	C. & N. W. Ry.	5,459,159.71	8,409,742.31	473,398.37	17,277,709.67	254,967.52	1,080,432.86	45,903.21	32,062,107.23	88.23 %
7	C. St. P., M. & O. Ry.	287,904.95	422,339.50	30,106.28	1,001,774.33	17,110.16	68,802.50	1,912.18	1,800,055.54	94.98 %
8	C. R. I. & P. Ry.	5,330,847.16	7,132,488.94	630,791.12	15,741,734.12	195,434.15	739,349.25	95,836.86	27,624,798.96	91.97 %
9	St. P. & K. C. S. L. R. R.									
10	Colfax Northern Ry.	6,982.38	9,653.17	108.74	21,176.32		2,313.80		40,234.56	151.15 %
11	Thos. W. Griggs R. R. Prop.									
12	Colfax Consol. Coal Co.									
13	Dav. R. I. & N. W. Ry.	124,588.05	18,559.17		108,736.71		6,657.40		238,531.33	603.59 %
14	Great Northern Ry.	112,051.39	229,436.36	20,192.92	451,055.59	2,005.13	27,698.76	774.58	867,003.47	87.79 %
15	Illinois Central R. R.	2,682,230.89	2,841,106.49	216,968.22	5,670,735.80	61,587.89	453,028.21	50,630.89	11,106,098.52	97.42 %
16	Dub. & S. O. R. R.									
17	Man. & Omeida Ry.	3,137.27	2,107.66	963.53	15,079.96		911.51		22,494.96	83.44 %
18	Minn. & St. Louis R.R.	1,283,392.15	2,029,628.27	158,234.45	2,847,682.99		565,281.11	1,617.67	7,618,269.21	93.51 %
19	Mus. & S. S. R. R.	60,392.06	99,612.38	6,739.45	91,758.34		30,000.45		228,497.71	132.01 %
20	Tabor & Northern Ry.	9,787.53	4,418.69	73.19	15,764.47		3,292.68		33,436.47	88.42 %
21	Union Pacific R. R.	525,355.69	91,003.28	6,701.41	126,839.79	9,073.12	15,459.92	456.96	510,448.12	100.00 %
22	Wabash Railway	373,058.77	556,639.77	82,619.66	1,266,814.47	8,569.92	144,659.76	492.11	2,656,519.46	145.00 %
23	Total	\$23,923,158.09	\$30,402,527.17	\$ 2,703,022.05	\$70,103,222.45	\$ 960,226.71	\$ 4,905,743.80	\$ 386,092.21	\$ 138,621,111.96	93.34 %

TABLE 8—SECURITIES HELD AS INVESTMENTS
PART 1—INVESTMENT IN SECURITIES OF NON-CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Stocks Non-carrier Corporations—Active—A-3				Stocks Non-carrier Corporations—Inactive—A-4			
		Pledged		Unpledged		Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	Atchafalaya, Topoka & Santa Fe Railway	\$ 4,397,100.00		\$35,894,000.00	\$ 2,095,671.03				
2	Atlantic Northern Railway			3,889,166.00	1,881,145.35				
3	Chicago & North Western Railway	57,700.00	\$ 187,700.00	3,870,000.00	710,000.00			\$ 1,000.00	\$ 1,000.00
4	Chicago & Great Western Railway	100,000.00	100,000.00					397,330.00	150,071.38
5	Chicago & North Western Railway			1,315,980.00	505,550.30				
6	Chicago, St. Paul, Minn. & Omaha Ry			304,000.00	967,021.76	\$80,000.00	\$ 1.00	\$5,000.00	\$3,001.00
7	Chicago, Rock Island & Pacific Railway								
8	Colfax Northern Railway								
9	Thomas W. Griggs R. R. Property								
10	Colfax Northern Railway								
11	Davenport, Rock Island & Northwestern Ry								
12	Great Northern Railway								
13	Illinois Central Railway								
14	Indianapolis & Northern Indiana Ry								
15	Indianapolis & Sioux City Railway								
16	Manchester & Okeoka Railway			3,585,000.00	2,844,612.66			1,750,000.00	1,750,000.00
17	Manitowish & Wisconsin Central Ry			1,315,000.00	1,054,125.00			15,000.00	2.00
18	Muskegon, Burlington & Southern Railroad			40,000.00	295,834.81				
19	Nebraska & Northern Railway								
20	Nebraska & Northern Railway								
21	Nebraska & Northern Railway								
22	Wabash Railway								
Total		\$ 4,434,300.00	\$ 380,700.00	\$60,941,020.00	\$ 9,412,176.21	\$60,700.00	\$ 3.01	\$ 2,100,200.00	\$ 1,803,074.39

TABLE 8—SECURITIES HELD AS INVESTMENTS
PART 2—INVESTMENTS IN SECURITIES OF NON-CARRIER COMPANIES AFFILIATED WITH RESPONDENT—Continued.

Number	Railway Companies	Bonds Non-carrier Corporations—Active—B-3				Notes Non-carrier Corporations—Active—C-3				Miscellaneous Securities Non-carrier Corporations—Active—D-3	
		Pledged		Unpledged		Unpledged		Unpledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	A. T. & S. P. Ry							\$ 9,942,367.00	\$ 8,388,377.64	\$ 410,318,750.00	\$ 1,869,271.64
2	Atlantic Northern Ry							5,590,412.00	5,050,412.00		
3	C. E. & N. Ry							307,466.42	207,466.42		
4	C. E. & N. Ry										
5	C. M. & St. P. Ry										
6	C. M. & St. P. Ry										
7	C. M. & St. P. Ry										
8	C. M. & St. P. Ry										
9	C. M. & St. P. Ry										
10	St. P. & K. C. S. L. R. R.			3,000.00	\$ 2,612.30						
11	St. P. & K. C. S. L. R. R.										
12	St. P. & K. C. S. L. R. R.										
13	Colfax Coast Coal Co.										
14	Illinois Central Ry										
15	Illinois Central Ry										
16	Illinois Central Ry										
17	Illinois Central Ry										
18	Illinois Central Ry										
19	Illinois Central Ry										
20	Illinois Central Ry										
21	Illinois Central Ry										
22	Illinois Central Ry										
Total		\$ 4,330,311.43	\$ 1,617,355.90	\$ 3,000.00	\$ 2,612.30	\$ 3,000.00	\$ 2,612.30	\$ 3,000.00	\$ 2,612.30	\$ 3,000.00	\$ 2,612.30

TABLE 5—SECURITIES HELD AS INVESTMENTS
PART 5—INVESTMENTS IN SECURITIES OF CARRIER COMPANIES AFFILIATED WITH RESPONDENT—Continued—AND SECURITIES OF NON-AFFILIATED COMPANIES

Number	Railway Companies	Notes Carrier Corporations—Active—C-1			Miscellaneous Securities Carrier Corporations—Active—D-1			Stocks Carrier Corporations—Active—A-1				
		Unpledged	Par value of amount held at close of year	Book value at close of year	Unpledged	Par value of amount held at close of year	Book value at close of year	Pledged	Par value of amount held at close of year	Unpledged	Par value of amount held at close of year	Book value at close of year
1	A. T. & S. F. Ry											
2	Atlantic Northern Ry											
3	Chicago & North Western Ry											
4	C. & N. W. Ry											
5	C. & N. W. Ry											
6	C. & N. W. Ry											
7	C. & N. W. Ry											
8	C. & N. W. Ry											
9	C. & N. W. Ry											
10	C. & N. W. Ry											
11	C. & N. W. Ry											
12	C. & N. W. Ry											
13	C. & N. W. Ry											
14	C. & N. W. Ry											
15	C. & N. W. Ry											
16	C. & N. W. Ry											
17	C. & N. W. Ry											
18	C. & N. W. Ry											
19	C. & N. W. Ry											
20	C. & N. W. Ry											
21	C. & N. W. Ry											
22	C. & N. W. Ry											
23	C. & N. W. Ry											
24	C. & N. W. Ry											
25	C. & N. W. Ry											
26	C. & N. W. Ry											
27	C. & N. W. Ry											
28	C. & N. W. Ry											
29	C. & N. W. Ry											
30	C. & N. W. Ry											
31	C. & N. W. Ry											
32	C. & N. W. Ry											
33	C. & N. W. Ry											
34	C. & N. W. Ry											
35	C. & N. W. Ry											
36	C. & N. W. Ry											
37	C. & N. W. Ry											
38	C. & N. W. Ry											
39	C. & N. W. Ry											
40	C. & N. W. Ry											
41	C. & N. W. Ry											
42	C. & N. W. Ry											
43	C. & N. W. Ry											
44	C. & N. W. Ry											
45	C. & N. W. Ry											
46	C. & N. W. Ry											
47	C. & N. W. Ry											
48	C. & N. W. Ry											
49	C. & N. W. Ry											
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51	C. & N. W. Ry											
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92	C. & N. W. Ry											
93	C. & N. W. Ry											
94	C. & N. W. Ry											
95	C. & N. W. Ry											
96	C. & N. W. Ry											
97	C. & N. W. Ry											
98	C. & N. W. Ry											
99	C. & N. W. Ry											
100	C. & N. W. Ry											
Total.												

TABLE 5—SECURITIES HELD AS INVESTMENTS

PART 6—INVESTMENTS IN SECURITIES OF NON-AFFILIATED COMPANIES—Continued.

Number	Railway Companies	Stocks Carrier Corporations—Active—A-2		Stocks Non-carrier Corporations—Active—A-3		Stocks Non-carrier Corporations—Active—A-4			
		Unpledged	Par value of amount held at close of year	Unpledged	Par value of amount held at close of year	Unpledged	Par value of amount held at close of year		
1	Athens, Topeka & Santa Fe Railway			\$22,734.90	\$ 440,340.17	\$ 220,178.46			
2	Atlantic Northern Railway								
3	Chicago & Burlington & Quincy Railroad				5,500.00	5,400.00	10.00		
4	Chicago & North Western Railway			13,500.00	500.00	500.00			
5	Chicago & North Western Railway								
6	Chicago & North Western Railway								
7	Chicago & North Western Railway								
8	Chicago & North Western Railway								
9	Chicago & North Western Railway								
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97	Chicago & North Western Railway								
98	Chicago & North Western Railway								
99	Chicago & North Western Railway								
100	Chicago & North Western Railway								
Total.....			\$60,700.00	\$65,234.90	1.00	\$ 3,301,627.46	\$ 1,014,021.98	\$94,900.00	\$ 15.00

TABLE 8—SECURITIES HELD AS INVESTMENTS
PART 7—INVESTMENTS IN NON-AFFILIATED COMPANIES—Continued.

Number	Railway Companies	Bonds Carrier Corporations—Active—B-1				Bonds Non-carrier Corporations—Active—B-2			
		Pledged		Unpledged		Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	At. & S. F. Ry.			\$ 1,294,600.00	\$ 1,276,427.07			\$19,129,300.00	\$19,107,066.01
2	At. & S. F. Ry.							1,719,350.00	1,719,038.60
3	C. & N. W. Ry.			114,500.00	207,732.62			1,134,900.00	1,135,801.98
4	C. M. C. & P. D. R. R.					\$ 65,400.00	\$ 62,400.00		
5	C. & N. W. Ry.			211,000.00	218,400.00			157,600.00	148,739.55
6	C. & N. W. Ry.			154,000.00	133,770.00				
7	C. & N. W. Ry.			1,000.00	1,000.00				
8	C. & N. W. Ry.							100.00	200.00
9	C. & N. W. Ry.								
10	C. & N. W. Ry.								
11	Colfax Northern Railway								
12	Thos. W. Griggs R. R.								
13	Colfax Northern Railway								
14	Great Northern Ry.			440,000.00	413,500.00			1,380,500.00	1,702,300.00
15	Illinois Central R. R.			1,328,000.00	1,328,000.00			4,000.00	4,000.00
16	Man. & Oueba Ry.								
17	Man. & Oueba Ry.								
18	Man. & Oueba Ry.								
19	Man. & Oueba Ry.								
20	Man. & Oueba Ry.								
21	Man. & Oueba Ry.								
22	Man. & Oueba Ry.								
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117	Man. & Oueba Ry.								
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119	Man. & Oueba Ry.								
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TABLE 8—SECURITIES HELD AS INVESTMENTS
PART 9—INVESTMENTS IN SECURITIES NON-AFFILIATED COMPANIES—Continued, and FULL INVESTMENT IN SECURITIES OF NON-CARRIER COMPANIES AFFILIATED WITH RESPONDENT.

Number	Railway Companies	Miscellaneous Securities Non-carrier Corporations— Active—D-3				Total Investments in Securities of Non-carrier Companies Affiliated With Respondent			
		Unpledged	Pledged	Unpledged	Pledged	Unpledged	Pledged	Unpledged	Pledged
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	A. T. & S. F. Ry.					\$ 4,297,100.00		\$ 55,395,010.00	\$ 272,219.71
2	Atlantic Northern Ry.							7,440,578.72	6,911,508.29
3	C. & W. Ry.					57,790.00	127,700.00	178,006.12	911,401.42
4	C. G. W. Ry.					100,000.00	100,000.00		
5	M. C. & P. D. E. R.								
6	C. & S. F. Ry.							1,645,100.00	1,063,370.68
7	C. & S. F. Ry.							4,790,000.00	345,000.00
8	C. St. P. M. & O. Ry.								
9	C. R. I. & P. Ry.					4,380,311.42	1,617,386.90	312,000.00	792,634.96
10	St. P. & N. W. Ry.								
11	St. P. & N. W. Ry.								
12	Thos. W. Griggs R. Ry.								
13	D. Colfax Cons'd Coal								
14	Great Northern Ry.								
15	Illinois Central R. Ry.								
16	Illinois Central R. Ry.								
17	Min. & St. Louis R. Ry.								
18	Min. & St. Louis R. Ry.								
19	Union Pacific R. Ry.								
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TABLE 8—SECURITIES HELD AS INVESTMENTS

PART II--INVESTMENTS IN SECURITIES MADE AND DISPOSED OF DURING YEAR AND LONG TERM DEBT RETIRED DURING YEAR.

Number	Railway Companies	Investments in Securities Made During Year			Cost	Investments in Securities During Year			Selling price	Date acquired	Retired or Cancelled During Year	Year Value
		Par value of securities acquired	Book value at close	Book value		Par value	Book value					
1	A. T. & S. F. Ry.	\$ 135,658.17	\$ 131,120.00	\$ 131,120.00	\$ 131,120.00	\$ 1,411,697.56	\$ 1,238,484.63	1921	\$ 1,189,450.00			
2	Ches. & Del. Bay Ry.	30,535.40	75.30	42,572.75	35,443.57	34,068.33	34,412.67	1920-1921	435,000.00			
3	C. & W. R. Ry.	911,450.00	935,652.30	935,652.30	935,652.30	15,461.78	15,461.78					
4	M. C. & Ft. D. R. R.	4,712.55	794.00	794.00	794.00	523,898.37	531,000.00	1921	34,101,581.90			
5	C. & N. W. Ry.	195,000.00	229,184.75	229,184.75	229,184.75	19,210.00	18,061.00	1921	235,284,800.00			
6	C. St. P. M. & O. Ry.	5,500.00	4,012.00	5,571.00	19,300.00	2,202,622.11	52,948.75	1921	4,239,056.19			
7	C. St. P. & P. R. R.	10,357,544.43	1,194,047.37	5,844.43	5,650,948.75							
8	C. & N. W. Ry.											
9	Colfax Northern Railway											
10	Ches. & Del. Bay Ry.											
11	Thos. W. Griggs R. R.											
12	Del. & N. W. Ry.											
13	Great Northern Ry.	34,625,705.68	4,527,770.84	5,452,765.84	5,912,126.12	5,715,472.51	5,693,765.52	1921	238,484,800.00			
14	Del. & N. W. Ry.	44,500.00	45,887.00	45,887.00	45,878.00	45,878.00	45,823.00	Various & 1921	30,497.20			
15	Ind. & S. C. R. R.											
16	Man. & Oquon Ry.											
17	Man. & Oquon Ry.											
18	Man. & S. R. R.											
19	Man. & S. R. R.											
20	Valour & Northern Railway	47,900.00	48,700.00	48,700.00	48,700.00	311,800.00	311,800.00	1921	1,052,310.40			
21	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
22	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
23	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
24	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
25	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
26	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
27	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
28	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
29	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			
30	Wabash Railway	1,415,800.00	970,410.00	970,410.00	970,410.00	311,800.00	311,800.00	1921	2,450,000.00			

TABLE 9.—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 1—INVESTMENTS.

PART 1—ENVIRONMENT

Number	Railway Companies	Investment in road and equipment	Improvements on leased railway	Sinking funds	Deposits in lieu of mortgaged prop-erty sold	Miscellaneous physical property	Investments in Affiliated Companies			Advances
							Stocks	Bonds	Notes	
1	A. T. & S. F. Ry.	\$ 639,136,070.60	\$ 482,604.23	566.97		\$ 5,288,941.02	19,531,486.48	\$ 11,131,032.43	\$ 71,413,560.24	\$ 26,685,885.87
2	Atlantic Northern Ry.	615,769,135.99			1,903,963.96	507,847.70	2,389,063.15	1,667,577.26	6,515,755.47	3,475,391.25
3	C. & W. R.	319,757,825.89		17,388.27		107,227.36	1,089,388.21	24,824.16	2,852,115.74	28,494,187.41
4	M. C. & P. Ry.	444,444,331.04				21,033.97	100,000.00		828,238.65	19,404,470.29
5	C. & S. F.	601,831,317.04				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
6	C. & S. P.	401,831,317.04				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
7	C. & S. P. M. & O.	488,488,070.21				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
8	C. & S. P. M. & O.	488,488,070.21				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
9	C. & S. P. M. & O.	488,488,070.21				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
10	C. & S. P. M. & O.	488,488,070.21				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
11	C. & S. P. M. & O.	488,488,070.21				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
12	C. & S. P. M. & O.	488,488,070.21				3,659,016.69	4,474,424.08	110,387.00	932,338.45	26,308.39
13	Collins Cons'd Coal	55,116.91		335.45						
14	P. & N. Ry.	429,656.96								
15	P. & N. Ry.	429,656.96								
16	Illinois Central R.	225,509,004.31		27,392.32	23,090.17	4,833,348.24	137,100,371.10	30,787,000.90	1,674,016.43	11,869,373.18
17	Dub. & S. C. R.	381,580.15				1,704,575.71	37,840,515.63	43,842,077.24	16,867,280.90	115,689,305.04
18	Dub. & S. C. R.	381,580.15		2,497,460.26			2,839,440.63			26,343.37
19	Min. & St. Louis R.	65,397,000.90			6,650.00	55,247.75	390,434.36			96,320.15
20	Min. & St. R.	1,244,857.37			7.00					
21	Tabor Northern Ry.	352,868,126.28			1,293.46	263,055.60	132,851,009.51	55,737,742.76	1,581,640.56	16,141,905.45
22	Wabash Railway	222,853,706.56		3,670.75	950.34	1,739,484.29	1,739,840.35	764,761.90		475,494.37
Total		\$ 4,230,222,110.00	\$ 910,534,408.94	\$ 3,805,029.12	\$ 888,960.90	\$ 724,997.18	\$ 48,614,647.05	\$ 365,386,606.46	\$ 949,404,969.41	\$ 317,569,602.45

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 2—INVESTMENTS—Continued.

Number	Railway Companies	Other Investments					Total investments, December 31, 1921	Total investments, December 31, 1920	Increase or decrease 1921
		Stocks	Bonds	Notes	Advances	Miscellaneous			
1	A. T. & S. F. Ry.	\$ 210,178.46	\$ 20,544,132.08	\$ 243,585.79	\$ 757,001.35		\$ 847,454,190.61	\$ 821,150,568.40	\$ 256,294,631.21
2	Atlantic Northern Ry.						140,158.00	140,038.11	119.89
3	C. B. & Q. R. R.	9,510.00	1,828,282.22	185,729.02		375.00	561,694,171.97	550,428,700.41	11,225,471.56
4	C. G. W. R. R.	501.00	259,950.78	900,202.20			124,481,727.61	123,466,990.70	2,015,736.91
5	M. C. & F. D. R. R.						45,969,893.07	44,949,482.21	1,019,410.86
6	C. M. & St. P. Ry.	1,729,421.90	307,189.25	429,800.00	91,145.12		626,472,302.11	605,869,432.77	2,602,769.39
7	C. & N. W. Ry.	3,919,375.95	121,770.00			33,635.33	471,920,616.08	460,034,986.67	11,885,629.41
8	C. St. P. M. & O. Ry.	2,246,982.94	91,100.00	27,344.43		4,612.35	37,059,492.67	34,778,479.62	2,280,993.05
9	St. P. & S. C. S. L. R. R.						364,325,132.24	360,315,222.60	4,014,909.64
10	Colfax Northern Railway.						12,436,515.79	12,436,515.79	0
11	Thos. W. Griggs R. R.						515.30	515.30	0
12	Colfax Cons'd Coal.						55,108.51	55,108.51	0
13	D. R. I. & N. W. Ry.						2,544,076.97	2,501,790.97	\$ 42,286.00
14	Great Northern Ry.	1,362,471.59	3,842,100.00	2,812,207.28		1,148,006.31	671,974,946.61	667,942,127.49	4,032,778.12
15	Illinois Central R. R.	\$1,650.00	1,817,069.26	129,617.05		1,108.50	421,795,117.46	424,295,520.25	\$ 27,486,507.80
16	Dub. & S. C. R. R.	1.00					40,163,575.41	39,227,472.90	936,102.51
17	Man. & Oueda Ry.						136,128.75	136,128.75	0
18	Minn. & St. Louis R. R.						65,897,822.07	65,897,822.07	0
19	Mus. B. & S. R. R.						1,544,244.27	1,544,244.27	0
20	Tabor & Northern Ry.						102,190.50	102,190.50	0
21	Union Pacific R. R.	\$9,281,493.11	\$94,124,034.42	\$6,000.00		\$1,035,442.74	\$72,773,282.81	\$73,773,493.97	\$1,000,211.16
22	Wabash Railway	9,053.48	216,592.10				229,753,945.70	229,816,486.90	\$ 27,469.80
Total.		\$45,760,707.24	\$ 123,423,214.22	\$ 4,625,276.79	\$ 848,296.47	\$ 2,842,569.79	\$ 2,380,798,527.45	\$ 2,368,595,109.39	\$ 122,203,418.06

* Increase.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 3—CURRENT ASSETS

Number	Railway Companies	Cash	Demand loans and deposits	Time drafts and deposits	Special deposits	Loans and bills receivable	Traffic and operating balances receivable	Net balance ready for withdrawal and undistributed	Miscellaneous accounts receivable	Material and supplies
1	A. T. & S. F. Ry.	\$ 26,925,361.26			\$ 266,082.78	\$ 136,282.00	\$ 2,220,127.25	\$ 887,056.52	\$ 20,454,623.09	\$ 23,215,214.21
2	Atlantic Northern Ry.	4,127.92			2,000.00	2,750.40		386.28	51.22	1,487.52
3	C. B. & Q. R. R.	9,307,987.61		\$ 30,000.00	17,800.45	101,530.49	1,414,527.04	2,256,005.23	6,943,842.96	20,782,982.03
4	C. G. W. R. R.	2,497,899.05			29,727.50	1,319.94	483,092.33	161,304.29	2,567,399.43	1,613,094.45
5	M. C. & F. D. R. R.									
6	C. M. & St. P. Ry.	7,729,919.26			1,389,520.16	48,633.64	616,364.21	3,384,237.72	6,875,107.32	15,480,399.71
7	C. & N. W. Ry.	22,240,869.18			47,392.69	1,712.35	63,727.97	2,572,173.29	4,597,291.62	12,461,142.10
8	C. St. P. M. & O. Ry.	1,929,262.03			1,324.01		95,500.22	608,775.40	1,157,781.41	1,830,741.51
9	C. R. I. & P. Ry.	10,213,566.47		10,000.00			538,664.45	1,062,551.92	13,721,158.29	11,600,215.51
10	St. P. & S. C. S. L. R. R.									
11	Colfax Northern Ry.	102.26					1,478.50	37.01	815.66	186.15
12	Thos. W. Griggs R. R.									41.50
13	Colfax Cons'd Coal.	190.67								1,067.04
14	D. R. I. & N. W. Ry.							2,413.66	779,979.24	82,612.11
15	Great Northern Ry.	17,208,830.68	35,800.00	8,150,000.00		14,449.69	1,204,250.43	2,571,078.70	12,154,282.66	9,852,962.10
16	Illinois Central R. R.	8,021,981.94				224,277.69	1,880,284.05	2,795,211.26	15,638,081.72	12,477,496.51
17	Dub. & S. C. R. R.				743.82					
18	Man. & Oueda Ry.	5,968.28				11,963.71	880.12	192.55	425.65	19.22
19	Minn. & St. Louis R. R.	206,859.55				25.00	711,308.69	424,965.34	1,418,852.24	1,840,502.20
20	Mus. B. & S. R. R.	43,394.61					8,997.80	4,532.11	17,565.67	22,099.37
21	Tabor & Northern Ry.	520.05					1,074.22	976.88	1,398.91	
22	Union Pacific R. R.	4,126,822.44	12,050,000.00		\$1,544.28	\$2,431.39	2,175,776.20	506,496.20	2,663,622.45	18,463,786.97
23	Wabash Railway	5,365,596.24			900.00	66,880.00	1,232,065.44	525,562.44	11,441,392.63	5,150,419.00
Total.		\$115,943,266.60	\$12,085,000.00	\$ 8,190,000.00	\$ 2,380,213.06	\$ 749,067.81	\$14,372,117.81	\$18,879,889.02	\$119,282,588.90	\$142,027,744.28

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 4—CURRENT ASSETS—Continued—AND DEFERRED ASSETS.

Number	Railway Companies	Interest and dividends receivable	Notes receivable	Other current assets	Total current assets	December 31, 1921	December 31, 1920	Increase or decrease, 1921	Working fund advances	Deferred assets
1	A. T. & S. P. Ry.	\$ 5,885,480.55			\$ 166,956.29	\$ 113,059,145.07	\$ 117,590,323.04	\$ 5,231,669.97	\$ 108,046.31	\$ 2,566,255.46
2	Atlantic Northern Ry.			0.91				4,322.96		
3	C. & Q. R.			797,467.54		43,632,192.85	71,513,080.77	\$28,950,887.42	151,284.04	
4	C. & N. W. Ry.	40,570.03		54,025.21		7,605,217.35	10,144,786.99	\$2,459,419.65	20,981.82	
5	C. M. & St. P. R.									
6	C. & N. W. Ry.	3,471,692.21				28,694,669.23	55,264,797.54	\$16,570,128.31	119,156.40	100,000.00
7	C. & N. W. Ry.			277,102.90		47,730,631.69	50,767,631.69	\$14,036,470.61	123,283.63	
8	C. & N. W. Ry.					46,573,055.90	46,573,055.90	\$0.00	248,705.35	
9	C. & N. W. Ry.									
10	St. P. & C. S. & L. R.					2,103.35	6,115.98	\$2,003.63		
11	St. P. & C. S. & L. R.					2,103.35	2,103.35	\$0.00		
12	St. P. & C. S. & L. R.					2,103.35	2,103.35	\$0.00		
13	Collins & Co. Coal Co.					2,103.35	2,103.35	\$0.00		
14	Day, R. I. & N. W. Ry.			858.67		87,734.21	87,734.21	\$0.00		
15	Day, R. I. & N. W. Ry.			61,259.17		42,717,155.43	71,892,803.11	\$29,262,531.68	21,420.59	2,000.00
16	Illinois Central R. R.									
17	Dalh. & S. C. R.			1,669.40		142.82	2,142.82	\$2,000.00		
18	Dalh. & S. C. R.									
19	Min. & St. Louis R. R.					3,087.96	4,780,588.45	\$2,692,580.49	5,427.25	
20	Min. & St. Louis R. R.					97,111.13	94,508.54	\$2,602.59	43,642.80	
21	Union Pacific R. R.					40,577,142.97	60,554,273.41	\$2,977,130.44	30,591.16	
22	Union Pacific R. R.					22,074,288.02	22,074,288.02	\$0.00	60,168.80	
23	Union Pacific R. R.									
24	Union Pacific R. R.									
25	Union Pacific R. R.									
26	Union Pacific R. R.									
27	Union Pacific R. R.									
28	Union Pacific R. R.									
29	Union Pacific R. R.									
30	Union Pacific R. R.									
31	Union Pacific R. R.									
32	Union Pacific R. R.									
33	Union Pacific R. R.									
34	Union Pacific R. R.									
35	Union Pacific R. R.									
36	Union Pacific R. R.									
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38	Union Pacific R. R.									
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41	Union Pacific R. R.									
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86	Union Pacific R. R.									
87	Union Pacific R. R.									
88	Union Pacific R. R.									
89	Union Pacific R. R.									
90	Union Pacific R. R.									
91	Union Pacific R. R.									
92	Union Pacific R. R.									
93	Union Pacific R. R.									
94	Union Pacific R. R.									
95	Union Pacific R. R.									
96	Union Pacific R. R.									
97	Union Pacific R. R.									
98	Union Pacific R. R.									
99	Union Pacific R. R.									
100	Union Pacific R. R.									

* Decreases.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 5—DEFERRED ASSETS—Continued—AND UNPAID DEBTS.

Number	Railway Companies	U. S. Government deferred assets	Other deferred	Total deferred assets December 31, 1921	Total deferred assets December 31, 1920	Increase or decrease, 1921	Notes and invest- ments paid in ad- vance	Discount on capital stock	Discount on funded debt
1	Atchafalaya & Santa Fe Ry.	\$ 47,064,828.41	\$ 5,635,565.72	\$ 49,884,236.30	\$ 46,846,312.12	\$ 3,037,924.18	\$ 98,113.11		
2	Atchafalaya & Santa Fe Ry.	531,921.00	349,078.54	1,681,568.00	1,593,169.00	88,399.00			
3	Chicago, Burlington & Quincy R. R.	138,279.29		5,171,391.31	7,083,429.19	(1,912,037.88)			
4	Chicago Great Western Railroad		15,546.04	19,546.04	19,546.04				
5	Q. M. & St. P. Ry. & Pu. Dodge R. R.	8,802.14	135,076.97	392,405.00	367,405.00	25,000.00			
6	Chicago & North Western Railway		28,628.05	56,038.68	96,817,286.29	96,817,286.29			
7	C. St. P., M. & O. Ry.			1,200,000.00	8,550,623.17	(7,350,623.17)			
8	St. P. & C. T. R. R.	30,895,006.00	27,210,709.03	31,504,729.70		1,287,000.67	217,002.76		12,302.28
9	Colfax Northern Railway						112.00		
10	Thos. W. Higgin R. R. Prop.								
11	Great Northern Railway	146,931.00	3,762,700.00	5,141,931.00	5,141,931.00				
12	Dav. R. & N. W. Ry.		2,789,929.25	56,315,422.00	56,315,422.00				
13	Illinois Central Railroad	10,308,004.76	49,509.49	85,440,054.75	48,803,767.87	36,636,286.88	52,677.86		597,308.56
14	Illinois Central Railroad								
15	Manitoba & Ontario Railroad	6,352,867.05	33,579.31	6,386,446.36	6,386,446.36				
16	Minneapolis & St. Louis Railroad		6,804.31	6,804.31	6,804.31				
17	St. Louis & North Western Railway		5,445,447.53	5,445,447.53	42,847,131.77	(37,391,684.24)			
18	Tabor & Northern Railway		3,297.36	11,475,139.21	11,084,479.39	390,659.82			
19	Webster Railway	11,410,000.00							
20	Total	\$ 147,110,637.41	\$ 784,222.72	\$ 195,064,831.74	\$ 206,413,191.85	\$ (10,348,359.11)	\$ 585,415.91	\$ 1,804,830.34	\$ 1,804,830.34

RAILROAD COMMISSIONERS' REPORT

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

Number	Railway Companies	Open accounts	Total long-term 31, 1921	Total long-term 31, 1920	Increase or decrease, 1921	Loans and bills payable	Traffic and car-traffic balances payable	Undeveloped accounts
1	A. T. & S. F. Ry.	\$ 259,888,409.26	\$ 259,888,409.26	\$ 251,972,627.96	\$ 7,915,781.30	\$ 1,016,570.77	\$ 1,811,125.02	\$ 2,340,319.63
2	Atlantic Northern Ry.	173,619,300.00	173,619,300.00	173,038,800.00	\$ 580,500.00	7,728.49	1,841,712.17	10,342,037.59
3	C. & P. Ry.	44,300.00	44,300.00	44,300.00	0.00	0.00	1,047,004.71	1,055,116.75
4	C. & P. Ry.	12,000,000.00	12,000,000.00	12,000,000.00	0.00	0.00	0.00	0.00
5	C. & P. Ry.	375,337,347.65	375,337,347.65	375,337,347.65	0.00	0.00	2,128,056.97	13,658,037.63
6	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
7	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
8	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
9	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
10	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
11	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
12	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
13	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
14	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
15	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
16	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
17	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
18	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
19	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
20	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
21	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
22	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
23	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
24	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
25	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
26	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
27	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
28	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
29	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,000.00	0.00	0.00	2,128,056.97	13,658,037.63
30	C. & P. Ry.	238,450,000.00	238,450,000.00	238,450,0				

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 9—CURRENT LIABILITIES—Continued.

Number	Railway Companies	Accounts payable	Treasury matured	Dividends matured	Funded debt	Dividends declared	Unmatured interest	Unmatured rents	Other current liabilities
1	A. T. & S. F. Ry.	\$ 802,247.31	\$ 186,000.20		\$ 2,000.00	\$ 0.485,210.00	\$ 3,238,560.05	\$ 459,835.49	\$ 101,964.15
2	Atlantic Northern Ry.	597,690.75	1,452,541.12				1,147,831.60		539,568.70
3	C. & N. W. Ry.	70,966.90	22,727.50		\$4,800.00		400,526.45	134,113.16	50,221.00
4	M. C. & P. D. R.		480,000.00						
5	C. M. & P. D. R.	575,772.02	4,852,105.69		121,400.00		2,727,743.94	312,108.00	
6	C. M. & P. D. R.	1,000,000.00	310,300.58	4,419.00	15,100.00		2,200,558.78		
7	C. M. & P. D. R.	340,000.00	66,373.50	1,016.50		857,960.00			1,549,021.22
8	C. M. & P. D. R.	445,559.48	1,025,101.53		500,000.00		2,549,443.23	906,527.35	
9	S. F. & C. S. L. Ry.						402.25	1,138.11	45,394.00
10	Thos. W. Griggs Ry.		1,884.85		\$3,600.00		601.65		
11	Collins Con. Coal	72.72							
12	Ill. Northern Ry.	7,578,052.65	14,651.00		1,203.00		539,104.35		102,000.00
13	Illinois Central & R.	882,113.79	1,942,941.01	53,034.55	111,726.18		1,598,074.42	39,000.00	28,662.43
14	Dub. & S. C. R.	510,334.91	1,795.00			1,915,000.00	18,236.48		364,246.41
15	Ill. & M. Ry.				500.00				
16	Mind. & St. Louis R.	101,864.41	145,882.95				819,870.45	1,460.35	1,431.34
17	Mus. B. & S. R. R.	4,397.06	13,115.20						
18	Union & Northern R.	709.25						524.36	37,022.00
19	Wabash & N. R.	9,729,769.00	5,959,000.00				900,368.54		28,410.75
20	Wabash Railways	171,700.72	231,927.00	5,915,509.36	2,300.00		35,371.16		286,110.42
21	Total.	\$ 100,794,271.67	\$ 650,202.50	\$ 10,407,738.01	\$ 525,080.19	\$ 9,257,885.00	\$ 17,586,709.14	\$ 1,071,308.91	\$ 1,196,921.07

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 19—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES.

Number	Railway Companies	Total Current Liabilities			Deferred Liabilities			Increase or decrease of 1921
		December 31, 1921	December 31, 1920	1921	U. S. Government deferred liabilities	Other deferred liabilities	Total deferred liabilities	
1	A. T. & S. P. Ry.	\$ 20,754,109.15	\$ 23,770,821.97	\$ 11,693,661.85	\$ 86,380,106.05	\$ 254,716.20	\$ 87,744,941.25	\$ 35,544,477.22
2	Albany & Troy Ry.	15,848,486.86	24,067,405.25	9,214,031.29	3,305,522.45	110,379.71	76,163,431.17	\$74,550,258.98
3	C. & G. W. R. Ry.	4,046,772.58	5,607,922.05	1,910,721.07	6,555,712.04	64,284.38	8,737,161.61	\$2,117,165.19
4	M. & C. R. Ry.	62,490,000.00	50,148,108.54	36,485,000.00	29,574.46	224,077.39	364,651.79	983,275.95
5	C. & N. W. Ry.	18,304,205.74	20,207,072.13	8,004,545.40	45,119,329.29	9,955.86	47,030,329.47	\$17,030,642.07
6	C. & S. P. Ry.	4,386,051.74	8,596,181.03	4,119,329.29	45,119,329.29	9,955.86	47,030,329.47	\$17,030,642.07
7	C. & S. P. Ry.	25,713,068.56	44,470,074.96	15,745,210.20	45,119,329.29	9,955.86	47,030,329.47	\$17,030,642.07
8	Colfax Northern Ry.	65,286.61	34,450.90	10,855.02	45,119,329.29	9,955.86	47,030,329.47	\$17,030,642.07
9	Thos. W. Grange R. Ry.	2,600.00	15,640.90	18,219.07	45,119,329.29	9,955.86	47,030,329.47	\$17,030,642.07
10	Dav. R. I. & N. W. Ry.	210,857.64	160,252.05	45,000.50	50,006.66	90,000.00	88,000.00	15,000.00
11	Great Northern Ry.	42,068,774.97	49,890,529.50	2,303,700.29	71,185,431.28	2,197,562.18	82,149,103.46	\$79,030,300.00
12	Man. & Ogdona Ry.	410,671.39	610,417.97	1,746.58	71,185,431.28	2,197,562.18	82,149,103.46	\$79,030,300.00
13	Dub. & S. O. R. Ry.	8,406,782.24	27,100.86	9,498.69	6,000,715.56	23,017.56	6,000,715.56	\$1,640,431.43
14	Man. & Ogdona Ry.	206,770.74	210,423.67	34,853.07	6,000,715.56	23,017.56	6,000,715.56	\$1,640,431.43
15	Thos. W. Grange R. Ry.	12,000.00	47,200.00	35,200.00	6,000,715.56	23,017.56	6,000,715.56	\$1,640,431.43
16	Union Pacific R. Ry.	37,000,000.00	15,109,000.00	21,891,000.00	6,000,715.56	23,017.56	6,000,715.56	\$1,640,431.43
17	Wabash Railway	15,000,000.00	15,109,000.00	21,891,000.00	6,000,715.56	23,017.56	6,000,715.56	\$1,640,431.43
18	Total	\$ 301,480,848.96	\$ 305,777,700.00	\$ 81,137,847.26	\$ 442,008,701.07	\$ 1,660,371.64	\$ 443,669,072.71	\$ 130,601,260.87

* Decreased.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 11—UNADJUSTED CREDITS.

