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State of Iowa
1928

Fifty-first Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1928

CHARLES WEBSTER, Chairman.
B. M. RICHARDSON, Commissioner.
FRED P. WOODRUFF, Commissioner.

GEO. L. McCAUGHAN, Secretary

Published by
THE STATE OF IOWA
Des Moines

State of Iowa
1928

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Geo. F. McFarland, Secretary

Published by
THE STATE OF IOWA
Des Moines

LETTER OF TRANSMITTAL

To THE HONORABLE JOHN HAMMILL,
Governor of Iowa.

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1927, we herewith submit to you the Fifty-first Annual Report of this Commission for the year ended December 1, 1928.

Respectfully submitted,

CHARLES WEBSTER, *Chairman.*

B. M. RICHARDSON, *Commissioner.*

FRED P. WOODRUFF, *Commissioner.*

December 1, 1928.



COLONEL DAVID J. PALMER

In Memoriam

Colonel David J. Palmer was born in Washington County, Pennsylvania, on November 15, 1839, and died at his home in Washington, Iowa, on November 19, 1928, just four days after having celebrated his 89th birthday. In 1856 the family moved to Washington, Iowa, which since has been their permanent home.

The Colonel received his early schooling in a log school house, in Ohio, and, after moving to Iowa, continued his education at the old United Presbyterian College, at Washington. His farm and school activities were interrupted by the call to arms at the outbreak of the Civil War. All of the male students of the college, together with the Colonel, enlisted on July 10, 1861, in the 8th Iowa Infantry, Company C. On the morning of April 6, 1862, he was seriously wounded, and his comrades left him on the battle field for dead. After two days of exposure, he finally received hospital attention, and his life was saved. In June of that year he was sent home. Later he organized a company in the 25th Infantry, returning to the war as its Captain. He speedily rose to the rank of Lieutenant Colonel, and commanded his regiment at the siege of Vicksburg and on Sherman's march to the sea. At the close of the war Colonel Palmer had the signal honor of leading the Union Army past the reviewing stand, occupied by President Johnson and his staff. Exactly fifty years later, the Colonel, as National Commander of the Grand Army of the Republic, lead the troops up Pennsylvania Avenue to the reviewing stand of President Wilson, where he alighted from his horse and stood in the box with the President to review his troops. He was the youngest Lieutenant Colonel in the Union Army. He was married, at Washington, Iowa, October 25, 1866, to Letitia Helen Young, who survives him.

Colonel Palmer served as County Auditor of Washington County for four years in the early 70's. Later he served as State Senator, representing Washington and Henry Counties. He was appointed Railroad Commissioner, in 1898, and served continuously until 1915.

Colonel Palmer was a member of the United Presbyterian Church, and served as superintendent of the Sunday School for thirty years. He was an active church worker. His philanthropies were many. He was the friend of those who needed help. He was a distinguished soldier, a man among men, and beloved by all. He was inherently modest and never made mention of any of his charitable acts. Nor did he boast of his valor as a soldier, or speak of his service to the Nation and State, except as necessity required.



EDWARD D. CHASSELL

In Memoriam

Edward D. Chassell was born at Holland Patent, New York, on May 25, 1858, and died at Des Moines, Iowa, on October 18, 1928. He came to Iowa, with his parents, in 1867, where they settled on a prairie farm near Iowa Falls. After having received his elementary education he taught school during the winter months, and worked on the farm in the summer. His higher education was obtained at Iowa State Teachers' College, at Cedar Falls, Iowa.

After a few years of teaching, Mr. Chassell entered the newspaper business, and for several years was Editor of the Osage News and Le Mars Sentinel. Always a Republican in politics, he served as Representative from Plymouth County during the Legislative sessions of 1894, 1904 and 1906. He later served as State Binder for six years.

On December 16, 1916, Mr. Chassell was appointed by Governor George W. Clarke to fill the vacancy on the Iowa Board of Railroad Commissioners, created by the death of Commissioner James H. Wilson. Mr. Chassell resigned from this position on November 5, 1917, to accept the secretaryship of the Farm Mortgage Bankers' Association of America, of Chicago, Ill. This position he filled for nearly ten years, when he resigned in order to be able to devote his entire attention to his personal affairs.

Mr. Chassell was married to Miss Mary Calkins, of Wyoming, Iowa, in December, 1906. Mrs. Chassell died in 1926. Mr. Chassell was affiliated with the Masonic Lodge and was a Shriner. He is survived by his mother, one sister, and four brothers.

ROSTER

CHARLES WEBSTER, Chairman.
B. M. RICHARDSON, Commissioner.
FRED P. WOODRUFF, Commissioner.
GEO. L. McCAUGHAN, Secretary.

GENERAL OFFICE

J. H. GILLESPIE.....Chief Clerk
FRED W. FOSS.....Reporter
HARRY C. HOPKINS.....Asst. Reporter
DOROTHY MOORE.....Stenographer
BOB BLAKE.....File Clerk

RATE DEPARTMENT

W. F. PARSONS.....Chief Rate Clerk
B. C. DEURY.....Rate Clerk
C. A. HANSEN.....Rate Clerk
P. J. O'LEARY.....Asst. Rate Clerk
F. R. BURKE.....Asst. Rate Clerk
CYNTHIA TAYLOR.....Tariff Clerk and Stenographer

ENGINEERING DEPARTMENT

HERMAN A. FRANKLIN.....Signal Engineer
RAY C. JOHNSON.....Asst. Signal Engineer
GEORGE CHARLESWORTH.....Electrical Engineer
HAROLD MARCUSEN.....Asst. Electrical Engineer
PAULINE FLETCHER.....Stenographer

STATISTICAL DEPARTMENT

C. BAILIE ELLIS.....Statistician
C. S. KEVE.....Asst. Statistician

COMMERCE COUNSEL'S DEPARTMENT

J. H. HENDERSON.....Commerce Counsel
WALTER CONDAN.....Asst. Commerce Counsel
STEPHEN ROBINSON.....Law Clerk
ALICE STERZING.....Clerk
EDNA J. HENDERSON.....Stenographer

MOTOR CARRIER DEPARTMENT

L. C. DONOHUE.....Superintendent
L. B. HIBBS.....Chief Clerk
C. L. PRICE.....Inspector and Tax Clerk
O. E. BOYD.....Tax Auditor
BERT F. KELTZ.....Inspector
DOROTHY FLYNN.....File Clerk and Stenographer
GEORGE McKIM.....Stenographer

VALUATION DEPARTMENT

J. A. RALLS.....Valuation Counsel
JAMES E. EUBANK.....Valuation Agent
E. L. GARDNER.....Valuation Agent

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, 830 cases, distributed as follows:

Involving Railroad Companies.....	107
Involving Express Companies.....	1
Involving Condemnation Cases.....	4
Involving Electric Transmission Lines.....	214
Involving Motor Carriers.....	241
*Involving Signal Engineering Department.....	263

*Not including regular inspections of interlockers and other safety devices.

ORGANIZATION OF THE BOARD

On January 16, 1928, the Board organized and elected Commissioner Webster Chairman for the year 1928, and Geo. L. McCaughan, Secretary.

COMMERCE COUNSEL

On April 1, 1928, the Board accepted the resignation of Dwight N. Lewis as Commerce Counsel, and J. H. Henderson was appointed to succeed him.

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

Year Ending June 30	Mileage— Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878	4,157.15	\$ 20,714,406.07	\$ 12,565,950.23	\$ 8,148,545.84	\$ 1,960.12
1879	4,926.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,891.58	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.08	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,369.75	25,286,209.30	11,852,090.45	1,429.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,919.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.94	25,336,714.38	12,932,789.56	1,513.54
1898	8,484.16	45,944,596.09	29,813,031.67	16,131,564.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.68	16,989,386.76	1,994.64
1900	9,171.49	52,074,571.77	35,409,424.92	16,665,146.79	1,815.04

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

Year Ending June 30	Mileage—Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,024.12
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.25
1904	9,808.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.26
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.34
1907	9,817.23	72,826,331.94	51,112,377.66	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.81
1909	9,809.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96
1910	9,781.65	74,890,965.34	59,081,554.54	15,809,410.80	1,616.23
1911	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08
1912	9,901.86	76,295,881.43	59,791,778.66	16,504,102.77	1,666.76
1913	9,939.20	86,275,192.41	65,162,511.42	21,112,680.99	2,124.18
1914	10,018.92	88,537,613.50	66,338,471.51	22,199,141.99	2,215.92
1915	10,002.39	88,444,255.31	65,363,453.51	23,080,801.80	2,307.55
1916	9,994.34	92,250,858.80	68,363,170.42	23,887,688.47	2,396.12
1916—Dec. 31	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.11
1917—Dec. 31	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.26
1918—Dec. 31	9,841.17	117,851,156.00	113,651,157.29	4,199,998.80	436.27
1919—Dec. 31	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	686.41
1920—Dec. 31	9,841.99	157,537,018.20	167,325,291.87	*9,788,273.67	*994.44
1921—Dec. 31	9,841.97	148,509,282.24	138,621,111.96	9,888,170.28	1,004.69
1922—Dec. 31	9,835.69	143,921,716.22	125,184,598.44	18,737,117.78	1,900.81
1923—Dec. 31	9,827.37	153,216,540.95	131,589,054.44	21,627,486.51	2,200.74
1924—Dec. 31	9,834.17	143,547,959.68	120,996,195.83	22,550,863.85	2,283.11
1925—Dec. 31	9,756.92	139,763,705.89	115,818,978.54	23,944,727.35	2,434.33
1926—Dec. 31	9,744.29	142,946,247.02	117,920,822.03	25,025,424.79	2,568.21
1927—Dec. 31	9,744.16	141,778,880.40	116,616,670.31	25,162,210.09	2,582.29

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of single track owned, of .14 miles made up as follows:

Chicago, Burlington & Quincy R. R. shows decrease of .23 miles, track taken up at Sidney, Iowa.

Chicago, Milwaukee & St. Paul Ry. shows decrease of .01 miles, remeasurement.

Atchison, Topeka & Santa Fe Ry. shows increase of .10 miles added to main line.

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	\$ 721,590.00
1909	58.98	457,946.93	292,909.63	165,037.30	2,798.19	2,800,150.00	671,000.00
1910	60.24	359,760.88	76,070.62	283,690.26	4,709.33	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.67	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,407.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00
1916—Dec. 31	51.61	474,112.48	191,728.99	282,383.49	5,471.40	867,500.00	671,000.00
1917—Dec. 31	53.17	527,785.30	223,659.02	304,126.28	5,719.88	1,056,500.00	671,000.00

TERMINAL COMPANIES—ALL IN IOWA—Continued

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
1915—Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	-----
1919—Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	-----
1920—Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	-----
1921—Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	-----
1922—Dec. 31	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1923—Dec. 31	65.90	434,636.47	245,784.22	188,842.25	2,740.81	1,258,500.00	None
1924—Dec. 31	72.27	624,780.36	248,532.41	376,247.95	5,206.14	1,259,500.00	618,862.76
1925—Dec. 31	72.30	472,600.68	240,533.58	232,067.10	3,209.78	1,358,500.00	651,792.44
1926—Dec. 31	73.01	519,394.39	292,364.47	227,029.92	3,109.57	1,358,500.00	946,470.32
1927—Dec. 31	84.10	521,954.44	330,162.62	191,791.82	2,280.52	1,358,500.00	894,694.78

The mileage of terminal companies shows an increase of 11.082 miles, all tracks, which is accounted for as follows: Des Moines Union shows net decrease of .006 miles. Des Moines Western shows net decrease of .006 miles. Iowa Transfer Railway shows net decrease of .0038 miles. Burlington, Muscatine & Northwestern Ry. commenced operations June 21, 1927, which added 11.10 miles all tracks.

BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1908	26.26	\$973,727.38	\$122,458.61	\$851,268.77	\$ 32,416.93	\$9,875,800.00	\$ 1,274,462.49
1909	27.67	675,873.45	41,976.96	633,896.49	21,850.96	9,875,800.00	2,750,000.00
1910	27.70	638,415.39	19,006.92	619,349.47	22,359.19	9,875,800.00	2,750,000.00
1911	31.58	670,262.95	25,069.85	645,193.10	20,430.43	9,875,800.00	2,750,000.00
1912	32.38	497,446.45	18,447.12	478,999.33	14,793.06	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	43,873.95	372,015.95	10,397.31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	30,581.07	537,204.57	14,807.18	9,875,800.00	1,000,000.00
1915	37.11	582,519.71	17,507.15	565,012.56	15,225.35	9,875,800.00	1,750,000.00
1916	37.38	543,438.31	20,953.20	522,485.11	13,977.66	9,875,800.00	1,750,000.00
1916—Dec. 31	37.33	520,575.61	20,491.96	500,083.65	13,396.29	9,875,800.00	1,750,000.00
1917—Dec. 31	38.04	502,257.71	22,769.05	479,488.66	12,604.85	9,875,800.00	1,709,003.97
1918—Dec. 31	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,391.61
1919—Dec. 31	43.19	750,871.94	25,528.00	725,343.94	16,794.25	9,875,800.00	1,713,184.84
1920—Dec. 31	43.27	434,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.06
1921—Dec. 31	36.40	351,176.86	39,551.98	311,624.88	8,561.12	7,945,800.00	1,739,790.80
1922—Dec. 31	36.50	337,960.66	43,802.85	294,157.81	8,059.11	7,945,800.00	1,762,947.95
1923—Dec. 31	36.50	347,306.27	62,614.68	284,691.59	7,799.79	7,945,800.00	1,783,565.04

BRIDGE COMPANIES—ENTIRE LINE—Continued

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1924—							
Dec. 31....	36.87	314,988.92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74
1925—							
Dec. 31....	36.63	369,124.91	61,861.16	307,263.75	8,388.30	7,945,800.00	1,817,946.29
1926—							
Dec. 31....	36.72	340,017.59	57,209.62	282,807.97	7,701.70	7,945,800.00	1,826,631.60
1927—							
Dec. 31....	36.72	479,317.71	111,302.25	368,015.46	10,022.20	7,945,800.00	1,948,021.42

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage—Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1903.....	98.27	\$ 228,444.55	\$ 132,620.87	\$ 95,823.68	\$ 975.10
1904.....	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905.....	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906.....	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907.....	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908.....	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909.....	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02
1910.....	373.92	1,450,136.37	951,893.73	498,242.64	1,332.45
1911.....	343.25	1,695,991.39	1,100,354.31	595,637.08	1,735.29
1912.....	342.74	1,823,191.65	1,272,340.09	550,851.56	1,607.79
1913.....	394.23	2,330,385.21	1,453,624.17	876,761.04	2,233.98
1914.....	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915.....	472.48	2,923,032.97	1,895,925.36	1,027,107.61	2,173.86
1916.....	483.31	3,120,004.10	1,967,476.15	1,152,527.95	2,384.06
1916—Dec. 31.....	491.10	3,563,520.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31.....	510.69	4,096,597.00	2,707,527.32	1,389,069.68	2,746.34
1918—Dec. 31.....	512.13	5,408,175.00	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31.....	515.96	5,243,538.50	4,347,826.98	895,711.52	1,736.61
1920—Dec. 31.....	514.51	6,794,885.42	4,943,737.98	1,851,147.44	3,597.88
1921—Dec. 31.....	512.26	5,336,216.64	4,245,053.76	1,091,162.88	2,139.00
1922—Dec. 31.....	522.82	5,129,540.38	3,771,274.08	1,378,266.30	2,667.26
1923—Dec. 31.....	520.88	4,985,593.02	4,205,246.00	780,346.93	1,498.13
1924—Dec. 31.....	526.55	4,830,195.84	4,090,969.49	739,226.35	1,403.92
1925—Dec. 31.....	521.05	4,516,026.24	3,884,903.15	631,123.09	1,211.25
1926—Dec. 31.....	508.76	4,474,064.35	3,706,156.86	768,907.49	1,511.13
1927—Dec. 31.....	508.76	4,285,211.33	3,735,824.20	549,387.13	1,079.86

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage Owned—Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908.....	192.57	\$ 6,709,200.00	\$ 35,359.60	188.47	\$ 3,912,000.00	\$20,756.61
1909.....	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910.....	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
1911.....	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
1912.....	401.20	16,225,904.66	40,443.40	397.90	13,272,544.90	33,356.48
1913.....	462.87	18,437,328.00	39,832.63	423.02	16,215,900.00	38,333.65
1914.....	626.17	19,722,724.00	31,018.29	585.45	23,903,205.30	40,992.47
1915.....	469.68	13,334,762.67	28,391.17	442.55	18,810,000.00	42,500.67
1916.....	480.51	15,483,052.53	32,222.12	476.64	19,647,000.00	41,219.79
1916—Dec. 31.....	491.10	16,830,178.73	34,270.37	484.43	20,700,500.00	42,778.91
1917—Dec. 31.....	507.89	16,424,320.05	32,838.34	504.02	21,510,806.67	42,678.60
1918—Dec. 31.....	509.33	17,172,744.76	33,716.34	505.46	22,201,825.00	43,924.00
1919—Dec. 31.....	509.67	17,349,541.97	34,040.74	505.80	22,896,925.00	45,266.42
1920—Dec. 31.....	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.54
1921—Dec. 31.....	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,724.28
1922—Dec. 31.....	518.34	18,654,505.69	35,988.93	518.34	28,810,305.64	55,381.86
1923—Dec. 31.....	516.40	18,906,572.20	36,612.26	516.40	29,009,328.45	56,350.30
1924—Dec. 31.....	524.37	19,075,090.72	36,378.37	524.37	29,505,590.13	56,268.70
1925—Dec. 31.....	518.87	28,737,861.04	55,385.47	518.87	38,558,490.44	74,312.43
1926—Dec. 31.....	506.58	30,224,547.23	59,663.91	506.58	41,047,973.60	81,029.59
1927—Dec. 31.....	506.58	27,814,824.00	54,907.07	506.58	42,081,709.74	82,970.21

General Cases Involving Railroads

No. A-4201—1928. (See also No. A-4201—1926.)

W. A. BLAKELY, ET AL., GRANT CENTER, *Complainants,*

v.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD Co., *Defendants.*

Decided October 2, 1928.

TRAIN SERVICE.

Held, upon rehearing, order of October 12, 1926, requiring train No. 8 to stop at Grant Center, shall be vacated, effective as of October 15, 1928. So ordered. (Case still pending on application for further rehearing.)

For the Railroad Company—C. L. Taylor, Atty., Des Moines, Iowa; F. T. Buechler, Supt., Sioux City, Iowa.

For citizens of Grant Center and vicinity—Stephen Robinson, Asst. Commerce Counsel; W. A. Blakely, Grant Center, Iowa; G. A. Tyler, Ticonic, Iowa.

This matter is before us upon petition by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company to vacate an order made by this Commission October 12, 1926. This order was made after a hearing held at Sioux City September 21, 1926, upon an application filed March 2, 1926, by W. A. Blakely, et al, of Grant Center. The order made after the former hearing required the respondent to stop train No. 8 at Grant Center to discharge passengers from Sioux City.

On August 20, 1928, the respondent filed a petition for rehearing and vacation of order made September 21, 1926. In their request for vacation of order they set out that there are very few occasions to make stops at Grant Center on train No. 8, and that the highway between Sioux City and Grant Center is now paved, which condition did not exist at the time of the order, also that they have been besieged by the public in Charter Oak, a much larger place, for train No. 8 to stop there in lieu of at Grant Center.

Pursuant to notice, hearing on the petition to vacate the order was held at Sioux City, Iowa, September 27, 1928. Grant Center is thirty-eight (38) miles from Sioux City. There is no bus service operating through Grant Center. The latter is a community with not more than twenty-five (25) persons living in the immediate vicinity. Charter Oak is a town of six hundred eighty (680) population. No. 7 is a west bound Chicago to Sioux City train which would go through Grant Center about 7:25 A. M. No. 8 is an east bound Sioux City to Chicago train which gets to Grant Center about 6:26 P. M. Both trains carry seven or eight cars. It was testified that the expense for stopping these trains would be around two dollars (\$2.00), and that any stop necessary at Grant Center would consume about five (5) minutes. Besides doing quite a large interstate passenger service these trains also have important mail connections with the Illinois Central Railroad Company at Arion. These trains have a west terminus at Aberdeen, South Dakota. No. 8 east bound now stops at Grant Center only if there are passengers from Sioux City, and to pick up on flag passengers for Chicago. No. 7 west bound now stops at Grant Center only upon flag for Sioux City passengers. Practically every one in Grant Center owns an automobile and generally use such as their means of transportation. However, they do occasionally use train No. 8. There was an average of thirteen dollars and forty cents (\$13.40) for the first eight months of 1928 on all tickets sold at Grant Center, which is indicative of the use to which the train service is put. There is a local passenger train west bound through Grant Center at 2:50 P. M. which arrives at Sioux City at 4:00 P. M. There is an east bound

local passenger train which leaves Sioux City at 5:35 A. M. and arrives at Grant Center 6:29 A. M. Both trains run daily except Sunday. They have one train each way daily but would, of course, be unable to make the trip into Sioux City and back the same day with any time to spend there. The former petitioner, W. A. Blakely, represented by the Commerce Counsel, strenuously opposes the vacation of our former order, and insists that conditions warrant the continuation of a stop at Grant Center. Both parties by leave filed a brief and argument.

After a very careful consideration of the entire matter, we are of the opinion that our former decision and order of October 12, 1926, should be vacated. It is, therefore, ordered that effective October 15, 1928, the order in Docket No. A-4201, dated October 12, 1926, is vacated.

No. A-4230—1928. John A. Guiher, Winterset, and Iowa State Highway Commission, Ames, v. C. & N. W. Ry. Co. Highway crossing near De Soto. On Sept. 20, 1927, this crossing was viewed by the Board, after which hearing was had. It was agreed that the case would be held open pending negotiations between the Highway Commission and the railroad company. Later, the Highway Commission advised that a grade separation had been constructed.

Filed June 2, 1926. Closed December 1, 1928.

No. A-4234—1928. Trustees of Orange Township and Board of Supervisors of Sioux County, v. C. & N. W. Ry. Co. Relocation of overhead crossing east of Alton. After preliminary investigation was made, the complainants advised they did not desire formal hearing.

Filed August 23, 1926. Closed January 23, 1928.

No. A-4238—1928.

ILLINOIS CENTRAL RAILROAD COMPANY, *Complainants,*

v.

F. A. MEYER, ULMER, IOWA, *Defendant.*

Decided April 18, 1928.

APPLICATION FOR AUTHORITY TO ABANDON BRIDGE 415-7, NEAR ULMER, IOWA, AND SUBSTITUTE IN LIEU THEREOF A CONCRETE CULVERT.

Ordered, after hearing and inspection of premises, present opening should not be changed; should be replaced with new and permanent structure of same dimensions, for passageway.

Cost apportioned, the land owner to pay \$1,800, railroad company to pay the remainder. If land owner does not elect to bear the cost apportioned, order to become void and to have the effect of granting the railroad company authority to abandon the bridge and substitute therefor a 60x65" oval concrete culvert.

For the Applicant—Helsell, Helsell & McCall, Attys., by C. A. Helsell, Ft. Dodge, Iowa.

For F. A. Meyer, Objector, Ulmer, Iowa—Jacobs & McCaulley, Attys., by John W. Jacobs, Lake City, Iowa.

On September 1, 1926, the Illinois Central Railroad Company filed application to obtain authority to abandon bridge 415-7 near Ulmer, Iowa, and to substitute in lieu thereof, a 60x65" oval concrete culvert. The bridge is now located at a place where the Illinois Central right-of-way bisects the land of one F. A. Meyer, described as the east half of Section 3, Township 86, Range 35, west of the 5th P. M., Sac County, Iowa.

Objections were filed thereto by the land owner and therefore hearing was held September 13, 1927, at Ulmer, Iowa, after the premises were viewed and the bridge in question inspected. At the hearing, F. A. Meyer filed written protest as to the jurisdiction of the Commission in the

instant case, contending that the matter was not before the Commission under the statute and that an oral agreement made about seventeen years ago with some person representing the Illinois Central, that the passageway under this bridge would be continued and that the Illinois Central Railroad Company is now estopped to claim otherwise by reason of said previous oral agreement.