Number	Railway Companies	Tax liability	Premium on funded debt	Insurance and casualty reserves	Operating reserves	Road	Accrued Depreciation			U. S. Government unadjusted credits	Other unadjusted credits
							Equipment	Miscellaneous	Physical property		
1	A. T. & S. P. Ry.	\$ 8,897,285.95		\$ 2,560,129.51	\$ 59,421,200.25	\$ 748,594.19					\$ 5,082,290.86
2	Albany & Troy Ry.	5,845,562.93		1,549,771.29	5,944,942.24	1,729.45					10,125,012.33
3	C. & G. W. R. Ry.	717,002.92									1,631,065.56
4	M. & C. R. Ry.	4,906,112.00		3,390,746.77	600,598.44	30,727,746.54				\$ 5,827,002.44	2,003,842.04
5	C. & N. W. Ry.	5,001,065.00		1,142,224.49	39,460,332.00	5,369,438.25					4,560,684.17
6	C. & S. P. Ry.	3,600,058.24		38,432.05	5,361,223.35	14,177,463.94					2,300,012.01
7	C. & S. P. Ry.	945.24				14,279.15					1,006,382.25
8	Colfax Northern Ry.					1,279.80					12.10
9	Thos. W. Grange R. Ry.					38,568.34					3,252.58
10	Dav. R. I. & N. W. Ry.	1,747.47				74,809.49					8,407,429.46
11	Great Northern Ry.	5,910,431.19		2,467,311.25	259,002.15	22,105,906.35					6,176,361.85
12	Man. & Ogdona Ry.	4,375,000.00		2,791,844.46	1,494,702.19	31,785,362.06					2,003,842.04
13	Dub. & S. O. R. Ry.	37,225.53				5,618.29					860,110.56
14	Man. & Ogdona Ry.	4,375,000.00		1,494,702.19	259,002.15	22,105,906.35					2,003,842.04
15	Mus. B. & S. R. Ry.	4,375,000.00		1,494,702.19	259,002.15	22,105,906.35					2,003,842.04
16	Union Pacific R. Ry.	1,071,088.13		411,368.07	800,448.25	22,105,906.35					2,003,842.04
17	Wabash Railway					22,105,906.35					2,003,842.04
18	Total	\$41,871,669.46	\$ 1,134,304.00	\$10,482,472.81	\$19,079,111.31	\$ 2,457,710.28	\$ 754,534.73	\$13,001,354.96	\$6,997,036,742.90		\$ 2,003,842.04

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 1—AVERAGE MILEAGE OF ROAD OPERATED AND TRAIN MILES.

Number	Railway Companies	Average mileage operated	Train Miles					Special	Total Transports	Work Service
			Freight		Passenger					
		Entire line	Ordinary	Light	Total	Mixed				
1	Atchafalaya, Topeka & Santa Fe Ry.	8,883.70	16,050,649	188,917	16,240,566	1,434,912	19,687	36,712,151	582,530	
2	Atlantic Northern Railway	9,207.07	17,599,222	152,523	17,751,745	12,478	19,701	17,771,446	531,274	
3	Chicago, Burlington & Quincy R. R.	1,406.06	2,607,430	5,205	2,612,635	2,804,271	1,083	36,731,981	47,600	
4	Chicago, Milwaukee & St. Paul Ry.	10,808.63	15,712,564	161,597	15,874,161	1,281,015	16,784	34,508,080	723,009	
5	Chicago & Northwestern Ry.	9,402.25	15,003,037	300,808	15,303,845	1,405,447	22,109	37,292,032	542,510	
6	Chicago & St. Louis Ry.	7,601.51	15,254,727	134,333	15,389,060	787,010	6,129	31,460,077	605,148	
7	Collins, Northern Railway	6.00	3,159	3,159	3,159	2,075		10,574		
8	Great Northern Railway	8,102.44	8,795,504	138,914	8,934,418	709,245	15,154	21,251,085	255,071	
9	Illinois Central Railroad	4,799.27	17,057,226	197,588	17,254,814	224,681	19,007	21,774,002	809,021	
10	Manitowish & Grand Ry. R.	1,652.91	2,261,869	19,165	2,281,034	17,643	8,117	19,841	21,554	
11	Mt., Burlington & Southern R. R.	10.75	36,359	36,359	6,082	2,550		301,280	31,628	
12	Northwestern Railway	10.75	15,289,524	209,689	15,499,213	14,289	8,555	14,289	14,289	
13	Rock Island & Pacific Ry.	2,672.96	6,417,284	124,275	6,541,559	6,811	11,150	22,504,170	186,278	
14	Union Pacific Railroad	60,300.226	131,000,704	1,460,174	132,460,878	141,259,508	337,900	365,138,260	5,077,028	
15	Wabash Railroad									
16	Total									

Note.—In making averages where mixed train miles are used, we have apportioned 10% (10,000,000) to freight train and 25% (25,000,000) to passenger train.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 2—LOCOMOTIVE MILES.

Number	Railway Companies	Freight				Locomotive Miles				Passenger		Total
		Principal	Light	Total	Principal	Light	Total	Principal	Light			
1	Atchafalaya, Topeka & Santa Fe Ry.	16,245,566	1,031,456	17,277,022	15,559,436	856,586	16,416,022	15,959,436	856,586	16,815,622	50,371,697	
2	Atlantic Northern Railway	17,431,022	890,488	18,321,510	17,001,222	125,796	17,127,018	18,127,018	125,796	18,252,814	58,574,511	
3	Chicago, Burlington & Quincy R. R.	15,873,031	475,250	16,348,281	17,078,455	292,534	17,370,989	17,370,989	292,534	17,663,523	76,247,128	
4	Chicago, Milwaukee & St. Paul Ry.	15,873,031	475,250	16,348,281	17,078,455	292,534	17,370,989	17,370,989	292,534	17,663,523	76,247,128	
5	Chicago & Northwestern Ry.	15,955,887	485,004	16,440,891	16,655,344	41,479	16,696,823	16,696,823	41,479	16,738,302	83,005,430	
6	Chicago & St. Louis Ry.	15,955,887	485,004	16,440,891	16,655,344	41,479	16,696,823	16,696,823	41,479	16,738,302	83,005,430	
7	Collins, Northern Railway	3,159	3,159	6,318	2,075		4,243	2,075		2,160	18,907,933	
8	Great Northern Railway	8,934,418	138,914	9,073,332	8,934,418	15,154	9,049,494	9,049,494	15,154	9,064,648	99,973,373	
9	Illinois Central Railroad	17,254,814	197,588	17,452,402	17,751,745	19,701	17,771,446	17,771,446	19,701	17,791,147	198,974,576	
10	Manitowish & Grand Ry. R.	2,281,034	19,165	2,300,199	2,281,034	19,165	2,300,199	2,281,034	19,165	2,300,199	23,201,698	
11	Mt., Burlington & Southern R. R.	6,082	36,359	42,441	2,550		4,902	2,550		2,550	23,201,698	
12	Northwestern Railway	15,499,213	209,689	15,708,902	15,708,902	8,555	15,717,457	15,717,457	8,555	15,726,012	232,696,074	
13	Rock Island & Pacific Ry.	6,541,559	124,275	6,665,834	6,541,559	11,150	6,652,689	6,652,689	11,150	6,663,839	255,359,912	
14	Union Pacific Railroad	132,460,878	1,460,174	133,921,052	141,259,508	337,900	141,597,408	141,597,408	337,900	141,935,308	644,475,337	
15	Wabash Railroad	137,388,690		137,388,690	140,418,095		140,418,095	140,418,095		140,418,095	1,414,475,337	
	Total											

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 2—LOCOMOTIVE MILES—Continued.

Number	Railway Companies	Locomotive Miles							
		Mixed Train				Special Train			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	1,424,912	9,020	43,568	1,477,500	19,987	970	467	21,424
2	Atlantic Northern Railway	12,478			12,478				
3	Chicago, Burlington & Quincy R. R.	639,642	1,830	7,689	649,161	35,921	1,574	447	37,942
4	Chicago Great Western R. R.	128,333	106	1,700	130,139	4,886	90	247	5,028
5	Chicago, Milwaukee & St. Paul Ry.	1,381,618	2,602	38,394	1,422,614	16,784	149	843	17,776
6	Chicago & Northwestern Ry.	1,965,862	2,472	2,136	1,970,470	22,339			22,339
7	Chicago, St. Paul, Minn. & Omaha Ry.	432,036	1,183	7,379	440,598	5,849	391	307	6,547
8	Chicago, Rock Island & Pacific Ry.	787,010	450	21,102	808,562	6,304			6,304
9	Colfax Northern Railway	2,070			2,070				
10	Dav., Rock Island & Northwestern Ry.	700,302	184	7,280	707,666	15,194	734	5,602	21,510
11	Great Northern Railway	224,485		785	225,270	19,005			19,005
12	Illinois Central Railroad	16,845			16,845				
13	Manchester & Okeoka Ry.	179,379		5,529	184,908				
14	Minneapolis & St. Louis R. R.	2,350			2,350				
15	Mus., Burlington & Southern R. R.	14,280			14,280				
16	Taber & Northern Railroad	894,259	17,698	40,436	952,393	6,270	70	1,795	8,135
17	Union Pacific Railroad	41,196			41,196	6,915	400		7,381
18	Wabash Railroad								
	Total	8,702,569	30,137	159,888	8,892,594	158,465	4,440	8,431	172,334

540,446
896,384
154,014
1,643,688
713,920
375,239
1,060,235
2,748
1,178,010
579,807
154,516
289
216,222
428,645
7,912,876

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES.

Number	Railway Companies	Locomotive Miles					Car Miles		
		Yard Switching		Total	Total transportation service	Work service	Freight Train		Sum of loaded and empty
		Freight	Passenger				Loaded	Empty	
1	Atchison, Topeka & Santa Fe Ry.	6,001,887	563,090	6,564,980	47,064,223	622,035	424,971,321	300,012,768	684,984,089
2	Atlantic Northern Railway				12,478				
3	Chicago, Burlington & Quincy R. R.	7,709,437	366,396	8,075,833	47,819,129	988,669	446,330,207	275,491,104	721,821,311
4	Chicago Great Western R. R.	1,199,345	82,780	1,282,130	7,641,548	63,118	72,137,483	35,810,113	107,947,594
5	Chicago, Milwaukee & St. Paul Ry.	7,572,568	691,728	8,264,296	46,030,638	803,692	398,133,005	221,495,618	609,628,623
6	Chicago & Northwestern Ry.	7,844,387	779,094	8,623,481	47,584,975	711,969	338,170,083	213,757,774	551,927,855
7	Chicago, St. Paul, Minn. & Omaha Ry.	1,768,683	133,486	1,902,151	10,646,971	75,837	64,078,842	28,684,121	92,762,964
8	Chicago, Rock Island & Pacific Ry.	5,466,649	439,718	5,906,367	39,302,865	665,048	325,970,102	166,960,512	491,950,614
9	Colfax Northern Railway	810		810	14,138		8,729	8,015	17,344
10	Dav., Rock Island & Northwestern Ry.	54,582	20	54,602	54,585	12,900			
11	Great Northern Railway	3,108,438	308,854	3,417,292	26,847,562	301,102	213,747,431	129,281,396	373,128,799
12	Illinois Central Railroad	6,333,770	728,392	7,062,162	40,335,407	1,118,944	440,114,000	266,228,000	706,442,000
13	Manchester & Okeoka Ry.	629		629	17,460				
14	Minneapolis & St. Louis R. R.	737,745	49,807	787,552	6,969,800	81,658	44,681,688	34,084,138	68,715,822
15	Mus., Burlington & Southern R. R.	9,163		9,163	48,718		296,672	78,517	345,189
16	Taber & Northern Railroad				14,280				
17	Union Pacific Railroad	3,124,842	196,075	3,320,917	29,757,445	447,611	214,564,717	158,456,478	473,021,195
18	Wabash Railroad	2,780,962	143,478	2,924,440	16,765,267	219,761	180,633,503	81,886,454	262,469,956
	Total	58,714,135	4,607,894	63,322,029	302,019,026	6,122,396	3,382,907,758	1,961,055,013	5,144,862,794

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 6—CAR MILES—Continued.

Number	Railway Companies	Car Miles									
		Freight Train			Passenger Train				Mixed Train		
		Caboose	Exclusive work equipment	Total	Passenger	Shipping, parcel and observation	Dining	Other	Total	Loaded	Empty
1	Atchafalaya, Topeka & Santa Fe Ry.	17,059,646	2,896,932	794,319,796	28,368,146	55,395,192	4,632,211	43,086,369	144,073,027	6,571,860	2,900,432
2	Atlantic Northern Railway	17,054,182		738,875,413	46,351,623	27,127,725	4,059,391	39,715,617	115,009,298	28,000	12,765
3	Chicago, Burlington & Quincy R. R.	17,795,190	2,695,112	139,489,788	6,017,527	22,582,060	5,254,714	27,333,768	184,805,450	4,451,720	951,869
4	Chicago Great Western St. Paul Ry.	16,540,825	1,616,811	609,484,701	31,070,699	22,582,060	2,546,234	41,621,031	118,909,120	11,051,981	6,103,200
5	Chicago & Northwestern Ry.	15,440,825	2,616,811	569,484,701	31,070,699	22,582,060	2,546,234	41,621,031	118,909,120	11,051,981	6,103,200
6	Chicago, St. P., M. & O. Ry.	13,909,456		509,122,432	8,397,527	27,936,000	6,069,106	36,905,292	800,020	2,855,500	1,264,419
7	Coast Northern Railway	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
8	Del., R. I. & N. W. R. R.	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
9	Illinois Central Railroad	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
10	Manitowish & Ouedia Ry.	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
11	Missouri Pacific Railroad	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
12	Northwestern Railway	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
13	Union Pacific Railroad	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
14	Western Railroad	15,207,566	4,696,841	523,172,344	27,526,012	24,451,451	4,079,305	36,879,235	104,949,000	2,855,500	1,264,419
15	Total.	121,121,623	14,502,967	5,254,997,284	272,032,000	242,066,097	10,016,306	24,052,000	901,800,000	100,344,000	20,000,000

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 6—CAR MILES—Continued.

Number	Railway Companies	Car Miles									
		Special Train				Other Train					
		Caboose	Exclusive work equipment	Passenger	Shipping, parcel and observation	Dining	Other passenger	Total	Loaded	Empty	Caboose
1	Atchafalaya, Topeka & Santa Fe Ry.	247,859	96,788	1,869,210	19,008	43	1,164,347	12,835,485	178,323	9,241	16,005
2	Atlantic Northern Railway										
3	Chicago, Burlington & Quincy R. R.	2,504		977,750	13,987		148,357	4,735,756	269,869	14,739	25,001
4	Chicago Great Western R. R.	5,500		1,796,500	696		62,097	21,554,708	256,711	7,127	23,127
5	Chicago, Milwaukee & St. Paul Ry.	1,569	144,969	1,796,500	696		62,097	21,554,708	256,711	7,127	23,127
6	Chicago & Northwestern Ry.	265,359	295,127	2,176,000			12,346	2,514,972	60,805	2,449	3,000
7	Chicago, Rock Island & Pacific Ry.	111,564	29,344	1,182,553	1,297		12,346	2,514,972	60,805	2,449	3,000
8	Coast Northern Railway										
9	Del., N. J. & N. W. R. R.										
10	Illinois Central Railroad	169,947	59,729	1,699,145	60		218,207	4,273,786	156,267	286	14,064
11	Manitowish & Ouedia Ry.										
12	Missouri Pacific Railroad	1,280		16,842			21,300	331,406	4,710		594
13	Northwestern Railway										
14	Union Pacific Railroad	94,228	247,020	851,051			112,915	12,577,741	84,300	56	5,299
15	Western Railroad	265	2,103	139,817			36,664	697,012	60,250	65	6,915
16	Total.	981,001	894,600	11,894,795	30,324	42	2,963,907	76,477,292	1,566,449	21,719	136,272

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 7—CAR MILES—Continued.

Number	Railway Companies	Special Train					Total	Total transportation	Work service
		Exclusive work equipment	Passenger	Shipping, parlor and observation	Dining	Other passenger			
1	Atchafalpa, Topeka & Santa Fe Ry	58,445	28,792	1,210	4,028	295,320	661,541,308	5,037,497	
2	Atlantic Northern Railway	119,397	1,310	445	459,605	459,605	581,621,194	1,583,029	
3	Chicago, Burlington & Quincy R. R.	40,186	27,021	1,297	2,731	289,650	744,000,227	4,410,030	
4	Chicago & Milwaukee St. Paul Ry	84,449	19,286	1,913	7,632	326,528	710,002,057	1,222,921	
5	Chicago & Northwestern Ry.	7,677	19,535	2,280	2,280	29,030	118,891,951	116,569	
6	Chicago & St. Paul, Minneapolis & Omaha Ry.	1,129	15,286	882	2,279	94,460	609,000,000	1,865,280	
7	Colfax Northern Railway	212	642	182	1,835	41,743	83,898,010	1,793,477	
8	Dev., Rock Island & Northwestern Ry	35,328	850	171	41,833	80,425,034	207,428,000	32,448	
9	Illinois Central Railroad	670	29,729	117,560	134,603	14,289	584,821,880	5,177,463	
10	Manitowish & St. Louis R. R.	882	387,383	97,131	2,502	2,462,107	6,774,406,011	30,670,724	
11	Manitowish & St. Louis R. R.								
12	Union Pacific Railroad								
13	Wabash Railroad								
	Total								

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 8—FREIGHT AND PASSENGER SERVICE.

Number	Railway Companies	Freight Service			Passenger Service		
		Tons	Revenue freight	Non-revenue freight	Total	Passengers carried	Passenger miles
1	Atchafalpa, Topeka & Santa Fe Ry	22,720,246	7,792,456	31,822,701	7,871,068,839	8,306,145	1,369,795,265
2	Atlantic Northern Railway	22,783	9,092,049	47,910,227	1,084,092,960	12,829,681	999,701,152
3	Chicago, Burlington & Quincy R. R.	6,427,973	1,417,326	6,845,126	1,850,484,653	1,850,484,653	140,849,607
4	Chicago & Milwaukee St. Paul Ry	34,097,126	8,890,295	39,067,421	8,888,712,410	1,330,655,569	9,644,170,969
5	Chicago & Northwestern Ry.	3,591,270	1,575,467	10,270,237	1,445,200,253	1,445,200,253	817,139,260
6	Chicago & St. Paul, Minneapolis & Omaha Ry	25,255,434	5,423,146	30,678,579	6,506,483,890	3,179,234	1,392,740,664
7	Colfax Northern Railway	94,011	2,062	97,073	662,376	13,522,136	920,174,670
8	Dev., Rock Island & Northwestern Ry	19,833,134	4,225,320	23,758,454	5,740,921,478	64,232	321,160
9	Illinois Central Railroad	40,115,089	7,665,838	47,910,227	1,084,092,960	6,394,676	478,267,466
10	Manitowish & St. Louis R. R.	6,132,292	1,417,326	6,845,126	1,850,484,653	25,625,171	830,172,651
11	Manitowish & St. Louis R. R.	180,225	7,588	1,921,025	1,921,025	1,706,768	68,915,479
12	Mus., Burlington & Southern R. R.	13,697	2,062	20,320	5,977,064	31,278	675,412
13	Tabor & Northern Railroad	14,551,960	4,225,320	23,758,454	5,740,921,478	2,894,181	618,383,523
14	Wabash Railroad	809,654,850	27,585,202	336,030,020	70,515,384,614	4,354,282	264,125,732
	Total					150,950,979	7,470,384,596

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Revenues and Expenses				
		Freight revenue	Passenger revenue	Operating revenue	Operating expenses	Net operating revenue
1	Albion, Topeka & Santa Fe Ry	\$ 129,276,473.30	\$ 45,373,819.37	\$ 180,217,504.07	\$ 130,774,106.65	\$ 55,443,397.42
2	Atlantic Northern Railway	40,958.45	2,351.39	45,996.33	41,605.16	2,391.17
3	Chicago & North Western Ry	127,159,640.31	24,866,741.50	156,712,390.15	128,215,389.98	28,496,970.17
4	Chicago Great Western Ry	17,159,640.31	24,866,741.50	42,016,381.81	41,605.16	40,605,276.65
5	Chicago, Milwaukee & St. Paul Ry	104,594,847.55	20,035,453.94	124,630,301.49	127,007,031.97	15,623,269.52
6	Chicago & Northwestern Ry	95,007,012.19	23,770,981.94	118,777,994.13	114,775,473.52	15,002,520.61
7	Chicago, Rock Island & Pacific Ry	106,159,640.31	20,035,453.94	126,195,094.25	124,262,214.22	2,932,880.03
8	Colfax Northern Railway	25,006.88	2,351.39	27,358.27	26,154.88	1,203.39
9	Great Northern Railway	74,700,100.55	16,400,279.42	91,100,380.00	89,443,500.28	1,656,879.72
10	Hillman Central Railroad	107,002,000.55	14,700,279.42	121,702,280.00	119,307,721.00	2,394,559.00
11	Manitowish & Ojibwa Ry	13,159,640.31	2,351.39	15,511,000.00	15,007,100.00	503,900.00
12	Manitowish & St. Paul Ry	13,159,640.31	2,351.39	15,511,000.00	15,007,100.00	503,900.00
13	Mia. & Burlington & Southern R. R.	147,754,000.00	2,351.39	148,105,351.39	144,702,139.70	3,403,211.69
14	Pabor & Northern Railroad	88,281,214.94	1,703,157.97	89,984,372.91	88,000.40	1,983,972.51
15	Pabor & Northern Railroad	88,281,214.94	1,703,157.97	89,984,372.91	88,000.40	1,983,972.51
16	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
17	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
18	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
19	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
20	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
21	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
22	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
23	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
24	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
25	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
26	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
27	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
28	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
29	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
30	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
31	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
32	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
33	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
34	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
35	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
36	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
37	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
38	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
39	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
40	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
41	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
42	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
43	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
44	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
45	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
46	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
47	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
48	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
49	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
50	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
51	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
52	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
53	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
54	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
55	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
56	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
57	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
58	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
59	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
60	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
61	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
62	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
63	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
64	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
65	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
66	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
67	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
68	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
69	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
70	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
71	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
72	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
73	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
74	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
75	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
76	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
77	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
78	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
79	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
80	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
81	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
82	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
83	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
84	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
85	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
86	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
87	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
88	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
89	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
90	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
91	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
92	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
93	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
94	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
95	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
96	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
97	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
98	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
99	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
100	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
101	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
102	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
103	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
104	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
105	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
106	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
107	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
108	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
109	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
110	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
111	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
112	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
113	Wabash Railroad	45,602,527.76	9,403,157.97	55,005,685.73	53,638.47	5,367,247.26
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TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART II—AVERAGES PER MILE OF ROAD—Continued—AND PER TON IN MILE.

Number	Railway Companies	Averages Per Mile of Road					Averages Per Train Mile				
		Operating revenue	Operating expenses	Net operating revenue	Revenue freight	All freight	Passenger miles—	Car-miles freight trains	Car-miles mixed trains	Empty freight	Train-miles
Ton-Miles											
Freight											
Passenger miles—											
All freight											
Revenue freight											
Car-miles mixed trains											
Car-miles freight trains											
Empty freight											
Car-miles mixed trains											
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TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 2—LOCOMOTIVE MILES.

Number	Railway Companies	Locomotive Miles									
		Freight					Passenger				
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Mixed Traffic	Total
1	Atchafalaya, Topeka & Santa Fe Ry.	102,725	6,947	12,942	122,614	119,606	7,712	12,482	138,800	7,804	732
2	Chicago, Burlington & Quincy R. R.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
3	Chicago Great Western R. R.	1,297,127	109,247	111,921	1,518,395	1,497,187	5,209	17,460	1,519,856	9,006	136,785
4	Chicago, Milwaukee & St. Paul Ry.	3,132,989	70,455	121,376	3,324,820	3,245,011	2,207,609	17,879	30,014	3,285,191	5,344
5	Chicago & North Western Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
6	Chicago, St. Paul, Minneapolis & Omaha Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
7	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
8	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
9	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
10	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
11	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
12	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
13	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
14	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
15	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
16	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
17	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
18	Chicago, Rock Island & Pacific Ry.	1,245,571	18,595	12,132	1,276,298	1,263,100	1,003,100	1,003,100	1,003,100	12,478	12,478
Total.		30,405,987	541,285	687,103	31,634,375	31,634,375	27,019,889	52,146	27,019,889	1,014	1,014

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 2—LOCOMOTIVE MILES—Continued—AND CAR MILES.

Number	Railway Companies	Locomotive Miles									
		Special					Locomotive Miles				
		Principal	Helper	Light	Total	Freight	Freight	Freight	Freight	Freight	Freight
1	Atchafalaya, Topeka & Santa Fe Ry.	30	1,029	64	5,832	211,609	816,109	7,740	887,000	6,706,433	116,467
2	Chicago, Burlington & Quincy R. R.	4,729	1,029	64	5,832	211,609	816,109	7,740	887,000	6,706,433	116,467
3	Chicago Great Western R. R.	2,582	8	149	2,643	400,245	1,109,587	110,171	1,219,756	30,434,373	17,541,693
4	Chicago, Milwaukee & St. Paul Ry.	5,105	8	149	5,262	1,109,587	1,109,587	110,171	1,219,756	30,434,373	17,541,693
5	Chicago & North Western Ry.	2,582	8	149	2,643	400,245	1,109,587	110,171	1,219,756	30,434,373	17,541,693
6	C., St. P., M. & O. Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
7	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
8	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
9	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
10	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
11	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
12	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
13	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
14	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
15	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
16	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
17	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
18	Conf. Northern Ry.	1,079	15	14	1,108	11,163	11,163	11,163	11,163	1,108,000	1,108,000
Total.		30,405,987	541,285	687,103	31,634,375	31,634,375	27,019,889	52,146	27,019,889	1,014	1,014

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 4—CAR MILES—Continued.

Number	Railway Companies	Car Miles											
		Freight Train			Passenger Train				Mixed Train				
		Sum of loaded and empty	Caboose	Exclusive work equipment	Total	Passenger	Sleeping and parlor and observation	Dining	Other	Total	Freight loaded	Freight empty	Caboose
1	A. T. & S. P. Ry.	8,990,461	109,115	12,058	9,109,584	202,003	441,546	62,422	354,104	1,073,027	40,603	1,108	19
2	Atlantic Northern Railway	79,545,168	2,119,524	.....	81,664,692	6,032,142	2,450,611	2,450,611	563,283	18,234,392	28,000	11,769	18
3	Chicago Great Western R.	137,000,467	2,659,447	.....	139,659,914	2,448,203	2,010,126	2,010,126	83,033	2,190,004	8,611,563	918,944	16
4	C. M. & St. P. Ry.	137,000,467	2,659,447	.....	139,659,914	2,448,203	2,010,126	2,010,126	83,033	2,190,004	8,611,563	918,944	16
5	C. & N. W. Ry.	164,006,669	4,611,491	534,128	168,918,288	9,408,095	9,417,924	9,417,924	11,222,555	27,219,574	504,252	811,339	2,113
6	Chicago & Northwestern Ry.	164,006,669	4,611,491	534,128	168,918,288	9,408,095	9,417,924	9,417,924	11,222,555	27,219,574	504,252	811,339	2,113
7	C. R. I. & P. Ry.	119,300,122	2,511,652	.....	121,811,774	6,510,849	6,000,662	6,000,662	438,434	6,439,303	1,716,885	1,141	55,400
8	C. St. P. & O. Ry.	119,300,122	2,511,652	.....	121,811,774	6,510,849	6,000,662	6,000,662	438,434	6,439,303	1,716,885	1,141	55,400
9	Colfax Northern Railway	17,344	4,146,395	1,342,770	24,837,411	8,117,698	8,117,698	8,117,698	394,125	8,511,823	16,708,788	1,407,071	867,822
10	Dav. R. I. & N. W. Ry.	4,200,000	59,974	.....	4,259,974	257,000	117,698	117,698	3,142,276	4,376,972	2,310	2,872	.....
11	Great Northern Railway	4,850,611	88,071	.....	4,938,682	2,451,094	1,166,409	1,166,409	115,321	5,054,001	282,981	2,872	.....
12	Illinois Central Railroad	61,477,000	2,290,974	.....	63,767,974	2,951,094	1,166,409	1,166,409	2,784,685	66,552,659	1,000	2,872	.....
13	Manitowish & Omaha Ry.	26,334,192	1,448,218	.....	27,782,410	2,734,000	273,771	273,771	2,460,229	28,243,639	9,364	2,872	.....
14	Missouri & Northern Ry.	34,348,159	29,075	175	34,667,309	62,000	273,771	273,771	50	34,740,079	250,599	184,200	2,238
15	N. P. & S. R. Ry.	1,251,144	431,188	.....	1,682,332	754,106	174,196	174,196	6,296	541,829	416	.....	.....
16	Northwestern Railroad	1,251,144	431,188	.....	1,682,332	754,106	174,196	174,196	6,296	541,829	416	.....	.....
17	Union Pacific Railroad	687,440,039,392,106	2,238,611	76,504,342	42,282,808	29,721,962	1,130,900	40,054,500	112,296,259	4,812,923	1,199,000	139,202	.....
18	Wabash Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total		687,440,039,392,106	2,238,611	76,504,342	42,282,808	29,721,962	1,130,900	40,054,500	112,296,259	4,812,923	1,199,000	139,202	.....

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 3—CAR MILES—Continued.

Number	Railway Companies	Car Miles											
		Mixed Train					Special Train						
		Exclusive work equipment	Passenger	Sleeping, parlor and observation	Other passenger	Total	Caboose	Passenger	Sleeping, parlor and observation	Other passenger	Total		
1	Atchafalaya, Topoka & Santa Fe Ry.	7,697	11	15,859	60,739	180	20	39	99	280	7,725,770	6,981	
2	Manitowish & Northern Ry.	255,758	2,064	39,591	707,627	48,234	4,694,113	8,904	835	265	74,153	100,481,944	219,656
3	Chicago Great Western R. R.	189,916	2,664	1,370	1,440,654	25,217	1,469,871	11,281	9,491	1,239	37,990	65,070,611	71,556
4	Chicago, Milwaukee & St. Paul Ry.	255,105	104	43,290	2,235,490	29,485	2,264,975	11,185	10,491	1,239	37,990	65,070,611	71,556
5	Chicago & North Western Ry.	303,277	81	6,735	2,109,425	35,401	2,144,826	8,141	8,141	491	1,310	1,710,179	9,067
6	C. St. P. M. & O. Ry.	27,057	81	6,735	2,109,425	35,401	2,144,826	8,141	8,141	491	1,310	1,710,179	9,067
7	Chicago, Rock Island & Pacific Ry.	18,970	1,562	62,825	2,724	67,321	169,417,097	449,135
8	Great Northern Railway	41,867
9	Manitowish & Northern Ry.	4,922,690	3,098,000
10	Illinois Central Railroad	7,894,115	1,005,513
11	Chicago, Milwaukee & St. Paul Ry.	14,145	32,448	39,973
12	Chicago, Rock Island & Pacific Ry.	232,314	92	391	638,723	2,684	259,990	869	171	13,928	42,705	47,742
13	Miss. Burlington & Southern R.	2,580	23,931	471,042	1,971
14	Chicago & North Western Ry.	14,259	14,399	14,609
15	Chicago & North Western Ry.	119,215
16	Chicago & North Western Ry.	14,609
17	Wabash Railroad	9,125,769	197,000
18	Wabash Railroad	2,145
19	Wabash Railroad	2,145
20	Wabash Railroad	2,145
21	Wabash Railroad	2,145
22	Wabash Railroad	2,145
23	Wabash Railroad	2,145
24	Wabash Railroad	2,145
25	Wabash Railroad	2,145
26	Wabash Railroad	2,145
27	Wabash Railroad	2,145
28	Wabash Railroad	2,145
29	Wabash Railroad	2,145
30	Wabash Railroad	2,145
31	Wabash Railroad	2,145
32	Wabash Railroad	2,145
33	Wabash Railroad	2,145
34	Wabash Railroad	2,145
35	Wabash Railroad	2,145
36	Wabash Railroad	2,145
37	Wabash Railroad	2,145
38	Wabash Railroad	2,145
39	Wabash Railroad	2,145
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106	Wabash Railroad	2,145
107	Wabash Railroad	2,145
108	Wabash Railroad	2,145
109	Wabash Railroad	2,145
110	Wabash Railroad	2,145
111	Wabash Railroad	2,145
112	Wabash Railroad	2,145
113	Wabash Railroad	2,145
114	Wabash Railroad	2,145
115	Wabash Railroad	2,145
116	Wabash Railroad	2,145
117	Wabash Railroad	2,145
118	Wabash Railroad	2,145
119	Wabash Railroad	2,145
120	Wabash Railroad	2,145
121	Wabash Railroad	2,145
122	Wabash Railroad		

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 6—FREIGHT AND PASSENGER SERVICE.

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton-Miles			Passengers carried	Passenger miles
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total		
1	Atchison, Topeka & Santa Fe Ry.	3,164,763	635,804	3,800,567	62,406,272	6,996,496	69,402,768	450,722	8,580,084
2	Atlantic Northern Railway	32,851	1,049	33,900	282,600	14,096	296,696	5,067	69,510
3	Chicago, Burlington & Quincy R. R.	8,074,148	2,010,148	10,084,296	955,260,120	205,844,308	1,261,104,428	2,007,008	121,744,290
4	Chicago Great Western R. R.	4,332,109	1,134,582	5,467,691	739,510,128	89,750,328	829,260,456	1,227,506	77,000,392
5	Chicago, Milwaukee & St. Paul Ry.	9,528,345	1,758,920	11,287,265	1,595,957,171	297,002,011	1,892,959,182	2,494,513	112,517,604
6	Chicago & Northwestern Ry.	9,335,951	1,902,507	11,238,458	1,886,444,448	304,577,670	2,191,022,118	2,589,347	128,812,064
7	Chicago, St. Paul, Minn. & Omaha Ry.	1,277,004	102,060	1,379,064	70,101,120	9,877,356	80,078,476	413,904	16,732,448
8	Chicago, Rock Island & Pacific Ry.	9,901,941		9,901,941	1,454,254,784		1,454,254,784	3,929,341	215,548,453
9	Colfax Northern Railway	94,011	3,000	97,011	402,676	11,076	413,752	64,322	221,180
10	Des Moines & Northwestern Ry.	811,467	57,134	868,601	57,621,083	4,112,170	61,733,253	82,846	3,125,804
11	Great Northern Railway	5,970,447	835,566	6,806,013	815,727,608	111,391,351	927,118,959	1,404,560	66,231,804
12	Illinois Central Railroad	22,650		22,650	184,271		184,271	12,840	115,697
13	Manchester & Oquida Ry.	3,961,498	539,802	4,501,300	504,806,060	88,978,605	603,784,665	945,574	20,894,808
14	Minneapolis & St. Louis R. R.	280,325	7,568	287,893	5,677,094	270,000	5,947,134	31,278	675,418
15	Mos., Burlington & Southern R. R.	18,457		18,457	209,362		209,362	4,602	50,116
16	Tabor & Northern Railroad	4,015,435	331,540	4,346,975	9,413,756	882,961	10,296,717	290,808	674,148
17	Union Pacific Railroad	1,904,901	149,250	2,054,151	120,149,964	4,491,186	124,641,150	297,434	11,624,180
18	Wabash Railroad								
Total		60,061,107	9,508,476	69,569,583	8,304,504,949	1,384,066,128	9,688,571,077	17,827,499	919,979,218

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 7—REVENUES AND EXPENSES AND AVERAGES PER MILE OF ROAD.

Number	Railway Companies	Revenues and Expenses						Averages per Mile of Road					
		Freight revenue	Passenger revenue	Passenger service—train revenue	Operating revenues	Operating expenses	Net operating revenues	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation net for train miles	Work train miles
1	A. T. & S. F. Ry.	\$ 903,579.29	\$ 294,044.07	\$ 306,496.78	\$ 1,300,024.25	\$ 1,300,287.09	\$ 159,737.16	5,166	5,561	292	1	11,069	86
2	Atlantic Northern Railway	40,905.43	2,330.26	2,123.02	45,965.32	47,658.10	\$ 340.17	734	734	—	—	—	—
3	C. B. & Q. R. R.	12,512,514.22	4,538,222.61	6,225,211.08	19,165,588.95	16,739,973.91	\$ 2,426,514.77	1,847	2,060	—	—	2,708	51
4	C. G. W. R. R.	8,898,577.63	2,712,859.89	2,218,431.25	12,425,655.92	11,347,296.46	\$ 1,077,759.06	1,799	1,979	129	—	3,910	38
5	C. M. & St. P. Ry.	19,447,258.01	5,568,024.61	5,272,548.99	25,218,681.52	25,000,000.96	\$ 1,900,420.55	1,941	1,719	119	—	2,761	30
6	C. & N. W. Ry.	24,076,140.02	8,212,425.90	10,821,146.07	35,255,510.21	32,962,107.23	\$ 2,393,402.98	2,702	2,898	152	—	5,745	60
7	C. St. P. M. & O. Ry.	1,151,273.02	604,128.32	717,140.62	1,901,528.08	1,806,025.54	\$ 95,502.49	2,262	2,799	142	—	5,305	92
8	C. M. I. & P. Ry.	20,386,420.20	7,481,088.74	9,306,968.47	30,025,711.80	27,624,798.90	\$ 2,400,912.81	1,772	1,772	171	—	3,719	90
9	Colfax Northern Ry.	32,608.80	2,543.61	2,543.61	35,152.41	40,224.95	\$ 112,616.61	456	774	301	—	1,599	—
10	D. B. I. & N. W. Ry.	—	—	—	51,327.65	258,311.83	\$ 207,194.25	—	—	—	—	—	226
11	Great Northern Ry.	629,729.52	74,353.71	119,529.44	976,547.22	837,000.47	\$ 119,246.70	1,809	1,839	—	—	3,168	6
12	Illinois Central R. R.	8,412,255.34	1,316,267.58	1,918,034.54	11,495,034.54	11,194,032.82	\$ 296,070.67	9,130	2,037	—	—	5,169	170
13	Man. & Oquida Ry.	19,067.78	4,712.29	6,567.36	25,219.33	27,194.53	\$ 4,734.45	—	—	1,655	—	1,693	—
14	Min. & St. Louis R. R.	6,079,877.00	1,078,641.45	1,373,548.44	8,147,155.99	7,618,309.21	\$ 528,946.68	1,028	1,195	160	—	2,692	73
15	Mos. B. & S. R. R.	147,784.90	25,485.67	31,562.89	198,782.05	288,491.71	\$ 98,709.11	614	1,106	44	—	1,884	12
16	Tabor & Northern Ry.	35,211.94	2,116.97	4,387.11	39,620.46	43,436.47	\$ 5,253.96	—	—	1,339	—	1,339	—
17	Union Pacific R. R.	180,185.45	18,470.43	24,494.80	271,742.73	310,448.13	\$ 80,705.39	9,988	5,584	—	—	21,644	20,007
18	Wabash Railway	1,232,963.94	412,784.18	511,211.02	1,850,974.06	2,063,219.46	\$ 234,545.41	1,998	1,787	—	—	3,787	97
Total		\$ 108,162,774.24	\$ 31,739,544.32	\$ 40,908,297.72	\$ 148,509,582.24	\$ 138,521,111.90	\$ 20,888,170.35	—	—	—	—	—	—
Grand averages		—	—	—	—	—	—	2,008	1,964	128	—	4,401	73

* Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 8—AVERAGES PER MILE OF ROAD—Continued.

Number	Railway Companies	Averages per Mile of Road									
		Locomotive miles— transportation	Freight service car. miles	Passenger service car-miles	Freight revenue	Passenger revenue— train revenue	Operating revenues	Operating expenses	Net operating revenue	Ton miles freight	Ton-miles all freights
1	A. T. & S. F. Ry.	15,081	207,500	1,120	346,507	13,400	533,353	568,373	40	8,144,300	8,144,300
2	Atlantic Northern Ry.	724	2,428	724	8,888.55	2,031.94	10,920.49	11,006.96	8	2,428,000	2,428,000
3	C. & N. W. Ry.	4,662	72,021	21,088	8,698.61	4,227.20	12,925.81	11,052.90	11	869,500	869,500
4	C. & O. Ry.	4,967	72,021	21,088	11,577.10	4,145.21	15,722.31	14,013.66	17	1,127,000	1,127,000
5	C. & M. & St. P. Ry.	4,967	72,021	21,088	14,717.57	6,628.37	21,345.94	19,709.57	1,868.13	1,079,785	1,079,785
6	C. & N. W. Ry.	6,028	104,730	19,642	14,717.57	6,628.37	21,345.94	19,709.57	1,668.05	1,155,555	1,155,555
7	C. & N. W. Ry.	8,117	94,280	17,430	13,282.50	7,008.02	20,290.52	18,654.52	1,668.05	1,155,555	1,155,555
8	C. & N. W. Ry.	8,117	94,280	17,430	13,282.50	7,008.02	20,290.52	18,654.52	1,668.05	1,155,555	1,155,555
9	C. & N. W. Ry.	8,117	94,280	17,430	13,282.50	7,008.02	20,290.52	18,654.52	1,668.05	1,155,555	1,155,555
10	C. & N. W. Ry.	8,117	94,280	17,430	13,282.50	7,008.02	20,290.52	18,654.52	1,668.05	1,155,555	1,155,555
11	D. & R. I. & N. W. Ry.	2,616	2,451	2,616	2,616.00	2,616.00	2,616.00	2,616.00	2,616.00	2,616,000	2,616,000
12	D. & R. I. & N. W. Ry.	2,616	2,451	2,616	2,616.00	2,616.00	2,616.00	2,616.00	2,616.00	2,616,000	2,616,000
13	Illinois Central Ry.	4,967	72,021	21,088	14,717.57	6,628.37	21,345.94	19,709.57	1,868.13	1,079,785	1,079,785
14	Man. & Ontario Ry.	1,062	2,759	1,062	1,062.00	1,062.00	1,062.00	1,062.00	1,062.00	1,062,000	1,062,000
15	Man. & Ontario Ry.	2,600	42,229	4,544	7,519.84	1,540.27	9,060.11	8,078.17	892.94	605,445	605,445
16	Man. & Ontario Ry.	1,062	2,759	1,062	1,062.00	1,062.00	1,062.00	1,062.00	1,062.00	1,062,000	1,062,000
17	Tabor & Northern Ry.	1,062	2,759	1,062	1,062.00	1,062.00	1,062.00	1,062.00	1,062.00	1,062,000	1,062,000
18	Union Pacific Ry.	19,227	310,560	17,129	7,405.50	14,025.36	21,430.86	19,128.45	2,302.41	1,810,000	1,810,000
19	Western Railway	4,214	30,141	7,121	5,807.14	2,446.46	8,253.60	7,179.49	1,074.11	574,000	574,000
20	Grand average	5,030	99,860	11,296	13,290.12	4,010.20	17,300.32	15,870.43	1,429.89	842,500	842,500

* Defect.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 9—AVERAGES PER TRAIN MILE.

Number	Railway Companies	Averages per Train Mile									
		Loaded freight car-miles	Empty freight car-miles	Ton-miles	Passenger train car-miles	Mixed trains	Revenue passenger— miles	Freight revenue	Passenger revenue— train revenue	Operating expenses	Net operating revenue
1	A. T. & S. F. Ry.	22.78	5.61	28.39	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
2	Atlantic Northern Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
3	C. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
4	C. & O. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
5	C. & M. & St. P. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
6	C. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
7	C. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
8	C. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
9	C. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
10	C. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
11	D. & R. I. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
12	D. & R. I. & N. W. Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
13	Illinois Central Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
14	Man. & Ontario Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
15	Man. & Ontario Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
16	Man. & Ontario Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
17	Tabor & Northern Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
18	Union Pacific Ry.	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
19	Western Railway	23.64	5.61	29.25	9.76	2.96	70.73	8.11	2,609	4,137.9	2,537.9
20	Grand average	20.31	4.06	24.37	1.67	200.84	440.74	5.61	1.60	44.31	38.70

* Defect.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 10—AVERAGES PER LOCOMOTIVE-MILE AND PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE PASSENGER

Number	Railway Companies	Averages per Locomotive-Mile						Averages per Loaded Freight Car-Mile				Averages per Car-Mile Passenger	
		Train-miles freight	Car-miles freight	Train-miles mixed	Car-miles mixed	Train-miles special	Car-miles special	Ton-miles revenue	Ton-miles all freight	Freight revenue	Passenger miles	Passenger	Passenger
1	A. T. & S. P. Ry.	84	42.00	87	8.46	1.00	1.00	12.70	13.70	30.28	8.70	13.13	8.44
2	Atlantic Northern Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
3	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
4	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
5	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
6	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
7	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
8	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
9	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
10	C. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
11	D. & N. W. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
12	Great Northern Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
13	Illinois Central Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
14	Mus. & S. R. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
15	Mus. & S. R. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
16	Mus. & S. R. Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
17	Union Pacific Ry.	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
18	Wabash Railway	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00
19	Grand averages	30	22.98	30	6.12	1.00	1.00	13.70	14.19	14.19	1.00	13.70	1.00

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 10—MISCELLANEOUS AVERAGES

Number	Railway Companies	Miscellaneous Averages						Revenue Per				Operating ratio %	
		Revenue freight	Nonrevenue freight	All freight	Miles carried—revenue passengers	Ton-mile of freight	Revenue per ton-mile of freight	Revenue per passenger-mile	Revenue per ton-mile of freight	Revenue per passenger-mile	Revenue per ton-mile of freight	Revenue per passenger-mile	Operating ratio %
1	A. T. & S. P. Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
2	Atlantic Northern Ry.	14.60	14.00	14.40	11.00	1,100.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
3	C. & N. W. Ry.	118.40	117.00	117.70	117.00	11,700.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
4	C. & N. W. Ry.	165.20	168.50	166.85	166.85	16,685.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
5	C. & N. W. Ry.	194.20	195.70	194.95	194.95	19,495.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
6	C. & N. W. Ry.	194.20	195.70	194.95	194.95	19,495.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
7	C. & N. W. Ry.	194.20	195.70	194.95	194.95	19,495.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
8	C. & N. W. Ry.	194.20	195.70	194.95	194.95	19,495.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
9	C. & N. W. Ry.	194.20	195.70	194.95	194.95	19,495.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
10	C. & N. W. Ry.	194.20	195.70	194.95	194.95	19,495.00	1.00	1.00	1.00	1.00	1.00	1.00	97.75
11	D. & N. W. Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
12	Great Northern Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
13	Illinois Central Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
14	Mus. & S. R. Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
15	Mus. & S. R. Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
16	Mus. & S. R. Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
17	Union Pacific Ry.	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
18	Wabash Railway	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75
19	Grand averages	19.70	10.40	12.10	19.00	2,000.00	1.00	1.00	1.00	1.00	1.00	1.00	98.75

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 1—PRODUCTS OF AGRICULTURE.

Number	Railway Companies	Wheat						Cotton					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	68,659	2,606,568	4,368	187,827	73,027	2,794,395	12,391	478,000	2,372	82,370	15,003	560,370
2	Chicago, Burlington & Quincy R. R.	68,741	2,841,822	5,210	207,280	73,951	2,949,102	42,589	1,717,019	5,052	233,254	48,641	1,950,273
3	Chicago Great Western R. R.	979	38,663	12,060	480,070	13,039	418,733	4,547	182,149	1,093	42,710	5,640	224,859
4	Chicago, Milwaukee & St. Paul Ry.	38,573	1,588,772	1,964	78,960	40,537	1,667,732	35,970	1,428,990	2,008	120,410	38,128	1,549,400
5	Chicago & North Western Ry.	15,909	649,399	11,712	473,206	27,621	1,122,605	43,109	1,778,539	18,122	721,906	61,231	2,500,445
6	Chicago, St. Paul, Minn. & O. Ry.	11,727	499,021	5,547	221,010	17,274	720,031	12,518	489,869	5,746	230,130	18,264	719,999
7	Chicago, Rock Island & Pacific Ry.	59,365	2,430,512	12,573	504,487	71,938	2,935,000	41,422	1,698,739	8,230	315,724	49,712	1,994,463
8	Great Northern Ry.	54,100	2,233,434	7,443	314,600	61,543	2,548,034	7,047	285,192	1,089	44,008	62,632	2,592,142
9	Illinois Central R. R.	10,880	449,027	15,722	643,391	26,602	1,092,419	14,422	580,739	8,230	315,724	49,712	1,994,463
10	Minneapolis & St. Louis R. R.	7,028	286,729	3,006	120,239	10,034	406,968	167	6,047	19	767	177	7,014
11	Mus., Burlington & Southern R. R.	12	98	2	51	14	517	15,814	670,118	1,815	74,282	17,629	714,401
12	Union Pacific R. R.	47,134	1,950,322	8,422	334,124	55,556	2,284,446	15,814	670,118	4,456	181,009	19,767	775,258
13	Wabash Railway.	9,140	363,262	4,322	171,300	13,462	534,562	15,814	670,118	4,456	181,009	19,767	775,258
Total.		388,422	15,884,944	95,289	3,889,705	483,711	19,774,649	275,909	11,065,641	60,674	2,512,790	336,583	13,577,430
Per cent of total carload traffic.		4.46	6.194	1.994	1.516	5.501	7.711	3.105	4.315	.696	.902	3.802	5.217

TABLE 12.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 2—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	2,242	90,327	80	36,296	2,322	94,623	2,315	77,174	728	29,523	3,043	97,697
2	Chicago, Burlington & Quincy R. R.	10,776	327,369	3,302	109,179	14,078	436,548	4,113	131,569	681	20,406	4,794	152,975
3	Chicago Great Western R. R.	2,786	89,944	1,055	32,779	3,841	122,723	1,320	48,461	806	28,565	2,126	77,026
4	Chicago, Milwaukee & St. Paul Ry.	10,887	313,969	1,711	55,900	12,598	369,869	30,248	300,408	1,225	27,556	31,473	417,964
5	Chicago & North Western Ry.	21,534	746,027	8,042	259,770	29,576	905,797	6,875	300,282	5,601	218,000	12,476	478,282
6	Chicago, St. Paul, Minn. & O. Ry.	8,759	292,332	3,352	122,541	12,111	414,873	5,579	300,772	2,304	92,778	7,883	303,550
7	Chicago, Rock Island & Pacific Ry.	19,528	630,156	4,069	124,308	23,597	754,464	6,506	219,325	1,669	53,843	7,175	233,168
8	Great Northern Ry.	6,335	211,774	334	26,478	6,669	238,252	9,200	367,250	510	16,723	9,710	383,973
9	Illinois Central R. R.	23,351	720,302	4,611	144,883	27,962	865,185	1,084	37,194	2,705	78,172	2,789	105,364
10	Minneapolis & St. Louis R. R.	6,895	235,427	230	7,496	7,125	242,923	178	4,813	178	4,813	354	88,688
11	Mus., Burlington & Southern R. R.	12	98	2	51	14	517	14	411	5	100	19	320
12	Union Pacific R. R.	8,840	300,227	325	10,346	9,165	310,573	2,546	99,795	489	15,728	2,035	115,523
13	Wabash Railway.	6,125	196,809	3,203	105,423	9,328	302,232	665	21,000	706	28,525	1,371	50,525
Total.		139,760	4,224,418	32,121	1,035,070	161,881	6,259,488	51,407	1,945,428	17,238	567,671	68,645	2,513,099
Per cent of total carload traffic.		1.450	1.647	.369	.404	1.858	2.001	.601	.759	.198	.220	.759	.899

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 3—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	28,132	730,702	1,506	41,732	29,738	772,434	11,428	269,538	1,305	32,486	12,792	302,024
2	Chicago, Burlington & Quincy R. R.	23,457	614,600	5,880	157,330	29,346	771,959	14,577	329,000	2,527	56,578	17,104	386,178
3	Chicago Great Western R. R.	6,416	174,886	4,428	131,740	10,844	286,126	1,891	45,216	953	22,100	2,844	67,816
4	Chicago, Milwaukee & St. Paul Ry.	27,884	754,501	2,351	62,322	30,235	816,823	13,690	333,888	1,828	29,823	15,518	363,711
5	Chicago & North Western Ry.	5,597	149,826	14,895	405,330	20,392	555,206	9,135	218,089	12,718	305,565	81,853	524,245
6	Chicago, St. Paul, Minn. & O. Ry.	13,555	359,656	1,592	39,050	15,147	399,706	8,781	217,587	500	14,805	9,341	232,392
7	Chicago, Rock Island & Pacific Ry.	30,327	807,233	4,251	113,570	34,578	919,803	18,456	447,494	1,006	42,087	20,434	497,551
8	Great Northern Ry.	17,111	436,356	449	11,845	17,560	510,304	8,528	210,507	336	7,676	8,864	218,183
9	Illinois Central R. R.	6,395	149,000	10,638	284,947	16,974	434,637	9,337	230,190	4,419	101,032	13,756	304,222
10	Minneapolis & St. Louis R. R.	12,546	331,805	2,986	80,055	15,581	411,920	1,966	48,253	441	9,755	5,437	58,038
11	Mus., Burlington & Southern R. R.	37	801	145	3,451	182	4,732	6	17	5	97	11	174
12	Union Pacific R. R.	15,203	407,560	2,748	88,092	17,951	450,048	3,772	91,908	816	16,254	4,588	108,172
13	Wabash Railway	5,971	151,501	10,308	280,847	14,279	388,438	5,496	125,941	3,607	80,720	9,053	206,740
	Total	190,986	5,081,472	62,546	1,704,924	253,222	6,786,396	107,141	2,535,158	30,971	718,808	138,112	3,254,016
	Per cent of total carload traffic	2.192	1.961	.714	.605	2.906	2.645	1.230	.9886	.356	.390	1.585	1.209

TABLE 12—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 4—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	30,198	256,489	904	11,713	21,102	208,202	6	104	60	1,268	66	1,372
2	Chicago, Burlington & Quincy R. R.	10,619	141,079	3,003	38,738	13,819	179,872	349	4,555	151	1,959	500	6,494
3	Chicago Great Western R. R.	2,173	28,437	304	4,919	2,537	31,356	6	70	32	490	38	550
4	Chicago, Milwaukee & St. Paul Ry.	10,086	139,356	3,079	40,156	13,165	176,512	2,314	23,284	521	6,967	2,825	40,151
5	Chicago & North Western Ry.	15,888	182,116	4,100	54,064	19,878	237,180	496	6,222	145	2,319	643	9,185
6	Chicago, St. Paul, Minn. & O. Ry.	2,842	35,649	1,089	19,092	4,531	55,641	135	2,712	31	441	156	2,153
7	Chicago, Rock Island & Pacific Ry.	7,324	90,324	3,463	31,277	9,787	121,601	59	718	84	600	84	1,318
8	Great Northern Ry.	9,040	120,323	965	12,610	10,005	142,933	17	257	6	91	22	345
9	Illinois Central R. R.	8,089	97,343	4,825	61,359	12,906	158,708	4,047	52,661	1,283	17,070	5,330	69,761
10	Minneapolis & St. Louis R. R.	924	6,208	162	2,149	773	9,967	—	—	10	220	10	220
11	Mus., Burlington & Southern R. R.	38	398	1	17	39	415	1	10	—	—	1	10
12	Union Pacific R. R.	7,548	103,111	2,110	31,482	9,658	124,594	—	—	220	4,588	220	4,588
13	Wabash Railway	7,036	36,850	2,536	33,656	9,572	120,506	21	250	265	5,106	286	5,356
	Total	101,773	1,299,413	26,298	343,188	128,071	1,633,601	7,444	101,073	2,757	36,878	10,301	140,451
	Per cent of total carload traffic	1.17	.504	.30	.134	1.47	.638	.085	.009	.002	.015	.117	.064

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 5—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Cotton						Cotton Seed Products Except Oil					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	3,922	40,472	2,368	25,494	6,290	75,990	2,538	63,451	909	22,499	3,447	85,950
2	Chicago, Burlington & Quincy R. R.	362	5,793	2,909	49,297	3,261	55,000	90	1,904	553	13,718	649	15,622
3	Chicago Great Western R. R.	10	199	198	2,987	308	5,123	2	45	23	573	25	618
4	Chicago, Milwaukee & St. Paul Ry.	10	161	1,418	22,370	1,428	22,531	6	182	28	623	28	655
5	Chicago & North Western Ry.	27	448	199	2,133	193	2,581	77	1,638	378	10,894	456	12,532
6	Chicago, St. Paul, Minn. & O. Ry.	10	181	156	1,742	166	1,923	3	67	20	500	23	567
7	Chicago, Rock Island & Pacific Ry.	7,400	95,497	3,158	27,141	9,558	119,638	6,287	151,419	1,041	25,144	7,328	176,563
8	Great Northern Ry.	3	46	740	19,666	743	18,662	2	57	3	69	117	294
9	Illinois Central R. R.	6,772	77,569	11,569	142,485	18,341	220,051	6,906	159,880	4,513	102,503	11,419	282,382
10	Minneapolis & St. Louis R. R.			53	825	52	825			3	65	3	65
11	Mus., Burlington & Southern R. R.			1	23	1	23				34	34	34
12	Union Pacific R. R.			721	12,508	721	12,508	4	69	265	6,434	269	8,563
13	Wabash Railway			4,953	68,853	4,953	68,853	47	997	604	10,017	651	17,014
	Total	18,516	217,300	37,481	378,774	45,997	596,074	15,967	379,659	8,326	199,954	34,903	578,612
	Per cent of total carload traffic	233	584	312	148	528	222	183	148	605	477	378	255

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 6—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Carloads	Carloads	Tons	Tons	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	25,455	445,090	603	10,809	36,058	457,905	18,719	356,471	7,829	115,739	26,548	373,210
2	Chicago, Burlington & Quincy R. R.	59	1,007	3,022	51,655	3,115	52,770	1,912	35,178	18,229	285,010	20,137	310,196
3	Chicago Great Western R. R.	5	82	770	12,399	775	13,475	154	2,409	4,777	79,346	4,931	81,423
4	Chicago, Milwaukee & St. Paul Ry.	72	1,562	4,356	76,544	4,428	78,106	2,139	35,799	13,377	295,098	20,516	330,804
5	Chicago & North Western Ry.	28	436	4,570	85,597	4,708	82,943	1,776	22,023	23,014	361,718	34,790	384,451
6	Chicago, St. Paul, Minn. & O. Ry.	11	119	1,543	23,624	1,554	23,743	618	9,248	6,765	115,145	7,391	134,590
7	Chicago, Rock Island & Pacific Ry.	50	658	10,697	185,396	10,697	185,294	1,971	35,549	19,892	367,172	21,823	329,721
8	Great Northern Ry.	157	2,221	759	12,986	946	16,297	18,228	336,397	1,784	27,566	20,017	365,908
9	Illinois Central R. R.	52	772	8,559	142,867	8,572	145,769	30,860	291,382	30,502	369,463	53,369	629,546
10	Minneapolis & St. Louis R. R.			153	2,418	153	2,418	63	748	3,880	66,741	3,943	67,459
11	Mus., Burlington & Southern R. R.							64	815	8	104	72	919
12	Union Pacific R. R.			15,212	269,658	15,212	269,658	856	11,105	90,922	777,697	51,768	788,972
13	Wabash Railway	28	431	5,230	92,695	5,268	96,026	589	8,551	9,097	150,543	10,626	166,992
	Total	25,906	455,043	55,345	904,905	81,241	1,419,848	78,854	1,026,545	191,690	2,881,290	305,744	3,907,885
	Per cent of total carload traffic	399	177	634	376	993	653	847	400	2,302	1,124	2,049	1,524

RAILROAD COMMISSIONER'S REPORT

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 7.—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Potatoes				Other Fresh Vegetables			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atholton, Topeka & Santa Fe Ry.	4,453	105,779	112,990	12,621	218,772	164,534	70,595	141,027
2	Chicago & North Western Ry.	4,108	4,685	3,115	56,272	10,558	1,549	2,595	5,161
3	Chicago, Milwaukee & St. Paul Ry.	3,905	78,466	3,944	71,592	147,752	2,684	11,557	2,560
4	Chicago & North Western Ry.	3,879	19,612	12,951	116,276	108,658	1,871	29,097	4,971
5	Chicago, Rock Island & Pacific Ry.	1,859	31,798	8,055	144,794	176,653	9,116	1,247	22,432
6	Great Northern Ry.	22,782	427,009	19,433	8,601	27,235	4,909	10,322	11,611
7	Great Northern Ry.	11	54	22	136,894	15,271	7,257	4,771	13,744
8	Miss., Burlington & Northern R. R.	350	6,115	7,829	138,555	144,759	1,954	8,353	13,577
9	Miss., Burlington & Northern R. R.	5,415	85,773	10,227	19,271	371,607	23,299	5,311	7,302
10	Wabash Railway	405	6,109	6,354	111,488	118,097	1,312	64,279	5,904
11	Total	59,222	1,051,056	89,530	1,010,507	147,530	14,584	282,197	381,209
12	Per cent of total carload traffic	608	409	1,028	1,606	1,037	130	1,101	1,777
13	Per cent of total carload traffic	608	409	1,028	1,606	1,037	130	1,101	1,777

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 8.—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Dried Fruits and Vegetables				Other Products of Agriculture			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atholton, Topeka & Santa Fe Ry.	5,445	119,431	1,065	28,319	6,513	187,950	1,544	37,307
2	Chicago & North Western Ry.	115	2,795	1,178	1,197	21,485	1,760	370,765	15,603
3	Chicago, Milwaukee & St. Paul Ry.	579	14,556	1,555	42,298	2,081	56,571	2,222	127,520
4	Chicago & North Western Ry.	461	1,852	1,508	15,498	11,112	327,603	2,277	75,520
5	Chicago, Rock Island & Pacific Ry.	223	7,237	1,699	49,360	2,092	56,677	2,907	137,406
6	Great Northern Ry.	112	1,673	1,297	6,586	4,941	101,498	2,907	55,016
7	Great Northern Ry.	112	1,673	1,297	6,586	4,941	101,498	2,907	55,016
8	Miss., Burlington & Northern R. R.	3	67	4	96	8	147,446	6,019	14,081
9	Miss., Burlington & Northern R. R.	3	67	4	96	8	147,446	6,019	14,081
10	Wabash Railway	198	1,882	1,883	49,375	1,900	51,313	4,491	114,505
11	Total	7,578	306,302	16,901	496,011	34,542	702,313	91,022	896,000
12	Per cent of total carload traffic	687	389	195	130	782	1,054	432	328
13	Per cent of total carload traffic	687	389	195	130	782	1,054	432	328

STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 9—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Total Products of Agriculture						Animals and Products—Horses and Mules					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	230,007	6,079,378	24,001	774,373	254,008	6,853,751	1,572	18,319	291	3,412	1,863	21,731
2	Chicago, Burlington & Quincy R. R.	303,585	7,707,947	17,969	1,639,187	321,554	8,347,134	3,218	36,671	846	9,814	4,064	46,485
3	Chicago Great Western R. R.	22,349	659,312	33,975	1,019,628	56,324	1,678,940	159	1,853	72	867	232	2,740
4	Chicago, Milwaukee & St. Paul Ry.	176,923	5,770,957	50,021	1,901,747	226,944	6,772,704	1,710	20,186	365	4,483	2,075	24,661
5	Chicago & North Western Ry.	139,448	4,412,874	127,042	3,354,084	266,490	7,766,958	1,850	21,049	533	6,392	2,373	27,441
6	Chicago, St. Paul, Minn. & O. Ry.	68,452	2,178,110	37,899	1,041,669	106,351	3,219,800	558	6,476	345	3,094	899	10,170
7	Chicago, Rock Island & Pacific Ry.	199,521	5,855,516	95,013	2,103,731	294,534	8,459,247	1,843	21,173	508	5,820	2,346	27,003
8	Great Northern Ry.	138,102	4,341,309	16,889	839,167	154,991	5,378,036	771	8,925	133	1,470	904	10,395
9	Illinois Central R. R.	156,505	4,041,031	128,667	2,839,019	285,172	6,980,050	1,296	14,876	445	5,168	1,742	20,044
10	Minneapolis & St. Louis R. R.	45,469	1,011,952	21,786	519,170	67,255	2,031,133	188	2,164	64	759	252	2,923
11	Mus., Burlington & Southern R. R.	554	16,314	316	4,800	870	21,282						
12	Union Pacific R. R.	116,231	4,478,698	108,234	2,166,468	224,465	6,644,164	837	9,547	338	3,880	1,175	13,427
13	Wabash Railway.	53,007	1,610,995	67,415	1,540,067	120,422	3,150,702	700	9,000	486	6,102	1,245	15,107
	Total.	1,579,486	49,225,358	705,648	18,529,343	2,285,134	67,754,701	14,768	170,356	4,403	51,802	19,171	222,149
	Per cent of total carload traffic.	19.021	19.196	9.106	7.226	27.127	26.422	1.669	.967	.951	.920	.320	.687
14	Atlantic Northern Ry.		5,533		149		5,682						
15	Colfax Northern Ry.		1,214		33		1,247						
16	Manchester & Ogdessa Ry.		8,184		125		8,309						
17	Tabor & Northern Ry.		15,003		1,736		16,739						
	Total.		49,240,389		18,530,509		67,770,898						
	Per cent of total tons all traffic.		18.301		8.867		32.158						

Note.—Atlantic Northern, Colfax Northern, Manchester & Ogdessa and Tabor & Northern Railroads only after total time becomes freight by stream.

TABLE 14—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 10—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Cattle and Calves						Sheep and Goats					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	49,856	606,320	17,897	396,592	67,753	812,912	6,327	61,914	1,913	19,194	8,240	81,108
2	Chicago, Burlington & Quincy R. R.	74,833	882,781	9,230	112,940	84,063	995,721	19,544	90,332	5,515	87,670	13,759	127,879
3	Chicago Great Western R. R.	12,012	138,006	749	9,435	12,761	147,441	1,028	8,388	141	1,301	1,169	9,689
4	Chicago, Milwaukee & St. Paul Ry.	99,379	605,023	6,130	66,084	105,509	701,107	4,730	39,879	1,975	11,932	5,810	81,927
5	Chicago & North Western Ry.	59,918	355,840	9,118	106,059	69,036	701,899	5,677	53,882	4,023	50,200	10,900	104,188
6	Chicago, St. Paul, Minn. & O. Ry.	16,822	197,012	4,273	60,138	21,095	257,150	1,071	9,165	740	7,801	1,511	10,906
7	Chicago, Rock Island & Pacific Ry.	43,294	501,230	8,008	89,622	51,302	680,852	3,215	27,537	950	9,013	4,305	40,550
8	Great Northern Ry.	11,170	131,330	1,473	17,451	12,643	148,781	7,792	27,516	228	3,179	3,000	30,695
9	Illinois Central R. R.	18,787	223,276	2,556	37,236	21,343	260,512	1,017	12,400	213	1,809	1,829	14,229
10	Minneapolis & St. Louis R. R.	7,259	80,166	1,210	14,322	8,469	94,478	588	2,598	56	528	444	2,116
11	Mus., Burlington & Southern R. R.	122	1,613	18	170	140	1,783	1	11	1	11	2	22
12	Union Pacific R. R.	29,795	353,816	5,097	62,291	34,892	416,107	5,966	66,335	11	122,064	17,673	190,250
13	Wabash Railway.	10,258	124,466	2,067	24,832	12,325	149,298	2,969	18,267	247	1,997	2,307	20,184
	Total.	391,417	4,587,020	68,566	797,783	460,083	5,384,703	45,521	418,401	25,778	277,511	79,899	606,912
	Per cent of total carload traffic.	4.401	1.789	.787	.311	5.278	2.100	.522	.163	.291	.108	.813	.271

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 11—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Hogs						Fresh Meats					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.....	11,112	104,659	2,432	22,096	13,564	126,755	1,896	24,296	189	2,207	2,085	27,503
2	Chicago, Burlington & Quincy R. R.....	77,305	711,168	5,227	51,501	82,532	762,669	18,800	249,085	555	7,365	19,448	256,450
3	Chicago Great Western R. R.....	11,992	107,901	2,123	20,104	14,115	128,005	4,244	48,577	149	1,061	4,303	50,258
4	Chicago, Milwaukee & St. Paul Ry.....	70,032	641,917	2,128	19,946	72,161	661,863	16,671	222,229	301	4,008	17,033	227,237
5	Chicago & North Western Ry.....	60,837	571,357	9,147	87,273	70,984	704,610	12,699	159,544	2,870	39,194	14,976	198,728
6	Chicago, St. Paul, Minn. & O. Ry.....	18,498	176,051	5,855	52,979	24,353	229,027	3,672	50,225	233	2,992	3,906	53,317
7	Chicago, Rock Island & Pacific Ry.....	47,710	439,598	1,941	17,376	49,651	448,274	7,503	85,453	680	7,808	8,183	93,331
8	Great Northern Ry.....	9,699	85,732	563	5,332	10,172	88,964	1,000	15,559	98	1,566	1,666	18,114
9	Illinois Central R. R.....	24,845	227,421	2,823	26,947	27,168	254,368	10,174	136,873	3,128	45,714	19,302	182,587
10	Minneapolis & St. Louis R. R.....	14,008	136,954	938	5,795	15,246	147,159	2,384	31,662	184	2,464	2,568	34,116
11	Mus., Burlington & Southern R. R.....	362	2,430	10	108	273	2,528	2,284	41,588	912	14,738	3,190	60,238
12	Union Pacific R. R.....	16,041	145,196	929	8,823	15,419	154,019	1,089	152,550	1,624	20,744	9,557	115,870
13	Wabash Railway.....	13,841	140,112	4,580	48,848	18,421	188,960	7,032	66,130	1,624	20,744	9,557	115,870
	Total.....	287,196	2,535,806	38,416	367,025	425,612	3,902,821	88,454	1,158,177	10,989	152,550	99,443	1,310,727
	Per cent of total carload traffic.....	4.386	1.379	.441	.143	4.836	1.522	1.015	.452	.120	.069	1.141	.511

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 12—ANIMAL AND PRODUCTS—Continued.

Number	Railway Companies	Other Packing House Products						Poultry					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.....	1,773	28,863	273	4,756	2,046	33,621	1,483	17,202	412	4,551	1,890	21,753
2	Chicago, Burlington & Quincy R. R.....	9,017	107,477	369	6,162	9,410	113,640	2,022	28,805	1,590	16,289	4,192	54,089
3	Chicago Great Western R. R.....	5,032	97,015	491	8,496	6,128	105,499	309	4,243	104	1,217	503	5,460
4	Chicago, Milwaukee & St. Paul Ry.....	4,561	85,305	210	4,311	4,771	89,516	1,233	13,706	133	1,700	1,968	15,666
5	Chicago & North Western Ry.....	5,083	87,097	1,102	19,398	6,185	106,495	1,700	18,908	564	6,422	2,564	25,230
6	Chicago, St. Paul, Minn. & O. Ry.....	1,315	21,681	246	3,080	1,561	25,661	219	3,509	72	997	282	4,506
7	Chicago, Rock Island & Pacific Ry.....	8,079	148,422	199	17,399	9,605	165,688	2,357	29,348	303	2,952	3,630	39,850
8	Great Northern Ry.....	527	7,429	84	1,428	611	8,857	378	3,086	4	41	282	3,127
9	Illinois Central R. R.....	8,478	128,237	4,914	83,031	13,392	211,869	789	8,929	968	10,529	1,777	19,442
10	Minneapolis & St. Louis R. R.....	620	11,199	153	1,928	773	13,127	312	4,456	94	918	396	5,413
11	Mus., Burlington & Southern R. R.....	908	15,749	477	8,508	1,415	24,247	470	5,128	151	1,650	621	6,778
12	Union Pacific R. R.....	4,705	78,487	2,586	46,082	7,291	125,170	1,492	15,896	2,397	26,586	5,798	45,452
13	Wabash Railway.....	908	15,749	477	8,508	1,415	24,247	470	5,128	151	1,650	621	6,778
	Total.....	48,328	816,859	11,855	200,600	60,183	1,023,459	13,354	150,172	6,735	73,834	20,089	224,006
	Per cent of total carload traffic.....	.555	.319	.126	.089	.071	.399	.159	.068	.077	.089	.230	.087

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 13—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Eggs						Butter and Cheese					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	3,143	35,161	574	6,728	3,717	41,889	684	8,798	216	4,424	1,000	13,222
2	Chicago, Burlington & Quincy R. R.	4,552	51,071	1,128	13,034	5,680	64,105	2,116	29,309	1,181	14,443	3,297	40,052
3	Chicago Great Western R. R.	700	7,962	367	5,009	1,067	13,003	538	5,888	254	3,451	792	9,329
4	Chicago, Milwaukee & St. Paul Ry.	2,838	33,592	233	2,867	3,071	36,459	3,592	40,705	315	4,075	3,907	50,870
5	Chicago & North Western Ry.	2,270	25,911	1,292	15,531	3,472	41,442	5,743	71,945	1,973	24,457	8,716	10,903
6	Chicago, St. Paul, Minn. & O. Ry.	202	2,392	150	1,827	352	4,219	906	11,158	70	905	1,030	12,603
7	Chicago, Rock Island & Pacific Ry.	3,533	39,733	490	5,896	4,023	45,629	1,095	13,543	206	4,958	1,415	17,601
8	Great Northern Ry.	459	5,668	21	256	480	5,924	856	10,338	12	146	879	10,874
9	Illinois Central R. R.	1,562	16,094	1,029	11,500	2,591	28,194	1,174	12,837	1,822	17,474	2,406	29,533
10	Minneapolis & St. Louis R. R.	442	5,067	154	1,813	596	7,100	60	655	29	345	99	1,127
11	Mos., Burlington & Southern R. R.	1,961	17,149	653	8,558	2,614	35,707	780	2,543	273	5,571	653	8,214
12	Union Pacific R. R.	2,365	24,282	4,714	53,008	6,919	77,291	552	6,437	1,966	21,524	2,538	27,962
13	Wabash Railway	23,542	266,143	10,702	126,807	34,277	392,950	17,907	219,345	7,516	95,300	25,125	311,546
Total		37,970	430,104	19,732	226,145	57,702	656,249	29,814	338,690	15,332	190,600	50,253	626,795
Per cent of total carload traffic		.370	.104	.123	.043	.390	.152	.302	.084	.086	.037	.190	.121

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 14—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Wool						Hides and Leather					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	840	14,232	182	2,619	1,022	16,851	370	11,900	32	960	602	13,860
2	Chicago, Burlington & Quincy R. R.	603	8,562	546	8,271	1,149	16,833	1,037	22,865	279	5,807	1,316	29,671
3	Chicago Great Western R. R.	111	1,414	161	1,758	272	4,172	602	16,471	103	2,565	735	19,036
4	Chicago, Milwaukee & St. Paul Ry.	254	3,749	224	2,621	478	7,370	1,921	43,276	1,287	29,089	3,208	71,465
5	Chicago & North Western Ry.	449	5,728	776	13,736	1,225	19,461	1,539	33,789	1,393	31,501	2,901	65,290
6	Chicago, St. Paul, Minn. & O. Ry.	136	1,599	45	560	181	2,159	246	5,635	115	2,787	381	8,423
7	Chicago, Rock Island & Pacific Ry.	122	1,627	178	2,945	300	4,572	869	18,830	385	9,558	1,194	28,606
8	Great Northern Ry.	342	3,568	10	126	352	3,694	185	2,730	50	1,240	235	4,975
9	Illinois Central R. R.	134	1,323	214	3,023	348	4,346	494	11,958	473	10,108	967	22,176
10	Minneapolis & St. Louis R. R.	7	105	27	366	34	501	72	1,475	41	650	113	2,462
11	Mos., Burlington & Southern R. R.	291	5,041	1,116	20,083	1,407	25,124	136	2,822	401	9,700	537	12,528
12	Union Pacific R. R.	881	11,006	688	10,456	1,569	22,462	1,401	34,869	1,037	23,702	2,436	58,661
13	Wabash Railway	4,082	58,688	4,168	68,886	8,250	127,574	9,094	207,504	5,004	126,939	14,608	334,443
Total		9,407	110,000	10,488	179,868	20,895	329,868	20,488	435,363	15,332	327,647	40,253	964,166
Per cent of total carload traffic		.047	.023	.048	.027	.095	.069	.105	.081	.064	.060	.169	.131

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 15—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Other Animals and Products						Total Animals and Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	539	10,114	221	4,836	760	14,940	79,706	941,374	24,773	282,187	104,568	1,224,061
2	Chicago, Burlington & Quincy R. R.	789	16,236	975	22,271	1,764	38,507	303,367	2,231,193	25,333	306,129	227,803	2,537,821
3	Chicago Great Western R. R.	318	6,669	287	7,040	605	13,679	37,831	444,055	5,000	64,324	42,837	508,779
4	Chicago, Milwaukee & St. Paul Ry.	1,593	49,440	811	16,444	2,404	65,884	169,757	1,895,012	13,239	169,062	183,077	2,064,084
5	Chicago & North Western Ry.	1,196	24,550	1,283	26,863	2,479	51,413	161,682	1,774,287	32,948	430,201	195,600	2,194,068
6	Chicago, St. Paul, Minn. & O. Ry.	540	11,345	439	11,439	979	22,784	44,432	498,589	12,584	140,190	37,016	638,705
7	Chicago, Rock Island & Pacific Ry.	920	17,016	1,317	35,480	2,237	52,496	121,000	1,320,900	15,979	307,904	136,982	1,538,104
8	Great Northern Ry.	663	15,735	265	4,331	928	17,066	38,532	321,566	2,962	27,022	31,514	359,589
9	Illinois Central R. R.	607	12,765	796	17,328	1,403	31,093	69,457	865,818	12,801	271,496	86,556	1,077,524
10	Minneapolis & St. Louis R. R.	65	1,182	177	4,450	242	5,632	35,405	277,470	2,827	38,308	39,322	312,775
11	Mus., Burlington & Southern R. R.	29	815	61	1,808	90	2,623	437	4,759	97	2,137	504	6,916
12	Union Pacific R. R.	47	732	642	14,345	689	15,078	58,541	666,445	22,648	291,297	31,247	367,495
13	Wabash Railway.	691	14,137	1,049	22,538	1,740	36,676	45,416	367,721	23,171	307,791	69,587	880,562
Total.		8,322	178,708	8,265	190,545	16,587	369,253	1,046,025	11,764,880	302,500	2,535,472	1,249,224	14,300,323
Per cent of total carload traffic.		.094	.070	.095	.074	.189	.144	12.000	4.588	2.326	.588	14.324	5.776
Atlantic Northern Ry.									6,151		491	14,324	6,942
Colfax Northern Ry.									1,561		270		2,504
Manchester & Oskola Ry.									1,194				
Total.									10,417		1,139		11,881
Total.								11,775,290		2,540,612		14,312,904	
Per cent of total tons all traffic.								4.976		.012		5.329	

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 16—PRODUCTS OF MINES.