We believe that the issues are joined in such a way as to give the Commission jurisdiction over the matter under Section 8011 and 8012, Code of Iowa, 1924. The Illinois Central Railroad bisects the farm of F. A. Meyer, running in a northeast and southwest direction, creating a triangular piece of land south of the railroad right-of-way, the dimensions of which are 1,000 feet along and parallel to the railroad 800 feet east and west and 500 feet north and south. In this triangular piece of land are the barnyard, barns, windmill and other farm buildings. On the south side of this triangle runs a public road. About 400 feet from the intersection of the railroad and the public road, is located said bridge number 415-7, which is now in need of replacement and under which is an open passageway for stock and drainage purposes. About 600 feet east of this bridge is a private grade crossing, used by F. A. Meyer to connect the two pieces of land. The right-of-way where it passes through the farm is about 200 feet in width. At the location of the present bridge, the land on either side of the right-of-way is low, there being deep draws on the north side thereof. But going toward the private grade crossing, the land becomes more level and private road crosses the tracks near grade.

The applicant contends that the present structure is badly in need of repairs or replacement; that the only opening necessary at this point is that which would be adequate for drainage purposes and that they therefore propose to substitute for the present structure a 60x65" oval, concrete pipe or culvert which would then be adequate for drainage purposes and still permit of use for a stock pass.

It is the policy of the applicant road when any such small bridges are replaced, to replace them with permanent structures. To replace the present bridge with permanent construction would cost \$4,770. To construct the concrete pipe as they wish to do, would cost \$1,030. The Illinois Central contends there is no necessity for a structure other than that which they propose at this particular point, especially as there is a private grade crossing adequate for the successful operation of the farm, only about 600 feet east thereof. The land owner objects to any change being made in the dimensions of the opening in the present structure, contending that it is necessary for the successful operation of the farm that the stock which he raises and keeps on the farm have free access to the pasture on both sides of the railroad right-of-way, and further than an oral agreement made many years ago between Mr. Meyer and the Railroad Company that such a passageway would always be continued and would not be abandoned without mutual consent and that to do so now would be in violation of said oral agreement. There is very little in the record in support of the alleged agreement. It is denied to exist by the Illinois Central Railroad Company. It is doubtful in our minds that horses and cattle would freely go through the proposed 60x65" culvert, but hogs and sheep no doubt could use such a passageway. With a proviso hereinafter set out, we find that the present opening should not be changed except as to replace it with a new and permanent structure which will have the same dimensions for passageway as now exist. We further find that a proper and just apportionment of the cost of such new and permanent structure, with the same opening as now exists, should be \$1,800 to be paid by the land owner, the rest of the cost to be borne by the Illinois Central Railroad Company.

If the land owner, F. A. Meyer, elects to pay the costs apportioned herein to the land owner, in order that a passageway of the same dimensions may be retained, then within thirty days from the date hereof, he

should notify the Illinois Central Railroad Company that he intends to file a bond in the amount of \$1,800, insuring the payment of said amount to the Illinois Central Railroad Company, upon the completion of the structure and in thirty days after such notice is given to the Railroad Company, such bond shall be filed with the Illinois Central Railroad Company.

If the land owner, F. A. Meyer, does not elect to bear the cost apportioned to him herein, then this order becomes void as to requiring the establishment of a permanent structure in place of bridge number 415-7 with dimensions for passageway the same as now exist, and instead, this order will have the effect of granting the Illinois Central Railroad Company the authority to abandon bridge 415-7 and substitute therefor a 60x65" oval, concrete culvert.

No. A-4239—1928. Cyril W. Jirak, Jackson Junction, v. C., M., St. P. & P. Ry. Co. Fence. Repairs made.
Filed Nov. 7, 1927. Closed Dec. 1, 1928.

No. A-4256—1928.

MRS. GEO. E. RICHARDSON, LE MARS, IOWA, *Complainant*,

v.

ILLINOIS CENTRAL RAILROAD COMPANY, *Defendant*.

Decided May 25, 1928.

PRIVATE CROSSING.

Ordered after hearing and inspection of premises, that the Illinois Central Railroad Company and the Dubuque and Sioux City Railroad Company shall construct and maintain an adequate farm crossing at the place applied for, provided the applicant advise the Commission, in writing, within thirty days from the date hereof, that she will agree to the vacation of private farm crossing designated as No. 3; if such advice received, order to become effective, construction of crossing to be completed thirty days thereafter; if said crossing No. 3 is not agreed to by the applicant, order not to be effective.

(On June 5, 1928, the complainant advised that she would accept the terms of the Board's order.)

For the Applicant—Mrs. Geo. E. Richardson, Le Mars, Iowa; Commerce Counsel of Iowa, by Stephen Robinson, Asst. Commerce Counsel, Des Moines, Iowa.

For the Illinois Central Railroad Co.—Helsell, Helsell & McCall, Attys., Ft. Dodge, Iowa, by C. A. Helsell; T. H. Sullivan, Div. Supt., Ft. Dodge, Iowa.

For the C., St. P., M. & O. Ry. Co.—J. W. Anderson, Atty., Sioux City, Iowa.

This is an application made by Mrs. George E. Richardson of Le Mars, Iowa, for the establishment of a private crossing over the Illinois Central Railroad Company tracks and right of way. The applicant is the owner of approximately Five Hundred Sixty (560) acres of land located on both sides of the Illinois Central Railroad Company's right of way in Section 31, Township 92, Range 45; Section 46, Township 92, Range 46 and Section 1, Township 91, Range 46, all in Plymouth County, Iowa.

A written request for such crossing was made to the Illinois Central Railroad Company on October 31, 1927. The request made by the applicant herein to the Illinois Central Railroad Company was not complied with in thirty (30) days after receipt of such notice, and the applicant, therefore, made written application to the Board of Railroad Commissioners to hear and determine the rights in the matter.

On May 15, 1928, the matter was fully heard at Le Mars, Iowa, and the premises inspected. The Illinois Central Railroad Company's line

of railroad cuts these Five Hundred Sixty (560) acres approximately in half.

The defendants allege that there are already three crossings heretofore established and now maintained; that they are adequate and sufficient and convenient to enable the owner or her tenants to gain access to her property on either side of the railroad right of way and to conveniently cross from one side to the other. Running the full length and parallel to the railroad right of way there is paved public primary road No. 5. There now exist three private crossings across the railroad right of way connecting both sides of this farm. Exhibit B, which is a blue print, has these crossings designated by number, No. 1 being on the southerly end of the farm and farthest away from the proposed crossing. From No. 1 crossing to that crossing designated on blue print Exhibit B as No. 2 is .7 of a mile. On the easterly side of crossing No. 2 there is a lake which comes up to the railroad right of way, cutting off any left turn and going on down to the land across from the proposed crossing. From crossing No. 2 going northeast to crossing No. 3, the distance is .3 of a mile. Crossing No. 3 is located almost exactly on the dividing line of the farm land leased to Henry Schimberg and Theodore Schimberg. Theodore Schimberg has leased One Hundred Sixty (160) acres north of crossing No. 3. This One Hundred Sixty (160) acres is divided by the Illinois Central Railroad and Primary road No. 5. On the north side of the tracks it is proposed to construct farm buildings. No farm buildings on that farm now exist. The only access to each portion of this farm is by way of crossing No. 3, which is about on the dividing line of this farm and the one on the south, the farm on the south being leased by Henry Schimberg. Notwithstanding that crossing No. 2 permits access from either side to the other of the farm leased by Henry Schimberg, it is maintained that crossing No. 3 is still necessary because of the fact that in crossing from the west to the east side of Henry Schimberg's farm one comes immediately upon the lake, which because of its shape, precludes any possibility of turning left to that part of the farm. Therefore, crossing No. 3 is also necessary according to his contention. While the applicant here owns all of the land, which comprises Five Hundred Sixty (560) acres, it has been divided into farms which have been leased, and it is to permit of the successful operation of the farm leased by Theodore Schimberg that the proposed crossing is desired. It is contended that to go from either side of the Theodore Schimberg farm to the other it is necessary to go through crossing No. 3 which trespasses on the adjacent farm. There is considerable travel on the public highway, primary road No. 5, and it is desired by the tenants to eliminate its use all they can for driving stock from any distance on such a highway, or for moving farm machinery for any great distance on the paved road.

All of this farm land is situated between Le Mars and Merrill. Between these places not only the Illinois Central trains operate but also the Chicago, St. Paul, Minneapolis & Omaha Railway. It was testified that over forty-six (46) trains daily operate on these tracks.

The cost of the proposed crossing was estimated as approximately Ten Hundred Ten (\$1010.00) Dollars, about Eight Hundred (\$800.00) Dollars of which was for poles, either new or to be changed, carrying the Western Union Telegraph wires as well as the railroad telegraph wires. The applicant here strongly contended that it was necessary to maintain crossing No. 3 even though the proposed crossing was constructed. The defendants, however, testified that if they could eliminate crossing No. 3 that the cost of the proposed crossing would then be about Four Hundred (\$400.00) Dollars by reason of being able to use some of the poles and other material now at crossing No. 3.

The Commission, after a very careful review of this matter, as well as the premises, are of the opinion that a farm crossing where proposed and as proposed is necessary to the successful operation of the farm,

but makes such finding and order as follows, contingent upon the applicant's vacating crossing No. 3. Notwithstanding two or three tenants occupying by lease these Five Hundred Sixty (560) acres, there is still ownership by applicant of the entire property, and we are of the opinion that there can be successful operation of the farm property with three crossings including the one proposed, but because of the extremely dense traffic on the railroad, it would not be in the public interest to have any more private crossings than is absolutely necessary. Every additional crossing not only increases the hazard in the operation of the trains but increases the danger to the public.

It is, therefore, ordered that the Illinois Central Railroad Company and the Dubuque & Sioux City Railroad Company, the defendants herein, shall construct and maintain an adequate and safe farm crossing at the place applied for, provided, however, that applicant advises this Commission in writing within thirty (30) days from the date hereof that they agree to a vacation of private farm crossing designated herein as No. 3. If such advice is received, this order becomes effective, and the construction of the crossing shall be completed by the defendants within thirty (30) days thereafter. If a vacation of crossing No. 3 is not agreed to by the applicant, then this order will not be effective as to the defendants herein.

No. A-4258—1928. Board of Supervisors of Lee County, Ft. Madison, v. A., T. & S. F. Ry. Co. Dangerous highway crossing one mile south of Argyle. After investigation of this complaint, the County Engineer of Lee County advised that the County could not apply funds to the improvement of this crossing for several years, and, therefore, the file was closed without prejudice.

Filed August 11, 1926. Closed January 23, 1928.

No. A-4264—1928.

FARMERS CO-OPERATIVE GRAIN AND LUMBER COMPANY, GOWRIE, IOWA,
Complainants,

v.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY, *Defendants.*

Decided May 25, 1928.

SITE—CANCELLATION OF LEASE.

Held, upon hearing, character of business of petitioner of public nature, within purview of decision of Iowa Supreme Court in *Ferguson v. Ill. Cent. R. R.*, 210 N. W., 604; no justification shown by railroad for demand to vacate;

Ordered, petitioner shall be allowed to retain its elevator on railroad premises for the performance of the public elevator business herein described.

For the Farmers Co-operative Grain and Lumber Co.—Seth Thomas, Atty., Fort Dodge, Iowa; Commerce Counsel of Iowa, by Stephen Robinson, Asst. Commerce Counsel, Des Moines, Iowa; J. P. Larson, Sec'y, Farmers Grain Dealers Assn. of Iowa, Fort Dodge, Iowa.

For the Minneapolis & St. Louis Railroad Co., W. H. Bremner, Receiver—Price & Burnquist, Attys., Fort Dodge, Iowa, by B. B. Burnquist; C. F. Foote, Land & Tax Agent, Minneapolis, Minn.

Petitioner, Farmers Co-operative Grain & Lumber Company of Gowrie, Iowa, on December 15th, 1926, filed petition with this Commission, setting out that:

On February 12, 1923, it had entered into written contract of lease with the M. & St. L. Railroad Company for the following described property:

"A rectangular piece of land about 45 feet by 100 feet, measuring 100 feet parallel with the industry track of the Lessor; its easterly side being distant

westwardly 50 feet, measured at right angles thereto, from the westerly boundary line of the station grounds of the Lessor; its northerly side lying upon and measuring about 45 feet along the south line of Main Street, produced.

"Also, a rectangular piece of land 23 feet by 100 feet.

"Its easterly side lying upon and measuring 100 feet along the easterly boundary line of the station grounds of the Lessor; its northerly side lying upon and measuring 23 feet along the south line of Main Street, produced."

That on the 30th day of October, 1926, W. H. Bremner, Receiver, of the M. & St. L. Railroad Company, gave cancellation notice of said lease, but no reason for such cancellation was given. The petitioner states that since the execution of the original lease, it has been continued in effect from time to time. That since the execution of the said lease, a new elevator on the ground included in the lease, was constructed and operated. That efforts had been made with the Railroad Company and the Receiver to continue the use of said land under said lease or under a new lease to be prepared, but the efforts were unavailing and no agreement could be had.

The substance of this matter is that the Farmers Co-operative Grain & Lumber Company, leasing an elevator site on the M. & St. L. Railroad Company, has been ordered by the lessor to vacate the premises. The matter was set down for hearing and fully heard May 22, 1928, at Fort Dodge.

Respondent contends that the Commission is without jurisdiction in the matter and a motion to dismiss was made but objections were voiced by petitioner. The motion to dismiss was overruled.

The Commission proceeds to here determine this matter under Section 8169, Code of Iowa, 1927, which reads:

"When a disagreement arises between a railroad company and the owner of any building used for receiving, storing, or manufacturing any article of commerce transported or to be transported, situated on the railroad right of way or any land owned or controlled by the railroad company for railroad purposes, as to the terms and conditions on which the same is to be continued thereon or removed therefrom, or when application is made by any person, firm or corporation for a site on such lands for the erection and maintenance of such improvements, and the railway company and the applicant can not agree as to whether such improvement shall be placed on such lands, or as to the character and location of the buildings to be erected and maintained thereon, or as to the terms and conditions under which the same may be placed or operated, such railway company, person, firm, or corporation may make written application to the Board of Railroad Commissioners and such board shall, as speedily as possible after the filing of such application, hear and determine such controversy and make such order in relation thereto as shall be just and equitable between the parties, which order shall be enforced in the same manner as other orders of the board."

Gowrie, Webster County, has a population of 944. It is on the M. & St. L. north and south line, Des Moines to Ruthven; on the Fort Dodge, Des Moines & Southern line Rockwell to Boone; C. & N. W. east and west branch and the C., R. I. & P. line north to Sibley.

The petitioner, Farmers Co-operative Grain & Lumber Company, organized under the co-operative laws of Iowa, has about 160 members, which operates one elevator on the Fort Dodge, Des Moines & Southern, having capacity of 45,000 bushels and one elevator on M. & St. L. with capacity of 10,000 bushels. The elevator in question here is the one located on the M. & St. L. and was constructed about five years ago at a cost of about \$9,000 of which \$3,000 was for foundation. The parcel of respondent's land upon which is located the elevator and which is leased to petitioner, was appraised by witnesses at about \$250.00. The rent now paid under the lease by petitioner, is \$36.00 per year. A manager is employed to look after all of the business of the Farmers Co-operative Grain & Lumber Company in Gowrie. No one stays continuously

at the elevator on the M. & St. L., but one goes there whenever any grain is to be weighed, stored or shipped at the elevator. The services are open to the public generally and a charge per bushel for the elevator service is made indiscriminately to members and non-members.

The general business at the elevator is storing grain for not more than thirty days, buying grain from the farmers in that territory or accepting grain from the public to be shipped for them. The elevator facilities are offered to all who may choose to employ them. The kind of grain handled is oats, wheat and shelled corn. Other commodities are handled by the Farmers Co-operative Grain & Lumber Company, such as coal, lumber, fencing, salt, etc., but not through nor on the elevator premises leased by the petitioner. The territory tributary to Gowrie, from which business is obtained is a radius of four or five miles. About 15% of the total grain business handled in Gowrie by the Farmers Co-operative Grain & Lumber Company, is done in the elevator on the M. & St. L. It is not clear in the record, how many cars of grain are shipped from this elevator during the year, but what testimony there was in that respect, would indicate four cars in 1926, eleven in 1927 and four during the first five months of 1928. Petitioner introduced a cancelled check and receipt from the respondent showing the full amount of the rent provided in the lease for 1928 had been paid.

The petitioner contends that it is necessary, to successfully operate its business, to maintain this elevator on respondent's premises where it has been located for five years. That the effect of the petitioner complying with respondent's order to vacate said premises, would be to destroy the value of the elevator, particularly the foundation which cost \$3,000 or one-third of the total amount. That there would not then be any elevator facilities on the M. & St. L. The respondent, after completion of the petitioner's evidence, withdrew from the proceedings and made no showing whatever to sustain its request for petitioner to vacate. Respondent made no showing for its necessity in re-acquiring for its own uses the premises now leased by the petitioner. While the amount of the rental paid the respondent by the petitioner for the elevator site is about 14% of the appraised value, we will not go into the reasonableness of the rental because it is not here an issue.

After a very careful review of the issues involved and the record here, we find that the character of the business of petitioner is of a public nature and would be within the definition made by the Iowa Supreme Court in *Ferguson vs. Illinois Central Railroad Company*. (210 N. W. 604.)

We further find that there has not been any justification made by the respondent for its demand of the petitioner to vacate, and that petitioner should be allowed to retain its elevator on respondent's premises for the performance of the public elevator business herein described. It is so ordered.

No. A-4279—1928. Incorporated town of Coon Rapids v. C. M. St. P. & P. R. R. Co. Crossing protection. Signal devices installed.
Filed April 16, 1927. Closed April 17, 1928.

No. A-4282—1928. Carl Davis, Mystic, v. C., M., St. P. and P. R. R. Crossing protection. The complainants failed to reply to letters from this office, and the file closed without prejudice. The record discloses that the railroad company had been taking extra precautions in operating over the crossing.

Filed April 12, 1927. Closed April 30, 1928.

No. A-4291—1928. L. L. Lavelleur, Winterset, v. C., R. I. & P. Ry. Co. Site for oil tank. Standard lease granted.
Filed June 23, 1927. Closed January 14, 1928.

No. A-4296—1928. Oscar E. Twedt, Roland, v. M. & St. L. R. R. Co. Bad condition of stock yards. Satisfactory repairs made.
Filed July 8, 1927. Closed January 3, 1928.

No. A-4302—1928. Citizens of Parnell v. C., M., St. P. & P. R. R. Co. Dangerous grade crossing. A large quantity of dirt, causing the obstruction to view, was removed.

Filed August 3, 1927. Closed December 1, 1928.

No. A-4304—1928. Joe Fink, Hampton, v. M. & St. L. R. R. Co. Private crossing. The complainant advised, on Nov. 16, 1927, that he had reached an agreement with the company, but wanted the file held open. He failed to reply to several letters of inquiry from this office, and the file was closed without prejudice.

Filed Aug. 29, 1927. Closed April 30, 1928.

No. A-4307—1928. Oney Arkema, Lynnville, v. M. & St. L. R. R. Co. Fence near Lynnville Junction. Necessary repairs made.

Filed Sept. 13, 1927. Closed January 12, 1928.

No. A-4315—1928. Audubon Community Club, Audubon, v. C., R. I. & P. Ry. Co. Train service between Atlantic and Audubon. New service inaugurated. Case dismissed.

Filed September 28, 1927. Closed January 14, 1928.

No. A-4316—1928. R. V. Wilkinson, Rock Falls, v. C., R. I. & P. Ry. Co. Station facilities and service—Agent. Upon investigation, the railroad company advised that they had established a custodian to look after the station. The complainant was so advised, and inasmuch as he did not reply to several letters from this office, the file was closed without prejudice.

Filed September 5, 1927. Closed April 30, 1928.

No. A-4318—1928. Heuer & Ketelsen, New Liberty, v. C., R. I. & P. Ry. Co. Station facilities and service—Agent. The complainants failed to reply to inquiries from this office as to whether or not they desired formal hearing, and the file was closed without prejudice.

Filed October 6, 1927. Closed January 25, 1928.

No. A-4320—1928. Henry Van Der Wilt, Sully, v. M. & St. L. R. R. Co. Fence. Satisfactorily adjusted.

Filed October 6, 1927. Closed December 23, 1927.

No. A-4321—1928. Garret Vander Wilt, Lynnville, v. M. & St. L. R. R. Co. Fence. Satisfactorily adjusted.

Filed October 11, 1927. Closed May 23, 1928.

No. A-4322—1928. Elmer Ulin, Delta, v. C., R. I. & P. Ry. Co. Private crossing. Satisfactorily adjusted.

Filed October 13, 1927. Closed April 30, 1928.

No. A-4325—1928. Board of Supervisors of Woodbury County, Sioux City, v. C. & N. W. Ry. Co. Highway crossing. This case came on for hearing, at Sioux City, on January 31, 1928, and, after viewing the premises and holding informal discussion, was amicably settled without hearing and order.

Filed November 4, 1927. Closed January 31, 1928.

No. A-4326—1928. Board of Trustees, Rubio, v. M. & St. L. R. R. Co. Highway crossing east of Clay. Satisfactorily adjusted.

Filed November 7, 1927. Closed February 20, 1928.

No. A-4327—1928. K. D. Monsma, Taintor, v. M. & St. L. R. R. Co. Fence. Necessary repairs made.

Filed November 7, 1927. Closed May 29, 1928.

No. A-4330—1928. Samuel Baird, Morning Sun, v. M. & St. L. R. R. Co. Fence near Marsh, Iowa. Fence built.

Filed November 12, 1927. Closed December 12, 1927.

No. A-4331—1928. R. M. McGranahan, Newhall, Iowa, v. C., M., St. P. & P. R. R. Co. Private underground crossing. The railroad company submitted a proposition to Mr. McGranahan, copy of which was sent to his office. The complainant failed to reply to letters from this office as

to whether or not the proposition was satisfactory, and the file was closed without prejudice.

Filed November 21, 1927. Closed June 14, 1928.

No. A-4333—1928. Town Council of Blairsburg v. Illinois Central Railroad Co. Street crossing. Adjusted.

Filed November 26, 1927. Closed June 1, 1928.

No. A-4335—1928. Town of Schaller v. C. & N. W. Ry Co. Station facilities and service—Lights. Complainants failed to reply to inquiries as to whether or not they desired formal hearing, and the file was closed without prejudice.

Filed December 7, 1927. Closed August 20, 1928.

No. A-4336—1928. Wheeler-Field Investment Co., Des Moines, v. C. & N. W. Ry. Co. Station facilities and service—Light and heat in station. Closed without prejudice.

Filed December 19, 1927. Closed April 18, 1928.

No. A-4340.

CITY OF AMES, *Complainant,*

v.

C. & N. W. RY. CO. AND FT. D., D. M. & S. R. R. CO., *Defendants.*

Decided April 4, 1928.

APPLICATION FOR APPROVAL OF ORDINANCE NO. 383 OF THE CITY OF AMES, DECLARING FOR THE NECESSITY OF CROSSING UNDER THE TRACKS OF THE C. & N. W. RY. AND A CROSSING AT GRADE ACROSS THE TRACKS OF THE FT. D. D. M. & S. R. R.

Found, upon inspection of premises and hearing, statute had not been complied with, inasmuch as no public street had been established; Board without jurisdiction; application dismissed.

For the City of Ames—J. Y. Luke, City Solicitor, Ames Iowa; J. H. Ames, City Manager, Ames, Iowa; Dwight Lewis, Commerce Counsel, Des Moines, Iowa.

For the C. & N. W. Ry. Co.—Geo. E. Hise, Atty., Des Moines, Iowa.

For the Ft. D., D. M. & S. R. R. Co.—C. H. Crooks, President, Boone, Iowa.

On January 11, 1928, the City of Ames filed an application for the approval by this Board of its Ordinance Number 383 declaring the necessity for a street crossing "under and beneath the main line tracks and over and across the right of way of the Chicago North Western Railway Company in the City of Ames, Iowa, at the northern terminus of Riverside Drive; and at said place, and in connection therewith a street crossing at grade over the track, and across the right of way of the Fort Dodge, Des Moines & Southern Railway Company for the purpose of connecting the said Riverside Drive with Sixth Street."

On March 29, 1928, after inspection of the premises, the case was fully heard and submitted.

It is contended by the railroad companies that at the point where it is proposed to construct the viaduct, there is no legally established street and that the Commission is therefore without jurisdiction to make the order applied for in this proceeding. No evidence to disprove this contention was offered by the City of Ames. Counsel for applicant, however, while making no claim that there is a legally established street at the place under discussion, takes the position that the Commission should proceed to make its order approving the necessity for a viaduct and that then, the City could correct the condition and establish a street by proper proceedings. With this view of the Counsel for the City we are unable to agree.

The statute empowers the city to require a railroad company owning or operating tracks "upon or across any public streets of such city" to construct a viaduct "upon or along such streets, and over or under such tracks" as may be declared necessary by ordinance for the safety and

protection of the public. The undisputed showing before this commission is that there is no "public street" at the point where it is proposed to construct the viaduct.

We therefore find that the provisions of the statute have not been met; that this Board is without jurisdiction and the application of the City of Ames in this proceeding is accordingly dismissed.

No. A-4341—1928. Ruthven Community Club, Ruthven, v. C., M., St. P. & P. Ry. Co. Train service—Stopping trains. 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 February 8, 1928. Closed May 15, 1928.

No. A-4343—1928. Town of Cedar Falls, Iowa. Application for approval of ordinance regulating speed of trains in Cedar Falls, Iowa. On March 6th, the Board approved the following:

Sec. 46. *Trains, Interurban Cars and Street Cars.*

(a). *Speed.* No locomotive engine or railroad car, including handcars, interurban cars or street cars shall be operated within the business section of the City of Cedar Falls, Iowa, at a rate of speed in excess of fifteen miles per hour, nor be operated in the residence section at a speed in excess of twenty miles per hour, and while running thru the city a bell, or bells upon said locomotive or train of cars, or upon each interurban car or street car shall be rung upon the approach to any street crossing. The engineer or any person violating the provisions of this section shall be guilty of a misdemeanor and upon conviction thereof shall be punished accordingly.

Filed March 1, 1928. Closed March 6, 1928.

No. A-4344—1928.

IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants,*

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendants.*

Decided August 28, 1928.

HIGHWAY CROSSING NEAR LORAH.

Found, upon hearing, that an agreement had been reached between the parties;

Ordered, grade crossing be established; Iowa State Highway Commission shall pay the cost of installing crossing, including planking, warning signs and necessary wing fences; Highway Commission shall also pay the cost of installation of culvert under the tracks of the railroad; the railroad company shall pay the cost of maintenance of the crossing and culvert ordered.

For the Petitioner—M. L. Hutton, Asst. Engr., Ames, Iowa; L. M. Martin, District Engr., Council Bluffs, Iowa.

For the C., R. I. & P. Railway Company—F. W. Thompson, Division Engr., Des Moines, Iowa.

This is an application of the Iowa State Highway Commission for an order of this Board determining the necessity for and manner of construction of a highway crossing across the tracks and right of way of the Chicago, Rock Island & Pacific Railway Company where the highway crosses the railway on the line between Sections 1 and 2, Township 77 north, Range 36 west, Cass County, Iowa.

After due notice, hearing was held on May 22, 1928, at the office of the Railroad Commission in Des Moines and the case submitted. At the hearing, an agreement was reached by the parties for the construction of the proposed crossing, with the distinct understanding that the Highway Commission does not hereafter ask for grade separation expenditures on the crossings through Atlantic and at the crossing of the railway by U. S. Highway number 71 in Cass County.

It is therefore ordered that a grade crossing be established over the tracks and right of way of the Chicago, Rock Island and Pacific Railway Company at the point where the highway crosses the right-of-way of the Railway Company on the line between Sections one and two, Township 77 north, Range 36 west, Cass County; and

That the Iowa State Highway Commission pay the cost of installing the crossing ordered herein, including planking, warning signs and necessary wing fences; and

That the Iowa State Highway Commission pay the cost of installation of culvert under the tracks of the railroad at the side of the crossing; and

That the Chicago, Rock Island & Pacific Railway Company pay the cost of maintenance of the crossing and culvert ordered herein.

No. A-4345—1928. Farmers Elevator Co., Pilot Mound, v. M. & St. L. R. R. Co. Site for elevator. This case was heard, and premises inspected, on May 7th. On that date, the following stipulation and agreement was entered into by and between the parties:

"It is hereby stipulated and agreed by and between W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad, and the Farmers Elevator Co., of Pilot Mound, Ia., that the complaint filed herein by the Farmers Elevator Co. be dismissed, the said parties having settled the differences as to the rental of the properties referred to by the complaint, on the following basis:

1. The Farmers Elevator Co. shall pay to the railroad company the back rental for the years 1926 and 1927 at the rate of \$36.00 per year.

2. The parties shall enter into a new lease on the standard form used by the Minneapolis & St. Louis Railroad Company for the period beginning January 1, 1928, at an annual rental of \$53.00 per year. Said new lease to cover said properties that have been agreed upon by the parties.

3. Upon the payment of said rentals, the receiver of the railroad company shall dismiss the cause of action brought in the District Court of Boone County, Iowa, in forcible entry and detainer."

Filed March 30, 1928. Closed May 8, 1928.

No. A-4346—1928. John Achen, Jackson Junction, Iowa, v. C., M., St. P. & P. R. R. Co. Private crossing. The complainant, after an interview with the Division Engineer of the railroad, withdrew his request for an underground crossing.

Filed Feb. 15, 1928. Closed May 3, 1928.

No. A-4347—1928. Citizens of Massey and Frank N. Noel, St. Donatus, v. C., M., St. P. & P. R. R. Co. Station facilities and service—Abandonment of station at Massey. Satisfactory arrangements were made to continue the station.

Filed April 24, 1928. Closed July 18, 1928.

No. A-4348—1928. City of Muscatine v. C., R. I. & P., et al. Application for approval of ordinance regulating speed of trains in the city of Muscatine. Ordinance approved.

Filed April 25, 1928. Closed May 23, 1928.

No. A-4349—1928. George M. Van Evera, Des Moines, v. M. & St. L. R. R. Fence near Killduff. Necessary repairs made.

Filed April 30, 1928. Closed June 4, 1928.

No. A-4351—1928.

IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., *Defendants*.

Decided August 28, 1928.

HIGHWAY CROSSING AT EXIRA.

Found, upon hearing, that agreement had been reached between the railway company and the Highway Commission;

Ordered, that highway crossing, at grade, be established; Iowa State

Highway Commission shall grade the approaches and pay for installation of customary crossing planks, warning signs and wing fences; that the railway company shall provide for the future maintenance of the crossing.

For the Petitioner—M. L. Hutton, Asst. Engr., Ames, Iowa; L. M. Martin, District Engr., Council Bluffs, Iowa.

For the C., R. I. & P. Railway Company—F. W. Thompson, Division Engr., Des Moines, Iowa.

This is an application of the Iowa State Highway Commission for a highway crossing at grade over the tracks of the Chicago, Rock Island & Pacific Railway Company, at a point about 1,800 feet north of the railway depot in Exira, Audubon County, Iowa.

After due notice, the case was heard in the office of the Board at Des Moines on May 29, 1928. It appeared at the hearing that agreement had been reached between the Railway Company and the Highway Commission and stipulation and agreement was read into the record.

It is therefore ordered that a highway crossing at grade be established over the tracks of the Chicago, Rock Island & Pacific Railway Company at a point about 1,800 feet north of the depot of the Railway Company in Exira, where it is proposed to relocate U. S. highway number 71.

That the Iowa State Highway Commission grade the approaches to such crossing and pay for the installation of the customary crossing planks, warning signs and wing fences.

It is further ordered that the Chicago, Rock Island & Pacific Railway Company provide for the future maintenance of said crossing.

No. A-4352—1928.

CITIZENS ALONG LINE OF FT. DODGE, DES MOINES AND SOUTHERN RAILROAD COMPANY FROM FT. DODGE TO LEHIGH AND WEBSTER CITY, *Complainants*,

v.

FT. DODGE, DES MOINES & SOUTHERN RAILROAD CO., *Defendants*.

Decided September 27, 1928.

DISCONTINUANCE OF PASSENGER SERVICE TO LEHIGH AND WEBSTER CITY.

Held, upon hearing, no order will be made at this time; petition dismissed.

For the Petitioners—Robert Healy, Atty., Ft. Dodge, Iowa.

For the Ft. Dodge, Des Moines & Southern Railroad Co.—C. H. Crooks, Pres. and Gen. Mgr., Boone, Iowa; W. R. Dyer, Atty., Boone, Iowa.

On June 8, 1928, the President of the Fort Dodge, Des Moines & Southern Railroad Company advised the Commission that because of steadily decreasing earnings on their Fort Dodge to Lehigh and Webster City division since 1920 to date, effective June 9, 1928, they would discontinue all passenger train service on the Webster City and Lehigh lines.

On July 3, 1928, a petition signed by 160 persons residing along the Lehigh and Webster City lines was filed, which stated that the passenger train service had been wholly abandoned and would cause great inconvenience and requested that a hearing and investigation be held and that the Board order the former train service restored.

Pursuant to notice, this matter was fully heard on September 4, 1928, at the Courthouse at Webster City. The respondent operates an electric railroad, all within the state, of about 145 miles and also manufactures and sells electrical energy. The respondent obtains the greatest amount of revenue from the freight business and next greatest from the sale of power, the passenger business ranking lowest. The particular part of respondent's system which is here involved is a line running from Fort Dodge to Gypsum, Evanston, Brushy, Flugstad and Webster City, a distance of 21 miles. Also from Evanston south through Border Plains, thence to Lehigh. Several parties appeared at the hearing and voiced their protest to the discontinuance of this train service. The gist of their testimony is to the effect that notwithstanding most people residing at

these villages or vicinity owned a car, it was necessary at times that they have available passenger train service; that with the discontinuance of the respondent's service there was no other transportation available. Gypsum is a village of about 27 inhabitants. Evanston has about 22, Brushy 23, Flugstad 10, Border Plains none, Lehigh 1,028 and Webster City 6,649. The respondent also operates motor busses on the public highway and by virtue of certificate issued by this Commission. Between Lehigh and Fort Dodge, two round trips daily are being operated by respondent with motor busses and between Webster City and Fort Dodge, two round trips daily and in addition thereto, the Illinois Central Railroad Company operates three trains each way daily carrying passengers from and making stops at Webster City and Fort Dodge. Between Gypsum and Fort Dodge the Illinois Central Railroad Company operates two passenger trains each way daily. Evanston, Brushy and Flugstad are the three villages which do not now have either rail line or motor bus service, since the respondent removed all of its passenger trains.

Respondent's contention is that the passenger traffic offered had not been sufficient for several years past to pay even the train crew's wages. The following tabulation shows for a period of years the average daily passenger revenue and the earnings per car mile:

Year	Daily Passenger	
	Revenue	Earnings Per Car Mile
1920.....	\$155.51	.38 cents
1921.....	130.94	.32 "
1922.....	114.50	.28 "
1923.....	104.00	.25 "
1924.....	90.94	.22 "
1925.....	62.03	.16 "
1926.....	46.77	.18 "
1927.....	37.24	.14 "
5 months, 1928.....	23.75	.09 "

Operation was begun on these lines January 1, 1918, and cars were operated about every two hours from 7:00 A. M. to 10:00 P. M. In November, 1925, the service was reduced to three round trips daily on the Fort Dodge—Lehigh line and four round trips daily on the Fort Dodge—Webster City line. On the Fort Dodge to Webster City line no mail or express had ever been handled but on the Lehigh line they had carried mail, which is now being handled on the motor bus. The average daily wages for train crews were \$26.72. To the wages would have to be added the power, maintenance and traffic expenses. In 1926 on the division here involved, respondent carried 32,112 passengers and in 1927, 28,275. The first five months of 1928 they carried 9,742. The deficit for respondent's entire system in 1927 was around \$40,000, and it appears that for the year 1928 the same or a larger deficit will be incurred. In 1920 the passenger trains revenue for the system was \$680,000; in 1927 \$120,000 and it appears that for the year 1928 it will be around \$80,000, a decline of over one-half a million dollars in annual revenue. No dividends have been paid on respondent's outstanding stock for a number of years. There is around four million dollars in common and preferred stock and around five and one-half million dollars in bonds. The highways in the territory involved here are good. Practically everyone owns an automobile.

Section 8040 of Code of Iowa 1927 reads, "Passenger Service—Frequency—Presumption. Lines of railroad of more than seventeen miles in length within the limits of the state, shall maintain a service of not less than two passenger trains each way every twenty-four hours over the entire line 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."

Conditions are vastly changed in the present time from what they

were when the statute was enacted and it is our belief that there was in the minds of the legislators an intent to leave a certain flexibility in Section 8040 and did not intend it to be rigid, because they have said "When so ordered by the Board of Railroad Commissioners." Kind and quantity of passenger train service should be according to the reasonable needs of the community. To have an abundance of needless train service would be an economic waste. With proper regulation goes necessarily a fostering guardianship of that which is being regulated and therefore certain obligations fall upon the Commission in its regulation of railroads of this state especially on the intra-state lines. The whole passenger traffic for several years has been steadily declining. More particularly has the loss in passenger traffic been felt by the electric lines because they are of relatively short mileage. They were primarily constructed for passenger traffic. In all electric lines in this state the passenger patronage has become nearly nil and they are now relying on the freight business to keep going. Respondent's lines as a whole are non-profitable. The outlook is not bright and certainly is not encouraging for increased business for the future. Considerable money should even now be spent for replacements and improvements of its lines, but in the face of continued deficits, this could not be done.

At these four intermediate villages, consisting in total of about 80 persons residing immediately in them, there will of course be some inconvenience. It will be only at times. There is not a great need for continued rail line passenger service. This can best be judged by the patronage accorded trains when they formerly operated. It is universally true that people travel generally for a short distance in their own automobiles. Were the respondent in a more secure financial position and had a more favorable future outlook, we would have no hesitancy in requiring at least one passenger service each way daily, but under the circumstances and after a review of all the facts in this case, this Commission should not order a restoration of any passenger train service herein petitioned for. Between Webster City, Lehigh, Gypsum and Fort Dodge there is either rail line or motor bus service. Border Plains was merely a stop on the interurban and has no residents. Special motor bus service is run out to Gypsum five miles from Fort Dodge, at which place there are large gypsum industries. Evanston, Brushy and Flugstad are the three villages left without either rail line or motor bus service.

After a very careful review of this matter, we find that we should not make any order at this time. Therefore, the petition is dismissed.

No. A-4354—1928. James M. Smith, Burlington, v. C., R. I. & P. Ry. Highway crossing north of Burlington. Adjusted.

Filed June 21, 1928. Closed August 6, 1928.

No. A-4355—1928. Ferdinand Pralle, Latimer, v. M. & St. L. R. R. Fences—Private crossings. Crossings and fences properly repaired.

Filed June 21, 1928. Closed July 18, 1928.

No. A-4356—1928. Henry Hackert, Leighton, Iowa, v. C., R. I. & P. Ry. Co. Highway crossing. Necessary repairs made.

Filed June 25, 1928. Closed August 24, 1928.

No. A-4357—1928. W. A. Wright, Oelwein, v. C., G. W. R. R. Private crossing. Satisfactorily adjusted.

Filed March 29, 1928. Closed October 3, 1928.

No. A-4361—1928. Corning Co-operative Club, et al., Corning, v. C., B. & Q. R. R. Co. Stock yards. Adjusted.

Filed July 16, 1928. Closed December 1, 1928.

No. A-4363—1928. Charles Webster, Waucoma, v. C., R. I. & P. Bad condition of highway crossings—Spirit Lake. Satisfactory repairs made.

Filed August 1, 1928. Closed December 1, 1928.

No. A-4364—1928.

BOARD OF SUPERVISORS OF MAHASKA COUNTY, OSKALOOSA, *Complainants,*
v.CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendants.**Decided November 7, 1928.*

REPLACEMENT OF BRIDGE, HIGHWAY, UNDER RAILROAD BRIDGE.

Held, Board has jurisdiction of such case;*Ordered,* upon investigation of the premises and hearing, the Railroad Company shall, within ninety days, construct bridge, at its expense;*Ordered,* further, earthwork approaches to the bridge shall be constructed by and at the expense of the complainant.

For the Complainants—Mahaska County and Board of Supervisors—Blanchard W. Preston, Atty., Oskaloosa, Iowa.

For the C., B. & Q. R. R. Co.—W. D. Eaton, Atty., Burlington, Iowa; J. A. Devitt, Atty., Oskaloosa, Iowa.

On August 4, 1928, the Board of Supervisors of Mahaska County, Iowa, hereinafter called the Complainant, filed a complaint against the Chicago, Burlington & Quincy Railroad Company, hereinafter called the Burlington, alleging an under-crossing for a township highway where such underpass went under the tracks of the Burlington at a place between Section 27 and 22 in Garfield Township, Mahaska County, was now inadequate and that the condition of said undercrossing was such as to cause great inconvenience to the travelling public. Complainant asks that the Commission require the Burlington to make such underpass adequate and proper.

Pursuant to notice the premises were inspected and hearing was held by the Commission at the Court House, Oskaloosa, Iowa, October 4, 1928. No testimony was introduced in this case, but presumably all of the facts as stipulated in the record have been agreed to by counsel. The counsel for the Burlington stoutly contended that the issues here are not those over which the Commission has jurisdiction, and further contends that the complainant should seek satisfaction in the proper courts and not before this Commission. Complainant, however, contends that the statute gives to the Commission jurisdiction over all crossings whether overhead, underpass or at grade to determine the adequacy and safety thereof, and has proceeded according to its interpretation of the law.

The premises in question are described thus: A branch line of the Burlington running west from Oskaloosa is for some distance elevated upon an embankment. At the place of the crossing there is a span of 271 feet of trestle work necessary to carry the railroad over a creek, and the opening of the span is 95 feet in width and has a vertical clearance of 16 feet. Under the span just described the township highway goes, and in order for the highway to span the creek, it is bridged by such highway while it is still under the trestle of the Burlington. The branch line of the railroad runs east and west. The creek runs north and south. The highway goes under the railroad and across the creek in a general direction of northwest and southeast.

On the 23d of March, 1928, the railroad trestle caught fire, and a large steel girder fell upon the highway bridge below. The bridge was damaged to some extent though it was conceded that it might have been repaired for about \$50.00. The Burlington, however, in rebuilding their trestle work over the highway, replacing steel girders, etc., tore down the old highway bridge and put in a temporary one just north of where the regular bridge existed. To replace the bridge that was destroyed would cost about \$2,791.00. The temporary bridge installed by the Burlington to carry the highway over the creek is unsafe for heavy loads, and difficulty is encountered in getting across the bridge on account of the rough approaches to it. The Burlington built the bridge that carried the highway over the creek under the railroad trestle. They maintained this bridge at their expense as well as the approaches to the bridge at the

underpass. Before the year 1902 the Burlington railroad branch did not exist and the highway ran for some distance about where the Burlington is now, but in the year 1902 the Burlington, which was then the Burlington & Western Railroad Company, petitioned Mahaska County to relocate the highway and vacate that portion which ran in about the location sought by the Burlington & Western Railroad Company. The county did vacate the old highway and authorized the relocation of the new highway in the place where it now exists crossing the creek under the railroad trestle.

Our conclusions are, from the above facts, that by reason of the relocation of the highway as petitioned for by the Burlington, the natural conditions of the terrain should not receive as much consideration as in event there had been no relocation. The highway spans the creek by a bridge in a different place than it would prior to the vacation of the old highway and relocation of the new. It is very apparent that these conditions were brought about by the construction of the Burlington. The highway bridge which carries the township road over the creek is a part of the underpass of the Burlington because it existed particularly under the railroad structure and within the boundary lines of the Burlington right of way. We hold that the Commission has jurisdiction over the issue as to whether there is an adequate crossing existing at the premises in question.

After a very careful consideration of the matter, we are of the opinion that the Chicago, Burlington & Quincy Railroad Company should construct an adequate bridge of about the same length and width of the former bridge and at about the same location.

It is therefore accordingly ordered that the Chicago, Burlington & Quincy Railroad Company shall, within ninety days, construct a bridge at the place and in the manner described in the preceding paragraph, at its expense, in order that there will be an adequate and safe underpass for the township road.

It is further ordered that the earthwork approaches to said bridge shall be constructed by and at the expense of the complainant.

No. A-4366—1928. Citizens of Glenwood v. C., B. & Q. R. R. Train service—Station facilities and service. Satisfactorily adjusted by agreement between the parties.

Filed August 27, 1928. Closed November 24, 1928.

No. A-4368—1928. Hugh Lawrence, Waucoma, v. C., M., St. P. & P. Fence—Near Jackson Junction. Necessary repairs made.

Filed September 8, 1928. Closed December 1, 1928.

Rate and Classification Cases Closed During 1928

No. B-1069-1928. Hart-Parr Co., et al., Charles City, v. Carriers. Commodity rate on iron and steel borings and turnings and scrap iron, carloads. (See also decision of May 13, 1925, page 27, 1925, report). The effective date of this decision having been postponed indefinitely, no further action to be taken until the determination by the Interstate Commerce Commission of Ex Parte 87, the case was held open, and on Nov. 7, 1927, the Board received C., R. I. & P. Ry. Co. Freight Tariff No. 32897 of local rates on iron and steel borings and turnings, carloads from points designated to Keokuk, Iowa, issued Nov. 5, 1927, effective December 8, 1927, applying only on Iowa intrastate traffic, as follows:

Commodity	To	From	Rates in cents per ton of 2240 pounds
Iron and steel borings and turnings, carloads, minimum weight 80,000 lbs.	Keokuk, Iowa	Alladin, Iowa	(R) 280
		Cedar Falls, Iowa	(R) 291
		Cedar Rapids, Iowa	(R) 235
		Des Moines, Iowa	(R) 258
		Newton, Iowa	(R) 235
		Jelweil, Iowa	(R) 280
		Ottumwa, Iowa	(R) 168
		Muscatine, Iowa	(R) 235
		Waterloo, Iowa	(R) 280

(R) Reduction.

Filed August 4, 1921. Closed December 8, 1927.

No. B-1319-1928. Chamber of Commerce, Traffic Bureau, Sioux City. Rate on Cream Cans. Before the Interstate Commerce Commission; before the Iowa Railroad Commission insofar as intrastate traffic is concerned.

Petition for suspension of increased rates on cream, in cans, published in Great Northern Railway Company I. C. C. A-6235, effective on April 5, 1926.

Proposed rates rejected by Interstate Commerce Commission. Filed March 26, 1926. Closed July 23, 1928.

No. B-1320-1928. Northwestern Lumbermen's Association, Minneapolis, Minn. Application for suspension of various tariffs in which it is proposed to cancel the "Combination Rule" on brick, clay, shale, and clay products. Found not justified by Interstate Commerce Commission. I. & S. 2641.

Filed March 27, 1926. Closed July 23, 1928.

No. B-1411-1928. Chamber of Commerce, Ft. Dodge. Application for 53% of fifth class rate on plaster retarder, C. L. After this case was written up in the 1927 report (P. 59), and before publication by the carriers of a rate of 15c, the carriers and shippers agreed upon a rate of 14c per hundred pounds, C. L., minimum 40,000 lbs., on plaster retarder, from Ft. Dodge, Iowa, to Centerville, Iowa.