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	152	4,828	87	2,309	240	7,037	20,212	1,975,515	22,508	962,839	72,817	2,917,854
2	Chicago, Burlington & Quincy R. R.	115	4,306	1,265	45,276	1,380	49,581	204,321	9,909,190	47,612	3,982,584	251,923	11,991,724
3	Chicago Great Western R. R.	62	2,821	1,108	45,729	1,170	49,550	225	18,822	18,262	840,017	18,506	858,949
4	Chicago, Milwaukee & St. Paul Ry.	9,586	376,421	2,484	101,922	12,070	478,343	60,830	2,945,765	77,317	3,648,570	144,147	6,594,041
5	Chicago & North Western Ry.	8,538	331,546	2,664	338,250	11,202	669,596	40,755	1,673,377	98,573	4,500,539	139,326	2,235,916
6	Chicago, St. Paul, Minn. & O. Ry.	6,364	323,790	949	41,168	7,313	272,958	9,339	392,479	9,339	415,348	18,467	777,673
7	Chicago, Rock Island & Pacific Ry.	1,813	75,472	592	20,892	2,405	96,364	23,300	997,833	69,499	8,035,511	97,006	4,034,360
8	Great Northern Ry.	8,450	332,354	76	3,011	8,526	236,385	44,693	1,680,659	14,686	578,975	69,580	2,964,034
9	Illinois Central R. R.	73	5,234	469	18,467	542	21,699	230,477	14,433,285	59,107	2,831,995	356,579	11,305,371
10	Minneapolis & St. Louis R. R.			910	32,607	910	32,607	12,321	615,291	22,596	1,018,503	35,429	1,603,884
11	Mus., Burlington & Southern R. R.	1	43	7	284	8	297		1,136		56,104	1,303	56,104
12	Union Pacific R. R.			446	15,942	446	15,942	45,037	1,983,240	14,720	630,070	59,767	2,612,290
13	Wabash Railway.			12,728	498,050	12,728	498,050	31,973	1,510,984	28,737	1,808,234	70,770	2,859,218
Total.		35,155	1,362,614	30,081	1,186,737	65,236	2,549,351	835,968	38,113,088	494,121	22,489,596	1,230,119	60,002,434
Per cent of total carload traffic.		.424	.522	.345	.462	.749	.994	9.478	14.562	5.609	8.770	15.147	22.622

TABLE II—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART II—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Coke				Iron Ore			
		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	279	8,305	508	20,727	1,117	109,123	54	1,150
2	Chicago, Burlington & Quincy R. R.	2,116	59,833	2,360	69,211	4,500	126,164	6	127,907
3	Chicago & North Western Ry.	5,127	145,111	1,230	3,560	6,417	176,241	1	282
4	Chicago, Milwaukee & St. Paul Ry.	2,432	69,813	2,467	67,444	6,800	196,437	1,141	32,814
5	Chicago, St. Paul, Minn. & O. Ry.	329	8,289	396	6,672	2,540	71,051	28	1,038
6	Great Northern Ry.	2,072	60,734	1,702	4,928	2,119	61,821	601	49,622
7	Illinois Central R. R.	105	2,980	2,653	69,566	2,782	84,659	29	714
8	Missouri Pacific R. R.	79	2,234	825	23,473	460	12,729	40	1,111
9	Union Pacific R. R.	1,419	38,450	888	25,467	931	27,462	1	34
10	Wabash Railway								
11	Total	15,691	400,843	14,058	421,336	30,660	892,309	156,117	8,567,040
12	Per cent of total carload traffic	.129	.126	.101	.130	.281	.380	.154	.234
13	Per cent of total tonnage traffic							.118	.206
14									2,549

TABLE II—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART II—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Other Ore and Concentrates				Base Bullion and Matte			
		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	8,478	449,918	232	9,459	471	449,547	466	10,743
2	Chicago, Burlington & Quincy R. R.	77	1,720	112	16,084	1	1,705	1	19,467
3	Chicago & North Western Ry.	15,348	795,035	2,425	109,560	17,771	875,401	119	6,259
4	Chicago, Milwaukee & St. Paul Ry.	1,112	51,573	1,488	1,259	6	71	1	402
5	Chicago, St. Paul, Minn. & O. Ry.	68	2,382	1,097	69,211	19	565	35	1,122
6	Great Northern Ry.	1,500	72,617	1,555	67,596	4	94	269	10,568
7	Illinois Central R. R.	122	4,272	1,028	28,005	829	28,835	869	29,285
8	Missouri Pacific R. R.			40	1,106	6	254	346	12,600
9	Union Pacific R. R.			116	4,515	19	569	797	43,149
10	Wabash Railway			1,184	67,445	28	1,265	109	6,259
11	Total	27,302	1,275,269	8,517	329,371	35,819	1,775,840	2,722	150,176
12	Per cent of total carload traffic	.314	.537	.097	.149	.431	.677	.035	.032
13	Per cent of total tonnage traffic							.059	.086

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 19—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	28,305	1,833,964	11,281	479,721	49,586	2,313,685	5,727	209,271	6,009	203,097	11,820	412,368
2	Chicago, Burlington & Quincy R. R.	31,177	1,497,107	9,358	414,218	40,535	1,911,325	6,855	243,878	5,301	199,310	12,156	443,188
3	Chicago Great Western R. R.	8,424	335,592	807	32,603	9,231	368,195	70	2,882	70	2,882	20	882
4	Chicago, Milwaukee & St. Paul Ry.	31,981	2,589,809	5,854	273,773	37,835	2,863,582	2,790	105,174	60	1,746	2,850	106,920
5	Chicago & North Western Ry.	67,195	3,353,990	9,617	415,812	76,812	3,769,802	1,348	45,641	197	6,230	1,545	51,881
6	Chicago, St. Paul, Minn. & O. Ry.	4,528	305,736	2,039	124,366	6,567	330,102	11	168	5	82	16	250
7	Chicago, Rock Island & Pacific Ry.	52,258	2,195,914	8,174	351,881	60,432	2,547,795	14,137	491,284	5,664	100,934	17,191	592,218
8	Great Northern Ry.	8,964	400,168	815	32,484	9,779	432,652	110	3,744	9,307	329,510	9,417	343,254
9	Illinois Central R. R.	53,240	2,441,601	12,356	547,009	65,596	2,988,610	65	1,912	2,479	117,228	5,844	119,107
10	Minneapolis & St. Louis R. R.	7,661	355,432	1,828	73,152	9,489	428,584	12	360	6	181	16	747
11	Mus., Burlington & Southern R. R.	624	30,933	1	38	625	30,971	—	—	—	—	—	—
12	Union Pacific R. R.	8,457	434,118	1,774	78,193	10,231	502,311	4,772	147,003	3,212	102,820	7,985	249,823
13	Wabash Railway	9,396	487,640	8,155	367,382	17,551	855,022	19	305	81	9,730	111	2,960
Total.....		341,632	16,151,075	72,779	3,192,720	414,411	19,343,795	25,825	1,248,938	21,048	1,081,823	60,878	2,330,761
Per cent of total carload traffic.....		3.020	6.298	.835	1.245	4.755	7.543	.411	.697	.306	.422	.797	.809

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 20—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	1,221	44,675	427	15,452	1,748	50,127	6,477	165,399	812	20,941	7,289	186,340
2	Chicago, Burlington & Quincy R. R.	32	500	130	14,085	162	15,585	241	5,000	3,966	96,600	4,207	101,600
3	Chicago Great Western R. R.	33	1,297	510	17,783	543	19,080	21	1,041	1,277	38,146	1,304	39,187
4	Chicago, Milwaukee & St. Paul Ry.	58	1,543	231	7,809	289	9,352	1,795	38,568	1,571	304,071	5,365	143,329
5	Chicago & North Western Ry.	9	2,560	450	15,569	559	18,129	1,109	25,054	2,844	70,727	4,012	96,781
6	Chicago, St. Paul, Minn. & O. Ry.	16	436	131	4,825	147	5,261	80	5,815	801	23,590	1,281	32,406
7	Chicago, Rock Island & Pacific Ry.	61	1,822	951	33,197	1,012	35,019	4,049	97,300	2,657	74,478	6,706	177,775
8	Great Northern Ry.	19	649	71	2,395	90	3,044	1,041	33,562	327	7,769	1,379	31,339
9	Illinois Central R. R.	12	1,535	5,164	189,280	5,316	190,761	1,192	36,529	3,710	100,589	4,902	127,091
10	Minneapolis & St. Louis R. R.	832	10,451	121	4,192	1,012	14,192	5	49	490	10,579	501	10,668
11	Mus., Burlington & Southern R. R.	11	216	221	11,312	222	11,628	4,648	157,919	1,538	49,969	6,183	198,213
12	Union Pacific R. R.	42	735	772	27,766	814	28,548	6,120	195,320	1,045	27,600	7,165	222,842
13	Wabash Railway	—	—	—	—	—	—	27,304	744,397	22,115	616,755	50,319	1,300,907
Total.....		2,025	64,572	9,567	344,590	13,592	409,162	312	2,990	2,666	249	578	530
Per cent of total carload traffic.....		.025	.085	.110	.125	.132	.160	.312	.290	.266	.249	.578	.530

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 11—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Other Products of Mines				Total Products of Mines			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
2	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
3	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
4	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
5	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
6	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
7	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
8	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
9	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
10	Total								
11	Per cent of total enroute traffic								
12	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
13	Chicago & North Western R. R.							8.827	31.000
14	Chicago, Burlington & Quincy R. R.							6.352	24.978
15	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
16	Chicago, Rock Island & Pacific Ry.							1.519	59.623
17	Illinois Central R. R.							13.019	50.003
18	Total								
19	Per cent of total tons all traffic								
20	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
21	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
22	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
23	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
24	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
25	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
26	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
27	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
28	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
29	Total								
30	Per cent of total enroute traffic								
31	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
32	Chicago & North Western R. R.							8.827	31.000
33	Chicago, Burlington & Quincy R. R.							6.352	24.978
34	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
35	Chicago, Rock Island & Pacific Ry.							1.519	59.623
36	Illinois Central R. R.							13.019	50.003
37	Total								
38	Per cent of total tons all traffic								
39	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
40	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
41	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
42	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
43	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
44	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
45	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
46	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
47	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
48	Total								
49	Per cent of total enroute traffic								
50	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
51	Chicago & North Western R. R.							8.827	31.000
52	Chicago, Burlington & Quincy R. R.							6.352	24.978
53	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
54	Chicago, Rock Island & Pacific Ry.							1.519	59.623
55	Illinois Central R. R.							13.019	50.003
56	Total								
57	Per cent of total tons all traffic								
58	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
59	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
60	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
61	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
62	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
63	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
64	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
65	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
66	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
67	Total								
68	Per cent of total enroute traffic								
69	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
70	Chicago & North Western R. R.							8.827	31.000
71	Chicago, Burlington & Quincy R. R.							6.352	24.978
72	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
73	Chicago, Rock Island & Pacific Ry.							1.519	59.623
74	Illinois Central R. R.							13.019	50.003
75	Total								
76	Per cent of total tons all traffic								
77	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
78	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
79	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
80	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
81	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
82	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
83	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
84	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
85	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
86	Total								
87	Per cent of total enroute traffic								
88	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
89	Chicago & North Western R. R.							8.827	31.000
90	Chicago, Burlington & Quincy R. R.							6.352	24.978
91	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
92	Chicago, Rock Island & Pacific Ry.							1.519	59.623
93	Illinois Central R. R.							13.019	50.003
94	Total								
95	Per cent of total tons all traffic								
96	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
97	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
98	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
99	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
100	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
101	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
102	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
103	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
104	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
105	Total								
106	Per cent of total enroute traffic								
107	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
108	Chicago & North Western R. R.							8.827	31.000
109	Chicago, Burlington & Quincy R. R.							6.352	24.978
110	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
111	Chicago, Rock Island & Pacific Ry.							1.519	59.623
112	Illinois Central R. R.							13.019	50.003
113	Total								
114	Per cent of total tons all traffic								
115	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
116	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704
117	Chicago & North Western R. R.	111	3,254	880	20,749	994	33,127	125,007	4,999,780
118	Chicago, St. Paul, Minn. & O. Ry.	92	2,822	559	22,662	621	23,854	92,107	3,859,291
119	Chicago, Rock Island & Pacific Ry.	27	1,120	75	3,800	33	1,077	14,137	619,941
120	Illinois Central R. R.	719	28,566	1,667	54,826	2,386	78,072	282,749	10,970,422
121	Missouri & St. Louis R. R.	8	148	224	11,445	229	11,520	62,297	2,337,410
122	Union Pacific R. R.	60	2,429	613	11,197	703	19,666	49,082	2,235,263
123	Wabash Railway	1,211	46,226	7,236	270,533	8,459	317,488	1,072,310	39,236,221
124	Total								
125	Per cent of total enroute traffic								
126	Atlantic Northern Ry.	0.01	0.018	.082	.106	.006	.124	16.866	26.605
127	Chicago & North Western R. R.							8.827	31.000
128	Chicago, Burlington & Quincy R. R.							6.352	24.978
129	Chicago, St. Paul, Minn. & O. Ry.							1.100	4.440
130	Chicago, Rock Island & Pacific Ry.							1.519	59.623
131	Illinois Central R. R.							13.019	50.003
132	Total								
133	Per cent of total tons all traffic								
134	Atchafalaya, Topoka & Santa Fe Ry.	139	4,022	1,778	7,942	2,117	81,903	113,131	4,013,228
135	Chicago, Burlington & Quincy R. R.	134	3,622	422	17,789	559	19,421	74,719	2,542,704

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 25.—PRODUCTS OF FORESTS—Continued.

Number	Railway Companies	Pulp Wood				Lumber, Timber, Box Shooks, Staves and Headings			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry	10	256	28	1,307	25	114	700	3,587
2	Chicago, Burlington & Quincy R. R.	32	809	39	1,259	218	219	28	312
3	Chicago Great Western R. R.	51	127	158	384	32	201	9	108
4	Chicago & North Western Ry	187	4,567	10	337	1,654	3,203	1,350	3,403
5	Chicago & North Western Ry	3,720	92,529	9,011	225,853	24,619	640,132	71,790	1,851,008
6	Chicago, St. Paul, Minn. & O. Ry	10,596	261,796	2,146	49,390	1,039	25,819	1,088	27,404
7	Great Northern Ry	6,212	155,628	11	279	17,200	454,927	29,747	746,500
8	Illinois Central R. R.	22	55	4	114	62,109	1,092,984	8,722	21,918
9	Minneapolis & St. Louis R. R.	1	25	2	51	278	6,143	9,500	229,321
10	Minneapolis & St. Louis R. R.	1	19	16	323	123	2,906	222	5,436
11	Union Pacific R. R.	1	19	16	323	123	2,906	222	5,436
12	Union Pacific R. R.	1	19	16	323	123	2,906	222	5,436
13	Wabash Railway	1	19	16	323	123	2,906	222	5,436
Total		46,016	1,092,209	23,280	785,547	109,374	4,650,147	9,081,077	227,401
Per cent of total carload traffic		.330	.448	.206	.266	2.175	1.024	4.279	6.304
Per cent of total tonnage		.330	.448	.206	.266	2.175	1.024	4.279	6.304

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 26.—PRODUCTS OF FORESTS—Continued.

Number	Railway Companies	Other Products of Forests				Total Products of Forests			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry	196	4,717	242	5,612	10,320	17,395	455,498	20,401
2	Chicago, Burlington & Quincy R. R.	107	2,572	154	3,671	9,943	1,780	43,274	9,189
3	Chicago Great Western R. R.	1,792	39,894	2,779	62,599	154,069	3,075,108	36,028	101,136
4	Chicago & North Western Ry	2,413	60,743	3,244	80,000	114,374	2,979,420	19,766	51,882
5	Chicago, St. Paul, Minn. & O. Ry	807	19,139	300	6,970	114,115	25,851	673,290	1,597,541
6	Chicago, Rock Island & Pacific Ry	648	17,399	119	2,839	701	16,610	14,942	31,484
7	Great Northern Ry	49	1,051	129	3,021	4,442	1,779	45,772	11,101
8	Illinois Central R. R.	1	25	2	51	109	2,701	6,584	16,319
9	Minneapolis & St. Louis R. R.	1	19	16	323	123	2,906	222	5,436
10	Minneapolis & St. Louis R. R.	1	19	16	323	123	2,906	222	5,436
11	Union Pacific R. R.	1	19	16	323	123	2,906	222	5,436
12	Union Pacific R. R.	1	19	16	323	123	2,906	222	5,436
13	Wabash Railway	1	19	16	323	123	2,906	222	5,436
Total		7,130	151,398	7,347	166,004	317,222	696,020	445,020	1,166,178
Per cent of total carload traffic		.08	.099	.084	.095	.124	5.091	6.112	10.800
Per cent of total tonnage		.08	.099	.084	.095	.124	5.091	6.112	10.800
14	Atlantic Northern Ry								
15	Chicago & North Western Ry								
16	Stamwood & Omaha Ry								
17	Tabor & Northern Ry								
Total									
Per cent of total tonnage									

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 25.—MANUFACTURES AND MISCELLANEOUS.

Number	Railway Companies	Refined Petroleum and Its Products						Vegetable Oils					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya & Santa Fe Ry.	2,429,003	22,617	620,624	5,887	3,049,627	27,504	871	15,030	75	7,740	755	32,283
2	Chicago, Burlington & Quincy R.	1,770	14,770	23,539	202,545	24,309	1,784,794	310	8,128	25	10,012	668	18,150
3	Chicago Great Western R.	1,581	14,798	22,545	194,466	24,126	1,781,794	310	8,128	25	10,012	668	18,150
4	Chicago & North Western R.	9,017	265,021	24,865	694,072	33,882	2,959,000	1,025	4,284	25	1,814	751	17,084
5	Chicago, St. Paul, Minn. & O. Ry.	1,215	10,215	22,545	194,466	23,760	1,781,794	310	8,128	25	10,012	668	18,150
6	Chicago, Rock Island & Pacific Ry.	17,445	480,244	28,900	831,857	46,345	1,320,101	1,115	2,739	13	10,712	219	22,038
7	Illinois Central R.	6,411	177,544	14,353	389,151	20,764	566,705	145	3,852	41	979	1,481	31,609
8	Minnesota & St. Louis R.	4,305	9,537	5,645	120,180	10,000	1,150,469	1,044	27,057	1,233	89,916	2,277	71,373
9	Union Pacific R.	2,776	25,300	11,167	4,380	13,943	4,469	30	77	1,130	32,785	1,130	33,915
10	Wabash Railway	1,781	17,609	20,148	135,120	21,929	1,640,980	307	6,184	870	24,610	1,177	30,794
11	Total.	137,803	3,325,115	321,040	4,435,100	458,843	11,063,305	9,148	374,307	7,430	313,600	15,568	385,669
12	Per cent of total carload traffic.	2.150	2.082	2.631	2.508	4.348	.071	.007	.008	.008	.002	.156	.180

TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 26.—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Beans and Vessels Supplies					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya & Santa Fe Ry.	18,714	174,435	14,455	5,387	333,600	6	51	42	1,770	48	1,821	781
2	Chicago, Burlington & Quincy R.	34,023	281,659	149,466	1,380	333,600	6	61	42	1,770	48	1,821	781
3	Chicago Great Western R.	11,074	1,708	69,746	5,259	70,820	2	35	2	35	4	39	70
4	Chicago & North Western R.	65,023	2,480	134,146	5,079	175,269	25	320	319	592	107	910	2,108
5	Chicago, St. Paul, Minn. & O. Ry.	7,513	1,302	30,564	1,523	47,017	1	2	2	96	2	98	200
6	Chicago, Rock Island & Pacific Ry.	42,702	5,911	107,348	3,000	210,050	22	448	3	102	27	329	839
7	Illinois Central R.	12,527	251	216,718	12,603	307,005	19	741	22	482	41	1,225	3,151
8	Minnesota & St. Louis R.	14,592	674	21,075	1,318	36,314	1	1	1	1	1	1	1
9	Union Pacific R.	9,381	54,400	13,400	471,600	22,781	1,640,980	6	62	10	121	10	121
10	Wabash Railway	68,312	2,077	117,405	6,010	160,777	134	1,472	136	4,177	390	6,149	1,619
11	Total.	29,307	917,035	48,202	1,469,485	78,140	2,386,500	134	1,472	136	4,177	390	6,149
12	Per cent of total carload traffic.	.342	.358	.507	.373	.574	.031	.007	.008	.009	.003	.003	.003

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TABLE 11.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 27.—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Iron—Pig and Bloom				Rails and Fastenings			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	49	2,430	113	5,629	36	1,812	9	456
2	Chicago, Burlington & Quincy R. R.	234	9,780	991	44,351	115	5,617	78,236	34,009
3	Chicago, Great Western & St. Paul Ry.	234	9,780	991	44,351	115	5,617	78,236	34,009
4	Chicago, Milwaukee & St. Paul Ry.	234	9,780	991	44,351	115	5,617	78,236	34,009
5	Chicago & North Western Ry.	111,365	4,527	45,252	1,810	15	532	2,633	1,107
6	Chicago, Rock Island & Pacific Ry.	34,581	2,684	140,797	3,448	165,665	320	1,108	1,284
7	Great Northern Ry.	1,595	77	2,768	128	4,274	23	12,130	51,104
8	Great Northern Ry.	1,595	77	2,768	128	4,274	23	12,130	51,104
9	Illinois Central R. R.	22,249	1,117	47,330	1,861	79,270	214	7,489	39,756
10	Miss., Burlington & Southern R. R.	714	664	1,117	5,629	519	2,684	1,108	1,284
11	Minneapolis & St. Louis R. R.	119	7,062	826	34,311	7	231	1,055	5,617
12	Union Pacific R. R.	119	7,062	826	34,311	7	231	1,055	5,617
13	Wabash Railway	119	7,062	826	34,311	7	231	1,055	5,617
Total		6,244	130,332	7,031	285,220	11,065	554,023	2,501	73,517
Per cent of total carload traffic		.000	.008	.089	.139	.008	.005	.127	.132
Per cent of total carload traffic		.000	.008	.089	.139	.008	.005	.127	.132

TABLE 12.—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 28.—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe				Other Metals, Pig, Bar and Sheet			
		Originating on Road		Received from Connecting Carriers		Originating on Road		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	4,065	113,031	8,529	395,424	11,615	425,426	13,036	649
2	Chicago, Burlington & Quincy R. R.	2,664	63,561	9,170	392,276	1,554	37,664	1,422	33,074
3	Chicago, Great Western & St. Paul Ry.	1,919	13,979	3,004	83,313	2,223	106,294	1,696	109,558
4	Chicago, Milwaukee & St. Paul Ry.	1,919	13,979	3,004	83,313	2,223	106,294	1,696	109,558
5	Chicago & North Western Ry.	4,110	132,648	7,545	253,255	12,653	284,974	1,730	6,421
6	Chicago, Rock Island & Pacific Ry.	7,825	7,475	2,179	28,471	2,807	39,943	1,600	5,541
7	Great Northern Ry.	1,821	1,821	45,075	1,821	1,821	1,821	1,821	1,821
8	Great Northern Ry.	1,821	1,821	45,075	1,821	1,821	1,821	1,821	1,821
9	Illinois Central R. R.	1,821	1,821	45,075	1,821	1,821	1,821	1,821	1,821
10	Minneapolis & St. Louis R. R.	1,821	1,821	45,075	1,821	1,821	1,821	1,821	1,821
11	Union Pacific R. R.	1,821	1,821	45,075	1,821	1,821	1,821	1,821	1,821
12	Wabash Railway	1,821	1,821	45,075	1,821	1,821	1,821	1,821	1,821
Total		31,302	304,226	61,197	2,170,535	84,489	2,794,489	7,132	257,419
Per cent of total carload traffic		.334	.122	.705	.866	.089	.006	.127	.284

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 29—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2,035	35,789	1,992	35,825	4,027	71,614	20,178	741,155	3,372	121,900	23,550	863,115
2	Chicago, Burlington & Quincy R. R.	2,635	59,407	2,476	47,195	6,111	106,702	17,543	636,562	4,451	165,772	21,995	802,334
3	Chicago Great Western R. R.	535	5,502	467	5,391	1,002	14,293	2,438	89,141	1,267	47,754	3,705	139,505
4	Chicago, Milwaukee & St. Paul Ry.	6,396	115,307	2,945	60,172	9,341	187,509	12,394	474,096	6,945	273,730	19,339	747,796
5	Chicago & North Western Ry.	6,832	139,094	3,705	72,550	10,537	202,507	1,357	372,749	12,992	364,988	30,349	777,708
6	Chicago, St. Paul, Minn. & O. Ry.	462	7,611	974	19,071	1,436	27,332	1,221	38,751	4,322	167,251	5,543	306,002
7	Chicago, Rock Island & Pacific Ry.	2,459	41,230	794	14,379	3,253	55,609	6,334	242,670	1,691	64,442	8,025	306,112
8	Great Northern Ry.	1,198	20,170	1,624	48,852	5,153	90,152	6,641	251,328	5,480	187,918	12,121	439,241
9	Illinois Central R. R.	1,924	35,408	2,681	43,818	4,606	79,236	12,837	400,249	4,327	154,611	17,164	644,851
10	Minnesota & St. Louis R. R.	271	3,480	750	13,302	1,021	16,882	4,445	165,587	728	27,121	6,168	192,708
11	Mus., Burlington & Southern R. R.	13	142	4	67	17	309	4	124	2	621	76	1,761
12	Union Pacific R. R.	469	8,529	2,683	53,043	3,152	61,582	2,528	94,244	3,135	113,378	5,663	207,622
13	Wabash Railway	2,058	39,289	3,181	63,271	5,239	102,560	5,037	180,185	2,722	100,423	7,759	280,600
	Total.....	28,192	506,668	25,286	489,350	53,478	995,008	98,699	3,676,780	51,930	1,969,834	150,459	5,937,014
	Per cent of total carload traffic.....	324	197	290	191	614	388	1,135	1,434	391	763	1,726	2,187

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 30—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2,180	213,094	1,906	65,799	4,086	379,643	1,488	37,973	1,975	32,431	3,463	90,404
2	Chicago, Burlington & Quincy R. R.	9,439	324,199	3,383	113,222	12,813	437,821	2,056	54,565	2,425	54,527	4,473	109,090
3	Chicago Great Western R. R.	535	5,502	467	5,391	1,002	14,293	586	30,266	461	10,726	1,209	30,994
4	Chicago, Milwaukee & St. Paul Ry.	6,716	210,456	4,338	142,306	11,251	352,849	3,469	73,525	2,569	62,302	5,978	135,915
5	Chicago & North Western Ry.	5,187	179,639	7,049	244,535	12,236	424,574	4,617	99,778	4,072	104,402	8,689	204,180
6	Chicago, St. Paul, Minn. & O. Ry.	1,621	54,251	955	23,996	2,577	75,157	321	6,224	554	12,415	885	19,029
7	Chicago, Rock Island & Pacific Ry.	3,762	126,219	4,227	147,858	9,989	343,947	1,400	39,772	2,394	54,880	3,794	94,901
8	Great Northern Ry.	1,083	56,884	811	25,007	2,504	81,891	869	23,297	605	17,520	1,474	40,817
9	Illinois Central R. R.	4,274	145,007	5,301	111,365	7,575	256,972	2,127	51,102	1,510	37,297	3,647	88,399
10	Minnesota & St. Louis R. R.	945	31,186	698	22,915	1,643	54,100	711	15,841	1,269	35,071	1,967	50,912
11	Mus., Burlington & Southern R. R.	47	1,763	5	194	52	1,957	—	—	43	693	43	693
12	Union Pacific R. R.	730	21,829	2,007	70,424	2,737	95,213	2,094	60,728	619	18,427	2,623	64,165
13	Wabash Railway	4,840	162,772	1,447	48,957	6,286	212,709	1,134	24,992	1,254	35,250	2,388	58,242
	Total.....	51,247	1,724,615	30,766	1,089,883	82,013	2,764,478	21,009	498,069	19,675	480,945	60,744	968,014
	Per cent of total carload traffic.....	588	673	353	405	941	1,078	241	194	235	191	467	386

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 23—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Furniture—(New)						Beverages					
		Originating on Road		Received from Connecting Carriers		Total		Total		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	429	4,121	1,199	13,738	1,619	16,339	440	8,554	569	11,225	1,008	19,779
2	Chicago, Burlington & Quincy R. R.	1,359	13,490	1,925	18,729	3,215	32,229	1,449	24,824	437	7,782	1,886	35,991
3	Chicago Great Western R. R.	229	2,556	57	1,036	596	6,192	342	6,554	84	1,522	426	7,576
4	Chicago, Milwaukee & St. Paul Ry.	4,431	45,929	1,708	18,849	6,139	64,778	3,024	51,518	344	6,794	3,378	59,292
5	Chicago & North Western Ry.	4,228	47,875	782	8,025	5,010	55,900	1,529	29,072	770	15,281	2,299	44,453
6	Chicago, St. Paul, Minn. & O. Ry.	29	344	115	1,088	134	1,432	382	6,599	32	2,723	474	8,572
7	Chicago, Rock Island & Pacific Ry.	1,031	10,001	1,567	15,171	2,598	25,172	1,121	18,284	438	9,017	1,619	32,001
8	Great Northern Ry.	129	1,328	150	1,549	289	2,937	454	7,719	191	3,800	655	11,079
9	Illinois Central R. R.	1,822	17,615	1,473	13,050	3,307	30,665	1,389	22,583	571	11,094	2,900	34,647
10	Minneapolis & St. Louis R. R.	12	79	136	1,717	207	1,790	301	4,235	92	1,728	251	6,094
11	Mus., Burlington & Southern R. R.	90	756	1,578	16,080	1,668	16,836	21	527	589	11,350	571	11,897
12	Union Pacific R. R.	557	5,066	1,258	13,207	1,615	16,269	843	14,559	428	7,989	1,271	25,449
13	Wabash Railway												
	Total.	14,228	147,180	12,906	133,145	26,337	270,325	11,099	195,100	4,022	89,665	15,721	280,021
	Per cent of total carload traffic.	.163	.058	.141	.048	.204	.106	.127	.076	.052	.055	.180	.111

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 24—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Iron						Fertilizers—(All Kinds)					
		Originating on Road		Received from Connecting Carriers		Total		Total		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	4,381	105,248	77	2,229	5,008	107,474	2,977	79,356	435	11,665	3,412	91,021
2	Chicago, Burlington & Quincy R. R.	4,745	129,247	509	35,949	5,305	155,996	2,797	56,904	379	8,519	3,686	69,414
3	Chicago Great Western R. R.	402	12,065	63	2,131	465	15,226	418	5,702	92	1,629	510	10,541
4	Chicago, Milwaukee & St. Paul Ry.	11,422	302,848	167	4,328	11,589	307,176	1,636	49,002	415	8,541	2,051	49,473
5	Chicago & North Western Ry.	10,019	302,332	405	11,690	10,424	315,012	1,927	45,026	418	8,901	1,945	51,967
6	Chicago, St. Paul, Minn. & O. Ry.	1,367	46,056	326	10,831	1,733	56,969	1,009	2,190	51	1,006	157	3,196
7	Chicago, Rock Island & Pacific Ry.	1,082	34,669	112	3,320	1,194	37,929	504	13,547	45	907	579	14,544
8	Great Northern Ry.	5,394	177,043	309	9,570	5,703	180,613	1,277	2,425	149	2,935	277	5,093
9	Illinois Central R. R.	1,234	26,671	424	12,530	1,658	39,201	1,040	31,990	391	7,625	1,970	39,625
10	Minneapolis & St. Louis R. R.	1,234	26,671	424	12,530	1,658	39,201	1,040	31,990	391	7,625	1,970	39,625
11	Mus., Burlington & Southern R. R.	4,647	124,698	77	2,229	4,724	127,144	129	5,039	79	2,406	218	7,429
12	Union Pacific R. R.	568	22,648	376	8,598	1,254	31,546	1,300	28,361	511	12,800	1,821	41,151
13	Wabash Railway												
	Total.	49,994	1,281,677	4,095	117,015	54,089	1,498,692	15,973	379,879	4,300	97,641	20,072	476,420
	Per cent of total carload traffic.	.569	.529	.046	.045	.615	.584	.182	.148	.048	.059	.220	.190

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 35—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	145	3,159	509	11,796	654	14,955	2,671	75,800	1,158	31,922	3,822	107,722
2	Chicago, Burlington & Quincy R. R.	282	4,750	1,524	34,148	1,806	38,898	3,012	61,847	2,785	91,732	5,797	153,580
3	Chicago Great Western R. R.	523	10,919	1,553	32,132	2,076	44,051	1,177	2,034	483	12,743	580	16,777
4	Chicago, Milwaukee & St. Paul Ry.	750	20,271	505	13,002	1,255	33,273	406	12,439	1,323	28,668	1,829	51,907
5	Chicago & North Western Ry.	2,359	57,792	1,782	45,318	4,141	103,110	2,592	78,931	2,806	90,895	5,397	169,817
6	Chicago, St. Paul, Minn. & O. Ry.	240	4,772	252	6,421	492	11,193	425	11,098	637	19,115	1,112	30,181
7	Chicago, Rock Island & Pacific Ry.	333	6,483	3,061	78,441	3,394	84,924	3,507	82,907	1,569	44,637	4,165	117,524
8	Great Northern Ry.	1,181	29,195	779	19,905	1,960	49,100	216	5,235	315	8,430	531	12,665
9	Illinois Central R. R.	646	12,145	1,506	36,114	2,152	48,259	1,709	44,833	2,951	108,961	5,400	132,695
10	Minneapolis & St. Louis R. R.	—	—	1,134	29,509	1,134	29,509	41	866	809	9,502	849	19,458
11	Mus., Burlington & Southern R. R.	4	80	2	192	12	272	2	44	2	67	5	100
12	Union Pacific R. R.	—	—	172	37,482	1,089	27,604	360	7,200	1,197	22,470	4,458	90,681
13	Wabash Railway	136	3,384	4,386	109,943	4,522	113,327	2,389	72,593	2,079	56,430	4,468	129,813
Total.		6,944	152,062	17,969	445,454	24,913	598,517	16,071	457,149	18,886	546,778	34,874	1,000,918
Per cent of total carload traffic.		.079	.069	.020	.174	.081	.029	.184	.178	.216	.213	.400	.391

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 36—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railroad Companies	Textiles						Can Goods (All Canned Food Products)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	44	1,157	120	2,076	164	3,232	3,114	91,212	2,921	52,190	5,135	143,402
2	Chicago, Burlington & Quincy R. R.	106	3,156	786	12,955	892	16,149	1,347	27,735	2,572	79,506	4,222	107,241
3	Chicago Great Western R. R.	29	549	98	1,543	127	2,093	781	18,947	928	26,194	1,719	44,741
4	Chicago, Milwaukee & St. Paul Ry.	96	1,792	77	1,665	173	2,457	2,268	59,829	2,916	49,618	11,828	258,429
5	Chicago & North Western Ry.	170	2,839	423	6,436	593	9,255	6,756	194,549	3,300	85,222	16,056	349,541
6	Chicago, St. Paul, Minn. & O. Ry.	12	174	45	890	58	1,069	1,207	30,425	696	17,114	1,903	47,537
7	Chicago, Rock Island & Pacific Ry.	102	2,505	486	8,924	588	11,517	1,310	28,116	2,565	74,178	5,905	109,294
8	Great Northern Ry.	65	1,153	2	39	67	1,181	1,969	56,948	521	14,659	2,520	79,098
9	Illinois Central R. R.	535	10,706	1,943	15,782	1,378	26,439	2,147	46,223	2,436	69,535	4,563	108,858
10	Minneapolis & St. Louis R. R.	—	—	200	5,961	200	5,961	808	8,437	601	14,611	889	22,868
11	Mus., Burlington & Southern R. R.	—	—	—	—	—	—	45	1,096	7	122	51	1,219
12	Union Pacific R. R.	2	33	177	3,525	179	3,567	892	26,718	135,445	5,701	171,963	
13	Wabash Railway.	66	1,085	1,070	12,671	1,136	13,806	1,558	35,708	3,619	75,407	4,677	101,175
Total.		1,343	25,130	4,550	72,438	5,893	97,528	30,877	736,884	26,017	700,796	56,860	1,427,660
Per cent of total carload traffic.		.015	.010	.063	.028	.068	.038	.354	.384	.209	.273	.653	.557

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 37—MANUFACTURES AND MISCELLANEOUS—Concluded.