Filed November 8, 1926. Closed December 1, 1928.

No. B-1499-1927.

IOWA PACKERS, *Petitioners,*

v.

RAILROADS, *Defendants.*

Decided December 29, 1927.

APPLICATION FOR THROUGH BILLING AT JOINT THROUGH RATES AND TRANSFER CHARGES BETWEEN CONNECTING CARRIERS ON L. C. L. SHIPMENTS IN MEAT PEDDLER CARS. (See P. 66, 1927 Report.)

Supplemental Order.

In our decision of December 1, 1927, Docket No. B-1499, through an error the last paragraph is incorrect and should read as follows:

"It is therefore ordered that on and after February 1, 1928, where minimum PER CAR charge is made on any commodity, no drayage transfer charge shall be assessed or collected by carriers by railroad in Iowa."

It is therefore ordered that this decision as corrected shall become effective on February 1, 1928.

No. B-1510-1928. Keokuk Shippers Assn., Keokuk. Application for suspension of increased rating on Cooperage, C. L., Iowa intrastate traffic. Closed without prejudice.

Filed January 11, 1927. Closed August 8, 1928.

No. B-1536-1928.

MEHMKEN OIL COMPANY, BURLINGTON, *Petitioners.*

Decided February 20, 1928.

APPLICATION FOR COMMODITY RATE ON PETROLEUM AND PETROLEUM PRODUCTS, C. L.

Found, upon hearing, inasmuch as the C. B. & Q. R. R. Co. was not made a party defendant to complaint herein, no basis of rates for general application can be made; refining of crude oil is a new industry in Iowa and should be given rates which will induce the movement of the resulting products; rates heretofore in effect from Burlington to Davenport and Bettendorf are excessive insofar as they exceed 10½c per hundred weight;

Ordered, that effective April 1, 1928, the defendant carriers shall publish a commodity rate of not to exceed 10½c per hundred weight on fuel and gas oil in tank car loads from Burlington, Iowa, to Davenport and Bettendorf, Iowa, estimated weight per gallon 7.4 pounds to apply, weight and charges to be determined on the shell capacity of the tank in gallons as prescribed in United States and Canadian Railroad Circular 6-T, E. B. Boyd's I. C. C. A-1760.

For the Mehmken Oil Co.—Leo E. Golden, Traffic Manager, Burlington, Iowa.

For the Iowa Lines—A. F. Cleveland, Chairman, Chicago, Illinois; R. C. Fyfe, Chairman, Western Classification Committee, Chicago, Illinois; P. F. Gault, Commerce Attorney, C. & N. W. Ry. Co., Chicago, Illinois.

This matter is before us upon complaint and answer. Hearing was held September 7 and 8, 1927, and briefs were filed by the parties.

The complainant, Mehmken Oil Company, a corporation operating an oil refinery at Burlington, Iowa, alleges that the rates on petroleum and petroleum products, carloads, from Burlington to destinations in Iowa since May 1, 1927, were, are and will be unreasonable and discriminatory. Reparation is asked.

The complainant, by a special patented process, converts crude oil into gasoline, distillate, fuel oil, gas oil and other products. The crude oil which it receives at Burlington comes by rail in tank cars from points in Oklahoma, Kansas and other oil producing states. The products refined from the crude oil in excess of local consumption, are shipped to other

points in Iowa, particularly Davenport, to which point, according to the record, since May 1, 1927, ten tank carloads of fuel oil were shipped.

While complainant asks that reasonable rates be prescribed for general application, the complaint is particularly addressed to the rates from Burlington to Davenport. The C., B. & Q. was not made a party defendant.

The Mehmken Oil Company established its refinery and commenced operation in Burlington on May 7, 1927. Prior to May 1, 1927, the Iowa freight classification provided Class D rates on fuel oil, carload, intra-state. Effective May 1, 1927, by order of this Commission, the Iowa classification was cancelled and authority granted for application of the Western Freight Classification in Iowa, which provided fifth class rates, estimated weight of 7.4 pounds per gallon for fuel oil and 6.6 pounds per gallon for refined oil, carload. The change increased the rate from Burlington to Davenport from 9c to 12c. The capacity of complainant's refinery is 10,000 gallons per day and about 60% of the capacity output is, or would be consumed locally without rail shipment and about 40% would be sold to points requiring rail transportation. The following table is compiled from exhibits of record, showing rates on fuel oil.

From Burlington to	Miles	Rate Prior	Proposed by	Present
		5-1-27 Class D	(1)* Complainant	Rates (2)* 5th Class
W. Burlington	4	6.5	7.5	11
Middletown	9	6.5	7.5	11
Ft. Madison	19	6.5	7.5	11
Rome	25	7	7.5	11
Beckwith	45	7.5	7.5	11
Fairfield	50	7.5	7.5	11
Muscataine	60	8	9	11.5
Davenport	88	9	10.5	12
Cedar Rapids	97	9	10.5	12.5
Brooklyn	127	11	12	15.5
Waterloo	150	11.5	12	17
Des Moines	175	13	13.5	19.5
Iowa Falls	195	14	13.5	21
Miller	250	16.5	15	26

* (1)—Basis of 6.6 pounds per gallon.

* (2)—Basis of 7.4 pounds per gallon.

The weight upon which freight charges are based, is the gallonage capacity per tank car times estimated weight of 7.4 pounds per gallon on fuel oil. Complainant asks in connection with the rate adjustment sought, a basis of 6.6 pounds per gallon estimated weight, be established. The rate scale which complainant proposes on this weight basis is as follows:

50 miles or less	7½c
51-75 miles inclusive	9c
76-100 miles inclusive	10½c
101-150 miles inclusive	12c
151-200 miles inclusive	13½c
201-250 miles inclusive	15c
251-300 miles inclusive	16½c

On a tank carload of fuel oil capacity 10,000 gallons, from Burlington to Davenport, the charges accruing under present rates, which are here assailed, compared with charges accruing under rate sought, are illustrated as follows:

Tank Car		Wt. Per Gallon	Weight	Mileage	Rate	Charges
Capacity	Gallons					
10,000	10,000	7.4	74,000	88	12c	\$88.80
10,000	10,000	6.6	66,000	88	10.5c	69.30

Comparisons were made of proposed petroleum rates and earnings per car of 10,000 gallons at 6.6 pounds per gallon, estimated weight with present rates and minimum load car earnings on various commodities from which we may get the following illustration:

	Molasses Drain					
	Petroleum	Feed	Tile	Lumber	Salt	Plaster
Miles	100	100	100	100	100	100
Rate	10½	10	7	10	9	10
Car earnings	\$69.30	\$30.00	\$21.00	\$30.00	\$40.50	\$24.00

It must be remembered, however, that the handling of oils and gasoline in tank cars is somewhat different from the handling of the commodities with which car earnings are compared above. Oil is inflammable. Cars must be placarded, handled carefully in trains and yards and a certain degree of hazard to life obtains. The same rates apply on fuel oil as on crude oil from Oklahoma and Kansas fields. Complainant buys crude oil from which is produced in its refinery at Burlington, fuel oil. The Complainant, in order to compete with fuel oil sold direct to Davenport and other Iowa points from oil fields, must absorb the local rate on fuel oil Burlington to Davenport, or other Iowa destinations. Complainant also competes with refineries located at Chicago, Whiting, Lock Port, Wood River, St. Louis, Sugar Creek, Milwaukee and Omaha, some of which points are located on pipe lines. The rates for transportation of petroleum oils via pipe lines are substantially lower than the rail rates. The record shows existing rates from Wood River, Illinois, to certain Illinois points, 75 to 100 miles, 12c to 14½c. Complainant asks 9c. From East St. Louis to certain Illinois points, 75 to 100 miles, 12c to 13½c, complainant asks 9c. Kansas intra-state rates on fuel oil at 7.4 pounds per gallon, one line haul 50 miles, 10c; complainant asks 9c; 75 miles, 11c, complainant asks 10½; 100 miles 12c, complainant asks 12c; 200 miles 18c, complainant asks 13½c. Many other rates of record are found between points in Illinois not substantially different than those asked by complainant for similar distances except that on crude, fuel and gas oil, estimated weight is 7.4 pounds per gallon, whereas complainant proposes 6.6 pounds per gallon. The volume of movement from the refinery at Burlington is very light, in fact the record shows the only movement to have been the ten cars shipped to Davenport.

While volume of movement is to be considered in arriving at a reasonable rate, an unreasonable rate can not be justified merely because the movement thereunder is light. Complainants contend that present rates prohibit movement of their products. The record does not indicate to what extent petroleum and its products now move intra-state on the present fifth class rates. However, we have had no complaints other than the one before us concerning the rates on petroleum and its products, carload, intra-state.

The defendants' testimony is to the effect that the basis of rates in the east generally is 90% of fifth class, in Western Trunk Line Territory generally, fifth class, except between Chicago and the Missouri river, 90% of fifth class applies. The defendants argue that the proposed scale would make the lowest basis of rates in existence, that the volume of movement, traffic density and other conditions, do not warrant such a scale of rates as proposed by the complainant and that the present fifth class rates in Iowa are not unreasonable and deny that any discrimination as to complainant exists. The only traffic density figures in the record are those for the C. & N. W. for the year 1926, which for Iowa was 61,977 revenue ton miles per mile of line, and for Illinois, 482,487 ton miles per mile of line.

In Illinois, southern and the official classification territory, estimated weight per gallon is 6.6 pounds; in the western classification territory generally, the estimated weight per gallon is 6.6 on refined oils and 7.4 pounds on crude, fuel or gas oil.

The following table, based on defendant's testimony of record, is

illustrative in support of their allegation that the rates sought are below the level of rates from producing points to destinations in Iowa and in other states for similar distances.

From	To	Distance Miles	Rate Produced	
			Rate Cents	by Proposed Scale
Chicago	Lombard, Ill.	20	10.5	7.5
"	Elgin, Ill.	37	10.5	7.5
"	Elburn, Ill.	44	12	7.5
"	DeKalb, Ill.	58	12	9
"	Rockford, Ill.	89	13.5	10.5
"	Dixon, Ill.	97	16	10.5
"	Sterling, Ill.	109	17.5	12
"	Morrison, Ill.	123	19.5	12
"	Fulton, Ill.	135	20.5	12
"	Savanna, Ill.	138	20.5	12
"	Clinton, Ill.	138*	18	12
"	Low Moor, Ia.	147	24.4	12
"	Davenport, Ia.	186	22.5	13.5
"	Ottumwa, Ia.	188	28.5	16.5
"	Cedar Rapids, Ia.	219	27.5	15
Omaha	Irvington, Neb.	29	11	7.5
"	Bennington, Neb.	15.6	11.5	7.5
"	Arlington, Neb.	28	12.5	7.5
"	Fremont, Neb.	37	13.5	7.5
"	Lincoln, Neb.	55	15	9
"	Norfolk, Neb.	112	21	10.5

*Proportional.

The following is a table made up from nearly all of the comparisons of record for distances similar to the Burlington to Davenport distance and rate which is here assailed.

From	To	Miles	Rate	Proposed by
				Complainant
Wood River	Frederick	93	13.5	10.5
	Beneld	93	12	10.5
	Arenzville	82	13.5	10.5
E. St. Louis	Concord	96	12	10.5
	Aisey	75	12	10.5
	Arenzville	100	13.5	10.5
Chicago	Milwaukee	85	10.5	10.5
	Rockford	89	13.5	10.5
	Dixon	97	16	10.5
Milwaukee	Madison	82	10	10.5
	Beloit	80	10	10.5
Kansas	Intrastate	95	12	10.5
		85	11.5	10.5
Lockport	Milwaukee	118	10.5	12
Omaha	Norfolk	112	21	12
Burlington	Davenport	88	12	10.5

After full consideration of the testimony and exhibits introduced, we find:

That inasmuch as the C. B. & Q. Railroad Company was not made a party defendant to the complaint herein, no basis of rates for general application can be made;

That the refining of crude oil is a new industry in Iowa and should be given rates which will induce the movement of the resulting products; That the rates heretofore in effect from Burlington to Davenport and Bettendorf are excessive, in so far as they exceed 10½c per hundred weight, and

IT IS THEREFORE ORDERED that effective April 1st, 1928, the defendant carriers publish a commodity rate of not to exceed 10½c per hundred weight on fuel and gas oil in tank carloads from Burlington, Iowa to Davenport and Bettendorf, Iowa, estimated weight per gallon 7.4 pounds to apply, weight and charges to be determined on the shell capacity of the tank in gallons as prescribed in United States and Canadian Railroad Circular 6-T, E. B. Boyd's L. C. C. A-1760.

No. B-1539—1928. Chamber of Commerce, Cedar Rapids. Application for acceptance of pop and other temperance drinks in boxes with open tops. Withdrawn.

Filed May 23, 1927. Closed August 27, 1928.

No. B-1554—1928. Keokuk Chamber of Commerce, Keokuk. Petition for suspension of Rule 2060-A, Supplement 48-A to W. T. L. Circular 1-S, E. B. Boyd's Agents' Tariff on Cooperage. Rule 2060-A cancelled.

Filed August 16, 1927. Closed April 1, 1928.

No. B-1557—1928. Keokuk Chamber of Commerce, Keokuk. Application for ruling on suspension of Item 2055-A, Boyd's Circular 1-S. Board advised complainant that suspension of the rule was never effective.

Filed October 4, 1927. Closed December 2, 1927.

No. B-1563—1928. Green Chemical Co., Le Mars, v. Ill. Cent. R. R. Switching. Satisfactorily adjusted.

Filed April 23, 1928. Closed May 1, 1928.

No. B-1564—1928.

N. FRUDDEN & SON, NORA SPRINGS, *Complainants*,

v.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY, *Defendants*.

Decided October 2, 1928

SWITCHING—NORA JUNCTION TO NORA SPRINGS.

Held, upon hearing, that the movement involved in transferring cars from the Rock Island connection at Nora Junction to complainant's sheds and warehouses in Nora Springs is not a switching movement but is essentially a road haul and as such is properly charged for on that basis.

Complaint dismissed.

For the Petitioners—F. A. Frudden, Nora Springs, Iowa. Lafe Hill, Nora Springs, Iowa.

For the Chicago, Milwaukee, St. Paul & Pacific R. R. Co.—Hughes, Taylor, O'Brien & Faville, Attys., by C. L. Taylor, Des Moines, Iowa; W. F. Cody, D. F. & P. A., Mason City, Iowa.

The Complainant, N. Frudden & Son, dealers in lumber, coal and feed at Nora Springs, Iowa, filed complaint on October 3, 1927, alleging that the rates charged by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, hereinafter called the respondent, for handling cars loaded for complainant from the Chicago, Rock Island & Pacific Railway Company at Nora Junction to complainant's sheds and warehouses in Nora Springs, were unreasonable and asked to have established in lieu thereof, a switching rate comparable to switching rates generally in effect at other places. The respondent contends that 80% of the five mile haul rate on shipments handled into Nora Junction by the Chicago, Rock Island & Pacific Railway Company, hereinafter called the Rock Island, the complainant's place of business in Nora Springs is not unreasonable and is already unduly low.

Pursuant to notice, the matter was heard at Mason City on July 24, 1928. Respondent, by permission, submitted evidence in the form of brief filed August 30, 1928. Nora Springs has a population of 1,112. The respondent is the only line serving Nora Springs. About one-half mile from respondent's depot in Nora Springs, respondent's tracks cross those of the Rock Island at a place called Nora Junction. All shipments moving into Nora Springs, originating on lines other than respondent, are delivered to respondent at Nora Junction and 80% of the five mile haul rate is assessed. This is in accordance with published joint rate scales applicable on shipments moving over two or more lines within the state.

The bulk of complainant's shipments moving joint line, move out-bound rather than in-bound. The same application of charges, however, as on in-bound apply. The average charge on shipments moved by respondent from connection at Nora Junction to complainant is about \$15.00 per car. The volume of complainant's business for 1927 was about 54 carloads, consisting of lumber, wire, posts, coal and cement. It is not shown what part of this total was received by respondent from the Rock Island at Nora Junction. The complainant believes the services performed by respondent on shipments received from the Rock Island at Nora Junction, delivered to Nora Springs, should be performed at about \$3.00 or \$4.00 per car.

It is contended by the respondent that the movement over its line is in no sense a switch movement but that it is the same as any other line haul. We have given this feature of the case much attention and are inclined to agree with the position taken by the railroad company. The movement over the tracks of respondent is from a station on the Rock Island outside the designated switching district over respondent's main line to a station on its own line. The fact that the haul is short is, in our opinion, not controlling and this view is upheld in the opinion of the Supreme Court of Iowa in Cummings Sand and Gravel Company vs. Minneapolis and St. Louis Railway Company, 182 Iowa 955, where it is held:

"The transportation of property by a railway company from a definite initial point to a definite terminal point, even though both points are within the same city, is not deprived of the characteristic of a 'line' haul because of the fact that incidental switching is necessarily employed by the initial carrier at the point of receipt, and at a junction point with a connecting carrier, and by the delivering carrier at the point of delivery." (Sec. 2125, Code Suppl. Supp., 1915.)

We have carefully considered the evidence and testimony introduced in this case and are convinced that the movement involved in transferring cars from the Rock Island connection at Nora Junction to complainant's sheds and warehouses in Nora Springs is not a switching movement but is essentially a road haul and as such is properly charged for on that basis. The complaint is therefore dismissed.

No. B-1565—1928. Dubuque Shippers' Assn., for E. E. Frith Estate, Dubuque, v. C. G. W. R. R. Switching rates at Dubuque. Complaint withdrawn. Railroad company voluntarily granted satisfactory rate. Filed July 5, 1928. Closed October 2, 1928.

No. B-1568—1928. Rainbow Oil Co., Dubuque, v. Illinois Central Railroad Co. Application for inclusion in list of industries located on switching tracks in Dubuque. 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 Sept. 19, 1928. Closed Oct. 29, 1928.

No. B-1569—1928. Chicago, Milwaukee, St. Paul and Pacific R. R. Co. v. Armour & Co., Sioux City, Iowa. Overcharge, freight—Application for authority to refund. Approved. Filed June 19, 1928. Closed October 18, 1928.

No. B-1570—1928. M. & St. L. R. R. Co. and Humboldt Gravel & Tile

Co., Humboldt. Application for authority to waive overcharge and undercharge on all shipments from Humboldt Gravel & Tile Company's plant prior to August 29, 1928. Application approved. Filed Oct. 13, 1928. Closed November 5, 1928.

No. L-49—1928. Wabash Railway Company and M. & St. L. R. R. Co. Application to establish, on less than statutory notice, joint rate of 54.5c per ton on sand and gravel from Eddyville, Iowa, to Moravia. Granted December 16, 1927.

No. L-50—1928. M. & St. L. R. R. Co. Application for authority to establish, on one day's notice, a rate of 1½c per hundred pounds, at Mason City, Iowa, on all carload freight between industries located on the M. & St. L. R. R. tracks and points of interchange with connecting carriers; minimum charge for hauls of 3 miles or less \$6.30 per car, and for hauls over 3 miles \$8.10 per car. Application was also made to publish on one day's notice items similar to those in Supplement 13 to M. & St. L. Tariff 44-B, where changes were made on Iowa State traffic. Granted December 24, 1927.

No. L-51—1928. Wabash Railway Co. Application for authority to publish, on one day's notice, a proportional rate of twenty cents per net ton on coal, carload, from Tracy, Iowa, to Harvey, Iowa, applicable on shipments destined beyond, to points in, Iowa. Granted December 29, 1927.

No. L-52—1928. C., M., St. P. & P.-R. R. Co. Application for authority to establish rates from Dubuque, Iowa, to stations between Cedar Rapids and Calmar, on stone, sand and gravel, subject to minimum weight of 90 per cent of marked capacity of car, except where cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car.

Granted January 7, 1928.

No. L-53—1928. Chicago Great Western Railroad Company. Application for authority to publish, on one day's notice, a rate on clay, carload, from Lehigh, Iowa, to Fort Dodge, Iowa, forty cents per ton of 2,000 pounds, minimum weight marked capacity of car.

Granted January 13, 1928.

No. L-54—1928. M. & St. L. R. R. Co. Application for authority to correct, on one day's notice, Supplement No. 4 to M. & St. L. Tariff to provide that distances from Keller, Iowa, shall be based on .8 mile less than shown at Marietta, Iowa, except that to or from stations west of Marietta distances will be made by adding .8 miles to Marietta distances.

Granted January 18, 1928.

No. L-55—1928. C., R. I. & P. Ry. Co. Application for authority to establish, on five days' notice, a rate of \$6.30 per car on movements from the Des Moines Elevator Company to the mill of Ankeney Limestone Manufacturing Company, of Des Moines, Iowa, as a plant to plant movement.

Granted January 27, 1928.

No. L-56—1928. W., C. F. & N. Ry. Co. Application for permission to publish, on short notice, certain proportional rates.

Withdrawn January 27, 1928.

No. L-57—1928. Cedar Rapids & Iowa City Railway. Application for authority to place in effect, on five days' notice, rates on agricultural limestone, carloads, from Coralville to Cou Falls, forty cents per ton of 2,000 pounds; and from Coralville to Crandic, 45c per ton of 2,000 pounds, under conditions set forth in proposed local freight tariff, State No. 13.

Granted February 7, 1928.

No. L-58—1928. Des Moines & Central Iowa Railroad. Application for authority to publish, on less than statutory notice, weekend excursion fares of one fare plus 25c for the round trip, minimum \$1.00, between all stations.

Granted February 10, 1928.

No. L-59—1928. C., M., St. P. & Pac. R. R. Co. Application to establish, on one day's notice, rates on stone, crushed, sand and gravel, from Dubuque to Hopkinton, Dubuque to Fayette, etc.

Granted February 25, 1928.

No. L-60—1928. Illinois Central Railroad Company. Application to establish, on one day's notice, a distance of 133 miles as basis for mileage rates on all freight between Council Bluffs and Fort Dodge, Iowa.

Granted March 8, 1928.

No. L-61—1928. Wabash Railway Co. Application to reestablish, on short notice, rates on soft coal of \$1.06 per net ton of 2,000 pounds from Tracy, Iowa, to Clive, Iowa, and \$.20 per net ton of 2,000 pounds from Tracy, Iowa, to Harvey, Iowa.

Granted March 16, 1928.

No. L-62—1928. M. & St. L. R. R. Co. Application to establish, on one day's notice, commodity rate on sugar, carload, from Mason City to Algona, Iowa.

Granted April 2, 1928.

No. L-63—1928. C., M., St. P. & P. R. R. Co. (with C. D. & M. Ry. concurring). Application to establish, on one day's notice, rate of 90.4c per ton on sand and gravel from Koss Spur to Shafton, Iowa.

Granted April 13, 1928.

No. L-64—1928. Des Moines & Central Iowa Railroad. Application for authority to establish, on short notice, weekend excursion fares.

Granted April 24, 1928.

No. L-65—1928. Illinois Central R. R. Co. Application to establish, on one day's notice, mileage tariff on milk.

Granted April 26, 1928.

No. L-66—1928. M. & St. L. R. R. Co. Application to establish, on one day's notice, rate on stone, sand and gravel, carloads, from Gilmore City, Iowa, to Luverne, Iowa, on traffic destined to Burt, Iowa.

Granted April 26, 1928.

No. L-67—1928. M. & St. L. R. R. Co. Application to establish, on one day's notice, rate of 70c per ton of 2,000 pounds on clay, carload, minimum weight 90% of marked capacity of car, except where cars are loaded to full visible capacity the actual weight will apply, but not less than 40,000 pounds per car, from Mason City, Iowa, to Gilmore City, Iowa, to expire at the termination of six months from the effective date.

Granted May 15, 1928.

On October 24, 1928, this rate was renewed to continue in effect until May 16, 1929.

No. L-68—1928. Des Moines & Central Iowa R. R. Application to establish, on one day's notice, rate of 40c round trip, 25c one way, for each passenger from Des Moines to Aviation Park, for one day only, May 25, 1928.

Granted May 15, 1928.