Number	Railroad Companies	Other Manufactures and Miscellaneous						Total Manufactures and Miscellaneous					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	30,471	426,008	14,570	330,361	35,041	756,369	170,536	4,741,198	73,766	1,882,710	244,292	6,623,908
2	Chicago, Burlington & Quincy R. R.	31,181	584,808	21,681	430,218	52,862	1,015,086	145,192	3,531,313	102,173	2,633,256	247,365	6,164,569
3	Chicago Great Western R. R.	6,589	120,022	6,430	145,061	13,019	265,713	24,686	428,175	33,951	879,236	58,649	1,374,401
4	Chicago, Milwaukee & St. Paul Ry.	44,844	224,599	25,036	561,465	69,880	1,486,354	143,603	3,389,670	97,717	2,532,362	241,320	5,922,033
5	Chicago & North Western Ry.	60,161	1,314,143	38,687	596,117	98,848	1,910,360	176,595	3,943,739	125,573	3,281,738	302,168	7,225,477
6	Chicago, St. Paul, Minn. & O. Ry.	10,672	221,116	13,097	287,854	23,769	508,970	33,777	522,433	59,150	905,476	92,927	1,431,858
7	Chicago, Rock Island & Pacific Ry.	30,607	675,206	18,212	333,896	48,819	1,009,103	102,247	2,141,320	104,885	2,559,817	207,132	4,930,947
8	Great Northern Ry.	8,174	171,120	4,689	100,597	12,863	271,717	40,398	1,010,163	33,000	825,513	73,398	1,845,678
9	Illinois Central R. R.	32,713	635,719	30,254	615,851	62,967	1,241,570	95,692	2,242,137	135,616	3,176,566	231,308	5,415,702
10	Minneapolis & St. Louis R. R.	6,377	141,475	5,667	116,047	12,044	257,522	19,431	496,430	38,078	825,012	45,500	1,114,505
11	Mus., Burlington & Southern R. R.	377	6,884	182	4,123	559	11,006	600	11,969	579	13,777	1,175	25,746
12	Union Pacific R. R.	4,708	120,145	15,771	329,357	20,539	446,402	28,802	733,942	81,769	2,004,673	110,561	2,728,615
13	Wabash Railway	22,045	510,044	29,309	590,952	51,354	1,101,596	67,732	1,430,429	97,664	2,386,097	165,397	5,717,098
	Total.....	279,009	5,842,341	213,685	4,430,330	492,754	10,272,671	1,029,284	24,912,892	944,107	23,702,794	1,983,481	48,610,686
	Per cent of total carload traffic.....	3.392	2.278	2.450	1.728	5.655	4.007	11.925	9.715	10.833	9.243	22.758	18.958
14	Atlantic Northern Ry.								1,073		6,490	7,563	7,563
15	Colfax Northern Ry.								2,575		37	2,612	2,612
16	Manchester & Ouseley Ry.										1,486	1,486	1,486
17	Tabor & Northern Ry.										2,424	2,424	2,424
	Total.....								4,790		10,449	15,239	15,239
	Total.....								24,917,682		23,714,243	48,631,925	48,631,925
	Per cent of total tons all traffic.....								9.301		8.879	18.974	18.974

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 38—GRAND TOTAL CARLOAD TRAFFIC.

Number	Railway Companies	Grand Total Carload Traffic					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	619,899	17,002,886	208,408	5,559,602	819,307	22,562,548
2	Chicago, Burlington & Quincy R. R.	806,903	24,943,150	331,537	9,154,901	1,138,440	34,098,051
3	Chicago Great Western R. R.	85,739	1,950,809	104,738	3,105,423	200,467	5,125,233
4	Chicago, Milwaukee & St. Paul Ry.	800,503	23,221,001	203,452	9,110,052	1,003,955	29,331,053
5	Chicago & North Western Ry.	772,598	22,707,330	477,388	14,505,462	1,249,986	37,212,793
6	Chicago, St. Paul, Minn. & O. Ry.	187,979	4,900,061	123,202	3,510,154	311,181	8,410,215
7	Chicago, Rock Island & Pacific Ry.	545,020	14,616,431	340,543	9,331,062	885,563	24,147,493
8	Great Northern Ry.	464,773	16,011,883	91,673	2,874,790	556,446	18,886,673
9	Illinois Central R. R.	735,649	25,734,672	470,822	13,129,818	1,206,471	38,864,490
10	Minneapolis & St. Louis R. R.	114,350	3,290,368	89,611	2,639,717	203,961	5,929,085
11	Mus., Burlington & Southern R. R.	2,432	69,334	2,843	104,656	5,275	173,990
12	Union Pacific R. R.	208,550	8,600,365	269,495	6,315,413	538,045	14,915,779
13	Wabash Railway	219,616	5,933,028	257,508	7,925,169	507,224	13,858,197
	Total.....	5,634,937	169,005,629	3,000,220	87,345,744	8,715,157	256,441,373
	Per cent of total carload traffic.....	64.542	65.039	35.458	34.061	100%	100%
	Per cent of total tons all traffic.....		62.847		32.454		95.311

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE
PART 29—MERCHANDISE—ALL L. C. L. FREIGHT—TONS—AND GRAND TOTAL TONS CARLOAD AND L. C. L. TRAFFIC.

Number	Railway Companies	Merchandise—All L. C. L.			Grand Total—Carload and L. C. L. Traffic		
		Freight			L. Traffic		
		Tons			Tons		
		Originating on road	Received from connecting carriers	Total	Originating on road	Received from connecting carriers	Total
1	Atchafalpa, Topeka & Santa Fe Ry.	971,692	195,006	1,166,698	17,975,578	5,754,608	23,730,246
2	Chicago, Burlington & Quincy R. R.	1,473,146	544,863	2,018,009	26,416,296	9,699,793	36,116,089
3	Chicago Great Western R. R.	185,109	50,635	235,741	3,245,918	3,245,918	6,491,836
4	Chicago, Milwaukee & St. Paul Ry.	1,885,704	350,319	2,236,023	24,006,793	9,456,871	33,463,664
5	Chicago & North Western Ry.	1,151,051	363,216	1,514,267	23,853,981	15,308,779	39,162,760
6	Chicago, St. Paul, Minn. & O. Ry.	330,232	150,863	481,095	5,230,313	3,401,067	8,631,379
7	Chicago, Rock Island & Pacific Ry.	918,209	199,734	1,117,943	15,534,680	9,739,794	25,274,474
8	Great Northern Ry.	518,373	123,792	642,165	16,525,556	3,007,578	19,533,134
9	Illinois Central R. R.	1,007,779	452,820	1,460,599	36,832,451	13,582,638	50,415,089
10	Minnesota & St. Louis R. R.	164,528	61,025	225,553	3,461,496	2,701,415	6,162,911
11	Mus., Burlington & Southern R. R.	7,135	9,088	16,223	75,469	105,859	182,428
12	Union Pacific R. R.	230,292	207,162	437,454	8,980,658	6,222,575	15,203,233
13	Wabash Railway.	418,647	305,122	723,769	6,361,675	5,230,291	11,591,966
14	Total.	8,907,157	3,516,236	12,423,393	178,932,786	90,861,970	269,894,756
15	Atlantic Northern Ry.	12,967	13,889	26,856	12,967	13,889	26,856
16	Goifax Northern Ry.	22,982	1,929	24,911	22,982	1,929	24,911
17	Manchester & Okeoka Ry.	4,460	18,190	22,650	4,460	18,190	22,650
18	Tabor & Northern Ry.	10,000	7,997	17,997	10,000	7,997	17,997
19	Total.	120,164	42,005	162,169	120,164	42,005	162,169
20	Total all L. C. L.	9,027,321	3,558,241	12,585,562	179,132,950	90,903,975	269,036,925
21	Per cent of total tons all traffic.	3.300	1.323	4.623	66.214	33.786	100.000

TABLE 12—CLASSIFICATION OF RESPONDENTS' LOCOMOTIVE, CAR, AND FLOATING EQUIPMENT
PART 1—LOCOMOTIVES AND FREIGHT TRAIN CARS.

Number	Railway Companies	Steam Locomotives						Freight Train Cars							
		Number of Units			Units Available for Service at Close of Year			Number of Units			Units Available for Service at Close of Year				
		Available for service at beginning of year	Installed during year	Retired from service during year	Total number	Number fully owned	Number held under equipment trust	Number under lease from a railway company	Number held under other forms of titles	Available for service at beginning of year	Installed during year	Retired from service during year	Box cars	Flat cars	Stock cars
1	A. T. & S. F. Ry.	1,915	67	96	1,884	966	—	23	895	70,595	3,471	3,362	32,069	2,094	7,701
2	Atlantic Northern Ry.	1	—	—	1	—	—	—	—	—	—	—	—	—	—
3	C. E. & Q. R. R.	1,889	31	5	1,915	1,870	45	—	—	68,254	55	1,256	29,447	1,413	6,317
4	C. G. W. R. R.	272	—	—	272	272	15	—	—	9,670	967	442	6,756	661	770
5	M. C. & Ft. D. R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6	C. M. & St. P. Ry.	1,979	143	46	2,076	1,806	100	70	100	62,180	6,670	1,408	38,074	5,573	4,677
7	C. & N. W. Ry.	2,033	90	38	2,065	1,838	427	—	—	69,955	1,408	2,352	35,656	5,379	4,096
8	C. St. P. M. & O. Ry.	403	10	3	410	277	23	—	—	13,190	125	139	9,392	925	435
9	C. E. I. & P. Ry.	1,581	4	2	1,583	561	201	211	610	46,962	88	226	32,115	1,736	4,221
10	St. P. & O. S. L. R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	Goifax Northern Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
12	Thos. W. Griggs R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
13	Goifax Cons'd Coal Co.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
14	Man. & Okeoka Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	Great Northern Ry.	1,432	—	6	1,427	1,375	—	4	45	55,197	504	440	33,975	3,577	1,609
16	Illinois Central R. R.	1,504	125	118	1,601	1,100	420	72	3	68,490	6,620	1,173	27,684	2,843	1,795
17	Dub. & S. C. R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
18	Man. & Okeoka Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
19	Minn. & St. L. R. R.	214	30	10	224	182	27	—	15	8,800	106	505	5,923	103	398
20	Mus., B. & S. R. R.	5	—	—	5	—	—	—	—	9	—	—	5	1	—
21	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22	Union Pacific R. R.	1,000	17	70	947	856	80	11	61	23,290	1,707	121	11,597	1,297	2,913
23	Wabash Railway.	629	—	—	629	548	20	—	—	21,361	723	1,453	12,433	561	1,259
24	Total.	14,962	477	385	15,054	11,564	1,472	434	1,584	517,524	19,456	12,670	275,066	23,968	36,191
25															

TABLE 12—CLASSIFICATION OF RESPONDENTS LOCOMOTIVE CAR, AND FLOATING EQUIPMENT

PART 2—FREIGHT TRAIN CARS—Continued.

Number	Railroad Companies	Units Available for Service at Close of Year												
		Caboose cars	Other freight train cars	Total freight train cars	Number				Steel Cars		Steel Underframe Cars		Cars of Other Construction	
					Fully owned	Held under equip- ment trust	Under lease from a railway company	Held under other forms of title	Number	Aggregate capacity —Tons—	Number	Aggregate capacity —Tons—	Number	Aggregate capacity —Tons—
1	A. T. & S. F. Ry.	845	3,171	72,704	28,779	2,687	863	40,370			36,224	1,438,970	36,480	1,167,727
2	Atlantic Northern Ry.	785	85	67,054	65,557	1,497		22,813	1,139,580	5,218	221,040	36,023	1,323,663	
3	C. B. & Q. R. R.	122		9,615	9,614			907	45,350	2,816	112,040	5,892	177,090	
4	C. G. W. R. R.													
5	M. C. & P. D. R. R.	1,040	4,130	67,442	56,066	3,222	6,484	1,456	72,089	31,891	1,331,710	34,101	1,231,911	
6	C. M. & St. P. Ry.	905	9,254	69,051	45,563	22,438		4,964	248,300	30,313	1,225,040	33,774	1,184,630	
7	C. & N. W. Ry.	179		13,185	11,660	1,525			5,304	217,380	7,981	302,097		
8	C. St. P., M. & O. Ry.	721		46,824	12,946	15,837	7,653	10,383	1,623	81,150	1,006,830	20,494	605,410	
9	C. R. I. & P. Ry.													
10	St. P. & K. C. S. L. R. R.	1		5			5							105
11	Colfax Northern Ry.													
12	Thos. W. Griggs R. R.													
13	Colfax Cons'd Coal Co.													
14	Dav., R. I. & N. W. Ry.	1		82	82			3	5,530			39	840	
15	Great Northern Ry.	643	9,400	55,261	51,853	1,906	1,136	237	7,304	380,245	3,600	155,975	49,914	1,293,505
16	Illinois Central R. R.	817		95,937	45,124	17,441	6,314	58	11,725	500,305	27,320	1,153,530	79,987	1,483,550
17	Dub. & S. C. R. R.													
18	Man. & Okeoka Ry.	110	84	8,641	6,055	2,546		101	5,669	1,176	46,940	8	248,405	
19	Minn. & St. L. R. R.													173
20	Mus. B. & S. R. R.													
21	Tabor & Northern Ry.	454	2,354	24,375	22,825	2,045	6	7,307	349,400	10,949	796,220	22	12,158	
22	Union Pacific R. R.	310		20,001	16,038	3,703		1,851	91,960	11,190	490,430	7,271	251,520	
23	Wabash Railway.													
	Total.	7,011	39,448	324,319	274,113	75,840	22,400	21,874	10,363	3,060,030	120,413	8,411,915	204,048	9,302,054

RAILROAD COMMISSIONERS' REPORT

TABLE 12—CLASSIFICATION OF RESPONDENTS LOCOMOTIVE CAR, AND FLOATING EQUIPMENT

PART 3—PASSENGER TRAIN CARS.

Number	Railway Companies	Number of Units		Units Available for Service at Close of Year																				
		Available for service at beginning of year	Installed during year	Retired from service during year	Number														Total seating capacity	Average seating capacity				
					Coaches	Combination passenger cars	Other combination cars	Dining cars	Parlor cars	Sleeping cars	Baggage and express cars	Postal cars	Other passenger train cars	Total passenger train cars	Fully owned	Held under equipment trust	Under lease from railway company	Held under other forms of title			Of cars of steel construction	Of cars with steel underframe	Of cars of wood construction	
1	A. T. & S. F. Ry.	1,573	53	106	871	52		42	19		464	72		1,520	659		15	846	298	554	690	66,706	67	
2	Atlantic Northern Ry.	1												1	1							40	40	
3	C. B. & Q. R. R.	1,306	7	13	666	145	104	44	14		251	47	28	1,299	1,299		125	187	987	49,253	57	49,253		
4	C. G. W. R. R.	206			79	19	13	6	14	25	44	3		203	178		25	60	24	119	7,847	55		
5	M. C. & P. D. R. R.																							
6	C. M. & St. P. Ry.	1,604	83	8	699	136	142	56	33	237	340	42	4	1,679	1,602		450	173	1,056	63,933	38	63,933		
7	C. & N. W. Ry.	2,000	70	10	1,082	185	101	35	66		822	38	237	2,066	1,825	241		696	304	1,726	79,198	53	79,198	
8	C. St. P., M. & O. Ry.	337			184	38	31	7	12		61	9		337	337		101	10	236	12,570	47	12,570		
9	C. R. I. & P. Ry.	1,079	37	6	617	114	108	37	4		189	41		1,110	520	274	113	200	360	28	722	47,967	62	
10	St. P. & K. C. S. L. R. R.																							
11	Colfax Northern Ry.	6			5	1								6							105	35		
12	Thos. W. Griggs R. R.																							
13	Colfax Cons'd Coal Co.																							
14	Dav., R. I. & N. W. Ry.	1,171	10	14	466	49	100	42	24	185	337	38	1	1,173	1,168		5	89	67	1,017	42,222	66	42,222	
15	Great Northern Ry.	1,572	55	10	806	58	95	37	14	5	222	41	341	1,617	1,118	499		530	367	730	56,320	61	56,320	
16	Dub. & S. C. R. R.																							
17	Man. & Oneida Ry.	1																						
18	Minn. & St. L. R. R.	130	2	3	68	14					35	2	16	135	1	135		2	20	113	4,654	64	4,654	
19	Mus. B. & S. R. R.	6			2																64	32	64	
20	Tabor & Northern Ry.	430																						
21	Union Pacific R. R.	590	88	9	270	47	44	66	2		165	49	22	663	383	81	1	272	6	235	19,791	51	19,791	
22	Wabash Railway.	410			198	57	17	16			82	29		403	363	6		82	50	20	331	15,443	57	15,443
23	Total.	12,906	406	102	5,943	915	739	388	199	450	2,513	461	652	12,220	9,796	1,101	212	1,111	3,108	1,642	7,461	666,067		666,067

STATISTICS OF STEAM RAILWAYS

TABLE 12—CLASSIFICATION OF RESPONDENTS LOCOMOTIVE CAR, AND FLOATING EQUIPMENT

PART 4—COMPANY SERVICE EQUIPMENT.

[illegible]

TABLE 12.—CLASSIFICATION OF RESPONDENTS' LOCOMOTIVE CAR, AND FLOATING EQUIPMENT
PART 4.—COMPANY SERVICE EQUIPMENT—Continued—AND FLOATING EQUIPMENT OWNED OR LEASED, NOT IN
PART 1.—BY TYPE OF BUSINESS

PART 2—COMPANY SERVICE EQUIPMENT—Continued—AND FLOATING EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT.

[illegible]

TABLE 13.—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE
PART 1.—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS.

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks						Changes during year			
		Line Owned		Line				Total mileage operated—single track	Miles of				Total mileage operated—all tracks				
		Main line	Branches and spurs	Of proprietary companies	Operated under lease	Contract under	Operated under		Trackage rights	First main	Second main	Third main			Fourth main	All other main	Industrial tracks	Yard track and sidings, etc.
1	A. T. & S. F. Ry.	4,553.68	2,831.85		1,594.21			136.50	8,083.33	8,083.33	1,250.30	27.73	4.4	560.00	3,327.05	13,021.71	214.35
2	Atlantic Northern Ry.	17.07							0.17	0.17					1.08	18.75	46.07
3	C. & D. Ry.	4,000.00	4,000.00	65.98	29.64	275.25		82.90	8,335.97	8,335.97	105.73	11.34	11.34	34.48	1,609.70	13,115.44	46.95
4	C. M. & St. P. Ry.	6,332.79	1,854.11		301.41			611.83	11,000.13	11,000.13	1,187.39	35.39	17.37	3,300.20	3,300.20	20,000.14	1.50
5	C. & N. W. Ry.	2,844.78	1,991.08					72.88	8,402.58	8,402.58	623.13	10.49	50.26	27.74	2,704.52	13,259.80	27.74
6	C. R. I. & P. Ry.	2,328.81	2,037.13		1,022.71	152.82		459.80	1,661.69	7,601.09	456.05	10.51	4.0	221.22	2,006.57	10,437.34	15.29
7	St. P. & N. W. Ry.				6.90				6.90	6.90					2.15	9.10	
8	Colfax Northern Ry.	41.68	9.68					2.34	49.00	49.00					18.98	35.32	1.00
9	Colfax Coal & Coal Co.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
10	Dave., R. L. & N. W. Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
11	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
12	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
13	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
14	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
15	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
16	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
17	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
18	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
19	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
20	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
21	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
22	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
23	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
24	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
25	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
26	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
27	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
28	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
29	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
30	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
31	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
32	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
33	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
34	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
35	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
36	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
37	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
38	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
39	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
40	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
41	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
42	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
43	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
44	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
45	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
46	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
47	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
48	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
49	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
50	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
51	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
52	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
53	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
54	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
55	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
56	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
57	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
58	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
59	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
60	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
61	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
62	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
63	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
64	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
65	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
66	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
67	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
68	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
69	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
70	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
71	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
72	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
73	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
74	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
75	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
76	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,400.87	11,006.11	1.00
77	Great Northern Ry.	2,902.95	2,477.22	920.36				203.52	4,182.81	4,182.81					1,4		

Increases or decreases during year, 1901-1902, 1902-1903, 1903-1904, 1904-1905, 1905-1906, 1906-1907, 1907-1908, 1908-1909, 1909-1910, 1910-1911, 1911-1912, 1912-1913, 1913-1914, 1914-1915, 1915-1916, 1916-1917, 1917-1918, 1918-1919, 1919-1920, 1920-1921, 1921-1922, 1922-1923, 1923-1924, 1924-1925, 1925-1926, 1926-1927, 1927-1928, 1928-1929, 1929-1930, 1930-1931, 1931-1932, 1932-1933, 1933-1934, 1934-1935, 1935-1936, 1936-1937, 1937-1938, 1938-1939, 1939-1940, 1940-1941, 1941-1942, 1942-1943, 1943-1944, 1944-1945, 1945-1946, 1946-1947, 1947-1948, 1948-1949, 1949-1950, 1950-1951, 1951-1952, 1952-1953, 1953-1954, 1954-1955, 1955-1956, 1956-1957, 1957-1958, 1958-1959, 1959-1960, 1960-1961, 1961-1962, 1962-1963, 1963-1964, 1964-1965, 1965-1966, 1966-1967, 1967-1968, 1968-1969, 1969-1970, 1970-1971, 1971-1972, 1972-1973, 1973-1974, 1974-1975, 1975-1976, 1976-1977, 1977-1978, 1978-1979, 1979-1980, 1980-1981, 1981-1982, 1982-1983, 1983-1984, 1984-1985, 1985-1986, 1986-1987, 1987-1988, 1988-1989, 1989-1990, 1990-1991, 1991-1992, 1992-1993, 1993-1994, 1994-1995, 1995-1996, 1996-1997, 1997-1998, 1998-1999, 1999-2000, 2000-2001, 2001-2002, 2002-2003, 2003-2004, 2004-2005, 2005-2006, 2006-2007, 2007-2008, 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-204

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE OF IOWA

PART 1—MILEAGE OF ROAD OPERATED, SINGLE TRACK AND ALL TRACKS AND MAIN TRACK OWNED.

Number	Railway Companies	Mileage Operated—Single Track				Mileage Operated—All Tracks				Total mileage owned— all tracks	Changes during year— all tracks
		Line Owned	Line	Operated under contract	Operated under leases	Branches and spurs	Operated rights	Operated—single track	Operated—double track		
1	A. T. & S. F. Ry.	19.96						19.96		19.96	
2	Atlantic Northern R.	371.08						371.08		371.08	
3	C. & N. W. Ry.	371.08						371.08		371.08	
4	C. & N. W. Ry.	291.27						291.27		291.27	
5	C. & N. W. Ry.	291.27						291.27		291.27	
6	C. & N. W. Ry.	291.27						291.27		291.27	
7	C. & N. W. Ry.	291.27						291.27		291.27	
8	C. & N. W. Ry.	291.27						291.27		291.27	
9	C. & N. W. Ry.	291.27						291.27		291.27	
10	C. & N. W. Ry.	291.27						291.27		291.27	
11	C. & N. W. Ry.	291.27						291.27		291.27	
12	C. & N. W. Ry.	291.27						291.27		291.27	
13	C. & N. W. Ry.	291.27						291.27		291.27	
14	C. & N. W. Ry.	291.27						291.27		291.27	
15	C. & N. W. Ry.	291.27						291.27		291.27	
16	C. & N. W. Ry.	291.27						291.27		291.27	
17	C. & N. W. Ry.	291.27						291.27		291.27	
18	C. & N. W. Ry.	291.27						291.27		291.27	
19	C. & N. W. Ry.	291.27						291.27		291.27	
20	C. & N. W. Ry.	291.27						291.27		291.27	
21	C. & N. W. Ry.	291.27						291.27		291.27	
22	C. & N. W. Ry.	291.27						291.27		291.27	
23	C. & N. W. Ry.	291.27						291.27		291.27	
24	C. & N. W. Ry.	291.27						291.27		291.27	
25	C. & N. W. Ry.	291.27						291.27		291.27	
26	C. & N. W. Ry.	291.27						291.27		291.27	
27	C. & N. W. Ry.	291.27						291.27		291.27	
28	C. & N. W. Ry.	291.27						291.27		291.27	
29	C. & N. W. Ry.	291.27						291.27		291.27	
30	C. & N. W. Ry.	291.27						291.27		291.27	
31	C. & N. W. Ry.	291.27						291.27		291.27	
32	C. & N. W. Ry.	291.27						291.27		291.27	
33	C. & N. W. Ry.	291.27						291.27		291.27	
34	C. & N. W. Ry.	291.27						291.27		291.27	
35	C. & N. W. Ry.	291.27						291.27		291.27	
36	C. & N. W. Ry.	291.27						291.27		291.27	
37	C. & N. W. Ry.	291.27						291.27		291.27	
38	C. & N. W. Ry.	291.27						291.27		291.27	
39	C. & N. W. Ry.	291.27						291.27		291.27	
40	C. & N. W. Ry.	291.27						291.27		291.27	
41	C. & N. W. Ry.	291.27						291.27		291.27	
42	C. & N. W. Ry.	291.27						291.27		291.27	
43	C. & N. W. Ry.	291.27						291.27		291.27	
44	C. & N. W. Ry.	291.27						291.27		291.27	
45	C. & N. W. Ry.	291.27						291.27		291.27	
46	C. & N. W. Ry.	291.27						291.27		291.27	
47	C. & N. W. Ry.	291.27						291.27		291.27	
48	C. & N. W. Ry.	291.27						291.27		291.27	
49	C. & N. W. Ry.	291.27						291.27		291.27	
50	C. & N. W. Ry.	291.27						291.27		291.27	
51	C. & N. W. Ry.	291.27						291.27		291.27	
52	C. & N. W. Ry.	291.27						291.27		291.27	
53	C. & N. W. Ry.	291.27						291.27		291.27	
54	C. & N. W. Ry.	291.27						291.27		291.27	
55	C. & N. W. Ry.	291.27						291.27		291.27	
56	C. & N. W. Ry.	291.27						291.27		291.27	
57	C. & N. W. Ry.	291.27						291.27		291.27	
58	C. & N. W. Ry.	291.27						291.27		291.27	
59	C. & N. W. Ry.	291.27						291.27		291.27	
60	C. & N. W. Ry.	291.27						291.27		291.27	
61	C. & N. W. Ry.	291.27						291.27		291.27	
62	C. & N. W. Ry.	291.27						291.27		291.27	
63	C. & N. W. Ry.	291.27						291.27		291.27	
64	C. & N. W. Ry.	291.27						291.27		291.27	
65	C. & N. W. Ry.	291.27						291.27		291.27	
66	C. & N. W. Ry.	291.27						291.27		291.27	
67	C. & N. W. Ry.	291.27						291.27		291.27	
68	C. & N. W. Ry.	291.27						291.27		291.27	
69	C. & N. W. Ry.	291.27						291.27		291.27	
70	C. & N. W. Ry.	291.27						291.27		291.27	
71	C. & N. W. Ry.	291.27						291.27		291.27	
72	C. & N. W. Ry.	291.27						291.27		291.27	
73	C. & N. W. Ry.	291.27						291.27		291.27	
74	C. & N. W. Ry.	291.27						291.27		291.27	
75	C. & N. W. Ry.	291.27						291.27		291.27	
76	C. & N. W. Ry.	291.27						291.27		291.27	
77	C. & N. W. Ry.	291.27						291.27		291.27	
78	C. & N. W. Ry.	291.27						291.27		291.27	
79	C. & N. W. Ry.	291.27						291.27		291.27	
80	C. & N. W. Ry.	291.27						291.27		291.27	
81	C. & N. W. Ry.	291.27						291.27		291.27	
82	C. & N. W. Ry.	291.27						291.27		291.27	
83	C. & N. W. Ry.	291.27						291.27		291.27	
84	C. & N. W. Ry.	291.27						291.27		291.27	
85	C. & N. W. Ry.	291.27						291.27		291.27	
86	C. & N. W. Ry.	291.27						291.27		291.27	
87	C. & N. W. Ry.	291.27						291.27		291.27	
88	C. & N. W. Ry.	291.27						291.27		291.27	
89	C. & N. W. Ry.	291.27						291.27		291.27	
90	C. & N. W. Ry.	291.27						291.27		291.27	
91	C. & N. W. Ry.	291.27						291.27		291.27	
92	C. & N. W. Ry.	291.27						291.27		291.27	
93	C. & N. W. Ry.	291.27						291.27		291.27	
94	C. & N. W. Ry.	291.27						291.27		291.27	
95	C. & N. W. Ry.	291.27						291.27		291.27	
96	C. & N. W. Ry.	291.27						291.27		291.27	
97	C. & N. W. Ry.	291.27						291.27		291.27	
98	C. & N. W. Ry.	291.27						291.27		291.27	
99	C. & N. W. Ry.	291.27						291.27		291.27	
100	C. & N. W. Ry.	291.27						291.27		291.27	

Increase of decrease, 1911.

1912.

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TABLE 14—GRADE CROSSINGS AND CROSSING PROTECTION—ENTIRE LINE

PART 1—PROTECTED.

Number	Railway Companies	Protected by															
		Both Gates and Friction	Grade Above	Flashing Lights	Flashing Lights and Alarm	Flashing Lights and Alarm and Time Only	With other steam railways	With electric, interurban and highway	With other steam railways	With electric, interurban and highway	Visual Signs Only						
1	A. T. & S. F. Ry.	3	11	62	51	2	24	1	6	91	2	297	1	275	0	3	266
2	Atlantic Northern R.	1	14	136	136	1	14	1	6	139	1	196	1	256	59	13	1,550
3	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
4	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
5	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
6	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
7	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
8	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
9	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
10	C. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
11	Collar Northern Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
12	Thos. W. Urie Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
13	Collar Northern Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
14	Dave. R. & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
15	Great Northern Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
16	Illinois Central R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
17	St. Louis & N. W. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
18	Man. & Ont. Ry.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
19	Min. & St. L. R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
20	Min. & St. L. R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
21	Min. & St. L. R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
22	Union Pacific R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
23	Union Pacific R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
24	Union Pacific R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
25	Union Pacific R.	1	14	136	136	1	11	1	11	121	1	105	1	311	19	6	44
Total		25	395	379	104	1,025	65	46	297	15	97	1,549	1	1,145	17	4	1,991

TABLE 14—GRADE CROSSINGS AND CROSSING PROTECTION—ENTIRE LINE
PART 2—PROTECTED—Continued—AND UNPROTECTED AND TOTAL AND NUMBER ELIMINATED DURING YEAR.

Number	Railway Companies	Protected				Unprotected			Total	Number of Grade Crossings Eliminated During Year			
		By Interlocking Device				By other steam				With electric, interurban and highways			
		With other steam	With electric, interurban and highways	With other steam	With electric, interurban and highways	With other steam	With electric, interurban and highways	With other steam		With electric, interurban and highways	With other steam	With electric, interurban and highways	
1	A. T. & S. F. Ry.	96	16	1	6	200	126	7,604	316	175	5,815	0	
2	Atlantic Northern Ry.	130	6	1	4	217	98	10,007	642	170	11,696	1	
3	C. & N. W. Ry.	47	3	1	4	31	31	1,484	84	27	1,718	40	
4	C. & W. R. Ry.	145	13	1	10	217	51	9,300	655	188	10,114	11	
5	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
6	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
7	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
8	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
9	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
10	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
11	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
12	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
13	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
14	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
15	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
16	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
17	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
18	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
19	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
20	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
21	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
22	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
23	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
24	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
25	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
26	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
27	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
28	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
29	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
30	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
31	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
32	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
33	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
34	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
35	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
36	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
37	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
38	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
39	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
40	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
41	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
42	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
43	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
44	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
45	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
46	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
47	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
48	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
49	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
50	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
51	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
52	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
53	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
54	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
55	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
56	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
57	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
58	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
59	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
60	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
61	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
62	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
63	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
64	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
65	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
66	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
67	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
68	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
69	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
70	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
71	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
72	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
73	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
74	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
75	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
76	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
77	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
78	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
79	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
80	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
81	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
82	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
83	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
84	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
85	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
86	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
87	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
88	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
89	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
90	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
91	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
92	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
93	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
94	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
95	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
96	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
97	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
98	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
99	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
100	C. & N. W. Ry.	156	13	1	10	146	20	7,164	291	59	8,199	11	
Total		1,000	100	10	100	1,000	100	10,000	1,000	100	10,000	100	

TOTAL

TABLE 14A—GRADE CROSSINGS AND CROSSING PROTECTION WITHIN THE STATE OF IOWA
PART 1—PROTECTED.

Number	Railway Companies	Protected By										Number of Grade Crossings Eliminated During Year						
		Both Gates and Flare				Flare Alone				Flare Alone in Hrs. Daily		Both Audible and Visual Signals		Audible Signal Only		Visual Signal Only		
		With other steam	With electric, interurban and highways	With streets, avenues and highways	With other steam	With electric, interurban and highways	With streets, avenues and highways	With other steam	With electric, interurban and highways	With streets, avenues and highways	With other steam	With electric, interurban and highways	With streets, avenues and highways	With other steam	With electric, interurban and highways	With streets, avenues and highways	With other steam	With electric, interurban and highways
1	A. T. & S. F. Ry.																	
2	Atlantic Coast Ry.																	
3	C. & O. Ry.																	
4	C. & G. W. Ry.																	
5	C. & P. Ry.																	
6	M. C. & P. D. R. R.																	
7	C. & N. W. Ry.																	
8	C. & N. W. Ry. & O. Ry.																	
9	C. & P. Ry. & L. R. R.																	
10	Colfax Northern Ry.																	
11	Thos. W. Griggs R. R.																	
12	Colfax Northern Ry.																	
13	Colfax Coal & Coal Co.																	
14	Colfax Northern Ry.																	
15	Great Northern Ry.																	
16	Hillside Central R. R.																	
17	Illinois Central R. R.																	
18	Illinois Central R. R.																	
19	Illinois Central R. R.																	
20	Illinois Central R. R.																	
21	Illinois Central R. R.																	
22	Illinois Central R. R.																	
23	Illinois Central R. R.																	
24	Illinois Central R. R.																	
25	Illinois Central R. R.																	
26	Illinois Central R. R.																	
27	Illinois Central R. R.																	
28	Illinois Central R. R.																	
29	Illinois Central R. R.																	
30	Illinois Central R. R.																	
31	Illinois Central R. R.																	
32	Illinois Central R. R.																	
33	Illinois Central R. R.																	
34	Illinois Central R. R.																	
35	Illinois Central R. R.																	
36	Illinois Central R. R.																	
37	Illinois Central R. R.																	
38	Illinois Central R. R.																	
39	Illinois Central R. R.																	
40	Illinois Central R. R.																	
41	Illinois Central R. R.																	
42	Illinois Central R. R.																	
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44	Illinois Central R. R.																	
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81	Illinois Central R. R.																	
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83	Illinois Central R. R.																	
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89	Illinois Central R. R.																	
90	Illinois Central R. R.																	
91	Illinois Central R. R.																	
92	Illinois Central R. R.																	
93	Illinois Central R. R.																	
94	Illinois Central R. R.																	
95	Illinois Central R. R.																	
96	Illinois Central R. R.																	
97	Illinois Central R. R.																	
98	Illinois Central R. R.																	
99	Illinois Central R. R.																	
100	Illinois Central R. R.																	
Total																		

TABLE 14A—GRADE CROSSINGS AND CROSSING PROTECTION—WITHIN THE STATE OF IOWA
PART 2—PROTECTED—Continued—UNPROTECTED AND TOTAL AND NUMBER ELIMINATED DURING YEAR.

PART 2--PROTECTED--Continued--UNPROTECTED AND TOTAL AND NUMBER ELIMINATED DURING YEAR.

Number	Protected By				Unprotected				Total	Number of Grade Crossings Eliminated During Year
	Interlocking Device	Swallowing Alone on Railways	With other steam railways	With electric, interurban and highways	With other steam railways	With electric, interurban and highways	With other steam railways	With electric, interurban and highways		
1	A. T. & S. F. Ry.									
2	Atlantic Northern Ry.									
3	C. & B. & O. R. R.									
4	C. & W. R. R.									
5	M. & D. R. R.									
6	C. & S. F. Ry.									
7	C. & S. W. Ry.									
8	C. & P. & K. C. S. L. R. R.									
9	Collier Northern Ry.									
10	Chesapeake Beach Ry.									
11	Chesapeake & Potomac									
12	Chesapeake & Delaware									
13	Dav., R. I. & S. W. Ry.									
14	Great Northern Ry.									
15	Del., & S. C. R.									
16	Del., & S. C. R.									
17	Del., & S. C. R.									
18	Del., & S. C. R.									
19	Del., & S. C. R.									
20	Del., & S. C. R.									
21	Del., & S. C. R.									
22	Del., & S. C. R.									
23	Del., & S. C. R.									
24	Del., & S. C. R.									
25	Del., & S. C. R.									
26	Del., & S. C. R.									
27	Del., & S. C. R.									
28	Del., & S. C. R.									
29	Del., & S. C. R.									
30	Del., & S. C. R.									
31	Del., & S. C. R.									
32	Del., & S. C. R.									
33	Del., & S. C. R.									
34	Del., & S. C. R.									
35	Del., & S. C. R.									
36	Del., & S. C. R.									
37	Del., & S. C. R.									
38	Del., & S. C. R.									
39	Del., & S. C. R.									
40	Del., & S. C. R.									
41	Del., & S. C. R.									
42	Del., & S. C. R.									
43	Del., & S. C. R.									
44	Del., & S. C. R.									
45	Del., & S. C. R.									
46	Del., & S. C. R.									
47	Del., & S. C. R.									
48	Del., & S. C. R.									
49	Del., & S. C. R.									
50	Del., & S. C. R.									
51	Del., & S. C. R.									
52	Del., & S. C. R.									
53	Del., & S. C. R.									
54	Del., & S. C. R.									
55	Del., & S. C. R.									
56	Del., & S. C. R.									
57	Del., & S. C. R.									
58	Del., & S. C. R.									
59	Del., & S. C. R.									
60	Del., & S. C. R.									
61	Del., & S. C. R.									
62	Del., & S. C. R.									
63	Del., & S. C. R.									
64	Del., & S. C. R.									
65	Del., & S. C. R.									
66	Del., & S. C. R.									
67	Del., & S. C. R.									
68	Del., & S. C. R.									
69	Del., & S. C. R.									
70	Del., & S. C. R.									
71	Del., & S. C. R.									
72	Del., & S. C. R.									
73	Del., & S. C. R.									
74	Del., & S. C. R.									
75	Del., & S. C. R.									
76	Del., & S. C. R.									
77	Del., & S. C. R.									
78	Del., & S. C. R.									
79	Del., & S. C. R.									
80	Del., & S. C. R.									
81	Del., & S. C. R.									
82	Del., & S. C. R.									
83	Del., & S. C. R.									
84	Del., & S. C. R.									
85	Del., & S. C. R.									
86	Del., & S. C. R.									
87	Del., & S. C. R.									
88	Del., & S. C. R.									
89	Del., & S. C. R.									
90	Del., & S. C. R.									
91	Del., & S. C. R.									
92	Del., & S. C. R.									
93	Del., & S. C. R.									
94	Del., & S. C. R.									
95	Del., & S. C. R.									
96	Del., & S. C. R.									
97	Del., & S. C. R.									
98	Del., & S. C. R.									
99	Del., & S. C. R.									
100	Del., & S. C. R.									

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 1—BITUMINOUS COAL..

PART 1.—BITUMINOUS COAL.