No. L-69—1928. Wabash Railway Co. Application to establish rate on coal, lump and nut 88c per ton, pea, slack and screenings, 78c per ton, from Tracy, Iowa, to Ottumwa, Iowa.

Granted May 29, 1928.

No. L-70—1928. C., M., St. P. & P. R. R. Co. Application to establish, on one day's notice, rate of 170.8 cents per ton of 2,000 pounds on gypsum rock from Fort Dodge, Iowa, to Linwood, Iowa, and Davenport, Iowa, subject to minimum weight of 90% of the marked capacity of car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds to apply in connection with the Fort Dodge, Des Moines & Southern Railroad, Huxley, Iowa, and C., M., St. P. & P. Railroad.

Granted June 1, 1928.

No. L-71—1928. C., M., St. P. & P. R. R. Co. Application to establish, on one day's notice, a rate of 59 cents per ton of 2,000 pounds on stone (crushed, rough and rough quarried), sand, gravel, minimum weight 90% of marked capacity of car, except where cars are loaded to full visible capacity, actual weight will apply, but not less than 40,000 pounds, between Muscatine and Davenport, Iowa.

Granted June 5, 1928.

No. L-72—1928. C., R. I. & P. Ry. Co. Application to correct, on short notice, switching charge shown on Page 7 of Supplement No. 14 to C., R. I. & P. Tariff 21432-K to show connecting line switching charge between the Chicago Great Western Railroad and the C., R. I. & P. Railway, \$6.30 per car to the plant of the Concrete Materials Corporation, Clarksville, Iowa.

Granted March 16, 1928.

No. L-73—1927. Cedar Rapids & Iowa City Ry. Application to place in effect, on five days' notice, proposed joint passenger tariff No. 1-J, naming reduced round trip passenger fares from Iowa City to stations on the Waterloo, Cedar Falls & Northern Railway.

Granted September 28, 1927.

No. L-74—1928. M. & St. L. R. R. Co. Application to establish, on one day's notice, rate of 81 cents per ton of 2,000 pounds on sand and gravel, C. L. from Des Moines, Iowa, to Grinnell, Iowa; also a switching charge of \$3.60 per car on contractor's outfit from point of interchange with the C., R. I. & P. Ry. Co. to M. & St. L. team track at Grinnell.

Granted June 12, 1928.

No. L-75—1928. C., R. I. & P. Ry. Co. Application to establish and make effective, on less than statutory notice, rate on rock, carloads, of 1½c per 100 pounds, minimum charge of \$6.30 per car, from the plant of the Northwest States Portland Cement Co., on the Rock Island rails, to Rock Island industries at Mason City.

Granted July 13, 1928.

No. L-76—1928. C., M., St. P. & P. R. R. Co. Application to publish, on one day's notice, a switching rate of 1½c per hundred pounds on sand and gravel, minimum \$6.30 per car, from Ottumwa Sand Company to C. H. Atkinson Paving Company, Ottumwa.

Granted July 19, 1928.

No. L-77—1928. Illinois Central Railroad Co. Application to establish, on one day's notice, a rate of 24½c per Cwt. on hogs, Sioux City to Mason City, Iowa, via Illinois Central, Gypsum, and Chicago Great Western Railroad.

Granted July 24, 1928.

No. L-78—1928. Illinois Central Railroad Co. Application to establish, on one day's notice, a switching rate of \$2.25 per car from gravel pit on its line to Correctionville and to connection with the Chicago & North Western Railway at Correctionville, on sand and gravel, carloads.

Granted July 31, 1928.

No. L-79—1928. Illinois Central Railroad Co. Application to pub-

lish a rate of 76½c a ton on sand and gravel, carloads, on one day's notice, Correctionville to Sioux City, Iowa.

Granted August 1, 1928.

No. L-80—1928. Illinois Central Railroad Co. Application to publish, on one day's notice, a rate of 76½c per ton on sand and gravel, carloads, Quimby, Iowa, to Sioux City, Iowa.

Granted August 1, 1928.

No. L-81—1928. Des Moines and Central Iowa Railroad. Application to publish, on short notice, a rate of 60c round trip, between Des Moines and Camp Dodge, for the period August 12th to 24th inclusive, to apply in both directions, open to the public as well as to the Iowa National Guard, and automatically cancelling itself as of midnight August 24, 1928; also a rate of 42c for the round trip from Camp Dodge to Des Moines, or Highland Junction, Iowa, restricted to the movement of the Iowa National Guard on August 25th only.

Granted August 2, 1928.

No. L-82—1928. M. & St. L. R. R. Co. Application to establish, on one day's notice, same distance tariff rates on sand and gravel, carloads, from Humboldt Gravel & Tile Company's plant at Rogerton, Iowa, to stations on the M. & St. L. Railroad in Iowa, as apply from Humboldt, Iowa.

Granted August 20, 1928.

No. L-83—1928. M. & St. L. R. R. Co. Application for authority to establish, on one day's notice, the same distance rates as applicable to Humboldt, Iowa, on all freight, carloads, from Humboldt Gravel & Tile Company's plant at Rogerton, to stations on the M. & St. L. Railroad in Iowa.

Granted August 27, 1928.

No. L-84—1928. M. & St. L. R. R. Co. Application for authority to establish, on one day's notice, short line distance rate of fifty-five miles on all freight, carloads, from Mason City to Algona, Iowa.

Granted August 27, 1928.

No. L-85—1928. W., C. F. & N. Ry. Co. Application for authority to establish, on one day's notice, a rate of 54½c per ton on sand from Golinvaux to Waverly, Iowa.

Granted September 13, 1928.

No. L-86—1928. C., M., St. P. & P. R. R. Co. Application to establish, on one day's notice, short distance rates on agricultural limestone, carload, from Dubuque to points on the C., M., St. P. & P. R. R.

Granted October 24, 1928.

No. L-87—1928. Cedar Rapids & Iowa City Railway. Application for authority to make effective, on one day's notice, local tariff State No. 16, applying on sorghum meal, carloads, 4¼c per hundred, from Waconia, Iowa, to Cedar Rapids, Iowa.

Granted October 5, 1928.

No. L-88—1928. C. D. & M. Ry. Co. Application for authority to establish a rate of 59c per ton, effective on one day's notice, on sand and gravel, from Muscatine to Bettendorf, Iowa.

Granted October 4, 1928.

No. L-89—1928. Illinois Central Railroad Company. Application for authority to establish rate on hollow building tile, carloads, Fort Dodge, Iowa, to Cedar Rapids, Iowa, ten cents per hundred pounds, effective on one day's notice.

Granted October 20, 1928.

No. L-90—1928. Central Freight Assn., Tariff Bureau, by B. T.

Jones, Agent, Chicago, Illinois. Application for authority to make the following change in Central Freight Association Freight Tariff No. 4-H, I. C. C. No. 2003, effective on thirty days' notice:

"To publish rule shown under caption 'Proposed Form' on pages 1, 2 and 3 of American Railway Association Circular No. 2725 designated as Exhibit 'A' attached hereto and made a part hereof, which rule is to take the place of Section E, Item 6-A, Rule 4, as shown on page 6 of Supplement No. 5 to tariff mentioned above."

Granted November 19, 1928.

No. L-91—1928. W., C. F. & N. Ry. Co. Application for authority to establish, on one day's notice, a rate of \$4.00 per car for handling waste material from the foundries of the John Deere Plant at Waterloo, Iowa.

Granted November 19, 1928.

Express Company Cases

No. C-303—1928. Exira Commercial Club, Exira, v. American Railway Express Co. Express service. Satisfactorily adjusted. Filed June 20, 1928. Closed September 17, 1928.

Spur Tracks

No. D-829—1928. Bettendorf Lumber & Supply Co., Northwest Davenport Cement Block Co., Jensen & Ernst, Mississippi Valley Fair and Exposition Co., Interveners, Davenport, v. C., R. I. & P. Ry. Spur track at Davenport.

Dismissed without prejudice.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-425—1928. J. B. Wardrif, Thornburg, v. Sigourney Electric Co., Sigourney. Alleged inductive interference in Keokuk and Poweshiek Counties. Closed without prejudice.

Filed February 1, 1922. Closed March 31, 1928.

No. E-742—1928. Board of Railroad Commissioners, Des Moines, v. Northwestern Bell Telephone Co. Stubbed pole No. 732 at railroad crossing south of Eddyville. Satisfactorily adjusted.

Filed June 14, 1926. Closed January 13, 1928.

No. E-777—1928. Interstate Power Co., Wilmington, Del. Application for authority to increase operating voltage: Transmission line in Kossuth, Winnebago and Worth Counties. This application came on for hearing on October 5, 1927, and on December 16, 1927, certificate was issued granting applicant authority to increase the operating voltage of its transmission line between Ledyard, Iowa, and Swea City, Iowa; between Lakota, Iowa, and Buffalo Center, Iowa; between Buffalo Center, Iowa, and Thompson, Iowa; between Joice, Iowa, and Lake Mills, Iowa; between Lake Mills, Iowa, and the northeast corner of Section 12, Township 100 North, Range 23, West of the 5th P. M., from 13,200 to 22,800 volts.

No. E-780—1928. Twenty-seventh Street Telephone Co., Cedar Falls, v. Central Iowa Power & Light Co., Waterloo. Alleged inductive interference. Adjusted.

Filed September 18, 1926. Closed September 8, 1928.

No. E-850—1928. Hawkeye Telephone Co., Waterloo, v. Central Iowa Power & Light Co., Ft. Dodge. Alleged inductive interference in Black Hawk County. Adjusted.

Filed April 8, 1927. Closed January 13, 1928.

No. E-871—1928. Jamaica Mutual Telephone Co., Jamaica, v. Iowa Railway & Light Corporation, Cedar Rapids. Alleged inductive interference in Dallas and Guthrie Counties. Satisfactorily adjusted.

Filed June 4, 1927. Closed December 13, 1927.

No. E-877—1928. Board of Railroad Commissioners, Des Moines, v. W. A. Paine and Lynch, Eagle Grove, Iowa. Improperly constructed transmission line in Wright County. Adjusted.

Filed July 7, 1927. Closed March 16, 1928.

No. E-898—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Grundy and Butler Counties.

This application came on for hearing on November 1, 1927, and on January 28, 1928, franchise for a 6,600-volt transmission line, approximately 12 miles in length, was granted.

No. E-900—1928. Sioux City Gas & Electric Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on November 22, 1927, and on December 6, 1927, franchise for a 2,300-volt transmission line, approximately 2.1 miles in length, was granted.

No. E-907—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Page, Shelby and Pottawattamie Counties. This application came on for hearing on November 1, 1917, and on December 6, 1927, franchise for a 6,600-volt transmission line, approximately 17½ miles in length, was granted.

No. E-909—1928. McCallsburg Telephone Co., McCallsburg, v. Iowa

Railway and Light Corporation, Cedar Rapids. Alleged inductive interference in Story County. Satisfactorily adjusted.

Filed September 27, 1927. Closed September 8, 1928.

No. E-910—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Shelby and Harrison Counties. This application came on for hearing on November 1, 1927, and on December 6, 1928, franchise for a 6,600-volt transmission line, approximately 5¾ miles in length, was granted from the north corporate limit of the town of Persia to the south corporate limit of the town of Portsmouth.

No. E-913—1928. Central States Electric Co., Cedar Rapids. Franchise in Hamilton County. This application came on for hearing on November 22, 1927, and on December 6, 1927, franchise for a 6,600-volt transmission line, approximately 4.2 miles in length, was granted from the south corporate limit of the town of Jewell to the east line of the platted portion of the village of Randall.

No. E-914—1928. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Boone and Story Counties. This application came on for hearing on November 22, 1927, and on December 20, 1927, franchise for a 33,000-volt transmission line, approximately 29½ miles in length, was granted.

No. E-915—1928. Central West Public Service Co., Omaha, Neb. Transmission line in Polk and Warren Counties. This application came on for hearing on November 22, 1927, and on December 6, 1927, franchise for a 2,300-volt transmission line, approximately 3½ miles in length, was granted.

No. E-916—1928. J. A. Morrison, Grundy Center, Iowa. Improperly constructed transmission line in Grundy County. Adjusted.

No. E-917—1928. Eastern Iowa Electric Co., Dubuque. Transmission line in Dubuque County. This application came on for hearing on December 13, 1927, and on December 16, 1927, franchise for a 2,300-volt transmission line, approximately 2½ miles in length, was granted.

No. E-918—1928. Farmers Mutual Telephone Co., Rudd, v. Iowa Public Service Co., Ft. Dodge. Alleged inductive interference in Floyd and Cerro Gordo Counties. Satisfactorily adjusted.

No. E-920—1928. Board of Railroad Commissioners, Des Moines, v. Farmers Mutual Tel. Co., Knoxville. Improperly constructed overhead wire crossing over C., R. I. & P. tracks, Marion County. Satisfactorily adjusted.

No. E-921—1928. Dewey Portland Cement Co., Kansas City, Mo. Transmission line in Scott County. This application came on for hearing on December 13, 1927, and on December 16, 1927, franchise for a 2,200 and 440-volt transmission line approximately 4/5 of one mile in length, was granted.

No. E-922—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Crawford County. This application came on for hearing on January 10, 1928, and on January 15, 1928, franchise for a 6,600-volt transmission line, approximately 7 miles in length, was granted.

No. E-924—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Plymouth and Sioux Counties. This application came on for hearing on January 10, 1927, and on March 2, 1928, franchise for a 6,600-volt transmission line, approximately 20 miles in length, was granted; one mile 13,200 volts.

No. E-925—1928. Interstate Power Co., Wilmington, Del. Transmission line in Dubuque County. This application came on for hearing on January 10, 1928, and on January 25, 1928, franchise for a

6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-927—1928. Northeastern Iowa Power Co., West Union. Transmission line in Clayton County. This application came on for hearing on January 10, 1928, and on January 25, 1928, franchise for a 6,600-volt transmission line, approximately 8 miles in length, was granted.

No. E-928—1928. Northeastern Iowa Power Co., West Union. Transmission line in Chickasaw County. This application came on for hearing on January 10, 1928, and on January 25, 1928, franchise for a 2,300-volt transmission line, approximately 1.25 miles in length, was granted.

No. E-929—1928. Northeastern Iowa Power Co., West Union. Transmission line in Fayette County. This application came on for hearing on January 10, 1928, and on January 25, 1928, franchise for a 2,300-volt transmission line, approximately 2.25 miles in length, was granted.

No. E-930—1928. Northeastern Iowa Power Co., West Union. Transmission line in Bremer County. This application came on for hearing on January 10, 1928, and on January 25, 1928, franchise for a 6,600-volt transmission line, approximately 2.25 miles in length, was granted.

No. E-931—1928. Northeastern Iowa Power Co., West Union. Transmission line in Clayton County. This application came on for hearing on January 10, 1928, and on January 25, 1928, franchise for a 2,300-volt transmission line, approximately 5.5 miles in length, was granted.

No. E-932—1928. Northeastern Iowa Power Co., West Union. Transmission line in Bremer County. This application came on for hearing on January 10, 1928, and on January 28, 1928, franchise for a 2,300-volt transmission line, approximately 1.75 miles in length, was granted.

No. E-933—1928. Northeastern Iowa Power Co., West Union. Transmission line in Winneshiek County. This application came on for hearing on January 10, 1928, and on January 28, 1928, franchise for a 6,600-volt transmission line, approximately 1.25 miles in length, was granted.

No. E-934—1928. Northeastern Iowa Power Co., West Union. Transmission line in Mitchell County. This application came on for hearing on January 10, 1928, and on January 28, 1928, franchise for a 2,300-volt transmission line, approximately one mile in length, was granted.

No. E-935—1928. Northeastern Iowa Power Co., West Union. Transmission line in Clayton County. This application came on for hearing on January 10, 1928, and on January 28, 1928, franchise for a 2,300-volt transmission line, approximately 1½ miles in length, was granted.

No. E-936—1928. Holstein Telephone Co., Holstein, v. Iowa Public Service Co., Ft. Dodge. Alleged inductive interference in Ida County. Satisfactorily adjusted.

No. E-937—1928. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Cedar and Muscatine Counties. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 33,000-volt transmission line, approximately 18.5 miles in length, was granted, from the north corporate limit of the town of West Liberty to the south corporate limit of the city of Tipton.

No. E-938—1928. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Osceola and Dickinson Counties. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 22,000-volt transmission line approximately 23.5 miles in length, was granted.

No. E-939—1928. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Osceola, Lyon and Sioux Counties. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 22,000-volt transmission line, approximately 38 miles in length, was granted.

No. E-940—1928. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Sioux County. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 6,600-volt transmission line, approximately four miles in length, was granted.

No. E-941—1928. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Cedar, Linn and Jones Counties. This application came on for hearing on February 7, 1928, was continued to March 6, and later to March 15th, 1928. On May 4, 1928, franchise for a 33,000-volt transmission line, approximately 29 miles in length, was granted.

No. E-942—1928. Iowa Power & Light Co., Des Moines. Transmission Line in Dallas County. This application came on for hearing on January 10, 1928, and on February 14, 1928, franchise was granted for a 2,300 volt transmission line, approximately 2½ miles in length.

No. E-943—1928. Interstate Power Co., Wilmington, Del. Transmission line in Worth and Mitchell Counties. This application came on for hearing on February 7, 1928, and on March 2, 1928, franchise for an 11,000-volt transmission line, approximately 19 miles in length, was granted.

No. E-944—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Poweshiek and Jasper Counties. This application came on for hearing on January 24, 1928, and on January 28, 1928, franchise for a 66,000-volt transmission line, approximately 19 miles in length, was granted between Grinnell and Newton.

No. E-945—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Des Moines County. This application came on for hearing on January 24, 1928, and on January 28, 1928, franchise for a 33,000 volt transmission line, approximately 6¾ miles in length, was granted.

No. E-946—1928. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 6,900-volt transmission line, approximately 4½ miles in length, was granted.

No. E-948—1928. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Sioux County. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 6,600-volt transmission line, approximately .50 mile in length, was granted.

No. E-949—1928. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Osceola County. This application came on for hearing on January 24, 1928, and on February 14, 1928, franchise for a 6,600-volt transmission line, approximately .75 mile in length, was granted.

No. E-950—1928. Illinois Central Railroad Co., Chicago, v. Cleghorn Independent Telephone Co., Cleghorn. Wire crossing in Cherokee County. Satisfactorily adjusted.

No. E-951—1928. Central States Electric Co., Cedar Rapids. Transmission line in Palo Alto, Pocahontas and Kossuth Counties. This application came on for hearing on March 6, 1928, and on April 19, 1928, franchise for a 33,000 and 6,600-volt transmission line, approximately 19 miles in length, was granted.

No. E-952—1928. Gilbert Electrical Co., Gilbert. Application for authority to increase operating voltage in Story County. This application came on for hearing on January 24, 1928, and on February 23, 1928, certificate was issued granting applicant authority to increase the operating voltage of its transmission line between the east corporate limit of the town of Gilbert and the south corporate limit of the town of Story City, from 6,600 to 33,000 volts, and to reconstruct the 6,600-volt circuit.

No. E-953—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Story County. This application came on for hearing on February 7, 1928, and on February 11, 1928, franchise for a 33,000-volt transmission line, approximately 1.25 miles in length, was granted.

No. E-954—1928. Central States Electric Co., Cedar Rapids. Transmission line in Hardin County. This application came on for hearing on February 7, 1928, and on March 2, 1928, franchise for a 33,000-volt transmission line, approximately 17 miles in length, was granted from the south corporate limit of Iowa Falls to the northwest corporate limit of the city of Eldora.

No. E-955—1928. Postville Telephone Co., Postville, v. Northeastern Iowa Power Co., West Union. Complaint as to moving telephone lines in Clayton County. Adjusted.

No. E-956—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on March 6, 1928, and on March 15, 1928, franchise for a 6,600-volt transmission line, approximately 10 miles in length, was granted.

No. E-957—1928. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Cedar County. This application came on for hearing on March 6, 1928, and on March 15, 1928, franchise for a 6,600-volt transmission line, approximately 14.5 miles in length, was granted.

No. E-958—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Story County. This application came on for hearing on March 6, 1928, and on March 23, 1928, franchise for a 6,600-volt transmission line, approximately 7.5 miles in length, was granted.

No. E-959—1928. Central States Electric Co., Cedar Rapids. Transmission line in Hamilton and Story Counties. This application came on for hearing on March 6, 1928, at which time the application was withdrawn.

No. E-960—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Butler, Bremer, Chickasaw and Franklin Counties. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately one mile in length, was granted.

No. E-961—1928. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on March 6, 1928, and on March 15, 1928, franchise for a 4,000-volt transmission line, approximately one mile in length, was granted.

No. E-963—1928. Iowa Power & Light Co., Des Moines. Transmission line in Marion and Lucas Counties. This application came on

for hearing on March 6, 1928, and on March 15, 1928, franchise for a 44,000 and 6,600-volt transmission line, approximately 18 miles in length (9 miles 44 KV—9 miles 6.6 KV), was granted.

No. E-964—1928. Central West Public Service Co., Wilmington, Del. Transmission line in Polk County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately 1.4 miles in length, was granted.

No. E-965—1928. Town of Kimballton. Transmission line in Shelby County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately four miles in length, was granted.

No. E-966—1928. Iowa Power & Light Co., Des Moines. Transmission line in Jasper County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately 2½ miles in length, was granted.

No. E-967—1928. Central States Electric Co., Cedar Rapids. Transmission line in Pocahontas, Palo Alto and Kossuth Counties. This application came on for hearing on March 27, 1928, and on June 18, 1928, franchise for a 33,000-volt transmission line, approximately 11 miles in length, was granted.

No. E-968—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Boone County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately 4¾ miles in length, was granted.

No. E-969—1928. Intrastate Power Co., Dubuque. Transmission line in Clayton County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately 6¾ miles in length, was granted.

No. E-970—1928. Interstate Power Co., Dubuque. Transmission line in Winnebago County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately 9 miles in length, was granted.

No. E-971—1928. Central States Electric Co., Cedar Rapids. Transmission line in Kossuth County. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 6,600-volt transmission line, approximately 17½ miles in length, was granted.

No. E-972—1928. Central States Electric Co., Cedar Rapids. Transmission line in Hamilton and Story Counties. This application came on for hearing on March 27, 1928, and on March 31, 1928, franchise for a 33,000 and 6,600-volt transmission line, approximately 6¼ miles in length, was granted.

No. E-974—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Boone and Story Counties. On March 21, 1928, the Board adopted an order regarding the attaching of an additional circuit to an existing transmission line, and printed forms for making such petitions were ordered. Therefore, this file was closed, and the petitioner advised that the proper forms would be sent as soon as available.

No. E-975—1928. Central States Electric Co., Cedar Rapids. Transmission line in Pocahontas, Palo Alto and Kossuth Counties. This application came on for hearing on April 17, 1928, and on May 9, 1928, franchise for a 33,000-volt transmission line, approximately 15 miles in length, was granted.

No. E-976—1928. Iowa Power & Light Co., Des Moines. Transmission line in Madison and Dallas Counties. This application came

on for hearing on April 17, 1928, and on May 4, 1928, franchise for a 6,900-volt transmission line, approximately 10½ miles in length, was granted.

No. E-977—1928. Iowa Electric Co., Cedar Rapids. Transmission line in Dallas County. This application came on for hearing on April 17, 1928, and on May 4, 1928, franchise for a 33,000-volt transmission line, approximately 6 miles in length, was granted from the south corporate limit of the town of Redfield to the east corporate limit of the town of Dexter, Iowa.

No. E-978—1928. Central States Electric Co., Cedar Rapids. Transmission line in Hamilton County. This application came on for hearing on April 17, 1928, and on May 24, 1928, franchise for a 6,600-volt transmission line, approximately 37 miles in length, was granted.

No. E-979—1928. Central States Electric Co., Cedar Rapids. Transmission line in Marshall, Hardin and Grundy Counties. This application came on for hearing on April 17, 1928, and on May 4, 1928, franchise for a 6,600 and 2,300-volt transmission line, approximately 11½ miles in length, was granted.