Number	Railway Companies	Tons Consumed by Locomotives					Yard switching	Total transportation	Tons consumed by work service	Grand total tons consumed
		Freight	Passenger	Mixed train	Special train					
1	Atchafalaya & Santa Fe Railway	1,371,248	678,646	72,902	1,278	564,435	2,086,002	22,300	2,103,306	
2	Chicago & North Western Railway	2,533,650	939,253	78,467	1,437	571,692	4,124,796	35,222	4,159,996	
3	Chicago Great Western Railway	279,190	150,305	4,148	36	90,666	643,859	3,306	647,145	
4	Chicago & Milwaukee St. Paul Railway	1,715,516	874,309	55,440	1,484	614,175	2,390,664	21,884	2,412,548	
5	Chicago & North Western Railway	1,253,323	1,184,609	127,304	2,637	664,396	3,513,069	41,604	3,554,673	
6	Chicago & St. Paul, Minn. & Omaha Ry.	1,025,335	1,000,000	100,000	1,514	514,514	2,640,363	21,000	2,661,363	
7	Chicago & St. Paul, Minn. & Omaha Ry.	1,358,304	487,706	50,438	440	430,137	1,778,458	65,476	1,843,934	
8	St. Paul & Kansas City Short Line R. R.									
9	Colfax Northern Railway R. Property									
10	Colfax Northern Railway R. Property									
11	Colfax Consolidated Coal Co.									
12	Davenport, Rock Island & Northwestern Ry.	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
13	Great Northern Railway	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
14	Duluth & Sioux City Railway	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
15	Manchester & Oquendo Railway	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
16	Manitowish & Burlington Southern Railway	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
17	Tabor & Northern Railway	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
18	Union Pacific Railroad	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
19	Webster Railway	1,505,527	387,023	55,759	1,119	329,749	2,479,137	229	2,479,366	
20	Total	15,429,295,207	5,994,902,455	381,540,115	1,012,002,115	29,361,600	418,812	29,726,432	419,539,000	

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

[illegible]

TABLE 18.—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 2—HARD WOOD.

[illegible]

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 4—SOFT WOOD.

Number	Railway Companies	Cords of Soft Wood Consumed by Locomotives					Total transportation service	Work service	Griff total cords soft wood consumed
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchison, Topeka & Santa Fe Railway.....								
2	Atlantic Northern Railway.....								
3	Chicago, Burlington & Quincy Railroad.....	14,302	13,000	375	23	6,584	34,184	678	34,862
4	Chicago Great Western Railroad.....								
5	Mason City & Ft. Dodge Railroad.....								
6	Chicago, Milwaukee & St. Paul Railway.....								
7	Chicago & North Western Railway.....	15,416	9,774	1,604	19	6,369	33,182	385	33,567
8	Chicago, St. Paul, Minn. & Omaha Ry.	4,883	2,438	326	4	1,567	9,158	77	9,235
9	Chicago, Rock Island & Pacific Railway.....								
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway.....								
12	Thomas W. Griggs R. R. Property.....								
13	Colfax Consolidated Coal Co.....								
14	Davenport, Rock Island & Northwestern Ry.								
15	Great Northern Railway.....	5,176.29	5,846.24	842.89	10.50	1,636.63	12,012.60	178.40	12,191
16	Illinois Central Railroad.....								
17	Dubuque & Sioux City Railroad.....								
18	Manchester & Oquida Railway.....								
19	Minneapolis & St. Louis Railroad.....	1,500	1,013	92	4	300	2,909	16	3,015
20	Muscatine, Burlington & Southern Railroad.....								
21	Tabor & Northern Railway.....								
22	Union Pacific Railroad.....	1,602	874	224		530	3,230	23	3,249
23	Wabash Railway.....								
	Total.....	2,063.89	60.52	42,770.29	32,940.24	17,013.63	65,761.60	1,364.40	67,116

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 5—TOTAL AND GRAND TOTAL FUEL TONS CONSUMED.

Number	Railway Companies	Total Fuel Tons Consumed by Locomotives					Total transportation service	Work service	Grand total fuel (tons) consumed
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchison, Topeka & Santa Fe Railway.....	2,167,356	1,138,064	102,521	2,006	463,165	3,873,612	44,220	3,917,832
2	Atlantic Northern Railway.....								
3	Chicago, Burlington & Quincy Railroad.....	2,008,678	988,632	83,904	1,429	581,394	4,384,667	37,222	4,381,296
4	Chicago Great Western Railroad.....								
5	Mason City & Ft. Dodge Railroad.....								
6	Chicago, Milwaukee & St. Paul Railway.....	1,858,803	924,083	96,442	1,484	628,388	3,479,800	42,368	3,522,068
7	Chicago & North Western Railway.....	2,013,880	1,317,813	162,721	2,567	660,962	4,188,692	44,753	4,233,445
8	Chicago, St. Paul, Minn. & Omaha Ry.	359,622	188,491	23,774	325	130,964	697,567	5,643	699,230
9	Chicago, Rock Island & Pacific Railway.....	1,845,181	872,033	51,006	440	435,963	3,204,303	65,470	3,269,779
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway.....								
12	Thomas W. Griggs R. R. Property.....								
13	Colfax Consolidated Coal Co.....								
14	Davenport, Rock Island & Northwestern Ry.								
15	Great Northern Railway.....	1,319,737.02	624,331.13	92,469.16	1,292.39	3,435	2,885,807.92	28,388.13	2,914,196.06
16	Illinois Central Railroad.....	2,368,506	787,549	17,837	1,732	502,824	3,678,448	114,112	3,692,561
17	Dubuque & Sioux City Railroad.....								
18	Manchester & Oquida Railway.....								
19	Minneapolis & St. Louis Railroad.....	315,710	94,130.50	19,365	417	49,434	479,019.50	4,073	483,092.50
20	Muscatine, Burlington & Southern Railroad.....	3,100		143		1,038	4,281	60	4,341
21	Tabor & Northern Railway.....								
22	Union Pacific Railroad.....	1,500,107	632,806	83,961	745	212,704	2,322,323	44,211	2,366,534
23	Wabash Railway.....	872,567.20	319,388.90	6,135.20	796.15	214,451.15	1,413,355.00	25,442	1,438,797.90
	Total.....	17,575,542.22	8,041,547.53	704,353.36	13,380.54	4,291,196.37	30,635,020.02	439,419.13	31,085,439.15

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 6—STATISTICS OF COAL PURCHASES AND STOCKS.

Number	Railway Companies	Miscellaneous			Quantity On Hand			Anthracite		
		Quantity received during year (Net tons)	Total cost, including charges paid foreign lines	Average cost per net ton, including transportation charges paid foreign lines	At beginning of year—net tons	At end of year—net tons	Quantity received during the year (Net tons)	Total cost, including charges paid foreign lines	Average cost per net ton, including transportation charges paid foreign lines	At beginning of year—net tons
1	A. T. & S. F. Ry.	2,815,737	\$ 11,969,536.75	4.36	184,465	349,311	1,236,360	\$10,815,408.00	11.074	489,716
2	Atlantic Northern Ry.	5,117,580.15	12,129,548.25	2.36	187,347	420,841	1,180	1,486.96	12.674	730.15
3	C. & W. R. R.	780,139	3,106,546.35	4.17	22,149	22,149				110
4	M. C. & P. R.									
5	C. & N. W. Ry.	2,553,475	14,326,475.00	5.60	285,000	222,000	1,647	21,855.50	13.150	1,647
6	C. & N. W. Ry.	6,652,341	28,405,682.16	4.28	351,007	31,500	1,647	21,855.50	13.150	1,647
7	C. & N. W. Ry.	7,435,188	14,708,102.00	2.01	171,854	225,000	1,671	21,855.00	12.650	485
8	C. & N. W. Ry.									
9	Colfax Northern Ry.									
10	Colfax Northern Ry.									
11	Colfax Northern Ry.									
12	Colfax Northern Ry.									
13	Colfax Northern Ry.									
14	Colfax Northern Ry.									
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99	Colfax Northern Ry.									
100	Colfax Northern Ry.									

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT AND BETTERMENT—ENTIRE LINE
PART 1—

Number	Railway Companies	Ties Laid in Replacement and Betterment			Rails Laid in Replacement and Betterment		
		Total number of ties applied	Average cost per thousand feet	Number of feet applied—board	Total number of rails applied	Average cost per ton (of 2,240 lbs.)	Total charges on account of rails applied
1	Atchafalaya, Topka & Santa Fe Railway	1,900,371	1.46	2,475,469	83,374.41	\$ 29.46	\$ 2,398,000.96
2	Chicago & North Western Railway	2,381,354	1.46	1,967,781	69,387	28.35	2,397,000.47
3	Chicago & North Western Railway	431,357	1.43	1,121,070	61,648	41.14	445,031.99
4	Chicago & North Western Railway						
5	Chicago & North Western Railway	2,598,441	1.07	1,549,600	25,701	37.08	1,550,370.12
6	Chicago & North Western Railway	2,667,562	1.34	1,122,550	57,698	29.72	1,807,004.15
7	Chicago & North Western Railway	2,671,700	1.09	1,512,443	58,351	43.50	2,552,002.46
8	Chicago & North Western Railway	1,650,480	1.01	1,100,846	59,118	36.61	2,061,005.36
9	Chicago & North Western Railway						
10	Chicago & North Western Railway						
11	Chicago & North Western Railway						
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100	Chicago & North Western Railway						

TABLE 17—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE

PART 1—FOR THE YEAR 1921 AS COMPARED WITH THE YEAR 1920.

Number	Railway Companies	Average Number of		Total Compensation During Year		Average Yearly Compensation		Ave. Monthly Compensation	Average Daily Compensation	
		Employees in service Decem-ber 31, 1921	Employees in service Decem-ber 31, 1920	Ended December 31, 1921	Ended December 31, 1920	1921	1920	1921	1920	1921
1	A. T. & S. F. Ry.	52,174	63,554	\$ 88,940,081.00	\$ 111,600,836.85	\$ 1,672.62	\$ 1,756.14	\$ 139.38	\$ 146.34	\$ 4.65
2	Atlantic Northern Ry.	30	30	25,114.15	30,500.56	1,255.71	1,110.53	104.64	92.54	3.40
3	C. B. & Q. R. R.	46,605	57,414	77,226,420.61	105,469,707.30	1,653.85	1,837.00	137.82	153.08	4.59
4	C. G. W. R. R.	6,620	8,864	11,825,008.09	15,906,456.86	1,780.26	1,802.17	148.85	150.18	4.96
5	C. M. & St. P. R. R.	49,670	62,384	80,553,031.00	110,515,490.55	1,621.76	1,771.53	135.14	147.62	4.50
6	C. & N. W. Ry.	45,590	55,628	80,508,078.00	106,880,507.74	1,703.91	1,930.98	147.16	160.08	4.91
7	C. St. P. & M. & O. Ry.	8,507	10,050	15,023,835.50	18,988,506.56	1,766.06	1,877.46	147.17	156.46	4.91
8	C. R. I. & P. Ry.	38,405	45,678	65,550,831.86	81,904,588.59	1,696.40	1,777.34	141.37	148.11	4.71
9	St. P. & K. C. S. L. R. R.	19.5	21	26,809.86	27,583.83	1,374.86	1,313.51	114.57	109.45	3.85
10	Colfax Northern Ry.									
11	Thos. W. Griggs R. R.									
12	Colfax Const'l Coal Co.	27,727	41,859	47,181,092.06	71,263,797.14	1,701.05	1,721.36	141.75	143.44	4.73
13	Dav. R. I. & N. W. Ry.	47,303	53,987	77,345,811.88	99,720,388.72	1,633.10	1,756.84	136.09	144.60	4.54
14	Great Northern Ry.									
15	Illinois Central R. R.									
16	Dub. & S. C. R. R.	13	15	11,340.42	12,840.28	872.34	869.35	72.09	74.11	2.42
17	Man. & Ouedia Ry.	5,767	5,767	8,749,111.80	10,940,494.16	1,670.92	1,900.28	139.24	158.35	4.64
18	Minn. & L. R. R.	96	113	120,315.49	150,844.88	1,253.28	1,320.82	104.44	110.87	3.48
19	Mus. & S. C. R. R.	13	16	16,223.52	14,672.68	1,247.90	917.04	103.99	76.42	3.47
20	Tabor & Northern Ry.	30,324	34,006	44,844,520.60	61,447,008.57	1,706.75	1,798.88	142.23	149.13	4.74
21	Union Pacific R. R.	10,300	16,361	27,611,739.75	34,274,761.30	1,703.48	1,968.67	141.87	166.80	4.73
22	Wabash Railway									
23	Total.	371,822.5	457,509.53	\$ 635,615,075.68	\$ 872,172,811.37	\$ 1,682.25	\$ 1,706.06	\$ 140.15	\$ 149.73	\$ 4.67

TABLE 18—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1921—IOWA
PART 1—COLLISIONS AND DERAILMENTS AND OTHER TRAIN ACCIDENTS.

Number	STEAM RAILWAYS	Collisions and Derailments						Other Train Accidents					
		Passengers		Employees		Other Persons		Passengers		Employees		Other Persons	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry.												
2	Chicago, Burlington & Quincy R. R.	2	1	2	1	1	11	5	2	9	10	20	12
3	Chicago Great Western R. R.	2	1	3	1	1	3	1	1	159	16	20	157
4	Chicago, Milwaukee & St. Paul Ry.	2	1	3	1	1	5	5	5	78	18	14	23
5	Chicago & North Western Ry.	1	4	4	1	3	5	18	4	195	24	33	284
6	Chicago, St. Paul, Minn. & Omaha Ry.	4	1	1	1	1	1	1	1	17	2	1	2
7	Chicago, Rock Island & Pacific Ry.	3	6	3	6	3	15	12	6	115	12	19	142
8	Colfax Northern Ry.												
9	Davenport, Rock Island & Northwestern Ry.												
10	Great Northern Railway												
11	Illinois Central R. R.	8	1	3	1	1	11	9	1	68	4	7	84
12	Minneapolis & St. Louis R. R.			13		1	16	2	2	54	2	5	54
13	Union Pacific Railroad.												
14	Wabash Railway	1						2		18	3	1	20
	Total.	49	10	48	1	4	11	101	1	62	23	720	867
	ELECTRIC INTERURBANS												
1	Clinton, Davenport & Muscatine.												
2	Fl. Dodge, Des Moines & Southern.												
3	Inter-Urban Railway Co.												
4	Waterloo, Cedar Falls & Northern.	1						1					
	Total.	1						1					
	TERMINAL RAILWAY COMPANIES												
1	Des Moines Union.												
2	Sioux City Terminal.												
	Total.												
	Grand total 1921.	50	10	50	1	4	11	104	1	64	23	754	900
	Grand total 1920.	8	108	9	70	3	20	271	2	74	53	902	1,158

TABLE 18—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1921—IOWA

PART 2—AT HIGHWAY CROSSINGS, AUTOMOBILES, VEHICLES AND OTHER CROSSINGS AND TOTAL AND GRAND TOTAL.

Number	STEAM RAILWAYS	Highway Crossings Automobiles				Highway Crossings Vehicles				At Other Crossings				Total				Grand Total	
		Em- ployees		Other Persons		Total		Other Persons		Total		Em- ployees		Other Persons		Killed	Injured		
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured						
1	Atchison, Topeka & Santa Fe Ry.	19	21	19	21	38	42	0	1	0	1	1	13	20	21	31			
2	C. B. & Q. R. Ry.	12	14	12	14	24	28	0	0	0	0	0	0	0	0	0	0		
3	Chicago Great Western R. R.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
4	Chicago & North Western Ry.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
5	C. St. P. M. & O. Ry.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
6	Chicago, Rock Island & Pacific Ry.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
7	Chicago & North Western Ry.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
8	Dallas & Northern Ry.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
9	Great Northern Railway	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
10	Illinois Central R. R.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
11	Missouri Pacific R. R.	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
12	Union Pacific Railroad	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
13	Wabash Railway	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
14	Total	100	106	60	67	160	173	4	6	8	10	111	126	133	142	244	254		
ELECTRIC INTERURBANS																			
1	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
2	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
3	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
4	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
5	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
6	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
7	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
8	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
9	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
10	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
11	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
12	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
13	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
14	Clinton, Davenport & Muscatine	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0		
Total		10	10	10	10	20	20	0	0	0	0	0	0	0	0	0	0		
Grand total 1921		110	116	70	77	180	193	4	6	8	10	121	132	143	152	254	264		
Grand total 1920		100	106	60	67	160	173	4	6	8	10	111	126	133	142	244	254		

TABLE 18—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1921—IOWA

PART 3—NON-TOTAL ACCIDENTS.

Number	STEAM RAILWAYS	Shipmen		Stationmen		Trackmen		Bridge and Building Men		Other Employees		All Other Persons	
		Killed		Killed		Killed		Killed		Killed		Killed	
		Injured	Total	Injured	Total	Injured	Total	Injured	Total	Injured	Total	Injured	Total
1	Atchison, Topeka & Santa Fe Ry.	50	50	12	12	42	42	2	2	2	2	11	11
2	Chicago Great Western R. R.	136	136	15	15	151	151	1	1	1	1	4	4
3	Chicago & North Western Ry.	250	250	18	18	268	268	1	1	1	1	10	10
4	Chicago, St. Paul, Minn. & Omaha Ry.	460	460	24	24	484	484	1	1	1	1	25	25
5	Chicago, Rock Island & Pacific Ry.	34	34	1	1	35	35	1	1	1	1	1	1
6	Chicago & North Western Ry.	136	136	41	41	177	177	1	1	1	1	11	11
7	Davenport, Rock Island & Northwestern Ry.	1	1	1	1	2	2	1	1	1	1	1	1
8	Great Northern Railway	21	21	6	6	27	27	1	1	1	1	1	1
9	Illinois Central R. R.	135	135	14	14	149	149	1	1	1	1	1	1
10	Missouri Pacific R. R.	11	11	1	1	12	12	1	1	1	1	1	1
11	Union Pacific Railroad	37	37	1	1	38	38	1	1	1	1	1	1
12	Wabash Railway	1	1	1	1	2	2	1	1	1	1	1	1
Total		1,178	1,178	172	172	847	847	1	1	1	1	85	85
ELECTRIC INTERURBANS													
1	Clinton, Davenport & Muscatine	2	2	0	0	2	2	0	0	0	0	0	0
2	Clinton, Davenport & Muscatine	15	15	8	8	23	23	1	1	1	1	2	2
3	Clinton, Davenport & Muscatine	9	9	2	2	11	11	1	1	1	1	1	1
4	Clinton, Davenport & Muscatine	9	9	0	0	9	9	0	0	0	0	0	0
Total		35	35	10	10	44	44	2	2	2	2	3	3
TERMINAL RAILWAY COMPANIES													
1	Des Moines Union	13	13	8	8	21	21	1	1	1	1	8	8
Total		13	13	8	8	21	21	1	1	1	1	8	8
Grand total 1921		1,213	1,213	182	182	868	868	1	1	1	1	93	93
Grand total 1920		1,174	1,174	172	172	848	848	1	1	1	1	81	81

TABLE 19.—COST OF COLLISIONS AND DERAILMENTS
PART 1.—FOR THE YEAR ENDING DECEMBER 31, 1921.—IOWA.

Number	STEAM RAILWAYS	Average mileage of road operated— Iowa	Cost of Damage to equipment	Cost of damage to track	Cost of clearing wreck	Total cost	Average cost per mile of road operated
1	Atchafalaya, Tappan & Santa Fe Ry.	13.50	\$ 2,115.00	4.15	500.00	\$ 2,619.15	\$21.35
2	Chicago & North Western R. R.	1,438.26	12,345.00	9,328.28	6,178.00	27,851.28	19.35
3	Chicago Great Western R. R.	776.41	41,052.76	6,446.82	6,000.00	53,500.58	68.95
4	Chicago, Milwaukee & St. Paul Ry.	1,023.27	20,000.57	18,215.64	12,202.90	50,419.11	49.21
5	Chicago & Western Indiana Ry.	1,023.27	20,000.57	18,215.64	12,202.90	50,419.11	49.21
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,023.27	20,000.57	18,215.64	12,202.90	50,419.11	49.21
7	Chicago, Rock Island & Pacific Ry.	2,358.04	39,581.00	14,792.25	12,115.99	66,480.24	28.45
8	Davenport, Rock Island & Northwestern Ry.	24.50	355.00	206.00	1,255.00	1,816.00	73.75
9	Illinois Central R. R.	718.12	27,458.54	2,027.19	3,672.50	34,059.23	47.43
10	Mississippi & St. Louis R. R.	888.30	41,928.00	9,373.00	10,787.23	61,673.02	69.43
11	Wabash Railway	298.56	1,755.00	507.00	429.00	2,691.00	9.01
12	Wabash Railway	298.56	1,755.00	507.00	429.00	2,691.00	9.01
13	Total	10,101.26	206,125.12	77,946.65	61,030.36	\$ 345,111.13	\$33.17
1	FT. Dodge, Des Moines & Southern	112.50	1,200.00	75.00	50.00	1,250.00	11.01
2	Inter-City Railway Co.	67.50	50.00	75.00	45.00	170.00	2.50
	Total	180.00	1,250.00	75.00	95.00	1,465.00	42.00
3	Des Moines Union	4.12	135.00	25.00	107.00	267.00	64.58
	TERMINAL RAILWAY COMPANIES						

STATISTICS

OF

Electric Interurban Railways

For the Year Ended December 31, 1921

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR

Number	Electric Interurbans	Mileage of Road Operated—Single Track			Mileage of Road Operated—All Tracks			Mileage of Road Owned—All Tracks		
		Main line	Branches and spurs	Line owned	Line operated under lease	Line operated under contract	Line operated under lease	Line owned	Line operated under lease	Line operated under contract
1	Albany Light & Railway Co.	12.80						12.80		
2	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
3	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
4	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
5	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
6	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
7	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
8	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
9	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
10	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
11	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
12	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
13	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
14	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
15	Albany, Rensselaer & Hudson River R. Co.	23.25						23.25		
Total		592.51	7.73	7.73	7.73	7.73	7.73	592.51	7.73	7.73

* Decrease.

TABLE 2—CAPITAL STOCK
PART 1—AUTHORIZED AND ISSUED.

Number	Electric Interurbans	Par Value of Amount Authorized		Par Value of Amount Com- mally But Not Actually Is- sued to Close of Year		Par Value of Total Amount Actually Issued to Close of Year	
		Common	Preferred	Common	Preferred	Common	Preferred
1	Abbia Light & Railway Co.	\$400,000.00	100,000.00	\$500,000.00		\$400,000.00	100,000.00
2	Cedar Rapids & Marion City Ry.	300,000.00		300,000.00		300,000.00	
3	Clinton, Davenport & Mus. Ry.	1,725,000.00		1,725,000.00		1,725,000.00	
4	Collins Springs Railway	25,000.00		25,000.00		25,000.00	
5	Des Moines & S. R.	1,200,000.00	2,000,000.00	3,200,000.00		1,200,000.00	1,800,000.00
6	Iowa Railway & Light Co.	5,000,000.00		5,000,000.00		5,000,000.00	
7	Iowa Southern Utilities Co.	1,000,000.00	500,000.00	1,500,000.00		1,000,000.00	500,000.00
8	Lowry & Light Co.	500,000.00		500,000.00		500,000.00	
9	Oakdale & Buxton Electric Co.	300,000.00		300,000.00		300,000.00	
10	Oakdale Traction & Light Co.	300,000.00		300,000.00		300,000.00	
11	Tama & Toledo Ry.	20,000.00		20,000.00		20,000.00	
12	Waterloo, Cedar Falls & N. Ry.	2,325,000.00	1,000,000.00	3,325,000.00		2,325,000.00	1,000,000.00
13	Total	\$13,825,000.00	\$3,325,000.00	\$17,150,000.00		\$13,825,000.00	\$3,325,000.00

TABLE 2—CAPITAL STOCK
PART 2—RETIRED AND CANCELLED OUTSTANDING AND ACTUALLY ISSUED PRIOR TO PRESENT YEAR.

Number	Electric Interurbans	Par Value of Total Amount Retired Actual Issue		Par Value of Total Amount Rescued After Actual Issue	Par Value of Amount Actually Out- standing at Close of Year	Stocks Actually Issued Prior to Present Year	
		Common	Preferred			Common	Preferred
1	Abbia Light & Ry. Co.				\$400,000.00	\$400,000.00	
2	C. R. & M. City Ry.				300,000.00	300,000.00	
3	Clinton City Western Ry.				1,725,000.00	1,725,000.00	
4	Clinton, D. & Mus. Ry.				300,000.00	300,000.00	
5	Des Moines & S. R.				3,200,000.00	3,200,000.00	
6	Et. D. & M. & S. R.				2,000,000.00	2,000,000.00	
7	Iowa Railway & Light Co.				5,000,000.00	5,000,000.00	
8	Iowa Southern Utilities Co.				1,500,000.00	1,500,000.00	
9	Lowry & Light Co.				500,000.00	500,000.00	
10	M. C. & C. L. Ry. Co.				300,000.00	300,000.00	
11	Oakdale & Buxton Electric Co.				500,000.00	500,000.00	
12	Oakdale Traction & Light Co.				300,000.00	300,000.00	
13	Tama & Toledo R. R.				20,000.00	20,000.00	
14	Waterloo, Cedar Falls & N. Ry.				3,325,000.00	3,325,000.00	
15	W. C. F. & S. Ry.				2,325,000.00	2,325,000.00	
16	Total				\$17,150,000.00	\$17,150,000.00	

TABLE 2—CAPITAL STOCK

PART 3—ACTUALLY ISSUED PRIOR TO PRESENT YEAR—Continued.

Number	Electric Interurbans	Stock Actually Issued Prior to Present Year							Stock Issued During Present Year		
		Cash Received as Consideration for Issue			Cash Value of Other Property Acquired as Consideration for Issue			Net Total Discounts	Par Value		
		Common	Preferred	Total	Common	Preferred	Total		Common	Preferred	Total
1	Albia Light & Railway Co.										
2	Cedar Rapids & Marion City Ry.										
3	Charles City Western Ry.	\$ 290,400.00		\$ 290,400.00							
4	Clinton, Davenport & Mus. Ry.				\$1,725,000		\$1,725,000				
5	Colfax Springs Railway.	35,000.00		35,000.00							
6	Pt. Dodge, D. M. & S. R. R.	500,000.00	\$ 150,200.00	650,200.00	2,000,000	1,300,000	3,300,000	\$ 2,840	\$134,000		\$134,000
7	Inter-Urban Ry.										
8	Iowa Railway & Light Co.	1,700,000.00	4,048,086.94	5,748,086.94							
9	Iowa Southern Utilities Co.	950,200.00		950,200.00					14,600		14,600
10	Mason City & Clear Lake R. R.	400,000.00		400,000.00							
11	Oskaloosa & Buxton Electric Co.	171,084.66		171,084.66							
12	Oskaloosa Traction & Light Co.	300,000.00		300,000.00							
13	Tama & Toledo R. R.				50,000		50,000				
14	Tama & Toledo Ry.										
15	Waterloo, Cedar Falls & N. Ry.	2,512,000.00	1,512,175.00	4,024,175.00							
	Total	\$ 6,868,684.66	\$ 5,719,471.94	\$12,578,156.60	\$3,775,000	\$1,300,000	4,075,000	\$ 2,840	\$148,600		\$148,600

TABLE 2—CAPITAL STOCK.

PART 4—ACTUALLY ISSUED DURING PRESENT YEAR—Continued—AND DIVIDENDS DECLARED.

Number	Electric Interurbans	Stocks Actually Issued During Present Year			Dividends Declared				
		Cash Received as Consideration for Issue			Rate		Amount of Dividend		
		Common	Preferred	Total	Common	Preferred	Common	Preferred	Total
1	Albia Light & Railway Co.								
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.								
4	Clinton, Davenport & Mus. Ry.								
5	Colfax Springs Railway.								
6	Pt. Dodge, D. M. & S. R. R.	\$ 134,000.00		\$ 134,000.00	3.5 %		\$ 47,708.50		\$ 47,708.50
7	Inter-Urban Ry.								
8	Iowa Railway & Light Co.		\$38,063.53	\$38,063.53	7 %		\$24,349.54		\$24,349.54
9	Iowa Southern Utilities Co.	14,600.00		14,600.00	7.75 %		\$30,042.17		\$30,042.17
10	Mason City & Clear Lake R. R.				7 %		\$28,000.00		\$28,000.00
11	Oskaloosa & Buxton Electric Co.				10.47 %		\$1,466.67		\$1,466.67
12	Oskaloosa Traction & Light Co.								
13	Tama & Toledo R. R.								
14	Tama & Toledo Ry.								
15	Waterloo, Cedar Falls & N. Ry.								
	Total	\$ 148,600.00	\$38,063.53	\$ 186,663.53			\$69,405.67		\$ 421,568.88

TABLE 3—FUNDED DEBT.
PART 1—TOTAL UNMATURED FUNDED DEBT OTHER THAN EQUIPMENT OBLIGATIONS.

Number	Electric Interurbans	Total par value of authorized extent of indebtedness	Par Value of Evidence of Debt				Par value of total amount issued prior to present year	Cash received as consideration for issue	Cash value of other property acquired as consideration for issue
			Not actually issued	Actually issued to close of year	Reacquired after actual issue and cancelled	Reacquired after actual issue and held alive at close of year			
1	Albia Light & Railway Co.	\$ 560,000.00		\$ 400,000.00			\$ 400,000.00	\$ 275,000.00	
2	Cedar Rapids & Railway Co.	1,000,000.00		185,968.40			185,968.40		
3	Charles City Western Ry.	1,200,000.00		1,082,000.00			1,082,000.00	1,000,000.00	
4	Clinton, Davenport & Mus. Ry.	127,000.00							
5	Chicago & North Western Ry.	5,667,854.25		5,667,854.25			5,667,854.25	5,729,000.00	4,829,000.00
6	Chicago & Rock Island Ry.	14,815,000.00		14,815,000.00			14,815,000.00	14,815,000.00	14,815,000.00
7	Chicago & Western Ry.	1,415,000.00		1,415,000.00			1,415,000.00	1,415,000.00	1,415,000.00
8	Iowa Southern Ry.	14,815,000.00		14,815,000.00			14,815,000.00	14,815,000.00	14,815,000.00
9	Iowa Southern Utilities Co.	1,415,000.00		1,415,000.00			1,415,000.00	1,415,000.00	1,415,000.00
10	Mason City & Clear Lake R. R.	1,200,000.00		1,200,000.00			1,200,000.00	1,200,000.00	1,200,000.00
11	Oakdale & Buxton Electric Co.	1,200,000.00		1,200,000.00			1,200,000.00	1,200,000.00	1,200,000.00
12	Oakdale Traction & Light Co.	1,200,000.00		1,200,000.00			1,200,000.00	1,200,000.00	1,200,000.00
13	Tama & Toledo R. R.	1,200,000.00		1,200,000.00			1,200,000.00	1,200,000.00	1,200,000.00
14	Tama & Toledo R. R.	1,200,000.00		1,200,000.00			1,200,000.00	1,200,000.00	1,200,000.00
15	Warrensburg, Cedar Falls & N. Ry.	22,244,000.00		22,244,000.00			22,244,000.00	22,244,000.00	22,244,000.00
Total		\$65,394,254.25	\$ 2,850,000.00	\$ 7,217,460.00			\$2,850,000.00	\$17,200,000.00	\$17,200,000.00

TABLE 3—FUNDED DEBT.
PART 2—TOTAL UNMATURED FUNDED DEBT OTHER THAN EQUIPMENT OBLIGATIONS—Continued.

Number	Electric Interurbans	Total discount on actual issue of prior years	Evidence of Debt Actually Issued During Present Year				Discounts on actual year income on profit and loss during year	Discounts written off to income on profit and loss during year	Interest accrued	Interest paid
			Par value of total amount issued	Cash received as consideration for issue	Cash value of other property acquired as consideration for issue	Discounts on actual year income on profit and loss during year				
1	Albia Light & Railway Co.		\$ 25,000.00		\$25,000.00					
2	Cedar Rapids & Railway Co.									
3	Charles City Western Ry.									
4	Clinton, Davenport & Mus. Ry.									
5	Chicago & North Western Ry.	\$ 6,805.92	\$ 185,968.40	\$ 185,968.40		\$ 356.46			\$ 15,986.84	\$ 15,986.84
6	Chicago & Rock Island Ry.	100,738.49	223,854.25	223,854.25		4,119.53			282,282.16	270,356.49
7	Chicago & Western Ry.	507,472.58	1,415,000.00	1,415,000.00		46,588.62			1,461,588.62	1,461,588.62
8	Iowa Southern Ry.	82,885.89	1,415,000.00	1,415,000.00		6,124.70			1,421,124.70	1,421,124.70
9	Iowa Southern Utilities Co.	2,035.00	223,706.08	223,706.08		122.65			223,828.73	223,828.73
10	Mason City & Clear Lake R. R.									
11	Oakdale & Buxton Electric Co.	21,327.10	14,000.00	12,314.55		883.57			14,898.12	14,898.12
12	Oakdale Traction & Light Co.									
13	Tama & Toledo R. R.									
14	Tama & Toledo R. R.									
15	Warrensburg, Cedar Falls & N. Ry.	1,154,000.00	25,000.00	25,000.00		50,004.36			1,204,004.36	1,204,004.36
Total		\$ 2,105,852.99	\$ 3,729,502.44	\$ 3,323,405.01	\$25,000.00	\$ 112,706.43	\$ 181,106.22	\$ 1,345,044.36	\$ 1,600,290.87	\$ 1,600,290.87

TABLE 3—FUNDED DEBT
PART 2—EQUIPMENT OBLIGATIONS.

Number	Electric Interurbans	Contract price of equipment acquired	Cash paid on ac- quisition of equipment	Total amount of obligations actually issued	Rate of interest per annum	Actually outstanding obligations unma- tured at close of year	Interest accrued during year	Interest paid during year
1	Albia Light & Railway Co.							
2	Clinton, Davenport & Mus. Ry.							
3	Charles City Western Ry.							
4	Clinton, Davenport & Mus. Ry.							
5	Clinton, Davenport & Mus. Ry.							
6	Clinton, Davenport & Mus. Ry.							
7	Clinton, Davenport & Mus. Ry.							
8	Clinton, Davenport & Mus. Ry.							
9	Clinton, Davenport & Mus. Ry.							
10	Clinton, Davenport & Mus. Ry.							
11	Clinton, Davenport & Mus. Ry.							
12	Clinton, Davenport & Mus. Ry.							
13	Clinton, Davenport & Mus. Ry.							
14	Clinton, Davenport & Mus. Ry.							
15	Clinton, Davenport & Mus. Ry.							
Total								

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT
PART 1—EXPENDITURES DURING YEAR AND TOTAL INVESTMENT TO CLOSE OF YEAR.

Number	Electric Interurbans	Total expenditures for road and equipment during year	Total expenditures during year	Total expenditures for equipment during year	Total expenditures for power during year	Total expenditures for general and miscellaneous during year	Grand total ex- penditures during year	Investment in road and equipment to close of preceding year	Total investment in road and equipment to December 31, 1921.
1	Albia Light & Railway Co.	\$ 5,657.54	\$ 413.54	\$ 1,640.47	\$ 178.79	\$ 7,890.54	\$ 880,610.47	\$ 880,610.47	\$ 880,610.47
2	Clinton, Davenport & Mus. Ry.	4,999.05	487.10	1,231.05	604.49	5,479.15	274,134.54	274,134.54	274,134.54
3	Charles City Western Ry.	11,805.80	*2,745.56	1,231.05	604.49	10,696.39	60,413.53	60,413.53	71,108.92
4	Clinton, Davenport & Mus. Ry.	41,827.35	132,077.58	35,524.72	15,339.77	351,794.35	2,598,020.34	2,598,020.34	2,598,020.34
5	Clinton, Davenport & Mus. Ry.	*210,460.07	6,128.95	795,099.36	42,600.89	*66,862.306	779,533.73	779,533.73	779,533.73
6	Clinton, Davenport & Mus. Ry.	21,621.15	1,275.43	6,038.84	685.13	24,947.66	3,018,865.60	3,018,865.60	3,018,865.60
7	Clinton, Davenport & Mus. Ry.	3,221.85	720.50	81.30	5,469.04	6,787.89	137,066.32	137,066.32	137,066.32
8	Clinton, Davenport & Mus. Ry.	42,224.35	44,540.80	476.46	*2,013.02	175,522.43	1,399,793.35	1,399,793.35	1,399,793.35
9	Clinton, Davenport & Mus. Ry.	133,124.19	44,540.80	476.46	*2,013.02	175,522.43	1,399,793.35	1,399,793.35	1,399,793.35
10	Clinton, Davenport & Mus. Ry.	3,221.85	720.50	81.30	5,469.04	6,787.89	137,066.32	137,066.32	137,066.32
11	Clinton, Davenport & Mus. Ry.	42,224.35	44,540.80	476.46	*2,013.02	175,522.43	1,399,793.35	1,399,793.35	1,399,793.35
12	Clinton, Davenport & Mus. Ry.	133,124.19	44,540.80	476.46	*2,013.02	175,522.43	1,399,793.35	1,399,793.35	1,399,793.35
13	Clinton, Davenport & Mus. Ry.	3,221.85	720.50	81.30	5,469.04	6,787.89	137,066.32	137,066.32	137,066.32
14	Clinton, Davenport & Mus. Ry.	42,224.35	44,540.80	476.46	*2,013.02	175,522.43	1,399,793.35	1,399,793.35	1,399,793.35
15	Clinton, Davenport & Mus. Ry.	133,124.19	44,540.80	476.46	*2,013.02	175,522.43	1,399,793.35	1,399,793.35	1,399,793.35
Total									

* Credit.

TABLE 4.—INVESTMENT IN ROAD AND EQUIPMENT
PART 2.—AT CLOSE OF YEAR, AND LENGTH OF ROAD OWNED AND AVERAGE INVESTMENT PER MILE OF ROAD OWNED.

Number	Electric Interurbans	Investment in Road and Equipment at Close of Year				Length of road owned	Average investment per mile of road owned
		Investment to December 31, 1908	Investment from December 31, 1908, to June 30, 1911	Investment since June 30, 1911	Total investment in road and equipment		
1	Albia Light & Railway Co.	\$ 1,302,394.21	\$ 438,140.05	\$ 888,501.01	\$ 888,501.01	10	\$ 88,850.10
2	Charles City Western Ry.	26,966.32	1,088,659.36	279,603.79	705,633.74	53.25	20,250.25
3	Clinton, Davenport & Mus. Ry.	36,966.32	1,088,659.36	279,603.79	2,473,163.19	58.82	42,406.80
4	Polk Springs Railway	26,966.32	7,827,436.70	2,523,108.65	30,733,027.1	1	30,733,027.1
5	Polk Springs, M. & S. R. R.	2,469,382.92	3,466,546.30	705,601.63	3,512,109.88	14.91	235,000.00
6	Inter-Urban Ry.	3,259,690.28	2,060,794.21	4,482,533.25	10,800,000.82	19.72	58,816.00
7	Iowa Railway & Light Co.	737,378.15	307,378.15	295,584.97	1,039,741.27	41.05	250,000.00
8	Mason City & Clear Lake R. R.	105,383.60	19,465.70	131,287.63	1,039,741.27	21.05	47,143.69
9	Oskaloosa & Buxton Electric Co.	692,837.51	331,204.21	827,221.72	1,447,756.44	2.2	52,677.22
10	Oskaloosa Traction & Light Co.	141,229.04	141,229.04	141,229.04	141,229.04	5.90	(1)
11	Tama & Toledo Ry.	2,441,886.26	4,653,506.26	1,468,286.60	8,501,679.12	2.97	41,111.11
12	Waterloo, Cedar Falls & N. Ry.	\$ 9,092,917.79	\$ 918,681.28	\$ 1,363,327.10	\$ 840,427,841.84	211.11	\$ 78,003.69
13	Total.						

† Not available as investment includes other departments.

TABLE 5.—INCOME ACCOUNT
PART 1.—OPERATING INCOME.

Number	Electric Interurbans	Auxiliary Operations				Net revenue	Taxes assessable to railway operations	Operating income
		Revenues	Expenses	Net revenues	Net operating			
1	Albia Light & Railway Co.	\$ 59,031.46	\$ 23,175.46	\$ 4,123.94	\$ 4,123.94	\$ 4,123.94	\$ 4,688.43	\$ 8,812.37
2	Cedar Rap. & Mar. City Ry.	30,111.53	67,147.84	22,065.59	22,065.59	22,065.59	5,468.48	17,607.51
3	Charles City Western Ry.	89,098.67	72,704.10	10,232.51	10,232.51	10,232.51	7,847.11	2,385.40
4	Clinton, Davenport & Mus. Ry.	369,896.15	2,706,961.15	42,544.84	42,544.84	42,544.84	22,861.11	2,385.40
5	Polk Springs Railway	1,836,975.67	1,083,669.26	148,019.51	148,019.51	148,019.51	22,861.11	2,385.40
6	Polk Springs, M. & S. R. R.	727,872.52	612,270.06	85,392.47	85,392.47	85,392.47	22,861.11	2,385.40
7	Inter-Urban Ry.	179,829.68	148,412.71	24,115.91	24,115.91	24,115.91	22,861.11	2,385.40
8	Iowa Southern Traction Co.	222,130.17	150,906.10	71,590.07	71,590.07	71,590.07	22,861.11	2,385.40
9	Mason City & Clear Lake R. R.	99,223.08	28,013.46	1,569.40	1,569.40	1,569.40	22,861.11	2,385.40
10	Oskaloosa & Buxton Elec. Co.	22,756.22	22,756.22	*10,788.03	*10,788.03	*10,788.03	22,861.11	2,385.40
11	Oskaloosa Traction & Light Co.	11,967.29	11,967.29	66.88	66.88	66.88	22,861.11	2,385.40
12	Tama & Toledo R. R.	759,906.36	107,650.97	107,650.97	107,650.97	107,650.97	22,861.11	2,385.40
13	Total.	\$ 4,894,028.26	\$ 4,245,028.70	\$ 629,504.56	\$ 2,897,679.87	\$ 1,093,896.60	\$ 1,740,492.50	\$ 1,533,606.39

* Deficit.

† Credit.

TABLE 5.—INCOME ACCOUNT
PART 2—NON-OPERATING INCOME AND GROSS INCOME.

Number	Electric Interurbans	Nonoperating Income							Gross Income
		Income from lease of road	Miscellaneous rent income	Net income from miscellaneous physical property	Dividend income	Income from funded securities	Income from untraded securities and other accounts	Income from sinking fund and other reserves	
1	Albia Light & Railway Co.			\$ 29,540.29					
2	Clinton, Davenport & Mus. Ry.			1,862.06					
3	Clinton, Davenport & Mus. Ry.								
4	Clinton, Davenport & Mus. Ry.								
5	Clinton, Davenport & Mus. Ry.								
6	Clinton, Davenport & Mus. Ry.								
7	Clinton, Davenport & Mus. Ry.								
8	Clinton, Davenport & Mus. Ry.								
9	Clinton, Davenport & Mus. Ry.								
10	Clinton, Davenport & Mus. Ry.								
11	Clinton, Davenport & Mus. Ry.								
12	Clinton, Davenport & Mus. Ry.								
13	Clinton, Davenport & Mus. Ry.								
14	Clinton, Davenport & Mus. Ry.								
15	Clinton, Davenport & Mus. Ry.								
Total		\$ 37,344.78	\$ 5,811.71	\$ 254,789.56	\$ 4,698.49	\$ 6,698.08	\$ 84,354.30	\$ 431,668.88	\$ 1,885,064.77

* Deduct.

TABLE 5.—INCOME ACCOUNT
PART 2—DEDUCTIONS FROM GROSS INCOME AND PROFIT AND LOSS BALANCE.

Number	Electric Interurbans	Deductions from Gross Income							Income balance transferred to profit and loss
		Miscellaneous rents and taxes for leased road	Miscellaneous taxes	Interest on funded debt	Interest on unfunded debt	Amortization of debt	Miscellaneous debits	Total deductions from gross income	
1	Albia Light & Railway Co.								
2	Clinton, Davenport & Mus. Ry.								
3	Clinton, Davenport & Mus. Ry.								
4	Clinton, Davenport & Mus. Ry.								
5	Clinton, Davenport & Mus. Ry.								
6	Clinton, Davenport & Mus. Ry.								
7	Clinton, Davenport & Mus. Ry.								
8	Clinton, Davenport & Mus. Ry.								
9	Clinton, Davenport & Mus. Ry.								
10	Clinton, Davenport & Mus. Ry.								
11	Clinton, Davenport & Mus. Ry.								
12	Clinton, Davenport & Mus. Ry.								
13	Clinton, Davenport & Mus. Ry.								
14	Clinton, Davenport & Mus. Ry.								
15	Clinton, Davenport & Mus. Ry.								
Total		\$ 13,137.45	\$ 181,874.87	\$ 1,256,650.41	\$ 290,137.20	\$ 123,766.48	\$ 949,194.35	\$ 1,966,669.13	\$ 811,736.82

* Debit balance.

TABLE 5—PROFIT AND LOSS STATEMENT
PART 1—DEBITS.

Number	Electric Interurbans	Debit balance at beginning of year	Debit balance transferred from income account	Appropriations of fund and other	Dividend appropriations	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Delayed income	Miscellaneous debits	Credit balance carried over to balance sheet
1	Albia Light & Railway Co.	\$ 1,315.86							\$ 229.34	
2	Cedar Rapids & Marion City Ry.	\$ 23,605.06	17,727.30							
3	Charles City Western Ry.	\$ 24,280.42	\$ 9,774.22							
4	Colfax Springs Railway Co.	\$ 5,425.21	\$ 3,044.14							
5	Ft. Dodge, D. M. & S. R. R.		\$ 7,653.66	\$ 47,796.36						
6	Illine Union Ry. & Light Co.		\$ 64,141.25	\$ 320,000.00	\$ 228,422.97					
7	Iowa Southern Utilities Co.				\$ 20,447.17					
8	Mason City & Clear Lake R. R.		\$ 2,917.46		\$ 31,465.67					
9	Northwestern Electric Co.	\$ 20,143.43	\$ 21,359.50							
10	Oakdale Traction & Light Co.	\$ 5,881.92	\$ 694,715.88							
11	Tama & Toledo R. R. Light Co.									
12	Tama & Toledo Ry.									
13	Waterloo, Cedar Falls & N. Ry.									
14	Total.	\$ 288,578.16	\$ 725,180.01	\$ 127,055.60	\$ 445,599.37	\$ 6,038.40	\$ 2,365.76	\$ 2,365.76	\$ 229.34	\$ 1,111,041.70

TABLE 6—PROFIT AND LOSS STATEMENT.
PART 5—DEBITS—Continued—AND CREDITS.

Number	Electric Interurbans	Debits	Credits	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income	Donations	Miscellaneous credits	Debit balance carried over to balance sheet	Total credits
1	Albia Light & Railway Co.	\$ 1,545.10	\$ 896.32							\$ 646.78	\$ 1,545.10
2	Cedar Rapids & Marion City Ry.	\$ 31,682.40	\$ 4,470.06							\$ 11,124.34	\$ 31,682.40
3	Charles City Western Ry.	\$ 4,470.06	\$ 4,470.06							\$ 4,470.06	\$ 4,470.06
4	Colfax Springs Railway Co.	\$ 490,307.10	\$ 435,246.17							\$ 55,060.93	\$ 490,307.10
5	Ft. Dodge, D. M. & S. R. R.	\$ 1,217,882.80	\$ 594,490.00	\$ 624,771.33	\$ 284.00	\$ 7,795.80				\$ 1,029.41	\$ 1,217,882.80
6	Illine Union Ry. & Light Co.	\$ 145,115.06	\$ 145,115.06							\$ 0.00	\$ 145,115.06
7	Iowa Southern Utilities Co.	\$ 20,197.24	\$ 14,200.80	\$ 18,800.30	\$ 41,801.22					\$ 2,631.26	\$ 20,197.24
8	Mason City & Clear Lake R. R.	\$ 25,806.10	\$ 25,806.10							\$ 0.00	\$ 25,806.10
9	Northwestern Electric Co.	\$ 43,502.60	\$ 43,502.60							\$ 0.00	\$ 43,502.60
10	Oakdale Traction & Light Co.	\$ 500,302.60	\$ 18,002.10							\$ 42,266.92	\$ 500,302.60
11	Tama & Toledo R. R.									\$ 0.00	
12	Tama & Toledo Ry.									\$ 0.00	
13	Waterloo, Cedar Falls & N. Ry.									\$ 0.00	
14	Total.	\$ 2,492,042.50	\$ 1,090,606.30	\$ 667,555.44	\$ 825,415.30	\$ 673.37	\$ 1,075.45	\$ 74,000.20	\$ 971,002.30	\$ 1,865,042.34	\$ 2,492,042.50

TABLE 7—RAILWAY OPERATING REVENUES
PART 1—REVENUE FROM TRANSPORTATION.

Number	Electric Interurbans	Passenger revenue	Freight revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous revenue	Total revenue from transportation
1	Albia Light & Railway Co.	\$7,720.37								\$7,720.37
2	Cedar Rapids & Marion City Ry.	\$1,725.96								\$1,725.96
3	Charles City Western Ry.	12,666.98								12,666.98
4	Clinton & Iowa City Ry.	282,418.43								282,418.43
5	Coalfax Springs Railway	1,623.83	90.00	254.53	8,224.40					10,192.76
6	Ft. Dodge, D. M. & S. R. R.	581,772.10	2,170.37	2,390.15	6,550.00					6,523.62
7	Iowa Interurban Ry. Light Co.	211,174.59	882.69	869.08	8,655.24	12,545.55				10,952.56
8	Iowa Southern Utilities Co.	22,735.18	1,246.06	1,412.84	6,877.59	4,211.06				10,952.56
9	Mason City & Clear Lake R. R.	132,437.51	109.02	5,507.00	2,350.00	3.00				140,806.60
10	Oakbluffs & Burlington Electric Co.	3,320.34		172.75	2,328.54					6,821.63
11	Oakbluffs & Burlington Light Co.	7,320.34		172.75	2,328.54					10,841.63
12	Tama & Toledo R. R.	507,402.22	1,721.21	2,644.73	5,487.40	2,219.22				539,474.88
13	Tama & Toledo R. R. Light Co.	507,402.22	1,721.21	2,644.73	5,487.40	2,219.22				539,474.88
14	Waterloo, Cedar Falls & N. Ry.	\$1,247,147.47	\$1,305.59	\$2,605.70	\$12,823.45	\$23,503.22	\$23,379.80	\$1,857,100.40	\$978,385.08	\$4,541,544.49
15	Total									795,347.00

TABLE 7—RAILWAY OPERATING REVENUES
PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS AND TOTAL OPERATING REVENUES.

Number	Electric Interurbans	Station and car privileges	Parcel rooms	Storage	Demurrage	Cost of tracks and facilities	Cost of equipment	Cost of buildings and other property	Power	Miscellaneous	Total revenue from other railway operations	Total operating revenue
1	Albia Light & Railway Co.	\$112.54				\$1,870.71					\$1,870.71	\$20,001.48
2	Cedar Rapids & Marion City Ry.											\$20,113.53
3	Charles City Western Ry.											\$20,113.53
4	Clinton & Iowa City Ry.											\$20,113.53
5	Coalfax Springs Railway	\$794.97	\$180.00	\$24.00	\$24.00	\$2,351.18	\$779.41	\$434.23			\$3,928.71	\$24,042.24
6	Ft. Dodge, D. M. & S. R. R.	967.45	172.20	562.73	4,341.16	420,646.40	712.10	2,006.50			4,743.35	\$28,785.59
7	Iowa Interurban Ry. Light Co.	712.44	92.35	2,717.61	27,800.15	5,301.29	4,322.36	4,322.36			1,596.00	\$30,381.59
8	Iowa Southern Utilities Co.	229.50	148.90	12.75	1,228.00	4,322.36	4,322.36	4,322.36			1,596.00	\$30,381.59
9	Mason City & Clear Lake R. R.	390.96		6.54	270.00	600.00					1,596.00	\$30,381.59
10	Oakbluffs & Burlington Electric Co.	532.25									1,596.00	\$30,381.59
11	Oakbluffs & Burlington Light Co.	532.25									1,596.00	\$30,381.59
12	Tama & Toledo R. R.	84.00									1,596.00	\$30,381.59
13	Tama & Toledo R. R. Light Co.	84.00									1,596.00	\$30,381.59
14	Waterloo, Cedar Falls & N. Ry.	1,697.60	809.40	1,697.38	1,249.54	7.00	\$7,867.62	1,402.28	\$1,609.72		\$12,337.24	\$42,718.83
15	Total	\$5,629.02	\$1,437.70	\$2,688.20	\$13,040.23	\$9,881.90	\$41,622.05	\$10,519.04	\$62,498.20	\$6,255.17	\$62,712.81	\$4,904,256.26

TABLE 8—RAILWAY OPERATING EXPENSES AND OPERATING RATIO

[illegible]

* Credit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

Number	Electric Interurbans	Road and equipment	Sinking funds	Deposits in lieu of gold	Miscellaneous physical property	Investments in Affiliated Companies			Other Investments		
						Stocks	Bonds	Advances	Stocks	Bonds	Notes
1	Albia Light & Railroad Co.	\$ 888,301.01			\$ 1,000.00						
2	Cedar Rapids & Marion City Ry.	2,765,803.74			1,492,428.14						
3	Charles City Western Ry.	765,803.74									
4	Central Iowa Ry. & Light Co.	15,185,302.00			65,410.35	\$ 156,736.06					
5	Clinton, Iowa & Muscatine Ry.	10,126,864.47									
6	Ft. Dodge, D. M. & N. R. R.	3,212,400.00			1,073.15						
7	Indian Trail Ry. & Light Co.	3,212,400.00			1,073.15						
8	Iowa Southern Traction Co.	1,000,775.01			49	77,614.79					
9	Iowa Southern Traction Co.	1,000,775.01			1,747,682.49						
10	Macon City & Clear Lake R. R.	1,016,164.82									
11	Macon City & Clear Lake R. R.	1,016,164.82									
12	Oakdale Traction & Light Co.	827,831.75			5,527.06						
13	Tanna & Toledo R. R.	144,775.06			96,166.76						
14	Wapella, Cedar Falls & N. Ry.	9,458,399.56									
15	Total	\$ 8,323,972.44	\$ 285.00	\$ 689,860.00	\$ 2,925,046.56	\$ 279,504.52	\$ 62,417.70	\$ 194,481.35	\$ 77,141,613.24	\$ 419,466.00	

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE.
PART 2—INVESTMENTS—Continued—AND CURRENT ASSETS.

Number	Electric Interurbans	Other Investments		Total Investments			Current Assets				
		Advances	Miscellaneous	Total investments December 31, 1921	Total investments December 31, 1920	Increase or decrease, 1921.	Cash	Special deposits	Loans and notes receivable	Miscellaneous receivable	Material supplies
1	Albia Light & Railway Co.	.....	.....	\$ 913,501.01	\$ 880,610.47	\$ 32,890.54	\$ 555.41	.....	.....	\$ 12,494.80	\$ 2,210.06
2	Cedar Rapids & Marion City	.....	.....	706,853.74	700,874.60	5,979.15	4,569.77	.....	.....	.....	.....
3	Charles City Western Ry.	.....	.....	3,905,592.33	3,904,806.94	10,995.39	15,910.06	.....	\$ 100.00	5,885.00	16,356.98
4	Clinton, Dav. & Mus. Ry.	.....	.....	26,753.52	26,753.52	.....	11.43	.....	.....	8,444.32	4,833.73
5	Colfax Springs Railway	.....	.....	10,519,437.37	10,132,521.05	387,355.82	80,207.99	\$ 59,418.62	814.38	155,769.13	189,497.84
6	Ft. Dodge, D. M. & S. R. R.	\$ 823,509.00	.....	2,514,143.02	3,585,591.81	171,448.79	115,850.95	8,909.32	5,427.27	87,802.84	2,433.87
7	Inter-Urban Ry.	.....	.....	12,885,999.98	12,389,112.72	496,887.26	173,506.85	870.80	2,180.00	770,335.29	207,654.23
8	Iowa Railway & Light Co.	\$ 111,163.06	.....	2,848,705.40	2,770,140.65	78,565.75	29,306.75	.....	6,078.41	66,400.41	65,470.96
9	Iowa Southern Utilities	.....	.....	1,021,972.30	968,175.94	53,796.36	6,015.52	1,580.00	.....	16,438.12	26,547.97
10	Mason City & O. L. R. R.	.....	.....	294,556.94	296,177.09	11,621.15	7,307.32	.....	.....	840.00	.....
11	Oskaloosa & Bux. Ele. Co.	.....	.....	827,456.72	823,323.83	4,132.89	10,181.01	30,225.14	.....	41,421.45	21,812.43
12	Oskaloosa Trac. & Light Co.	.....	.....	144,375.08	114,014.77	30,360.31	749.00	.....	.....	872.30	759.33
13	Tama & Toledo R. R.	.....	.....	9,461,386.48	9,170,865.00	290,521.48	15,681.95	87,284.00	2,000.00	818,548.00	119,059.46
14	Tama & Toledo Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Waterloo, C. P. & N. Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.		\$ 111,163.06	\$ 823,509.00	\$ 47,129,675.50	\$ 45,841,777.91	\$ 1,287,897.59	\$ 448,745.79	\$ 195,960.12	\$ 823,150.06	\$ 1,685,792.21	\$ 849,092.87

† Decrease.

* Debit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE.
PART 2—CURRENT ASSETS—Continued—AND DEFERRED ASSETS AND UNADJUSTED DEBITS.

Number	Electric Interurbans	Current Assets		Total Current Assets			Deferred Assets				Unadjusted Debits
		Interest dividends and notes receivable	Other current assets	Total current assets, December 31, 1921	Total current assets, December 31, 1920	Increase or decrease, 1921.	Other deferred assets	Total deferred assets, December 31, 1921	Total deferred assets, December 31, 1920	Increase or decrease, 1921.	
1	Albia Light & Railway Co.	.....	.....	\$ 14,149.44	\$ 16,122.06	\$ 1,972.62	.....	.....	.....	.....	.....
2	Cedar Rapids & Marion City Ry.	.....	.....	26,861.75	31,839.64	5,077.89	.....	.....	.....	.....	880.65
3	Charles City Western Ry.	.....	.....	32,188.93	61,231.54	\$ 29,042.61	.....	.....	.....	.....	1,379.23
4	Clinton, Davenport & Mus. Ry.	.....	.....	561.43	569.27	7.84	.....	.....	.....	.....	.....
5	Colfax Springs Railway	.....	.....	487,007.96	668,111.63	\$ 181,103.67	\$ 1,229.44	\$ 1,229.44	691.14	\$ 538.30	\$ 7,792.78
6	Ft. Dodge, D. M. & S. R. R.	\$ 1,410.00	.....	223,232.25	300,601.03	\$ 77,368.78	.....	.....	.....	.....	8,869.74
7	Inter-Urban Ry.	.....	.....	1,356,280.97	1,143,908.44	212,372.53	.....	.....	.....	.....	31,679.23
8	Iowa Railway & Light Co.	.....	\$ 6,627.70	138,216.44	152,681.21	14,464.77	.....	.....	225.00	1825.00	4,449.71
9	Iowa Southern Utilities Co.	.....	.....	61,231.63	94,121.16	32,889.53	.....	.....	.....	.....	1,665.36
10	Mason City & Clear Lake R. R.	.....	.....	8,147.25	4,402.63	3,744.62	.....	.....	.....	.....	.....
11	Oskaloosa & Buxton Electric Co.	.....	.....	106,210.07	100,494.21	5,715.86	.....	.....	.....	.....	.....
12	Oskaloosa Traction & Light Co.	.....	.....	2,346.66	1,578.91	767.75	.....	.....	.....	.....	.....
13	Tama & Toledo R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Tama & Toledo Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Waterloo, Cedar Falls & N. Ry.	.....	.....	743,274.00	845,286.75	\$ 102,012.75	218,190.98	218,190.98	404,884.93	\$ 186,693.95	\$ 5,344.22
Total.		\$ 1,410.00	\$ 6,627.70	\$ 2,307,279.76	\$ 2,490,236.28	\$ 182,956.52	\$ 219,420.42	\$ 219,420.42	\$ 405,284.93	\$ 186,693.95	\$ 2,137.32

† Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE.
PART 4—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS.

Number	Electric Interurbans	Unadjusted Debits			Total Unadjusted Debits			Grand Total Assets		
		Discount on capital stock	Discount on funded debt	Other unadjusted debts	Total unadjusted debts, December 31, 1921	Total unadjusted debts, December 31, 1920	Increase or decrease, 1921	December 31, 1921	December 31, 1920	Increase or decrease, 1921
1	Albia Light & Railway Co.							\$ 927,620.45	\$ 606,732.53	\$ 30,917.92
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.									
4	Clinton, Davenport & Mus. Ry.			7,923.58	1,737.13	1,831.44	174.29	734,492.64	723,745.67	10,746.97
5	Collax Springs Railway.				8,862.92	7,493.45	1,827.45	4,006,064.16	4,052,287.52	116,623.72
6	Ft. Dodge, D. M. & S. R. R.	\$ 74,862.94						27,336.79		5.16
7	Inter-Urban Ry.	22,653.28	266,656.21		471,886.95	449,968.11	21,978.82	11,479,631.70	11,279,942.43	208,709.27
8	Iowa Railway & Light Co.	455,228.16	21,333.66		87,229.47	88,943.50	8,282.88	3,794,965.74	4,055,139.33	129,343.20
9	Iowa Southern Utilities Co.	81,363.34	75,320.76		562,158.14	429,167.74	141,990.40	14,864,539.46	15,552,888.90	851,660.19
10	Mason City & Clear Lake R. R.		5,342.67		91,356.22	86,564.85	4,850.37	3,098,378.06	2,009,631.00	88,736.27
11	Oskaloosa & Buxton Electric Co.		3,177.94		4,372.92	1,409.52	2,872.40	1,077,476.84	1,063,669.62	13,777.32
12	Oskaloosa Traction & Light Co.	1,962.40			1,962.40	2,085.02	822.62	394,705.50	392,735.77	1,949.82
13	Tama & Toledo H. R.	18,980.99	2,322.00		21,312.08	20,434.00	859.08	931,979.87	944,282.10	7,607.77
14	Tama & Toledo Ry.		103.04		103.04	1,033.00	929.96	146,724.77	116,426.58	30,298.19
15	Waterloo, Cedar Falls & N. Ry.	901,600.28	23,913.67		900,857.17	953,974.50	122,117.72	11,353,716.50	11,382,511.62	129,795.00
Total.		\$ 2,840.00	\$ 1,506,125.79	\$ 249,675.31	\$ 2,151,778.42	\$ 2,092,308.81	\$ 149,469.81	\$ 952,708,160.40	\$ 951,740,373.97	\$ 967,786.32

↑ Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE.
PART 5—CAPITAL STOCK, GOVERNMENTAL GRANTS AND LONG TERM DEBT.

Number	Electric Interurbans	Capital Stock			Governmental Grants in Aid of Construction		Long Term Debt		
		Total capital stock, December 31, 1921	Total capital stock, December 31, 1920	Increase or decrease, 1921	December 31, 1921	December 31, 1920	Funded debt unamortized	Notes	Open accounts
1	Albia Light & Railway Co.	\$ 500,000.00	\$ 500,000.00				\$ 400,000.00		
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.								
4	Clinton, Davenport & Mus. Ry.	230,400.00	230,400.00		\$ 120,107.75	\$ 120,107.75	182,598.40		
5	Collax Springs Railway.	1,725,000.00	1,725,000.00				1,092,000.00	\$ 1,192,287.66	\$ 272,677.60
6	Ft. Dodge, D. M. & S. R. R.	25,000.00	25,000.00						
7	Inter-Urban Ry.	3,997,100.00	3,863,100.00	\$ 134,000.00			5,927,854.38		
8	Iowa Railway & Light Co.	1,160,000.00	1,160,000.00				1,450,000.00		
9	Iowa Southern Utilities Co.	5,782,200.47	5,748,089.94	\$ 37,163.53			7,309,661.04		
10	Mason City & Clear Lake R. R.	371,886.95	352,500.00	\$ 14,000.00			1,595,306.66		
11	Oskaloosa & Buxton Electric Co.	400,000.00	400,000.00				216,000.00		
12	Oskaloosa Traction & Light Co.	170,960.00	170,960.00				42,000.00		\$1,596.50
13	Tama & Toledo H. R.	300,000.00	300,000.00				400,000.00		74,641.53
14	Tama & Toledo Ry.	21,860.00	7,000.00	\$ 15,860.00			25,000.00		
15	Waterloo, Cedar Falls & N. Ry.	2,631,660.00	2,353,975.00	\$ 277,685.00			7,432,820.79		
Total.		\$18,381,250.47	\$17,502,611.94	\$ 878,638.53	\$ 120,107.75	\$ 120,107.75	\$26,069,534.49	\$ 1,192,287.66	\$ 269,836.60

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 6—LONG TERM DEBT—Continued—AND CURRENT LIABILITIES.

Number	Electric Interurbans	Total Long Term Debt			Current Liabilities						
		Total, December 31, 1921	Total, December 31, 1920	Increase or decrease, 1921	Loans and notes payable	Audited accounts and wages payable	Miscellaneous accounts payable	Matured interest dividend and rents unpaid	Matured funded debt unpaid	Accrued interest, notes and rents payable	Other current liabilities
1	Albia Light & Railway Co.	\$ 400,000.00	\$ 275,000.00	\$ 25,000.00		\$ 6,707.90				\$ 5,000.00	
2	C. R. & M. City Ry.										
3	Charles City Western Ry.	181,908.40	203,724.38	169,725.98	140,000.00		3,800.58	9,910.26		300.51	\$ 504.90
4	Clinton, Dav. & Mus. Ry.	2,528,965.26	2,429,849.96	99,115.30		12,972.28				54,451.88	
5	Colfax Springs Railway										
6	Pt. Dodge, D. M. & S. R. R.	5,027,824.56	5,450,000.01	129,854.25	10,785.01						
7	Inter-Urban Ry.	1,450,000.00	1,420,000.00	35,000.00	104,900.00		353,122.50	5,274.25	\$ 516,980.00	28,543.30	4,518.35
8	Iowa Railway & Light Co.	7,209,991.04	5,974,077.51	725,583.53	289,223.31		23,818.33	96,559.57	\$ 8,000.00	22,470.64	
9	Iowa Southern Utilities Co.	1,592,300.00	1,476,702.96	215,500.00	102,579.53		371,999.87	46,544.65		38,532.48	29,416.68
10	Mason City & C. L. R. R.	316,000.00	316,000.00		272,280.00					1,580.00	
11	Oskaloosa & Bux. Elec. Co.	33,506.50	96,115.25	12,908.75						843.00	
12	Oskaloosa Trac. & Light Co.	482,041.53	479,222.58	4,418.80							
13	Tama & Toledo R. R.	25,000.00		25,000.00						9,945.00	2,181.87
14	Tama & Toledo Ry.										
15	Waterloo, C. F. & N. Ry.	7,432,829.79	5,202,362.50	1,250,456.59	580,000.00	113,712.73		15,450.00		300,412.16	
Total		\$ 27,041,949.81	\$ 25,182,027.96	\$ 2,479,536.85	\$ 1,753,490.23	\$ 1,055,105.12	\$ 195,454.02	\$ 40,382.31	\$ 8,000.00	\$ 478,552.72	\$ 399,611.06

† Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 7—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS.

Number	Electric Interurbans	Total Current Liabilities			Other deferred liabilities	Deferred Liabilities		Unadjusted Credits		
		December 31, 1921	December 31, 1920	Increase or decrease, 1921		Total Deferred Liabilities		Tax liability	Insurance and casualty reserves	Operating reserves
						December 31, 1921	December 31, 1920				Increase or decrease, 1921
1	Albia Light & Railway Co.	\$ 11,707.90	\$ 13,525.27	\$ 1,817.37					\$ 6,653.19	
2	C. R. & M. City Ry.									
3	Charles City Western Ry.	154,476.46	60,648.46	93,828.00	\$ 5,831.79	\$ 5,831.79	\$ 6,102.98	\$ 361.19	7,800.00	
4	Clinton & Dav. & Mus. Ry.	68,024.14	102,075.71	124,061.57	2,973.67	2,973.67	1,782.62	641.05	21,462.40	\$ 13,541.41
5	Colfax Springs Railway	10,785.01	7,735.01	5,550.00						
6	Pt. Dodge, D. M. & S. R. R.	492,667.22	459,913.77	32,743.45	128,382.83	128,382.83	128,444.76	161.93	55,320.12	
7	Inter-Urban Ry.	546,915.00	645,247.05	198,321.45	45,972.90	45,972.90	49,867.42	14,294.52	36,469.34	
8	Iowa Railway & Light Co.	680,919.72	756,872.87	175,959.15					128,011.44	\$ 25,388.00
9	Iowa Southern Utilities Co.	190,861.30	377,604.46	128,743.17			3,906.56	13,906.80	13,984.04	
10	Mason City & C. L. R. R.	308,692.07	281,129.86	25,562.21					12,016.71	1,161.51
11	Oskaloosa & Bux. Elec. Co.	22,613.14	31,708.19	994.26					278.70	
12	Oskaloosa Trac. & Light Co.	15,479.57	16,241.67	762.30					17,067.51	1,329.51
13	Tama & Toledo R. R.	139,555.44	128,402.70	11,152.74					1,855.51	1,047.00
14	Tama & Toledo Ry.									
15	Waterloo, C. F. & N. Ry.	918,565.91	2,296,365.52	11,377,669.61	272,461.52	272,461.52	417,188.00	1144,727.16	62,562.12	5,079.24
Total		\$ 3,569,367.27	\$ 5,177,381.54	\$ 161,608,014.27	\$ 464,622.72	\$ 464,622.72	\$ 617,332.36	\$ 1,152,710.54	\$ 273,574.73	\$ 27,471.00

† Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 8—UNADJUSTED CREDITS—Continued—AND CORPORATE SURPLUS.

Number	Electric Interurbans	Unadjusted Credits					Corporate Surplus	
		Accrued depreciation—road and equipment	Reserved for amortization of franchises	Accrued depreciation—miscellaneous physical property	Other unadjusted credits	Total Unadjusted Credits		
						December 31, 1921	December 31, 1920	Increase or decrease, 1921
1	Albia Light & Railway Co.	\$ 371.26		\$ 9,124.18	\$ 440.70	\$ 16,589.33	\$ 7,308.94	\$ 9,280.39
2	Cedar Rapids & Marion City Ry.							
3	Charles City Western Ry.	17,280.00				35,080.00	30,387.16	4,712.82
4	Clinton, Davenport & Mus. Ry.	59,973.00				94,906.56	88,900.00	6,006.56
5	Colfax Springs Railway.							
6	Pt. Dodge, D. M. & S. R. R.	177,494.25		16,682.73	6,886.36	219,453.34	202,963.62	16,489.72
7	Inter-Urban Ry.	281,664.32			52,308.24	406,886.62	454,019.07	47,131.04
8	Iowa Railway & Light Co.	170,506.54			8,769.78	277,800.21	259,429.52	18,370.69
9	Iowa Southern Utilities Co.	9,771.64		72,963.36	13,219.41	125,754.02	118,309.60	7,444.42
10	Mason City & Clear Lake R. R.	22,967.50			1,215.47	125,749.62	90,477.82	35,271.80
11	Oskaloosa & Buxton Electric Co.	80,596.14		7,307.25	49,637.53	137,538.94	125,028.41	12,510.53
12	Oskaloosa Traction & Light Co.	80,596.14			2,880.99	81,094.27	47,123.05	3,971.22
13	Tama & Toledo R. R.					1,167.29		
14	Tama & Toledo Ry.							
15	Waterloo, Cedar Falls & N. Ry.	49,028.29	\$ 2,711.50		13,800.00	133,173.07	60,056.12	73,116.95
Total		\$ 1,379,427.78	\$ 2,711.50	\$ 106,447.52	\$ 100,929.23	\$ 2,107,961.30	\$ 1,982,144.75	\$ 125,816.55

† Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 9—CORPORATE SURPLUS—Continued—AND GRAND TOTAL.

Number	Electric Interurbans	Profit and loss credit balance	Profit and loss debit balance	Total Corporate Surplus			Grand Total Liabilities		
				December 31, 1921	December 31, 1920	Increase or decrease, 1921	December 31, 1921	December 31, 1920	Increase or decrease, 1921
1	Albia Light & Railway Co.		\$ 646.78	\$ 646.78	\$ 808.32	\$ 1,545.10	\$ 927,650.45	\$ 896,732.53	\$ 30,917.92
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.	91,432.45		\$31,432.45	\$31,432.45	\$17,737.39	724,462.64	725,745.07	10,716.97
4	Clinton, Davenport & Mus. Ry.	412,065.80		\$412,065.80	\$274,330.42	188,335.47	4,006,654.16	4,033,387.90	126,622.77
5	Colfax Springs Railway.				\$5,435.22	13,044.84	27,314.96	27,309.79	5.16
6	Pt. Dodge, D. M. & S. R. R.	\$ 361,774.37		\$361,774.37	\$494,330.90	\$47,039.07	11,479,651.19	11,570,947.41	\$91,296.22
7	Inter-Urban Ry.	79,512.52		\$79,512.52	\$180,518.01	\$39,065.19	1,115,486.56	1,094,189.32	120,343.56
8	Iowa Railway & Light Co.	260,963.03		\$260,963.03	\$14,462.08	46,501.59	14,894,539.09	13,952,888.00	941,651.09
9	Iowa Southern Utilities Co.	106,646.31		\$106,646.31	\$115,707.15	\$10,060.84	3,098,378.69	3,009,651.69	88,726.37
10	Mason City & Clear Lake R. R.	5,147.24		\$5,147.24	\$14,230.82	\$9,083.58	1,077,478.34	1,063,660.62	13,817.72
11	Oskaloosa & Buxton Electric Co.						304,705.59	305,753.77	1,048.18
12	Oskaloosa Traction & Light Co.	101,608.70		\$101,608.70	\$101,608.70		561,979.87	944,320.10	\$382,340.33
13	Tama & Toledo R. R.		\$3,507.91	\$3,507.91	\$20,143.41	\$16,635.50	146,734.77	116,436.58	30,298.19
14	Tama & Toledo Ry.								
15	Waterloo, Cedar Falls & N. Ry.		\$54,374.27	\$54,374.27	\$18,963.10	\$473,037.27	11,353,736.63	11,280,511.63	73,225.00
Total.		\$ 1,215,727.79	\$ 971,662.96	\$ 244,064.83	\$ 1,151,741.67	\$ 88,323.16	\$ 17,549,539.75	\$ 17,098,100.49	\$ 451,439.26

† Decrease.

* Debit balance.

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 1—CAR MILEAGE, CAR HOURS AND PASSENGERS CARRIED.

Number	Electric Interurbans	Car Mileage			Car Hours			Passengers Carried		
		Passenger	Freight, mail and express	Total	Passenger	Freight, mail and express	Total	Total revenue passengers carried	Free transfer	Total passengers carried
1	Albia Light & Railway Co.	64,390		64,390	12,045		12,045	179,550		179,550
2	Cedar Rapids & Marion City Ry.	176,215	15,840	188,555	14,684	3,079	17,763	475,904		475,904
3	Charles City Western Ry.	40,460	16,922	57,382	5,610	3,102	8,712	30,550		30,550
4	Clinton, Davenport & Mus. Ry.	537,005	112,305	649,310	27,196	13,760	40,956	447,101		447,101
5	Colfax Springs Railway									
6	Ft. Dodge, D. M. & S. R. R.	1,265,045	1,553,854	2,758,897	65,321	639,044	704,365	1,904,829		1,904,829
7	Inter-Urban Ry.	437,510	447,984	885,494	16,320	43,906	60,226	475,133		475,133
8	Iowa Railway & Light Co.	396,197	296,277	692,474				475,725		475,725
9	Iowa Southern Utilities Co.	198,134	22,392	220,526	15,149	4,973	20,122	336,000	318	336,978
10	Mason City & Clear Lake R. R.	359,353	34,800	394,153	49,651	8,137	57,788	1,125,873	28,425	1,154,298
11	Oskaloosa & Buxton Electric Co.									
12	Oskaloosa Traction & Light Co.	224,928		224,928	24,901		24,901	557,496	22,743	580,239
13	Tama & Toledo R. R.	61,520	7,900	69,420				49,065		49,065
14	Tama & Toledo Ry.									
15	Waterloo, Cedar Falls & N. Ry.	1,407,890	633,982	2,041,872	135,389	72,969	208,358	3,055,868	355,570	3,411,438
Total.		5,148,207	2,708,557	7,856,764	366,768	749,143	1,105,911	9,117,456	433,512	9,551,967

* Freight car-miles and freight car-hours not included.

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 2—MISCELLANEOUS STATISTICS.

Number	Electric Interurbans	Employees and others carried free	Passenger revenue	Average fare revenue passengers	Average fare all passengers	Total revenue from transportation	Revenue from transportation per car-mile	Revenue from transportation per car-hour	Total revenue from other railway operations	Revenue from other railway operations per car-mile	
1	Albia Light & Railway Co.	568	\$ 27,730.75	1544	1544	\$ 27,730.75	4306	\$ 1.302	\$ 1,270.71	\$.0197	
2	Cedar Rapids & Marion City Ry.		81,755.00	173504	17259	89,960.36	47721	5.005000	133.17	.00071	
3	Charles City Western Ry.	422	12,660.96	34918	34918	75,267.54	131169	11.11288	8,669.13	.13108	
4	Clinton, Davenport & Mus. Ry.	26,076	282,418.43	6316	6316	302,852.31	5434	8.6105	7,443.55	.01147	
5	Colfax Springs Railway										
6	Ft. Dodge, D. M. & S. R. R.		581,772.10	30542	30542	1,367,073.83	49552	1.9410	469,904.84	.17032	
7	Inter-Urban Ry.	42,958	213,174.59	44899	43327	651,179.46	133418	13.1279	76,396.06	.15741	
8	Iowa Railway & Light Co.	58,214	237,753.18	54181	4828	403,544.19	66031		39,776.86	.11371	
9	Iowa Southern Utilities Co.	15,363	92,029.13	27328	27482	198,686.67	76449	8.38289	3,149.02	.0074	
10	Mason City & Clear Lake R. R.	59,541	173,437.51	10994	10994	212,210.37	48878	4.34964	9,979.80	.02259	
11	Oskaloosa & Buxton Electric Co.										
12	Oskaloosa Traction & Light Co.	17,196	28,702.72	65149	04805	28,875.48	12838	1.15968	382.55	.00137	
13	Tama & Toledo R. R.		7,359.84	15	15	11,136.35	16729		839.94	.01211	
14	Tama & Toledo Ry.										
15	Waterloo, Cedar Falls & N. Ry.		537,403.22	17585	15772	795,947.00	38804	3.78428	65,119.27	.01183	
Total			208,642	\$ 2,246,780.42	24642	\$ 2,3323	\$ 2,240,678.50	53976	\$ 3,83456	\$ 663,014.81	\$.08439

* Freight car-miles and freight car-hours not included.