No. E-980—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Woodbury County. This application came on for hearing on April 17, 1928, and on May 4, 1928, franchise for a 6,600-volt transmission line, approximately 5¾ miles in length, was granted.

No. E-981—1928. C., R. I. & P. Ry. Co. v. J. Jinks, Clarksville. Non-standard wire crossing in Butler County. Satisfactorily adjusted.

No. E-982—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Jasper County. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 6,600-volt transmission line, approximately 8¾ miles, three phase, and one mile, single phase, in length, was granted.

No. E-984—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Calhoun County. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 6,600-volt transmission line, approximately 11 miles in length, was granted.

No. E-985—1928. Central States Electric Co., Cedar Rapids. Application for authority to increase operating voltage in Hamilton County. This application was filed on March 31, 1928, and on May 4, 1928, authority to reconstruct 6,600-volt transmission line and attach another circuit to be operated at 33,000 volts, was granted, covering a route of approximately 4½ miles.

No. E-986—1928. Interstate Power Co., Dubuque. Transmission line in Worth and Cerro Gordo Counties. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 6,600-volt transmission line, approximately 2½ miles in length, was granted.

No. E-987—1928. Central States Power & Light Corporation, Dubuque. Transmission line in Buchanan and Fayette Counties. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 33,000 and 13,200-volt transmission line, approximately 15½ miles in length, was granted.

No. E-988—1928. Interstate Power Co., Dubuque. Transmission line in Mitchell County. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 66,000-volt transmission line, approximately 19 miles in length, was granted.

No. E-989—1928. Interstate Power Co., Dubuque. Transmission line in Fayette and Buchanan Counties. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 33,000-volt transmission line, approximately two miles in length, was granted.

No. E-990—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Black Hawk County. This application came on for hearing on May 10, 1928, and on May 24, 1928, franchise for a 6,600-volt transmission line, approximately one mile in length, was granted.

No. E-992—1928. Iowa Railway & Light Corporation, Cedar Rapids, v. Gilbert Electrical Co., Cedar Rapids. Hazardous condition of transmission line construction in Story County. Hazard removed.

No. E-993—1928. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette County. This application came on for hearing on May 29, 1928, and on June 18, 1928, franchise for a 2,300-volt transmission line, approximately 1½ miles in length, was granted.

E-994—1928. Iowa Union Telephone Co., St. Ansgar, v. Otto Boening, St. Ansgar. Alleged inductive interference in Mitchell County. This complaint was filed on February 6, 1928, and on December 1, 1928, after investigation by the electrical engineer, the file was closed.

No. E-995—1928. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. This application came on for hearing on July 27, 1928, and on August 20, 1928, franchise for a 2,300-volt transmission line, approximately 1½ miles in length, was granted.

No. E-996—1928. Iowa Railway and Light Corporation, Cedar Rapids. Application for authority to attach additional circuit to transmission line in Grundy, Tama and Marshall Counties. On June 6, 1928, certificate was issued, granting the applicant permission and authority to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts.

No. E-997—1928. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. This application came on for hearing on May 29, 1928, and on June 18, 1928, franchise for a 6,900-volt transmission line, approximately three miles in length, was granted.

No. E-998—1928. Central States Electric Co., Cedar Rapids. Transmission line in Hamilton and Webster Counties. This application came on for hearing on May 29, 1928, and on June 18, 1928, franchise for a 33,000 and 6,600-volt transmission line, approximately 18.5 miles in length, was granted, in accordance with the following decision, bearing the same date:

For the applicant—C. J. Lynch, Attorney, Cedar Rapids, Iowa; Ray Ingham, General Superintendent, Cedar Rapids, Iowa.

For the Ft. Dodge Des Moines & Southern Railroad Company, Objectors—W. R. Dyer, Attorney, Boone, Iowa; C. H. Crooks, President and General Manager, Boone, Iowa.

This matter, after proper publication, came before the Commission for hearing on May 29th at the office of the Board. The applicant proposes to construct a transmission line conducting electrical energy from the west corporate limit of the city of Webster City in Hamilton County west along the highway to the east corporate limit of Duncombe; thence from the south corporate limit of Duncombe along the highway to a point approximately at the southeast corner of section sixteen (16), township eighty-eight (88) north, range twenty-seven (27) west; thence west across the private land in section seventeen (17), same township and range to a public highway; thence westward along the public highway to the site of the proposed power dam in the northwest corner of section twenty-three (23), township eighty-eight (88) north, range twenty-eight (28) west.

Written objections were filed by the Duncombe Telephone Company, whose communication circuits would be paralleled for some distance. Some telephone lines were to be moved in order to avoid overbuilding, and this the applicant stated it would do.

The petition of the applicant is in proper form, and the specifications are proper and meet with the Board's requirements. The proposed transmission line is approximately eighteen and one-half (18½) miles in length and will carry two circuits, one with maximum voltage of 33,000 and one of 6,600 volts.

Written objections were filed by the Ft. Dodge, Des Moines and Southern Railroad Company, which operates 145 miles of electric railroad within the State of Iowa, and also generates, distributes and sells electrical energy in its territory. The Ft. Dodge, Des Moines and Southern Railroad Company in its objections states that its rights and interests will or may be affected if the franchise applied for is granted, stating that due to decreased passenger traffic and curtailment of revenues on its rail line, its main source of revenue at the present time is from the sale of electrical energy, that by the invasion of this territory by the applicant and the consequent loss of earnings to the objector its financial stability will be impaired, that the territory along and adjacent to the proposed route is already efficiently and adequately served by the objector, that there is no demand on the part of the consumers of energy for any additional service, that the applicant has indicated a disposition to adopt destructive business methods to procure consumers in the town of Otho and the town of Kalo, although at the present time the objector has contracts with said towns to furnish energy, that the agents of the applicant have entered the towns of Dayton and Lehigh, which likewise were already under contract with the objector, and used efforts to cause said towns to consider the applicant as a source of power. The objector further alleged that if the applicant was permitted to enter territory already served by the objector and if it should adopt the indicated present policy of obtaining business, it might result in such curtailment of earnings from the sale of power by the objector that continued operation of its railroad property will necessarily be abandoned with consequent loss of service to the people of the state. The objector cites the practice in Massachusetts, Connecticut and other states wherein the matter of regulation of public utilities has been under control of the Commissioners, who have consistently refused to permit concerns such as the applicant to enter into a field or territory that was already adequately and efficiently served; and especially so as in the instant case where there is no reasonable possibility that the communities can not be served by the company occupying the territory, and that has been a settled policy of the utility commissions in considering applications for franchises.

The counsel for applicant moved to strike the objections of the Ft. Dodge, Des Moines and Southern for the reason that the gist of the objections is on the claim that the granting of the franchise and construction of the transmission line thereunder will detrimentally affect the objector as a competitor of the petitioner and such alleged grounds are not valid nor a legal reason for denial; that such objections should not be considered by the Commission as reasons for refusing a franchise, that it would open up a field of hearing and inquiry which is very broad and that the Commission has never undertaken in the past to investigate; that the Commissions in the states referred to by objector have a much wider field of jurisdiction than the Commission under our statute; and that complaint from another utility company on the sole ground that it may thereby be subjected to competition, is not such an objection as the Commission should hear and consider.

In reply thereto as argument, counsel for the objector contends that the Commission has authority under the statute to deny as well as grant franchises as here applied for, and that the fact that applicant proposes to invade its territory, which is now adequately served, is sufficient grounds for denial of the franchise.

The applicant has obtained authority from the Executive Council of Iowa to construct a power dam on the river in the northwest corner of section twenty-three (23), township eighty-eight (88) north, range twenty-eight (28) west, to generate electrical energy. It is to afford an outlet for this energy that applicant proposes to construct the proposed lines, which lines will serve Duncombe and Webster City, as well as connect with its other lines.

Section 8313, Code of Iowa, 1924, reads:

"Any person, company, city, town or corporation, whose rights or interests may be affected, shall have the right to file written objections to the proposed improvement or to the granting of such franchise. * * *. It shall consider said petition and any objections filed thereto and may hear such testimony as may aid it in determining the propriety of granting such franchise. It may grant a franchise in whole or in part upon such terms, conditions and restrictions, and with such modifications as to locality and route as may seem to it just and proper."

Section 8316 reads:

"No exclusive right shall ever be given by franchise or otherwise to any person, company, corporation, town or city to conduct electrical energy or to place electric wires along the road or across any public highway or public place or ground; * * *"

The motion made by counsel for applicant is dismissed, and we will proceed to determine from the record the propriety of granting the franchise as applied for. In Section 8313 as quoted above it is seen that we shall consider any objections and hear such testimony as may aid us in determining the propriety of granting a franchise, and that we may grant such franchise in whole or in part, with terms, conditions, restrictions or modifications as may seem to us just and proper. In reading Section 8316 as quoted above, it is found that no exclusive right shall ever be given by franchises or otherwise to conduct electrical energy or construct electric wires along, over or across public highways, public places or grounds. To deny applicant the franchise here sought would be to deprive it, according to the facts of record, of an outlet for the energy generated at the proposed power plant and connecting with its lines on the east. To grant applicant the franchise may create a competitive situation between the applicant and the objector in the immediate territory occupied by the respective lines. It is very clear that under the provisions of Section 8313 we could attach to the franchise, if granted, any conditions or restrictions that are found just and proper. The applicant should certainly not be denied a franchise which will enable it to distribute the electrical energy generated at its proposed power plant to other cities or towns now served by it or to connect such power plant with applicant's other lines now in existence. The question remains as to what restrictions should attach to such franchise if granted. The record does not disclose that the lines here proposed by the applicant will serve any customers now served by the objector. The Iowa statute is not as broad as those statutes referred to by counsel for the objector in some of the eastern and other states. In those states referred to the Commission has complete regulation over the utilities as to their rates and service, whereas such powers are not vested with this Commission under our law. Our law does not require a showing of convenience and necessity prior to the issuance of a franchise for the construction of lines conducting electrical energy. Without the requirement that convenience and necessity be shown, it seems to us that the fact that competition will be created is not sufficient cause for this Commission to deny a franchise. It would appear conclusively from the record that there is not only warrant but necessity for the construction of transmission lines from the proposed power dam to the cities of Duncombe and Webster City and to applicant's

other connections. It is, therefore, ordered that franchise issue as applied for.

No. E-999—1928. Boulevard Telephone Co., Russell, v. Iowa Southern Utilities Co., Centerville. Alleged overbuild in Lucas County. This complaint was investigated by the electrical engineering department of the Board, and later the telephone lines were moved to the opposite side of the highway, and complaint satisfactorily disposed of.

No. E-1000—1928. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on May 29, 1928, and on June 18, 1928, franchise for a 6,900-volt transmission line, approximately 10 miles in length, was granted.

No. E-1001—1928. Iowa Power & Light Co., Des Moines. Transmission line in Dallas and Madison Counties. This application came on for hearing on June 22, 1928, and on July 10, 1928, franchise for an 11,400-volt transmission line was granted, approximately 27 miles in length.

No. E-1002—1928. Farmers and Business Men's Mutual Telephone Co., Smithland, v. Iowa Public Service Co., Ft. Dodge. Complaint regarding moving of telephone lines. Satisfactorily taken care of.

No. E-1003—1928. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Boone County. This application came on for hearing on June 22, 1928, and on July 10, 1928, franchise for a 6,600-volt transmission line, approximately 16½ miles in length, was granted.

No. E-1004—1928. Keokuk Electric Co., Keokuk. Application for authority to attach an additional circuit in Lee County. This application was filed on May 15, 1928, and on May 28, 1928, certificate was issued, granting the applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit to operate at 2,300 volts.

No. E-1005—1928. Citizens Gas & Electric Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on June 22, 1928, and on July 10, 1928, franchise for a 2,300-volt transmission line, approximately 1¼ miles in length, was granted.

No. E-1006—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Black Hawk County. This application came on for hearing on June 22, 1928, and on July 10, 1928, franchise for a 6,600-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1008—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Page County. This application came on for hearing on June 22, 1928, and on July 10, 1928, franchise for a 6,600-volt transmission line, approximately 8½ miles in length, was granted.

No. E-1010—1928. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on June 22, 1928, and on July 10, 1928, franchise for a 6,900-volt transmission line, approximately 7 miles in length, was granted.

No. E-1011—1928. Central States Electric Co., Cedar Rapids. Transmission line in Hamilton County. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 33,000-volt transmission line, approximately 8.2 miles in length, was granted.

No. E-1012—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Benton County. This application was

filed on March 29, 1928, and was dismissed by the applicant when it came on for hearing on July 26, 1928.

No. E-1013—1928. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 6,600-volt transmission line, approximately 6 miles in length, was granted.

No. E-1014—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Wayne and Appanoose Counties. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 6,600-volt transmission line, approximately 4¼ miles in length, was granted.

No. E-1015—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Wapello County. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 6,600-volt transmission line, approximately ⅝ of a mile in length, was granted.

No. E-1016—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Washington, Jefferson and Keokuk Counties. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 13,200 and 2,300-volt transmission line, approximately 29½ miles in length, was granted.

No. E-1017—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Lucas County. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 33,000 and 13,200-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1018—1928. Iowa Southern Utilities Co., Centerville. Application for authority to attach additional circuit to transmission line in Wapello County. This application was filed on June 12, 1928, and on July 10, 1928, certificate was issued authorizing the applicant to reconstruct its 66,000-volt transmission line and attach another circuit which would operate at 6,900 volts.

No. E-1019—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Black Hawk and Tama Counties. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 6,600-volt transmission line, approximately four miles in length, was granted.

No. E-1020—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Humboldt County. This application came on for hearing on July 10, 1928, and on July 23, 1928, franchise for a 33,000-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1021—1928. Iowa Southern Utilities Co., Centerville. Application for authority to attach an additional circuit in Poweshiek County. This application was filed on June 25, 1928, and on July 10, 1928, certificate was granted authorizing the applicant to reconstruct its 44,000-volt transmission line and attach another circuit to be operated at 2,300 volts.

No. E-1022—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Poweshiek County. This application came on for hearing on July 26, 1928, and on August 21, 1928, franchise for a 2,300-volt transmission line, approximately one mile in length, was granted.

No. E-1023—1928. Iowa Electric Co., Cedar Rapids. Transmission line in Lee and Van Buren Counties. This application came on for hearing on July 26, 1928, and on August 20, 1928, franchise for a 33,000-volt transmission line, approximately 26 miles in length, was granted.

No. E-1024—1928. Consumer's Electric Association, Denver. Transmission line in Bremer and Black Hawk Counties. This application came on for hearing on July 26, 1928, and on August 6, 1928, franchise for a 2,300-volt transmission line, approximately 21 miles in length, was granted.

No. E-1025—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in O'Brien County. This application came on for hearing on July 26, 1928, and on August 21, 1928, franchise for a 13,200-volt transmission line, approximately one-half mile in length, was granted.

No. E-1026—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Story County. This application came on for hearing on July 26, 1928, and on August 6, 1928, franchise for a 6,600-volt transmission line, approximately 6.5 miles in length, was granted.

No. E-1027—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Linn County. This application came on for hearing on July 26, 1928, and on August 6, 1928, franchise for a 6,600-volt transmission line, approximately 6 miles in length, was granted.

No. E-1028—1928. City of Ames, Iowa. Transmission line in Story County. This application came on for hearing on July 26, 1928, and on August 20, 1928, franchise for a 2,300-volt transmission line, approximately 1.3 miles in length, was granted.

No. E-1029—1928. Central States Power & Light Corporation, Dubuque. Transmission line in Buchanan County. This application came on for hearing on August 24, 1928, and on Sept. 26, 1928, franchise for a 2,300 volt transmission line, approximately one mile in length, was granted.

No. E-1030—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Calhoun County. This application came on for hearing on August 24, 1928, and on September 26, 1928, franchise for a 6,600-volt transmission line, approximately 3 $\frac{1}{4}$ miles in length, was granted.

No. E-1031—1928. Central States Electric Co., Cedar Rapids. Transmission line in Story County. This application came on for hearing on August 24, 1928, and on September 26, 1928, franchise for a 33,000 and 6,600-volt transmission line, approximately 75 miles in length, was granted.

No. E-1032—1928. Iowa Railway & Light Corporation, Cedar Rapids. Application for authority to increase operating voltage and to attach an additional circuit in Story County. This application was filed on July 21, 1928, and on October 2, 1928, certificate was granted authorizing the applicant to reconstruct and increase the operating voltage of its line from 13,200 to 33,000 volts, and attach another circuit to be operated at 6,600 volts.

No. E-1033—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Boone County. This application came on for hearing on August 24, 1928, and on September 26, 1928, franchise for a 6,600-volt transmission line, approximately 85 miles in length, was granted.

No. E-1034—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Iowa and Benton Counties. This application came on for hearing on August 24, 1928, and on September 26, 1928, franchise for a 33,000-volt transmission line, approximately 17 miles in length, was granted.

No. E-1035—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Butler County. This application came on for hearing

on September 25, 1928, and on October 2, 1928, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1036—1928. Iowa Public Service Co., Ft. Dodge. Application for authority to attach an additional circuit in Butler County. This application was filed on August 4, 1928, and on September 26, 1928, certificate was issued authorizing the applicant to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts.

No. E-1037—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Fremont and Page Counties. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600-volt transmission line, approximately 11 miles in length, was granted.

No. E-1038—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Harrison and Shelby Counties. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600 volt transmission line, approximately 8 miles in length was granted.

No. E-1039—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Mills and Pottawattamie Counties. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 33,000-volt transmission line, approximately 10 miles in length, was granted.

No. E-1040—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Page County. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600-volt transmission line, approximately four miles in length, was granted.

No. E-1042—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Benton and Linn Counties. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600-volt transmission line, approximately 52 miles in length, was granted.

No. E-1043—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Bremer County. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600 volt transmission line, approximately 2 $\frac{1}{2}$ miles in length, was granted.

No. E-1044—1928. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Mills County. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600 volt transmission line, approximately 12 miles in length, was granted.

No. E-1045—1928. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay and O'Brien Counties. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600-volt transmission line, approximately 9 miles in length, was granted.

No. E-1046—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Keokuk County. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600-volt transmission line, approximately 16.3 miles in length, was granted.

No. E-1047—1928. Iowa Southern Utilities Co., Centerville. Transmission line in Jasper County. This application came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 2,300-volt transmission line, approximately 4 $\frac{1}{2}$ miles in length, was granted.

No. E-1050—1928. Iowa Railway & Light Corporation Cedar Rapids. Transmission line in Boone and Story Counties. This ap-

plication came on for hearing on September 25, 1928, and on October 2, 1928, franchise for a 6,600 and 33,000 volt transmission line, approximately 20 miles in length, was granted.

No. E-1051—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Audubon County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately 8 miles in length, was granted.

No. E-1052—1928. Des Moines Electric Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 13,200-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1053—1928. Central States Power & Light Corporation, Dubuque. Transmission line in Clayton County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately four miles in length, was granted.

No. E-1054—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Cedar County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately one-half mile in length, was granted.

No. E-1055—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Crawford and Shelby Counties. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately 15½ miles in length, was granted.

No. E-1056—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Calhoun County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1057—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Black Hawk County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately one mile in length, was granted.

No. E-1058—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Carroll County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately one mile in length, was granted.

No. E-1059—1928. Citizens Gas & Electric Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 13,200-volt transmission line, approximately 1.22 miles in length, was granted.

No. E-1060—1928. Iowa Electric Co., Cedar Rapids. Transmission line in Washington and Keokuk Counties. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 33,000 and 6,600-volt transmission line, approximately 17 and 4 miles, respectively, in length, was granted.

No. E-1061—1928. Central States Electric Co., Cedar Rapids. Transmission line in Kossuth County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately 85 miles in length, was granted.

No. E-1062—1928. Iowa Railroad Commission v. Town of Paton.

Complaint regarding transmission line from Paton to Dana. Broken poles replaced.

No. E-1063—1928. Board of Railroad Commissioners, Des Moines, v. E. J. Warne, Alta. Hazardous condition of transmission line near wind mill—Buena Vista County. Satisfactorily adjusted.

No. E-1064—1928. Iowa Electric Co., Cedar Rapids. Transmission line in Johnson County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600 volt transmission line, approximately 6 miles in length, was granted.

No. E-1065—1928. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Boone and Greene Counties. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,600-volt transmission line, approximately 25 miles in length, was granted.

No. E-1066—1928. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on October 23, 1928, and on November 22, 1928, franchise for a 6,900-volt transmission line, approximately 1½ miles in length, was granted.

The following cases consist of applications made to the respective Boards of Supervisors, under the provisions of Chapter 383, Code of 1927, which plans and specifications must be approved by the Railroad Commission:

No. EE-104—1928. Sac County Electric Co., Sac City. Franchise in Sac County. Certificate issued January 7, 1928.

No. EE-105—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Benton County. Certificate issued January 30, 1928.

No. EE-106—1928. Farmers Transmission Co., Coulter. Franchise in Franklin County. Closed without prejudice on March 16, 1928. (See file EE-109.)

No. EE-107—1928. Central States Electric Co., Cedar Rapids. Franchise in Wright County. Certificate issued April 21, 1928.

No. EE-108—1928. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued February 29, 1928.

No. EE-109—1928. Farmers Transmission Co., Coulter. Franchise in Franklin County. Certificate issued March 19, 1928.

No. EE-110—1928. Kegley Branch Electric Co., Story City. Franchise in Hamilton County. Closed without prejudice. (See File EE-114.)

No. EE-111—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued August 27, 1928.

No. EE-112—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued August 27, 1928.

No. EE-113—1928. Marshall Electric Co., Marshalltown. Franchise in Jasper County. Certificate issued March 19, 1928.

No. EE-114—1928. Kegley Branch Electric Co., Story City. Franchise in Hamilton County. Certificate issued April 14, 1928.

No. EE-115—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Guthrie County. Certificate issued March 28, 1928.

No. EE-116—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Grundy County. Certificate issued September 14, 1928.

- No. EE-117—1928. Pleasant Hill Community Line, Webster City. Franchise in Hamilton County. Certificate issued April 14, 1928.
- No. EE-118—1928. Denmark Light and Telephone Co., Burlington. Franchise in Lee County. Certificate issued April 5, 1928.
- No. EE-119—1928. Denmark Light & Telephone Co., Burlington. Franchise in Des Moines County. Certificate issued April 19, 1928.
- No. EE-120—1928. East Marion Electric Assn., Stanhope. Franchise in Hamilton County. Certificate issued April 14, 1928.
- No. EE-121—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued May 28, 1928.
- No. EE-122—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued May 28, 1928.
- No. EE-123—1928. Marshall Electric Co., Marshalltown. Franchise in Tama County. Certificate issued July 13, 1928.
- No. EE-124—1928. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued May 14, 1928.
- No. EE-125—1928. City of Cedar Falls. Franchise in Bremer County. Certificate issued June 1, 1928.
- No. EE-126—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Tama County. Certificate issued October 3, 1928.
- No. EE-127—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Marshall County. Certificate issued May 28, 1928.
- No. EE-128—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Grundy County. Certificate issued April 19, 1928.
- No. EE-129—1928. City of Waverly. Franchise in Bremer County. Certificate issued June 21, 1928.
- No. EE-130—1928. Wendell Miller and Russell M. Miller, Tipton. Franchise in Cedar County. Certificate issued June 1, 1928.
- No. EE-132—1928. Marshall Electric Co., Marshalltown. Franchise in Poweshiek County. Certificate issued October 9, 1928.
- No. EE-133—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued July 11, 1928.
- No. EE-134—1928. Marshall Electric Co., Marshalltown. Franchise in Jasper County. Certificate issued June 22, 1928.
- No. EE-135—1928. County Line Electric Co., Ackley. Franchise in Hardin County. Certificate issued June 26, 1928.
- No. EE-136—1928. County Line Electric Co., Ackley. Franchise in Franklin County. Certificate issued July 21, 1928.
- No. EE-137—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued July 10, 1928.
- No. EE-139—1928. Cresco-Union Electric Co., Algona. Franchise in Kossuth County. Certificate issued July 6, 1928.
- No. EE-140—1928. City of Cedar Falls. Franchise in Grundy County. Certificate issued August 15, 1928.
- No. EE-141—1928. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued July 7, 1928.
- No. EE-142—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Dallas County. Certificate issued July 21, 1928.
- No. EE-143—1928. Marshall Electric Co., Marshalltown. Franchise in Jasper County. Certificate issued August 17, 1928.

- No. EE-144—1928. Central States Electric Co., Cedar Rapids. Franchise in Franklin County. Certificate issued July 30, 1928.
- No. EE-145—1928. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued August 27, 1928.
- No. EE-146—1928. Marshall Electric Co., Marshalltown. Franchise in Hardin County. Certificate issued December 1, 1928.
- No. EE-147—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Grundy County. Certificate issued August 9, 1928.
- No. EE-148—1928. Martin C. Christensen, Kimballton. Franchise in Shelby County. Certificate issued September 14, 1928.
- No. EE-149—1928. City of Maquoketa. Franchise in Jackson County. Certificate issued August 21, 1928.
- No. EE-150—1928. Marshall Electric Co., Marshalltown. Franchise in Tama County. Certificate issued August 17, 1928.
- No. EE-151—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Black Hawk County. Certificate issued July 26, 1928.
- No. EE-152—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Story County. Certificate issued August 24, 1928.
- No. EE-153—1928. Central States Electric Co., Cedar Rapids. Franchise in Wright County. Certificate issued September 22, 1928.
- No. EE-154—1928. Central States Electric Co., Cedar Rapids. Franchise in Franklin County. Certificate issued October 6, 1928.
- No. EE-155—1928. Iowa Electric Co., Cedar Rapids. Franchise in Davis County. Certificate issued September 14, 1928.
- No. EE-156—1928. Iowa Electric Co., Cedar Rapids. Franchise in Van Buren County. Certificate issued August 23, 1928.
- No. EE-157—1928. Marshall Electric Co., Marshalltown. Franchise in Jasper County. Certificate issued September 8, 1928.
- No. EE-158—1928. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued September 8, 1928.
- No. EE-159—1928. Iowa Electric Co., Cedar Rapids. Franchise in Jones County. Certificate issued October 15, 1928.
- No. EE-160—1928. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Dallas County. Certificate issued November 1, 1928.
- No. EE-161—1928. American Utilities Corporation, Burlington. Franchise in Des Moines County. Certificate issued October 11, 1928.
- No. EE-163—1928. Marshall Electric Co., Marshalltown. Franchise in Davis County. Certificate issued November 21, 1928.
- No. EE-164—1928. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued October 11, 1928.
- No. EE-165—1928. Mt. Zion Electric Association, Webster City. Franchise in Hamilton County. Certificate issued December 1, 1928.
- No. EE-167—1928. Grove City Electric Light Co., Atlantic. Franchise in Cass County. Certificate issued December 10, 1928.
- No. EE-168—1928. Mt. Zion Electric Assn., Webster City. Franchise in Hamilton County. Certificate issued December 1, 1928.

Condemnation Cases

No. F-35—1928. Chicago Great Western Railroad Company v. Ed Porta, Severt Larson, et al., Ft. Dodge, Iowa. Application for authority to condemn real estate. Hearing on this application was held, at Ft. Dodge, on March 23, 1928, after viewing the premises. Certificate of authority to condemn was issued on March 24, 1928, and forwarded to the Clerk of the District Court of Webster County for filing, as required by law, covering the following described land:

"Commencing at a point 34 feet west of the Southeast corner of Lot 3, Flaherty & Laufersweiler's Subdivision of Lots 7, 8 and 9 of the South Half of Block 8, Carpenter, Morrison & Vincent's Addition to Fort Dodge, Iowa; thence East on the South line of said lot to the Southeast corner thereof; thence north on the east line of said lot, 6 feet; thence Southwest to the point of beginning.

"Commencing at a point on the West line of Lot 4, Flaherty & Laufersweiler's Subdivision of Lots 7, 8 and 9 of the South Half of Block 8, Carpenter, Morrison & Vincent's Addition to Fort Dodge, Iowa; thence south on said line to the Southwest corner of said lot; thence East to the Southeast corner of said lot; thence north on the east line of said lot, 13 feet; thence southwest to the point of beginning."

No. F-36—1928. C., R. I. & P. Ry. Co. v. George Pierschbacher, Williamson. Application for authority to condemn real estate in Lucas County. Hearing on this application was held, at Chariton, on May 10, 1928, after inspection of the premises. Certificate of authority to condemn was issued on May 11, 1928, and forwarded to the Clerk of the District Court of Lucas County for filing, as required by law, covering the following described land:

"A part or parcel of land, located in the northwest quarter of Section 26, Township 73 North, Range 21 West, Fifth Principal Meridian, and which is located in the County of Lucas, State of Iowa, and which is more particularly described as follows:

"Beginning at the northwest corner of the Southwest quarter (SW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26); thence northerly along west line of said Section Twenty-six (26), one hundred seventy-six (176) feet more or less, to the south right of way line of the present St. Paul & Kansas City Shortline Railroad Company's spur track to the Consolidated Indiana Mine Number 3, now located and constructed across said Section Twenty-six (26); thence easterly along said right of way line two hundred thirty (230) feet more or less to a point on the south line of the Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$) of said Section Twenty-six (26); thence westerly twenty (20) feet more or less to a point thirty-five (35) feet distant southwesterly from, and at right angles to the center line of the said St. Paul & Kansas City Short Line Railroad Company's spur track; thence easterly along said right of way line two hundred fifty-five (255) feet more or less; thence northwesterly at right angles ten (10) feet, thence easterly along said right of way line two hundred forty-five (245) feet, which point is opposite the headblock point of connection of the south leg wye track, and twenty-five (25) feet distant southerly from and at right angles to the center line of the said St. Paul & Kansas City Short Line Railroad Company's spur track; thence southwesterly at right angles twenty-five (25) feet; thence westerly parallel with, and fifty (50) feet distant southerly from and at right angles to the center line of the south leg wye track as now located across said Section Twenty-six (26), a distance of five hundred sixty (560) feet, more or less to the west line of said Section Twenty-six (26); thence northerly two hundred sixty-two (262) feet more or less to the point of beginning, containing one and 86/100 (1.86) acres more or less."

No. F-37—1928. Waterloo, Cedar Falls & Northern Railway Co. v. Anne Beeson Purdy. Application for authority to condemn land in Black Hawk County. This application was filed on April 24, 1928, and, at the request of the applicant, was closed on May 21, 1928, as the applicant had made arrangements to purchase the land.

No. F-38—1928. C., M., St. P. & P. R. R. Co. v. M. Popp, Trustee, et al., Cedar Rapids. Application for authority to condemn land in Cedar Rapids. Hearing on this application was held, at Cedar Rapids, on October 20, 1928, after inspection of the premises. Certificate of authority to condemn was issued on November 1, 1928, and forwarded to the Clerk of the District Court of Linn County for filing, as required by law, covering the following described land:

"All that portion of Lot 5, Block 54 of the original town of Cedar Rapids, Iowa, extending from the northeasterly to the southwesterly boundary lines of said Lot 5, and lying between the present southerly right of way line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, and a straight line whose easterly end is a point in the northeasterly boundary line of said Lot 5, twenty-one and one-half (21.5) feet distant from the southeasterly corner thereof and whose westerly end is a point in the southwesterly boundary line of said Lot 5, fifty and eight-tenths (50.8) feet distant from the southwesterly corner thereof. Containing 1,295 square feet, more or less."

MOTOR CARRIER SECTION

Applications, Petitions and Decisions Involving Authority to Operate, and Regulation

No. H-290—1926. R. S. Schmidt, Marne, Iowa. Freight motor carrier between Marne and Atlantic.

Route abandoned and Certificate of Convenience and Necessity No. 147 authorizing operation was revoked October 17, 1928.

No. H-517—1926. M. B. Hildreth, Anthon, Iowa. Passenger motor carrier between Denison and Sioux City.

Certificate of Convenience and Necessity No. 124 authorizing service was amended to designate address of the holder as Denison and to describe Route No. 1 as relocated.

No. H-529—1926. J. R. Campbell, Osceola, Iowa. Passenger motor carrier between Osceola, Liberty, Jefferson Heights, Indianola and Des Moines.

Decision granting that part of the application between Osceola and Indianola and denying that part between Indianola and Des Moines was affirmed by the District Court in and for Clarke County, and, upon appeal, by the Supreme Court of Iowa.

Certificate of Convenience and Necessity No. 196 authorizing the service granted was issued.

Filed February 16, 1926. Closed August 27, 1928.

No. H-619—1927. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa. Application to transport passengers and a limited amount of freight between Waterloo, Cedar Falls, Janesville, Waverly, Shell Rock, Allison, Greene, Marble Rock, Rockford, Nora Springs and Mason City.

Decision granting this application was reversed by the District Court in and for Cerro Gordo County, but upon an appeal the opinion of the District Court was reversed by the Supreme Court of Iowa.

No. H-621—1928. Stephen A. Bollinger, Des Moines, Iowa, et al. Petition for cancellation of Rule No. 41 requiring that every motor vehicle shall be equipped with a standard speedometer maintained in good working order.

Denied.

Filed May 3, 1927. Closed July 26, 1928.

No. H-625—1927. V. C. Feay, Rock Rapids, Iowa. Certificate No. 156 permitting service granted in this case was revoked by resolution dated February 2, 1928.

No. H-652—1928. F. C. Fowler, Sioux City, Iowa, and Yellow Cab & Transportation Company, Sioux City, Iowa. Application to transfer Certificate of Convenience and Necessity No. 24 to the Yellow Cab & Transportation Company.

Approved.

Filed August 25, 1927. Closed December 14, 1927.

No. 653—1928. Harry Erickson, Marcus, Iowa. Application to transport freight from Sioux City to Remsen and Marcus and between Remsen and Marcus, but not that originating at or destined to points intermediate to Sioux City and Remsen.

Denied.

Filed August 26, 1927. Closed February 11, 1928.

No. H-654—1928. Irwin Transfer Company, Onawa, Iowa, a partnership composed of H. J. Irwin and Mary A. Irwin of Holstein, Iowa. Application to transport freight between Sioux City, Sergeant Bluff, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent City and Council Bluffs.

Denied. Decision follows:

Appearances:

For applicant—Hays, Baron & Mathews, Attorneys, Sioux City, Iowa, by Joseph H. Hays.

For Chicago & North Western Railway Co., Objector—Davis, McLaughlin & Hise, Attorneys for Iowa, Des Moines, Iowa, by George E. Hise.

For the Railway Organizations, Objectors—M. M. Crowley, Sioux City, Iowa.

For American Railway Express Company, Objector—W. D. Llewellyn, Superintendent, Sioux City, Iowa.

On August 26, 1927, the Irwin Transfer Company of Onawa, Iowa, a partnership composed of H. J. Irwin and Mary A. Irwin, of Holstein, Iowa, filed this application under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Sioux City, Sergeant Bluff, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent City and Council Bluffs, in Woodbury, Monona, Harrison and Pottawattamie Counties, Iowa.

Applicant proposed to operate two trucks daily except Sunday, on the following schedule:

Read Down	Read Up
10:00 A. M. Lv. Sioux City Ar	8:30 A. M.
10:40 A. M. " Sergeant Bluff . . . Lv	8:00 A. M.
11:20 A. M. " Salix "	7:30 A. M.
12:00 M. " Sloan "	6:55 A. M.
12:50 P. M. " Whiting "	6:10 A. M.
Ar. Onawa "	5:30 A. M.
1:50 P. M. Lv. Onawa Ar	6:00 P. M.
2:35 P. M. " Blencoe Lv	5:40 P. M.
3:25 P. M. " River Sioux . . . "	4:50 P. M.
4:30 P. M. " Mondamin . . . "	4:00 P. M.
5:30 P. M. Ar. Missouri Valley . . "	2:30 P. M.
6:00 A. M. Lv. Missouri Valley . . Ar	
6:30 A. M. " Honey Creek . . . Lv	12:45 P. M.
7:20 A. M. " Crescent City . . "	12:10 P. M.
7:50 A. M. Ar. Council Bluffs . . Lv	11:30 A. M.

The one-way length of the route between Sioux City and Council Bluffs, according to the application, is 106.2 miles.

Hearing on this application was originally fixed for September 27, 1927, nine o'clock a. m., at the office of the Woodbury County Auditor, Sioux City, Iowa, and notice of such hearing was published in the manner prescribed by law.

This hearing was postponed from time to time at the request of interested parties and was eventually fixed for February 1, 1928, nine o'clock a. m., at the office of the Woodbury County Auditor, Sioux City, Iowa, at which time and place full hearing was had and the application taken under advisement.

Written objections to the granting of this application, were filed on behalf of American Railway Express Company, Brotherhood of Locomotive Firemen and Enginemen and Chicago and North Western Railway Company.

Appearances were made at the hearing of February 1, 1928, on

behalf of Chicago and North Western Railway Company, American Railway Express Company and several Railway Brotherhoods, objecting to the granting of this application on the ground that there is now adequate and satisfactory service between the points proposed to be served by this applicant.

Several petitions were filed as exhibits at the hearing of February 1st, both for and against the granting of the application.

After a careful review of the record and giving due consideration to existing service, the demands of the public, the financial responsibility of the applicant and character of service proposed to be rendered, we find that the establishment of the proposed service would not promote the public convenience and necessity.

The application is therefore denied.

Filed August 26, 1927. Closed February 16, 1928.

No. H-656—1928. James E. Rowzee, Clarksville, Iowa. Application to transport freight between Waterloo, Shell Rock, Clarksville, Allison, Bristow, Dumont, Hansell and Hampton, except that originating at or destined to points between Waterloo and Shell Rock.

Granted by Certificate of Convenience and Necessity No. 173.

Filed September 6, 1927. Closed January 19, 1928.

No. H-666—1928. J. E. Barta, Manly, Iowa. Application for Certificate to transport freight between Manly and Mason City.

Denied. Decision follows:

Appearances:

For the applicant, J. E. Barta—L. T. Bosworth, Atty., Manly, Iowa; J. E. Barta, Manly, Iowa.

For the applicant, Mrs. Oleson—J. Frank Hayes, Atty., Mason City, Iowa.

For the applicant, Adolph H. Ausenhus—Rob Roy Cerney, Atty., Northwood, Iowa; Adolph H. Ausenhus, Northwood, Iowa.

For the M. & St. L. R. R. Co., objectors—C. H. E. Boardman and H. G. Cartwright, Attys., Marshalltown, Iowa.

For the American Railway Express Co., objectors—C. C. Halphide, Mason City, Iowa.

On October 20, 1927, J. E. Barta, of Manly, Iowa, made application to this Board, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, for a Certificate of Convenience and Necessity to operate as a freight motor carrier between Manly and Mason City in Worth and Cerro Gordo Counties, Iowa.

On October 29, 1927, Mrs. Inez Oleson, of Manly, Iowa, made application to this Board for a Certificate of Convenience and Necessity to render the same service, while on November 5, 1927, Adolph H. Ausenhus, of Northwood, Iowa, made application to this Board for a Certificate of Convenience and Necessity to transport freight between Manly and Mason City, as proposed by the two other applicants.

Hearing on each of the applications was fixed for December 2, 1927, and continued to December 9, 1927, at the office of the Cerro Gordo County Auditor, Mason City, Iowa, at which time full hearing was had on the applications of J. E. Barta and Adolph H. Ausenhus. Mrs. Inez Oleson failed to appear or furnish proof that notice of hearing was published in the manner required by law, but attorney representing that applicant was granted permission to file written statement with this Board on that application, although neither the proofs of publication nor statement have been submitted.

Written objections to the granting of each of these applications were filed on behalf of W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company.

Mr. Adolph H. Ausenhus now holds Certificate of Convenience and Necessity authorizing freight motor carrier service between the north line of the state of Iowa, Northwood, Kensett, Manly and Mason City,

except for the transportation of local freight between Manly and Mason City. Neither of the other applicants have operated as a motor carrier under the jurisdiction of this Board.

After a careful review of the record in these cases, this Board finds that the establishment of the service proposed will promote the public convenience and necessity, and that the freight transportation needs of the territory involved would be adequately served by one carrier. It is also the opinion of this Board that Adolph H. Ausenhus is better qualified as an established carrier operating between Manly and Mason City to furnish the service proposed than either of the other two applicants.

Certificate of Convenience and Necessity to operate as a motor carrier for the public transportation of freight for compensation between Manly and Mason City is, therefore, granted to Adolph H. Ausenhus, of Northwood, Iowa; certificate is denied J. E. Barta, of Manly, Iowa, and the application of Mrs. Inez Oleson, of Manly, Iowa, is dismissed without prejudice.

Filed October 20, 1927. Closed December 16, 1927.

No. H-667—1928. Guy Moore, Battle Creek, Iowa. Application to transport freight from Sioux City to Battle Creek and Ida Grove and from Battle Creek to Ida Grove, except that originating at or destined to points intermediate to Sioux City and Battle Creek.

Granted by Certificate of Convenience and Necessity No. 178.

Filed October 20, 1927. Closed March 6, 1928.

No. H-669—1928. M. F. Schlick, Charles City, Iowa. Application to transport freight between Waterloo, Cedar Falls, Janesville, Waverly, Plainfield, Nashua and Charles City, except locally between Waterloo and Waverly or points intermediate thereto.

Granted by Certificate of Convenience and Necessity No. 176.

Filed October 20, 1927. Closed March 1, 1928.

No. H-670—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to transport passengers and a limited amount of freight between Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, DeWitt, Mt. Joy and Davenport.

Granted in part by Certificate of Convenience and Necessity No. 175. Decision follows:

Appearances:

For Cedar Rapids and Iowa City Railway, applicant—Oliver Longueville, Atty., Cedar Rapids, Iowa; C. E. Richman, Atty., Cedar Rapids, Iowa.

For Carl Height, Davenport, Iowa, and Ward D. Walrod, De Witt, Iowa, objectors—Smith & Swift, Attys., Davenport, Iowa, by R. G. Smith; L. F. Sutton, Atty., Clinton, Iowa.

On October 25, 1927, the Cedar Rapids and Iowa City Railway, a corporation, of Cedar Rapids, Iowa, filed this application for a Certificate of Convenience and Necessity to operate as a motor carrier, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, for the public transportation of passengers between Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, DeWitt, Mt. Joy and Davenport, in Cedar, Clinton and Scott Counties, Iowa, over the route described in said application, and for the public transportation of not to exceed one hundred pounds of freight at any one time on any of the passenger carrying motor vehicles proposed to be operated between said points.

Hearing on this application was fixed for Thursday, December 1, 1927, ten o'clock a. m., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and proofs were filed showing that notice of said hearing was published as prescribed by law.

Full hearing was had at the time and place named above, at the

conclusion of which the application was taken under advisement by the Board.

At the above hearing, the applicant was represented by Oliver Longueville, Atty., Cedar Rapids, Iowa, and C. E. Richman, Atty., Cedar Rapids, Iowa, and introduced several witnesses who gave testimony in favor of the granting of the application. Carl Height, Davenport, Iowa, and Ward D. Walrod, De Witt, Iowa, objectors, were represented at the hearing by Smith & Swift, Attys., Davenport, Iowa, and L. F. Sutton, Atty., Clinton, Iowa.

Numerous petitions were filed with the Board both for and against the granting of this application.

Mr. Ward D. Walrod is operating as a motor carrier of passengers and a limited amount of freight between Wheatland, Calamus, Grand Mound, De Witt and Clinton, under authority contained in Certificate of Convenience and Necessity No. 91.

Mr. Carl Height is operating as a motor carrier of passengers between Maquoketa, Welton, De Witt, Gambriel, Mt. Joy and Davenport, under authority contained in Certificate of Convenience and Necessity No. 9. Mr. Height also makes connections at Maquoketa with the passenger motor carrier line operated between Maquoketa and Dubuque by B. J. Kramer & Son under Certificate of Convenience and Necessity No. 45.

The Cedar Rapids and Iowa City Railway is operating as a motor carrier of passengers between Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Wald, Tipton, Bennett, New Liberty, Plainview, Hayesville and Davenport, under Certificate of Convenience and Necessity No. 59, which certificate also authorizes that company to transport a limited amount of freight on the passenger carrying motor vehicles operated between Cedar Rapids and Tipton.

The law provides that before a Certificate of Convenience and Necessity shall be issued, the Board shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity.

There has been no complaint or showing that the local motor carrier service between Wheatland and Davenport is inadequate, except as to the necessity of changing busses at De Witt.

After full consideration of all of the facts of record, the Board finds that the establishment of the service applied for, except for the transportation of local passengers between Wheatland and Davenport and points intermediate thereto, and for the transportation of local freight between Wheatland and De Witt and points intermediate thereto, will promote the public convenience and necessity.

Certificate of Convenience and Necessity will therefore issue in accordance with the finding hereinabove made, as soon as the applicant has complied with the preliminary requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers, which certificate will contain the following provision:

"Provided, that no passengers shall be picked up at Wheatland or at any point between Wheatland and Davenport, for delivery to Davenport or to any point between Wheatland and Davenport; that no passengers shall be picked up at Davenport or at any point between Davenport and Wheatland, for delivery to Wheatland or to any point between Davenport and Wheatland; that no freight shall be picked up at Wheatland or at any point between Wheatland and DeWitt, for delivery to DeWitt or to any point between Wheatland and DeWitt, and that no freight shall be picked up at DeWitt or at any point between DeWitt and Wheatland, for delivery to Wheatland or to any point between DeWitt and Wheatland."

The above provision will not prohibit the transportation of passengers and freight originating west of Wheatland, to Wheatland or Davenport or to any point between Wheatland and Davenport; will not prohibit the transportation of passengers and freight originating

at Davenport or Wheatland or any point between Davenport and Wheatland, to any point west of Wheatland; will not prohibit the transportation of freight originating at De Witt or at any point between De Witt and Davenport, for delivery to Davenport or to any point between De Witt and Davenport; will not prohibit the transportation of freight originating at Davenport or at any point between Davenport and De Witt, to De Witt or to any point between Davenport and De Witt; will not prohibit the transportation of freight originating at Wheatland or De Witt or at any point between Wheatland and De Witt, for delivery to any point south of De Witt, and will not prohibit the transportation of freight originating south of De Witt, for delivery to any point west of De Witt.

The Certificate of Convenience and Necessity containing authority to operate between Stanwood and Davenport, via De Witt, is granted with the express understanding that the Cedar Rapids and Iowa City Railway will continue to operate the motor carrier line between Cedar Rapids and Davenport, via Tipton, as authorized by Certificate of Convenience and Necessity No. 59, in order to adequately serve that community.

Concurring opinion of Commissioner Richardson.

I concur with the majority opinion except as to the last paragraph thereof, believing that no contingency as to the operation of another line should be made a part of this grant, inasmuch as we have jurisdiction over the operations under Certificate No. 59.

Filed October 25, 1927. Closed February 14, 1928.

No. H-671—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to transport passengers and freight between Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. Amended to eliminate all reference to the carrying of freight.

Granted as amended by Certificate of Convenience and Necessity No. 171.

Filed October 26, 1927. Closed December 20, 1927.

No. H-674—1928. Mrs. Inez Oleson, Manly, Iowa. Application to transport freight between Mason City and Manly.

Dismissed. See decision under H-666—1928.

Filed October 29, 1927. Closed December 16, 1928.

No. H-675—1928. R. L. Conard, Des Moines, Iowa. Application to transport freight between Des Moines, Ankeny, Huxley, Ames, Nevada, Colo, State Center and Marshalltown.

Withdrawn.

Filed November 3, 1927. Closed December 6, 1927.