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Electric Interurbans		Revenue from other railway operations				Total operating revenues		Operating revenues per car-mile		Operating expenses per car-hour	
Number											
1	Albion Light & Railway Co.	1954	\$9,001.46	\$554	9,555.46	4677	\$2,175.46	\$1.02	7,584		
2	Oscar Rapids & Marine Ry.	1953	39,113.55	1,075.60	40,189.15	4779	37,741.16	1.18	10,885.60		
3	Charles City Western Ry.	1-57560	85,809.67	1-57560	87,384.67	32,928	54,456.67	2.65	13,294.45		
4	Canton, Hamptonport & Mont. Ry.	1-1517	360,355.89		360,355.89	3546	297,892.84	6.795	4569		
5	Fr. Dodge, D. M. & S. R.	1-1818	1,838,978.67	65284	1,904,262.67	2,60759	1,888,653.36	61.115	7,173		
6	Inter-Urban Ry. Light Co.	* 39000	727,572.56		727,572.56	491	642,276.05	1.458	92,0886		
7	Lawrence Light & Ry. Co.	1-10679	159,489.68	71664	231,153.68	48869	192,284.68	3.58	2755		
8	Iowa Southern Utilities Co.	19079	227,130.17	31378	258,508.17	35420	223,088.17	7.2555	2,2555		
9	Mason City & Clear Lake R. R.	30145	29,728.06	13904	43,632.06	17275	26,857.06	2.5058	2,5058		
10	Oakshades Traction & Light Co.	01145	59,728.06	13904	73,632.06	17275	56,857.06	4.1551	1,551		
11	Tama & Toledo R. R.	31967	11,867.25	17459	29,326.25	17459	27,576.25	3.6162	3,6162		
12	Waterloo, Cedar Falls & N. Ry.	31967	857,467.37	41962	905,429.37	4,66527	759,064.37	39.712	8,6516		
13	Total	38661	\$ 1,809,692.11	\$ 65415	\$ 1,875,107.11	4,6107	\$ 1,444,559.66	34.981	3,8535		

* Freight car-miles and freight car-hours not included.

TABLE 11—ACCIDENTS TO PERSONS AND EMPLOYEES AND HALARIES AND WAGES FOR THE YEAR.

[illegible]

TABLE 12—DESCRIPTION OF EQUIPMENT

Number	Electric Interurbans	Passenger Cars				All Other Cars										Locomotives	Total equipment of all classes																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		Closed		Open	Combination closed and open	Total		Freight		Express	Baggage	Work	Snow plows	Sweepers	Miscellaneous																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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A—With electric equipment.

B—Without electric equipment.

STATISTICS

OF

Railway Terminal Companies

For the Year Ended December 31, 1921

TERMINAL COMPANIES
Statistics of Annual Corporation Reports of Terminal Companies Doing Business in Iowa for Year Ended December 31, 1921

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Rail- way Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
CAPITAL STOCK—COMMON						
Par value amount authorized.....	\$ 200,000.00	\$ 400,000.00	\$ 300,000.00	\$ 40,500.00	\$ 300,000.00	\$ 1,240,500.00
Par value actually received.....	227,000.00	400,000.00	351,000.00	40,500.00	300,000.00	1,318,500.00
Stocks Actually Issued During Present Year:						
Par value.....						
As consideration for issue.....						
Based on dividends.....						
Dividends declared.....	12,880.00		1,550.00			\$ 30,330.00
INVESTMENT IN ROAD AND EQUIPMENT DURING YEAR.						
Expenditures for Road:						
In new lines and extensions.....	\$ 11,418.07	\$ 21,715.00	\$ 4,068.05		\$ 43,704.07	\$ 84,907.05
In additions and betterments.....						
Total.....	\$ 11,418.07	\$ 21,715.00	\$ 4,068.05		\$ 43,704.07	\$ 84,907.05
Expenditures for Equipment:						
In new lines and extensions.....						
In additions and betterments.....						
Total.....						
Grand Total.....	\$ 11,418.07	\$ 21,715.00	\$ 4,068.05		\$ 43,704.07	\$ 84,907.05
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR.						
Investment to June 30, 1920—Road.....	97,655.00	1,192,737.25	214,849.29		50,982.41	\$ 1,556,224.95
Investment from July 1, 1920, to June 30, 1921.....	54,115.71	91,534.40	427,023.45		2,859.41	615,532.57
Investment since June 30, 1914.....	87,183.14	144,568.07	49,949.41		7,463.30	249,163.92
Total investment.....	\$ 238,953.85	\$ 1,408,796.65	\$ 771,772.15		\$ 61,305.12	\$ 2,580,827.77
* Credit.....						

RAILROAD COMMISSIONERS' REPORT

TERMINAL COMPANIES—Continued

[illegible][illegible]

RAILROAD COMMISSIONERS' REPORT

TERMINAL COMPANIES—Continued

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	St. Louis City Terminal Railway Company	Total
Miscellaneous accounts receivable.....	1,181.00	127,377.38	1,181.29		49,347.27	130,387.94
Notes receivable.....	4,129.94	112,711.81			12,977.58	126,819.33
Rents receivable.....		84,163.15			1,444.35	85,577.53
Prepaid current assets.....		163.15				163.15
Total current assets December 31, 1921.....	10,186.47	669,616.61	8,784.51		62,772.20	781,359.79
Total current assets December 31, 1920.....	6,131.60	967,979.38	6,251.19		21,817.77	1,073,019.93
Increase 1921.....	4,054.87	(298,362.77)	2,533.32		40,954.43	(352,677.25)
Deferred Assets:						
Working fund advance.....	2,852.78	10,787.65				13,640.43
Other deferred assets.....						
Total deferred assets December 31, 1921.....	2,852.78	10,787.65				13,640.43
Total deferred assets December 31, 1920.....	9,913.79	235,889.55				245,803.34
Increase 1921.....	(7,060.99)	(225,101.90)				(232,162.89)
Unadjusted Assets:						
Benefits and insurance premiums paid in advance.....	66,811.07	115,154.36				181,965.43
Other unadjusted debits.....		2,343.79				2,343.79
Total unadjusted debits December 31, 1921.....	66,811.07	117,498.15				184,309.22
Total unadjusted debits December 31, 1920.....	1,367.36	671,864.56				673,231.92
Increase 1921.....	(7,000.00)	(554,366.41)				(561,366.41)
Unadjusted Liabilities:						
Benefits and insurance premiums paid in advance.....	118,006.10	1,688.07				119,694.17
Other unadjusted credits.....	266,471.46	5,084,979.28				5,351,450.74
Total unadjusted credits December 31, 1921.....	384,477.56	6,773,667.35				7,158,144.91
Total unadjusted credits December 31, 1920.....	112,337.34	1,147,088.15				1,259,425.49
Increase 1921.....	272,140.22	5,626,579.20				5,898,719.42

COMPARATIVE GENERAL BALANCE SHEET—

Assets	December 31, 1921	December 31, 1920	Liabilities	December 31, 1921	December 31, 1920
Capital stock.....	227,000.00	400,000.00	Capital stock.....	227,000.00	400,000.00
Capital stock December 31, 1920.....	227,000.00	400,000.00	Capital stock December 31, 1920.....	227,000.00	400,000.00
Current Assets:			Current Liabilities:		
Loans and bills payable.....	2,000.00	12,320.00	Loans and bills payable.....	2,000.00	12,320.00
Accounts receivable.....		75,360.07	Accounts receivable.....		75,360.07
Accounts payable.....		21,251.13	Accounts payable.....		21,251.13
Miscellaneous accounts payable.....		671,000.00	Miscellaneous accounts payable.....		671,000.00
Prepaid current assets.....			Prepaid current assets.....		
Funded debt matured unpaid.....			Funded debt matured unpaid.....		
Unmatured interest accrued.....			Unmatured interest accrued.....		
Other current liabilities.....			Other current liabilities.....		
Total current liabilities December 31, 1921.....	25,251.13	754,960.07	Total current liabilities December 31, 1921.....	25,251.13	754,960.07
Total current liabilities December 31, 1920.....	12,166.20	896,579.56	Total current liabilities December 31, 1920.....	12,166.20	896,579.56
Increase 1921.....	13,084.93	(141,619.49)	Increase 1921.....	13,084.93	(141,619.49)
Deferred Liabilities:			Deferred Liabilities:		
Benefits and insurance premiums paid in advance.....	10,128.76	115,084.59	Benefits and insurance premiums paid in advance.....	10,128.76	115,084.59
Other deferred liabilities.....			Other deferred liabilities.....		
Total deferred liabilities December 31, 1921.....	10,128.76	115,084.59	Total deferred liabilities December 31, 1921.....	10,128.76	115,084.59
Total deferred liabilities December 31, 1920.....	9,142.88	131,108.54	Total deferred liabilities December 31, 1920.....	9,142.88	131,108.54
Increase 1921.....	9,142.88	(16,023.95)	Increase 1921.....	9,142.88	(16,023.95)
Unadjusted Assets:			Unadjusted Assets:		
Insurance and casualty reserve.....	19,142.88	115,108.54	Insurance and casualty reserve.....	19,142.88	115,108.54
Accrued depreciation—equipment.....	915.82	85,645.60	Accrued depreciation—equipment.....	915.82	85,645.60
Accrued depreciation—miscellaneous physical property.....		10,228.14	Accrued depreciation—miscellaneous physical property.....		10,228.14
Other unadjusted credits.....		180.74	Other unadjusted credits.....		180.74
Total unadjusted credits December 31, 1921.....	20,058.70	210,954.88	Total unadjusted credits December 31, 1921.....	20,058.70	210,954.88
Total unadjusted credits December 31, 1920.....	3,569.86	96,792.19	Total unadjusted credits December 31, 1920.....	3,569.86	96,792.19
Increase 1921.....	16,488.84	114,162.69	Increase 1921.....	16,488.84	114,162.69

) Decrease.

STATISTICS OF TERMINAL COMPANIES

RAILROAD COMMISSIONERS' REPORT

TERMINAL COMPANIES—Continued

Income Reported						
Corporate Surplus:						
Additions to property through income and surplus:						
Total appropriated surplus						
	Dea Moines Terminal Company	Dea Moines Company	Dea Moines Western Railway Company	Lowia Transfer Company	Sioux City Terminal Railway Company	Total
Front and loss-credit balance	\$ 41,220.64	\$ 459,086.63	\$ 919,619.96	\$ 12,657.87	\$ 11,030.10	\$ 1,410,595.10
Total corporate surplus December 31, 1921	\$ 41,220.64	\$ 1,370,665.61	\$ 922,720.60	\$ 17,027.16	\$ 11,030.10	\$ 1,463,105.11
Total corporate surplus December 31, 1920	\$ 53,489.87	\$ 1,370,307.03	\$ 922,720.60	\$ 9,848.61	\$ 9,163.10	\$ 1,465,194.21
Increase 1921			2,397.04	11,027.47	\$ 5,141.20	9,143.35
Decrease 1921			196,306.40			1315,660.53
Grand total liabilities December 31, 1921	\$ 292,471.58	\$ 2,684,809.26	\$ 214,660.03	\$ 72,058.31	\$ 588,698.78	\$ 3,947,657.88
Grand total liabilities December 31, 1920	\$ 405,019.09	\$ 2,431,567.49	\$ 209,049.55	\$ 66,316.44	\$ 597,096.00	\$ 4,704,669.57
Increase 1921			5,410.68	5,711.77		89,131.30
Decrease 1921					18,337.91	1845,583.16
MILEAGE CROSSINGS—LOWA.						
Line owned, main track	360	6,338	1.47	31	7.02	11,588
Yard track and sidings	11,084	21,346	2.60	2,002	12.61	22,490
Total all tracks	11,994	27,706	5.07	2,033	16.33	64,108
New lines constructed during year—net	1,320.55	6,646	1.10		1.02	2,390.57
GRADE CROSSINGS—LOWA.						
Protected by gates alone—With other steam railways						
Protected by gates alone—With other street railways						
Protected by gates and highways—past time only						
Protected by gates and highways—past time only—With street						
Car street railways—With street intersections						
Car street railways—With street intersections						

Unimproved—With other steam railways.	13	31	5	37
Unimproved—With street, tramway, and highway.	1	4	0	5
Total—With other steam railways.	14	35	5	42
Unimproved—With street, tramway, and highway.	1	4	0	5
Total—With street, tramway, and highway.	15	41	5	47
EQUIPMENT OWNED OR LEASED IN SERVICE OF RESPONDENT.				
Steam locomotives—coal.	10	19	0	29
Freight cars—coal.	10	10	0	20
Company service cars.	1	1	0	2
Other cars.	1	1	0	2
Other company service cars.	1	1	0	2
Total company service cars.	10	10	0	20
Total all classes cars in service.	25	50	0	75
TRAFFIC AND CAR STATISTICS.				
Switching Operations—Freight Traffic:				
Number of cars handled—empty revenue—loaded.	10,866	20,445	92,110	133,421
Number of cars handled not earning revenue—loaded.	10,966	20,845	93,115	134,926
Number of cars handled not earning revenue—empty.	200	209	86,587	86,996
Number of cars handled not earning revenue—empty.	209	209	86,587	86,996
Total number of cars handled.	22,471	41,699	179,811	243,975
Terminal Operations—Freight Traffic:				
Number of cars handled at cost for tenant companies—loaded.	43,669	8	65,438	109,165
Number of cars handled at cost for tenant companies—empty.	18,815	0	38,205	57,020
Total number of cars handled.	62,484	8	103,643	166,185
TIES LAID IN REPLACEMENT AND BETTERMENT.				
Cross Ties—Number applied.	4,320	344	2,700	7,364
Average cost per tie at distributing point.	1.65	1.72	1.20	1.52
Switch ties—Number applied.	47,956	4,140	21,770	73,866
Average cost (per sq. feet) at distributing point.	36.15	66.15	19.28	42.18
Total charges of ties laid in replacement.	\$ 10,391.71	\$ 856.40	\$ 3,354.96	\$ 14,603.07
RAILS LAID IN REPLACEMENT AND BETTERMENT.				
Number of tons (3,240 lbs) applied.	61,595.03	1,8415	78,7227	141,85975
Average cost per ton at distributing point.	45.71	28.09	44.72	44.80
Total charges on account of rails applied.	\$ 2,795.96	\$ 51.56	\$ 3,500.64	\$ 6,348.15

TERMINAL COMPANIES—Continued

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Railway Company	Des Moines Terminal Railway Company	Stout City Terminal Railway Company	Total
TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES						
Gross ties—number laid in extensions.....	1,176	59				1,235
Average cost per tie at distributing point.....	\$ 1.305	\$ 2.410				\$ 1.367
Switch ties—number feet (board measure) laid in tracks.....	56.34	56.34				112.68
Average cost (per M feet) at distributing point.....	\$ 1,519.64	\$ 259.17				\$ 1,778.81
RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS.						
Number tons (2,240 lbs.) laid.....	65,441.5	5,947				71,388.5
Average cost per ton (of 2,240 lbs.).....	\$ 36.985	\$ 35.87				\$ 36.428
Total charges on account rails laid.....	\$ 1,523.56	\$ 213.56				\$ 1,737.12
CONSUMPTION OF FUEL BY LOCOMOTIVES						
Tons of bituminous coal.....		9.64			4.270	13.914
Average cost per ton.....		\$ 4.967			\$ 7.47	\$ 6.179

STATISTICS

OF

Railway Bridge Companies

For the Year Ended December 31, 1921

BRIDGE COMPANIES

Items Reported	Corporation Report of				Total
	Duluth and Superior	Keokuk and Hamilton	Omaha Bridge and Terminal	St. Louis City Bridge	
CAPITAL STOCK—COMMON.					
Par value amount authorized	\$ 1,000,000.00	\$ 1,000,000.00	\$ 7,800,000.00	\$ 945,800.00	\$ 10,445,800.00
Par value amount actually outstanding at close of year	1,000,000.00	1,000,000.00	7,800,000.00	945,800.00	7,945,800.00
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR.					
Investment to June 30, 1907:					
Road	\$ 1,014,802.45	\$ 5,000,000.00	\$ 6,758,301.00	\$ 945,800.00	\$ 13,728,903.45
Equipment	32,141.77		158,282.38	914.60	191,428.75
Investment since June 30, 1904:	14,008.44		49,450.33	1,152.79	64,611.56
Investment since June 30, 1901:					
Total investment in road and equipment	\$ 1,064,992.66	\$ 5,000,000.00	\$ 6,797,111.11	\$ 947,817.39	\$ 18,728,913.16
Length of road owned	1.20	.60	2.05	2.80	7.65
Average investment per mile of road	\$ 816,222.10	\$ 2,000,000.00	\$ 3,440,450.27		\$ 7,159,786.43
INCOME ACCOUNT.					
Operating income:					
Railway operating revenue	\$ 81,649.67				\$ 81,649.67
Railway operating expenses					
Net revenue from railway operations	\$ 81,649.67				\$ 81,649.67
Railway tax accruals	\$ 22,095.10				\$ 22,095.10
Railway tax expense	\$ 22,095.10				\$ 22,095.10
Railway operating income	\$ 42,154.57				\$ 42,154.57
Non-Operating income:					
Rent from work equipment	\$ 22,095.10				\$ 22,095.10
Income from lease of road	\$ 22,095.10				\$ 22,095.10
Miscellaneous rent income					
Income from interest and securities					
Income from real estate					
Income from royalties and accounts					
Miscellaneous income					
Total non-operating income	\$ 44,190.20				\$ 44,190.20
Gross income	\$ 125,839.87	\$ 1,000.00			\$ 126,839.87
+ Credits.					
+ Debits.					

BRIDGE COMPANIES—Continued

Corporation Report of		Items Reported	Butte and Bozeman	Helena and Hamilton	Omaha Bridge and Terminal	Stout City Bridge	Total
Deductions from Gross Income:							
Deduct for work equipment							
Interest on unfunded debt							
Miscellaneous income charges							
Total							
Net Income							
Disposition of Net Income:							
Dividend appropriations of income							
Dividend appropriations of profit							
Dividend balance transferred to credit of profit and loss							
Total							
PROFIT AND LOSS ACCOUNT.							
Debit Items:							
Dividend appropriations of surplus							
Debit balance at beginning of year							
Miscellaneous transferred from income							
Miscellaneous transferred to income							
Credit balance carried to balance sheet							
Total							
Credit Items:							
Surplus at beginning of year							
Credit balance transferred from income							
Debit balance carried to balance sheet							
Total							
BALANCE SHEET							
Assets							
Liabilities							
Total							

Maintaining buildings, etc.	12,155	68,489
Repairs to buildings, etc.	19,000.00	10,727.17
Repairs of way and structures	1,262.13	1,262.13
Depreciation of way and structures	7.45	10,727.17
Maintaining joint way and structures—credit	139,098.86	147,809.74
Total	150,423.09	172,737.76
Transportation—Rail Line:		
Superintendence and flagging trains	4,434.94	8,714.15
Train employees	6,289.36	316,661.45
Other rail line transportation expense	8,679.69	12,031.13
Operating joint tracks and facilities—credit	114,766.00	121,655.71
Maintenance operations	5,450.60	5,400.60
Total	124,600.60	324,863.04
General expenses:		
Administration	2,422.75	13,722.79
Other general expenses	102.44	785.70
General joint facility expense—credit	12,044.12	1806.01
Total	12,569.31	15,314.50
Reconciliation of Expenses:		
Maintenance of way and structures	4,634.64	8,714.15
Transportation	5,400.60	5,400.60
Maintenance operations	15,722.79	15,722.79
General	4,634.64	35,097.94
Grand total railway operating expenses	30,396.67	42.34
Ratio expenses to revenues		
TAXES ON RAILWAY PROPERTY.		
Other Than U. S. Government Taxes:	20,714.00	4,250.94
Income	39,496.75	37.26
Illinois		
Nebraska		
Total	20,410.81	4,288.20
U. S. Government Taxes:	12,449.97	190.75
Income	1,969.56	
Federal capital stock tax		
Total	14,809.47	190.75
Grand total taxes	40,220.28	4,479.07
		71,756.41

RAILROAD COMMISSIONERS' REPORT

Items Reported	Corporation Report of				Total
	Dubuque	Keokuk and Hamilton	Omaha Bridge and Terminal	Sioux City Bridge	
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE.					
Investments:					
In road and equipment	\$ 1,004,002.00	\$ 2,000,000.00	\$ 6,781,114.14	\$ 947,887.89	\$ 10,733,004.03
In affiliated companies—stocks	1.00				1.00
In affiliated companies—bonds					185,191.25
Other investments—bonds		11,056.88			11,056.88
Miscellaneous					
Total December 31, 1921	\$ 1,004,003.00	\$ 2,011,056.88	\$ 6,783,114.14	\$ 1,128,058.04	\$ 10,939,232.06
Total December 31, 1920	\$ 1,059,822.01	\$ 2,012,500.00	\$ 6,702,224.40	\$ 1,109,941.45	\$ 10,884,587.86
Increase 1921	4,477.02	1,413.12	28,189.74	22,417.19	45,195.05
Current Assets:					
Subsidiary accounts receivable					
Federal interroad clearance account—debit balance					
Total December 31, 1921	\$ 299,017.00	\$ 7,008.91		\$ 101,472.78	\$ 398,508.69
Total December 31, 1920	\$ 297,284.36	\$ 7,048.91		\$ 100,462.15	\$ 394,844.42
Increase 1921	1,732.64	301.00		\$ 1,010.63	\$ 3,044.27
Deferred Assets:					
Capital stock—U. S. Government deferred assets					
Total December 31, 1921	\$ 200.37	\$ 3,022.31		\$ 22,594.30	\$ 25,817.08
Total December 31, 1920	\$ 200,023.50	\$ 3,000.00		\$ 20,023.57	\$ 203,047.07
Increase 1921	\$ 200,798.37	\$ 300,000.00		\$ 20,577.87	\$ 401,376.24
Other Assets:					
U. S. Government deferred assets					
Total December 31, 1921	\$ 13.50				\$ 13.50
Total December 31, 1920					

STATISTICS OF BRIDGE COMPANIES

Unadjusted Debits:					
U. S. Government unadjusted debits	\$ 6,798.42				\$ 6,798.42
Other unadjusted debits					
Total December 31, 1921	\$ 6,798.42	\$ 11,000.00			\$ 17,798.42
Total December 31, 1920	\$ 7,331.13	\$ 9,000.00			\$ 16,331.13
Increase 1921	143.50	6,000.00			6,143.50
Grand Total Assets:					
December 31, 1921	\$ 1,200,215.61	\$ 2,029,215.79	\$ 6,791,114.14	\$ 1,272,105.15	\$ 11,472,660.69
December 31, 1920	\$ 1,207,435.36	\$ 2,028,201.23	\$ 6,702,224.40	\$ 1,201,203.97	\$ 11,139,064.96
Increase 1921	3,087.25	994.57	18,189.74	9,098.92	22,370.48
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE.					
Capital Stock:					
December 31, 1921	\$ 1,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	\$ 945,000.00	\$ 7,945,000.00
December 31, 1920	\$ 1,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	\$ 945,000.00	\$ 7,945,000.00
Long term debt open accounts					
Total December 31, 1921	\$ 1,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	\$ 945,000.00	\$ 7,945,000.00
Total December 31, 1920	\$ 1,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	\$ 945,000.00	\$ 7,945,000.00
Current Liabilities:					
Loans and bills payable					
Unsettled accounts and wages payable					
Interest matured unpaid					
Funded debt matured unpaid					
Unmatured interest accrued					
Total December 31, 1921	\$ 220,200.00	\$ 2,200,204.41		\$ 5,147.72	\$ 2,425,552.13
Total December 31, 1920	\$ 227,614.51	\$ 2,501,071.00		\$ 7,270.10	\$ 2,735,955.61
Increase 1921	1,784.42	\$ 28,086.40		\$ 871.62	\$ 30,742.44
Deferred Liabilities:					
U. S. Government deferred liabilities					
Other deferred liabilities					
Total December 31, 1921	\$ 46,799.64				\$ 46,799.64
Total December 31, 1920	\$ 46,799.64				\$ 46,799.64
Increase 1921	\$ 46,799.64				\$ 46,799.64

STATISTICS
OF
American Railway Express Company
For the Year Ended December 31, 1921

AMERICAN RAILWAY EXPRESS COMPANY

Statistics of American Railway Express Company for the Year Ended
December 31, 1921.

Items Reported	American Railway Express
MILEAGE COVERED—ENTIRE LINE	
Steam roads.....	\$ 227,922.29
Electric lines.....	3,172.81
Coastwise steamboat lines.....	12,626.50
Inland steamboat lines.....	2,292.22
Trans-oceanic steamship lines.....	4,203.00
Stage lines.....	493.77
Miscellaneous Ferry lines.....	6.25
Total.....	\$ 237,956.59
MILEAGE COVERED—IOWA.	
Steam roads.....	\$ 19,772.64
Electric lines.....	221.55
Miscellaneous.....	-372
Total.....	\$ 19,654.50
CAPITAL STOCK—COMMON.	
Number of shares authorized.....	400,000
Par value of one share.....	100.00
Par value authorized.....	\$ 40,000,000.00
Par value outstanding.....	24,642,000.00
Par value held by respondent in treasury.....	None
Par value not held by respondent.....	None
Date of dividend.....	6.75
Dividends declared during year.....	\$ 2,251,720.00
FUNDED DEBT—COLLATERAL TRUST BONDS.	
Par value authorized.....	None
Par value outstanding.....	None
Par value held by respondent in treasury.....	None
Par value held by respondent pledged as collateral.....	None
Par value not held by respondent.....	None
Interest, rate per cent of.....	None
Amount accrued during year.....	None
Amount paid during year.....	None
MISCELLANEOUS FUNDED OBLIGATIONS.	
Par value authorized.....	None
Par value outstanding.....	None
Par value not held by respondent.....	None
Interest, rate per cent of.....	None
Amount accrued during year.....	None
Amount paid during year.....	None
COST OF REAL PROPERTY AND EQUIPMENT AT CLOSE OF YEAR.	
Land.....	\$ 4,900,805.07
Buildings.....	
Buildings and appurtenances on land owned.....	\$ 8,192,291.20
Buildings and appurtenances on land not owned.....	2,137,203.30
Improvements to buildings not owned.....	206,126.91
Total buildings.....	\$ 10,556,681.41
Equipment.....	
Cars.....	\$ 828,727.25
Horses.....	2,071,827.14
Automobiles.....	6,227,779.56
Wagons and sleighs.....	2,447,160.46
Harness equipment.....	605,422.44
Office furniture and equipments.....	2,267,358.42
Office sales.....	455,740.27
Trucks.....	1,662,041.77
Stable equipment.....	25,112.26
Garage equipment.....	124,873.47
Line equipment.....	534,919.11
Shop equipment.....	225,044.29
Miscellaneous equipment.....	1,555,232.14
Total equipment.....	\$ 20,174,541.19
Total real property and equipment.....	\$ 25,629,627.67

AMERICAN RAILWAY EXPRESS COMPANY

Items Reported	American Railway Express
DEPRECIATION—BUILDINGS AND EQUIPMENT AT CLOSE OF YEAR.	
Buildings and appurtenances on land owned.....	\$ 81,862.00
Buildings and appurtenances on land not owned.....	141,262.00
Improvements to buildings not owned.....	29,262.00
Total buildings.....	1,204,401.00
Equipment:	
Cars.....	126,367.00
Horses.....	1,431,841.00
Automobiles.....	1,431,841.00
Wagons and sleighs.....	1,431,841.00
Harness equipment.....	300,124.00
Office furniture and equipment.....	80,124.00
Office safes.....	80,124.00
Trucks.....	80,124.00
Stable equipment.....	80,124.00
Garage equipment.....	80,124.00
Line equipment.....	80,124.00
Shop equipment.....	80,124.00
Miscellaneous equipment.....	80,124.00
Total equipment.....	7,580,442.00
Total real property and equipment.....	8,784,843.00
INCOME ACCOUNT.	
Operating income:	
Charges for transportation.....	\$ 204,903,587.40
Express privileges—Dr.....	113,490,801.00
Revenue from transportation.....	218,172,028.50
Revenue from operations other than transportation.....	2,722,820.40
Total operating revenues.....	\$ 220,894,848.90
Operating expenses:	
Net operating revenue.....	\$ 182,000,508.50
Uncollectible revenue from transportation.....	1,822,078.00
Express taxes.....	1,822,078.00
Operating income.....	\$ 187,356.50
Other income:	
Rent from real property and equipment used jointly.....	\$ 49.00
Miscellaneous rent income.....	49.00
Net income from miscellaneous physical property.....	49.00
Separately operated properties—profit.....	None
Dividend income.....	None
Income from funded securities.....	1,077,973.00
Income from unfunded securities and accounts.....	None
Income from sinking and other reserve funds.....	None
Release of premiums on funded debt.....	None
Contributions from other companies.....	None
Miscellaneous income.....	None
Total other income.....	\$ 1,078,022.00
Gross income.....	\$ 1,862,580.50
Deductions from gross income:	
Rent for real property and equipment used jointly.....	\$ 49.00
Miscellaneous taxes.....	None
Net loss on miscellaneous physical property.....	None
Separately operated properties—loss.....	None
Interest on funded debt.....	126,367.00
Interest on unfunded debt.....	None
Amortization of discount on funded debt.....	None
Income transferred to other companies.....	None
Miscellaneous income debits.....	None
Total deductions from gross income.....	\$ 126,367.00
Net income.....	\$ 1,736,213.50
Dividend appropriation of income.....	1,736,213.50
Income balance transferred to profit and loss.....	None

Items Reported	American Railway Express
PROFIT AND LOSS ACCOUNT.	
Debit items:	
Debit balance at beginning of year.....	None
Debit balance transferred from income.....	None
Debit balance transferred from surplus.....	602,840.00
Debit balance extinguished through surplus.....	None
Miscellaneous appropriations of surplus.....	None
Loss on land sold.....	1,098.80
Delayed income debits.....	None
Miscellaneous debits.....	4,294.50
Credit balance carried to balance sheet.....	1,518,250.88
Total.....	\$ 2,225,340.38
Credit items:	
Credit balance at beginning of year.....	1,385,828.12
Credit balance transferred from income.....	150,120.82
Credit balance transferred from surplus.....	50,837.70
Delayed income credits.....	None
Unrecoverable overcharges.....	5,122.00
Miscellaneous credits.....	54,171.00
Total.....	\$ 2,225,340.38
OPERATING REVENUES FOR THE YEAR.	
Transportation:	
Express, domestic.....	\$ 204,600,587.40
Express, foreign.....	None
Miscellaneous.....	4,961.05
Total transportation.....	\$ 204,605,548.45
Express privileges—Dr.....	\$ 113,490,801.00
Revenue from transportation.....	\$ 181,172,028.50
Operations other than transportation.....	214,097.00
Carriage brokerage fees.....	2,840.73
Trial and commission.....	450,534.45
Rents of buildings and other property.....	None
Money orders.....	2,541,217.78
C. O. D. checks.....	None
Issued and unlimited cheques.....	None
Traveling cheques.....	None
Telegraph and cable transfers.....	None
Letters of credit.....	None
Foreign postal remittances.....	None
Profits on exchange and other financial revenues.....	16,838.11
Miscellaneous.....	607,212.25
Total other than transportation.....	\$ 2,722,820.40
Total operating revenues.....	\$ 184,596,707.90
OPERATING EXPENSES FOR THE YEAR.	
Total maintenance:	
Total traffic.....	\$ 9,027,806.40
Total transportation.....	421,948.00
Total general.....	140,512,658.70
Total operating expenses.....	\$ 117,529,500.10
Ratio of expenses to revenues, per cent.....	63.48
TAXES AND ASSESSMENTS	
Ad Valorem Tax:	
On value of real and personal property.....	\$ 759,202.00
On value of stocks, bonds, earnings, etc.....	170,789.54
Special Tax:	
On stocks, bonds, loans and etc.....	96.61
On gross or net earnings, revenue or dividends.....	940,667.41
On traffic, etc.....	78,902.55
Miscellaneous.....	None
Internal revenue U. S. Government.....	146,405.28
Total taxes and assessments.....	\$ 2,006,461.28
Total taxes—less.....	\$ 24,214.85
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE.	
Investment:	
Real property and equipment.....	\$ 25,639,667.67
Miscellaneous physical property.....	None
Other investments.....	None
Bonds.....	\$ 1,142,226.50

AMERICAN RAILWAY EXPRESS COMPANY

Items Reported	American Railway Express
Notes (U. S. Treasury).....	\$ 9,900,000.00
U. S. certificates of indebtedness.....	30,900,000.00
Certificates of time deposits.....	90.00
Total investment December 31, 1921.....	\$ 37,500,000.00
Total investment December 31, 1920.....	47,625,000.00
Increase 1921.....	9,750,000.00
Current Assets:	
Cash.....	\$ 10,400,000.00
Special deposits.....	62.00
Loans and notes receivable.....	1,400.00
Traffic balances receivable.....	124,500.00
Not balance receivable from agents and messengers.....	7,900,000.00
Miscellaneous accounts receivable.....	1,400,000.00
Material and supplies.....	2,100,000.00
Interest, dividends and rents receivable.....	30,000.00
Working fund advances.....	20,000.00
Other current assets.....	None
Total current assets December 31, 1921.....	\$ 22,100,000.00
Total current assets December 31, 1920.....	27,600,000.00
Decrease 1921.....	5,500,000.00
Deferred Assets:	
Unadjusted Debits:	
Rents and insurance premiums paid in advance.....	\$ 40,000.00
Taxes paid in advance.....	50,000.00
Other unadjusted debits.....	1,300,000.00
Total unadjusted debits December 31, 1921.....	\$ 1,390,000.00
Total unadjusted debits December 31, 1920.....	1,300,000.00
Decrease 1921.....	90,000.00
Grand total assets December 31, 1921.....	\$ 39,500,000.00
Grand total assets December 31, 1920.....	55,200,000.00
Decrease 1921.....	15,700,000.00
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE.	
Capital stock; common unqualified.....	\$ 20,000,000.00
Capital stock; common qualified.....	1,000,000.00
Total December 31, 1921.....	\$ 21,000,000.00
Total December 31, 1920.....	21,000,000.00
Long term debt:	
Current Liabilities:	
Loans and notes payable.....	\$ 100,000.00
Traffic balances payable.....	3,100,000.00
Audited accounts and wages unpaid.....	27,000.00
Miscellaneous accounts payable.....	10,100,000.00
Express privilege liability.....	300,000.00
Estimated tax liability.....	70,000.00
Unmatured interest, dividends and rents payable.....	1,000,000.00
Other current liabilities.....	None
Total current liabilities December 31, 1921.....	\$ 14,500,000.00
Total current liabilities December 31, 1920.....	20,700,000.00
Increase 1921.....	1,500,000.00
Deferred Liabilities:	
Unadjusted Credits:	
Operating and insurance reserves.....	\$ 2,100,000.00
Accrued depreciation:	
Buildings.....	1,500,000.00
Equipment.....	None
Miscellaneous physical property.....	200,000.00
Other unadjusted credits.....	None
Total unadjusted credits December 31, 1921.....	\$ 3,600,000.00
Total unadjusted credits December 31, 1920.....	2,400,000.00
Decrease 1921.....	1,200,000.00

Items Reported	American Railway Express
Corporate surplus:	
Total appropriated surplus.....	None
Profit and loss balance.....	\$ 1,518,229.88
Total corporate surplus December 31, 1921.....	\$ 1,518,229.88
Total corporate surplus December 31, 1920.....	1,900,828.22
Increase 1921.....	132,411.06
Grand total liabilities December 31, 1921.....	\$ 99,229,190.00
Grand total liabilities December 31, 1920.....	97,307,728.00
Increase 1921.....	2,056,367.41
EQUIPMENT OWNED AT CLOSE OF YEAR	
	No. Value
Cars.....	1250 684,340.10
Buses.....	12,352 2,541,000.01
Automobiles, gasoline.....	2,229 2,104,204.50
Automobiles, electric.....	900 1,000,000.47
Automobiles, trailers.....	11 11,867.77
Wagons, double.....	5,788 1,131,047.97
Wagons, single.....	9,173 616,813.13
Single.....	2,402 80,093.62
Barges.....	75 2,000.00
Business equipment.....	None 200,307.97
Office furniture and equipment.....	None 2,140,744.47
Office sales.....	15,615 30,074.75
Wagon, double.....	60,744 1,000,000.12
Wagon, single.....	15,192.11
Garage equipment.....	81,487.28
Lin equipment:	
Sales, car.....	2,410 186,265.87
Sales, messengers.....	13,105 63,850.47
Trunks, packing.....	30,888 37,259.27
Other line equipment.....	2,000 64,501.73
Shop equipment.....	307,905.76
Warehouse shop equipment.....	1,047,515.03
Total December 31, 1921.....	\$ 12,828,407.56
Total December 31, 1920.....	12,007,117.90
Decrease 1921.....	798,710.06
Number of express offices in United States at close of year joint with railroads.....	22,961
all others.....	2,370
Total December 31, 1921.....	26,276
Total December 31, 1920.....	27,967
Decrease 1921.....	1,691
EMPLOYEES, SERVICE AND COMPENSATION.	
Total number of employees at close of year (including general officers).....	15,075
Number of days worked straight time.....	24,708,286
Number of days worked overtime.....	208,809
Compensation for the year, straight time.....	\$ 127,481,060.61
Compensation for the year, overtime.....	2,509,313.12
Total.....	\$ 130,418,322.76
Average daily compensation, straight time.....	\$ 5.14
Average daily compensation, overtime.....	7.85

Service	Total Compensation	Per Cent of Total	
Maintenance.....	\$ 2,508,273.56	2.60	Acct. 1 and shop employees
Trade.....	128,225.21	.09	Acct. 23 and 24
Transportation.....	117,049,146.34	9.74	Acct. 27 to 49 inclusive
General.....	9,862,587.12	7.56	Acct. 53 to 56 inclusive and other employees
Total.....	\$130,418,322.76	100	

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State of Iowa

1921

FIFTIETH ANNUAL REPORT

OF THE

TAXABLE VALUATION

OF

RAILROAD PROPERTY

INCLUDING

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Sleeping Car Lines, Electric Transmission Lines
and the American Express Company.

IN THE

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AS FIXED BY THE

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Secretary of Executive Council

By

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2nd Assistant Sec'y

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