No. H-676—1928. C. L. McLeod, Iowa Falls, Iowa. Application to transport freight between Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, New Hartford, Benson, Cedar Falls and Waterloo, except locally between New Hartford and Waterloo or points intermediate thereto.

Denied by decision reading as follows:

Appearances:

For the applicant—Lundy & Bateson, Attys., Eldora, Iowa, by E. H. Lundy and H. W. Kennedy; C. L. McLeod, Iowa Falls, Iowa.

For the Illinois Central Railroad Company, objector—Helsell & Helsell, Attys., Ft. Dodge, Iowa, by C. A. Helsell; George W. Dawson, Atty., Waterloo, Iowa.

On November 4, 1927, C. L. McLeod, of Iowa Falls, made application to this Board for a Certificate of Convenience and Necessity, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, to operate as a motor carrier for the transportation of freight between Iowa Falls, Ackley, Austinville, Aplington, Parkersburg, New Hartford, Benson, Cedar Falls and Waterloo, in Hardin, Butler, Grundy and Black Hawk Counties, except for the

transportation of local freight between New Hartford and Waterloo and points intermediate thereto.

Pursuant to notice published as required by statute, the application was fully heard at the Court House in Waterloo, on December 20, 1927.

The applicant is an experienced motor carrier now operating under the Motor Carrier Law for the transportation of freight over four lines radiating from Iowa Falls. The financial statement and list of equipment which is now being used and proposed to be used, indicates the ability of the applicant to perform as a motor carrier. Besides C. L. McLeod, the applicant, there were nine witnesses introduced, who testified on behalf of the proposed service. The witnesses represented the Rath Packing Company, Swift & Company, Hoxie Fruit Commission Company, three wholesale groceries and one bottling company.

The Chicago, Rock Island & Pacific Railway Company and the Illinois Central Railroad Company filed written objections to the granting of this certificate. The Chicago, Rock Island & Pacific Railway Company did not appear at the hearing, however. The Illinois Central appeared and strenuously opposed the application by introducing twenty-two witnesses, being bankers and merchants residing in the various towns proposed to be served. There were also petitions voicing their protest to the granting of the certificate signed by forty-four business people and others at Parkersburg, thirty-seven of Aplington and eighteen of Austinville. The Brotherhood of Locomotive Engineers and Firemen, by representative, appeared and testified in opposition to the proposed service, as well as filing a written resistance, purporting to be the sentiment of the Brotherhood. An exhibit purporting to be editorials clipped from newspapers from the towns of Ackley, New Hartford, Cedar Falls, Parkersburg and Aplington, indicating the sentiment of the newspapers as well as some of the people of those towns as being opposed to any motor carrier service being authorized between Waterloo and Iowa Falls, was introduced. A schedule of the service now being offered by the Illinois Central Railroad Company, objector, shows that in each direction four passenger trains carrying mail and express, two dispatch freight trains and one local way freight train are operated. The local way freight train serves all of the towns which are proposed to be served by the applicant.

The record shows very little public demand for the proposed service other than that evidenced by the several firms hereinbefore mentioned. We do find from the record, however, a preponderance of testimony in opposition to granting any motor carrier service on the highway and a declaration of the adequacy of the service now offered by the Illinois Central Railroad Company.

After a careful review of all the record, we find that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is therefore denied.

November 4, 1927. December 22, 1927.

No. H-677—1928. Adolph H. Ausenhuis, Northwood, Iowa. Application to transport freight between Manly and Mason City.

Granted by extending Certificate of Convenience and Necessity No. 51. See decision under H-666—1928.

Filed November 6, 1927. Closed December 20, 1927.

No. H-678—1928. Bert Myers, Adel, Iowa. Application to transport freight between Des Moines, Waukeee and Adel.

Denied. Decision follows:

Decided December 22, 1927.

Appearances:

For the applicant—Burton Russell, Attorney, Adel, Iowa; Bert Myers, Adel, Iowa.

For the Chicago, Milwaukee & St. Paul Ry. Co., objector—Hughes, Taylor, O'Brien & Faville, Attys., Des Moines, Iowa, by John N. Hughes; B. F. Van Vliet, Sup't, Des Moines, Iowa; Harry Warren, D. F. & P. A., Des Moines, Iowa.

For W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Co., objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For the American Railway Express Co., objector—R. M. Higley, Route Agent, Des Moines, Iowa.

For R. L. Conard, Des Moines, Iowa, objector—C. W. Lyon, Atty., Des Moines, Iowa.

For Commerce Counsel of Iowa—Stephen Robinson, Des Moines, Iowa.

On November 9, 1927, Bert Myers, of Adel, Iowa, filed this application for a Certificate of Convenience and Necessity to operate as a motor carrier, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, for the public transportation of freight between Des Moines, Waukeee and Adel, in Polk and Dallas Counties, Iowa, over the route described in said application.

Hearing on this application was fixed for Tuesday, December 6, 1927, ten o'clock a. m., at the office of the Board in Des Moines, and proofs were filed showing that notice of said hearing was published as prescribed by law.

Full hearing was had at the time and place named above, at the conclusion of which the application was taken under advisement by the Board.

The following appearances were made at the above hearing:

For the applicant—Burton Russell, Attorney, Adel, Iowa; Bert Myers, Adel, Iowa.

For the Chicago, Milwaukee & St. Paul Ry. Co., objectors—Hughes, Taylor, O'Brien & Faville, Attys., Des Moines, Iowa, by John N. Hughes; B. F. Van Vliet, Sup't, Des Moines, Iowa; Harry Warren, D. F. & P. A., Des Moines, Iowa.

For W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Co., objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For American Railway Express Co., objector—R. M. Higley, Route Agent, Des Moines, Iowa.

For R. L. Conard, Des Moines, Iowa, objector—C. W. Lyon, Attorney, Des Moines, Iowa.

For Commerce Counsel of Iowa—Stephen Robinson, Des Moines, Iowa.

Several witnesses were introduced at the hearing who gave testimony in favor of the granting of the application and several witnesses were introduced who gave testimony against the granting of the application.

Twenty-five letters from merchants and business men of Adel, Iowa, were submitted at the hearing as an exhibit on behalf of R. L. Conard, objector, which letters state, in substance, that they are being served by Mr. Conard; that his service is satisfactory, and that, in their opinion, there is no necessity for the establishment of the service applied for by Mr. Myers. One letter from a business man of Adel was submitted as an exhibit on behalf of the applicant herein.

Written objections to the granting of this application, were filed by the Chicago, Milwaukee & St. Paul Railway Company, W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company, and R. L. Conard.

Mr. Conard is now operating as a motor carrier for the public transportation of freight between Des Moines, Waukeee and Adel, under authority granted in Certificate of Convenience and Necessity No. 21, on the following schedule:

8:00 A. M. Lv..... AdelAr. 4:00 P. M.
 8:40 A. M. Lv..... WaukeeLv. 3:30 P. M.
 9:30 A. M. Ar..... Des MoinesLv. 2:00 P. M.

The length of this route, one way, is 22.742 miles.

Mr. Myers is now operating as a motor carrier for the public transportation of freight between Des Moines, Waukee, Dallas Center, Minburn and Adel, under authority granted in Certificate of Convenience and Necessity No. 20, on the following schedule:

6:45 A. M. Lv..... AdelAr. 4:35 P. M.
 Lv..... MinburnLv. 3:45 P. M.
 Lv..... Dallas CenterLv. 2:30 P. M.
 7:10 A. M. Lv..... WaukeeLv. 1:30 P. M.
 8:00 A. M. Ar..... Des MoinesLv. 12:00 noon

The one-way length of the route from Adel to Des Moines, via Waukee is 22.76 miles and the one-way length of the route from Des Moines to Adel, via Waukee, Dallas Center and Minburn, is 43.66 miles.

This application was accompanied by an affidavit signed and sworn to by Mr. Myers, which reads, in part, as follows:

"That under said Certificate No. 20 my trucks now arrive in Adel at approximately 4:15 P. M.

"That I am operating two trucks over my present route but that one truck will handle the tonnage for Dallas Center and Minburn and that one truck will handle the tonnage for Waukee and Adel.

"I further depose and say, that if I am given a permit to operate as a motor carrier of freight, direct from Des Moines, through Waukee to Adel, I can give more satisfactory service and decrease my expenses, and it would also decrease the mileage on one truck approximately seventeen miles (17 miles) each trip, for the reason that on my present route when I reach a point four (4) miles west of Waukee, I am only three (3) miles from Adel."

On December 9, 1927, Mr. Conard filed an application for authority to cancel his present time schedule and to place the following time schedule in effect:

8:00 A. M. 6:00 A. M. Lv..... AdelAr. 1:00 P. M. 4:00 P. M.
 8:40 A. M. 6:30 A. M. Lv.... Waukee ...Lv. 12:30 P. M. 3:30 P. M.
 9:30 A. M. 8:00 A. M. Ar... Des Moines ..Lv. 11:00 A. M. 2:00 P. M.

Authority to make this change in time schedules has been granted by the Board.

The time schedule filed with Mr. Myers' application for authority to operate between Des Moines, Waukee and Adel, shows that he proposed to leave Adel at 6:33 a. m., arriving at Des Moines at 8:00 a. m., and to leave Des Moines at 11:00 a. m., arriving at Adel at 12:40 p. m.

After full consideration of all of the facts of record, the Board finds that the showing made in this case would not justify a finding that the proposed service would promote the public convenience and necessity.

The application is therefore denied.

Filed November 9, 1927. Closed December 22, 1927.

No. H-680—1928. Robert L. McIntyre, Pleasantville, Iowa. Application to transport freight between Pleasantville, Swan, Ford, Carlisle and Des Moines.

Granted by Certificate of Convenience and Necessity No. 174.

Filed November 11, 1927. Closed February 3, 1928.

No. H-681—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight over that part of interstate route between the north line of the state, Decorah, Ridgeway and Cresco.

Operation permitted by Certificate No. 170.

Filed November 12, 1927. Closed December 27, 1927.

No. H-683—1928. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of Safety Coach Transit Company, and R. B. Wyatt, Newton, Iowa. Application to lease Route No. 2 of Certificate of Convenience and Necessity No. 100, authorizing passenger service between Newton and Grinnell, to R. B. Wyatt.

Lease approved to become effective January 1, 1928.

Filed December 7, 1927. Closed December 29, 1927.

No. H-684—1928. O. C. Wright, Adel, Iowa. Application for waiver of provisions of Rule 15, for revocation of right of Des Moines-Stuart Bus Company to operate over Route No. 2 under Certificate of Convenience and Necessity No. 1, and for authority to resume service over said route.

Granted.

Filed December 2, 1927. Closed December 7, 1927.

No. H-685—1928. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of Safety Coach Transit Company, and Arthur Beasley, Marshalltown, Iowa. Application to transfer Route No. 3 of Certificate of Convenience and Necessity No. 100, authorizing passenger service between Newton, Laurel and Marshalltown, to Arthur Beasley.

Granted. Certificate of Convenience and Necessity No. 100, was amended by cancelling therefrom right to operate between Newton and Marshalltown and Certificate of Convenience and Necessity No. 172 conveying such authority to Arthur Beasley, was issued.

Filed December 7, 1927. Closed December 29, 1927.

No. H-686—1928. R. O. Seaton, Osage, Iowa. Application to transport freight between Osage, St. Ansgar and Mitchell, Osage and Mitchell, Osage and Stacyville and between Osage, New Haven and Riceville.

Denied.

Filed December 7, 1927. Closed January 25, 1928.

No. H-687—1928. R. L. Conard, Des Moines, Iowa. Application to establish additional service under Certificate of Convenience and Necessity No. 21.

Granted.

Filed December 9, 1927. Closed December 22, 1927.

No. H-688—1928. Alf T. Brackey, Lake Mills, Iowa. Application to suspend service during the months of January, February and March of each year under Certificate of Convenience and Necessity No. 125.

Denied.

Filed November 28, 1927. Closed December 7, 1927.

No. H-689—1928. Roy German, Iowa Falls, Iowa, and Ray C. Nichols, Wellsburg, Iowa. Application to transfer Certificate of Convenience and Necessity No. 60 to Ray C. Nichols.

Transfer approved to become effective January 5, 1928.

Filed December 13, 1927. Closed January 4, 1928.

No. H-690—1928. Barish Brothers Motor Company, Inc., Sioux City, Iowa. Application to abandon service between Paullina and Sanborn under Certificate of Convenience and Necessity No. 153.

Granted by eliminating authority to operate between Paullina and Sanborn from Certificate of Convenience and Necessity No. 153.

Filed December 19, 1927. Closed December 21, 1927.

No. H-691—1928. O. C. Wright, Adel, Iowa. Application to abandon service over Route No. 2 under Certificate of Convenience and Necessity No. 1.

Granted. That part of Certificate of Convenience and Necessity No. 1 authorizing service between Des Moines and Stuart over Route No. 2 was revoked.

Filed December 22, 1927. Closed December 29, 1927.

No. H-692—1928. Osceola Transfer Company, Osceola, Iowa, a partnership composed of Loren L. Adams and Ida Adams of Osceola. Application to transport freight between Osceola, Nortonville, Liberty, Medora, Jefferson Heights, Log Cabin Station, Higdonville, Indianola and Des Moines, except for the transportation of local freight between Indianola and Des Moines or points intermediate thereto.

Granted by Certificate of Convenience and Necessity No. 177.
Filed December 27, 1927. Closed June 5, 1928.

No. H-693—1928. H. W. Lund, et al., Blairsburg, Iowa. Petition to authorize the Ft. Dodge, Des Moines & Southern Transportation Company to operate into Blairsburg under Certificate of Convenience and Necessity No. 116.

Dismissed without prejudice.

Filed December 27, 1927. Closed August 7, 1928.

No. H-694—1928. Raymond Mishler, West Union, Iowa. Abandonment of service authorized by Certificate of Convenience and Necessity No. 105.

Certificate revoked.

Filed December 30, 1927. Closed January 5, 1928.

No. H-695—1928. Carl Brown, Winterset, Iowa. Application to amend Certificate of Convenience and Necessity No. 104 to describe route as relocated.

Granted.

Filed January 3, 1928. Closed February 2, 1928.

No. H-696—1928. H. G. Hill, Bloomfield, Iowa. Application to suspend service authorized by Certificate of Convenience and Necessity No. 167 for a period of ninety (90) days.

Granted.

Filed January 5, 1928. Closed January 10, 1928.

No. H-697—1928. Thomas W. Hannah, Fairfield, Iowa. Application to transport passengers and a limited amount of freight between Fairfield, Batavia, Agency and Ottumwa.

Denied. Decision follows:

Appearances:

For applicant—R. C. Leggett, Atty., Fairfield, Iowa; X. C. Nady, Atty., Fairfield, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Ass't Atty., Iowa District, Burlington, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Ry. Co., objector—H. W. Warren, D. F. & P. A., Des Moines, Iowa.

For American Railway Express Co., objector—C. F. Belcher, Sup't, Lincoln, Nebraska.

For Brotherhood of Railroad Trainmen, objector—Tom Hanna, Burlington, Iowa.

Thomas W. Hannah, of Fairfield, Iowa, on January 6, 1928, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between Fairfield, Batavia, Agency and Ottumwa, in Jefferson and Wapello Counties, Iowa.

The case was set for hearing and, after due notice, was heard at Ottumwa, Iowa, on February 8, 1928.

The applicant proposes to operate five trips each way daily.

The testimony of witnesses for petitioner was unanimous that a need exists for more frequent service and for better train connections at Ottumwa for points beyond. Petitions endorsing the application, signed by twenty residents of Batavia, twenty-eight from other points along the route and two hundred ninety-five from the city of Fairfield, as well as resolutions of the Lions Club of Fairfield and the Fairfield Forum, were filed with the Board.

Written objections to the granting of the application, were filed by

the Chicago, Burlington & Quincy Railroad Company and the business interests of Batavia.

Representatives of the Chicago, Burlington & Quincy Railroad Company, Chicago, Milwaukee, St. Paul & Pacific Railway Company, American Railway Express Company and Brotherhood of Railroad Trainmen appeared at the hearing objecting to the granting of the application. Objections were also entered by the Ottumwa Chamber of Commerce and several business men of Ottumwa.

Exhibit No. 1, which was introduced at the hearing by the Chicago, Burlington & Quincy Railroad Company, shows that the following service is being furnished by that company:

	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.
	*	*	†	*	†	*	†	†
Ottumwa ...	11:18	6:35	3:10	12:42	11:35	8:45	7:45	5:30
Agency		6:49	3:23		11:49		8:00	5:43
Batavia		7:01	3:35		12:01		8:15	5:53
Bernhart ...		7:11			12:10			6:00
Fairfield ...	12:01	7:26		1:20	12:22	9:22		6:11
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
	*	*	*	†	†	*	†	†
Ottumwa ...	12:34	1:13	7:32	11:35	1:10	5:08	6:15	7:45
Agency			7:20	11:22	12:57			7:33
Batavia			7:05	11:05	12:42		5:45	7:20
Bernhart ...					12:32			7:08
Fairfield ...	11:55	12:34	6:47		12:20	4:32		6:56

*Daily.

†Daily, except Sunday.

Nos. 1 and 10 summer trains, run during the months of June, July, August and September.

It is testified that the service now maintained by the Railroad Company is more than sufficient to accommodate the existing traffic and that if a need for greater facilities is shown, the railroad company is able and willing to furnish it. It is apparent to us that there is a very substantial desire for the additional service on the part of the people whom it is proposed to serve. A large number of substantial citizens of Fairfield and vicinity have earnestly and capably supported the applicant. The applicant is a man of good standing and his record as a motor carrier is high.

Chapter 252, Code of Iowa, 1924, in which is contained the original motor carrier act of the Iowa Legislature, declares it to be " * * * unlawful for any motor carrier to operate or furnish service within this state without first having obtained from the Board of Railroad Commissioners a certificate authorizing such operation" and it further provides that before such certificate be issued, the Commission should make a finding that " * * * the service proposed to be rendered will promote the public convenience." If that were the law now, we would have no hesitancy in granting a certificate to the applicant Hannah. Clearly, we think, the service proposed would be a convenience for the public. The consensus of opinion of the city of Fairfield has expressed to us that such is the case. The Forty-first General Assembly however, changed the law as found in Chapter 252 of the 1924 Code. It added another requirement to the showing warranting the granting of authority to operate as motor carrier in Iowa. Instead of finding by the Commission that the service proposed must promote merely the "public convenience," the General Assembly after two years' experience with the operation of the law, amended it to require, before a certificate could be issued, a finding after public hearing, that the proposed service " * * * will promote the public convenience and necessity."

Obviously, the word "necessity" means something more than convenience. We agree with the counsel for the applicant who argues ably that the meaning of the word "necessity" cannot be limited to absolute physical necessity. We are, however, convinced that the legislature, in adding the requirement to the law, after two years' experience, that "necessity" must be shown, meant something more than a merely desirable or even valuable addition to the transportation facilities of the community. To our mind, the General Assembly meant at least that the transportation facilities now afforded the community shall be shown to be inadequate to the reasonable needs and demands of the community. This showing, we think has not been made by applicant in this case.

In our opinion, the law does not permit us to issue a certificate of convenience and necessity in this instance and the application is therefore denied.

Filed January 6, 1928. Closed February 25, 1928.

No. H-698—1928. Hawkeye Stages, Inc., Boone, Iowa. Application to suspend freight service authorized under Certificate of Convenience and Necessity No. 169.

Suspension approved until December 1, 1928.

Filed January 4, 1928. Closed January 10, 1928.

No. H-699—1928. Lee A. Davis, Anthon, Iowa. Application to suspend service authorized under Certificate of Convenience and Necessity No. 155 until April 1, 1928.

Granted.

Filed January 4, 1928. Closed January 10, 1928.

No. H-700—1928. Benjamin W. Crips, Ottumwa, Iowa. Application to transport passengers between Fairfield, Batavia, Agency and Ottumwa.

Denied. Decision follows:

Appearances:

For applicant—George Haw, Ottumwa, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Ass't Atty., Iowa District, Burlington, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific Ry. Co., objector—H. W. Warren, D. F. & P. A., Des Moines, Iowa.

For American Railway Express Co., objector—C. F. Belcher, Sup't, Lincoln, Nebraska.

For Brotherhood of Railroad Trainmen, objector—Tom Hanna, Burlington, Iowa.

This application was filed by Benjamin W. Crips for authority to operate as a motor carrier of passengers only between Fairfield, Batavia, Agency and Ottumwa.

By agreement of parties, this application and that of Hannah were heard together and our findings in the Hannah case are made applicable to the Crips petition.

We find that no showing has been made that the proposed service will promote public convenience and necessity and the application is therefore denied.

Filed January 7, 1928. Closed February 25, 1928.

No. H-701—1928. Nick Beuzekom, Hull, Iowa, and Peter Van Den Bosch, Ireton, Iowa. Application to transfer Certificate of Convenience and Necessity No. 85 to Peter Van Den Bosch.

Approved.

Filed January 9, 1928. Closed February 1, 1928.

No. H-702—1928. Bert Myers, Adel, Iowa, and D. N. Hiatt, Dallas Center, Iowa. Application to transfer Certificate of Convenience and Necessity No. 20 to D. N. Hiatt.

Approved. Chairman Webster dissented.

Filed January 9, 1928. Closed January 16, 1928.

No. H-703—1928. Dale Harris, Earlham, Iowa, and F. D. Hakes, Martensdale, Iowa. Application to transfer Certificate of Convenience and Necessity No. 58 to F. D. Hakes.

Approved. Chairman Webster dissented.

Filed January 10, 1928. Closed January 13, 1928.

No. H-704—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight over that part of interstate route located between the north line of the state of Iowa, Burr Oak, Decorah, Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton and Independence.

Granted. Application dismissed August 17, 1928, service being continued by virtue of authority granted under other applications (Dockets Nos. H-711 and H-772).

Filed January 20, 1928. Closed August 17, 1928.

No. H-705—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to transport freight between Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Wald and Tipton.

Granted by Certificate of Convenience and Necessity No. 183.

Filed January 23, 1928. Closed May 24, 1928.

No. H-706—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to transport freight between Cedar Rapids, Shueyville, Curtis, North Liberty, Iowa City, Sharon Center, Kalona and Washington.

Granted by Certificate of Convenience and Necessity No. 184.

Filed January 23, 1928. Closed May 24, 1928.

No. H-707—1928. J. E. Barta, Manly, Iowa. Application to transport freight between Manly and Mason City.

Denied. Decision follows:

Appearances:

For the applicant—L. T. Bosworth, Atty., Manly, Iowa; J. E. Barta, Manly, Iowa.

For Adolph H. Ausenhus, objector—Rob Roy Cerney, Atty., Northwood, Iowa; Adolph H. Ausenhus, Northwood, Iowa.

For the C., R. I. & P. Ry. Co., objector—J. G. Gamble, Atty. for Iowa, by F. W. Miller, Asst. Atty., Des Moines, Iowa.

For the C., G. W. R. R. Co., objector—J. G. McWaters, Gen. Agt., Mason City, Iowa.

For the M. & St. L. R. R. Co., objector—C. H. E. Boardman, Atty. for Iowa, by H. G. Cartwright, Asst. Atty., Marshalltown, Iowa.

For the American Railway Express Co., objector—C. C. Halphide, Agt., Mason City, Iowa.

For the Brotherhood of Railroad Trainmen, objector—R. H. Richardson, Mason City, Iowa.

On December 31, 1927, J. E. Barta of Manly, Iowa, filed application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Manly, Worth County, Iowa, and Mason City, Cerro Gordo County, Iowa.

After due notice, the case came on for hearing at Mason City, Iowa, on February 24, 1928, and was fully heard at that time. Written objections to the granting of the application were filed on behalf of the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Enginemen and Firemen, W. H. Bremner, Receiver for the Minneapolis & St. Louis Railroad Company and Adolph H. Ausenhus of Northwood, Iowa. Representatives of the Chicago, Rock Island & Pacific Railway Company, Chicago Great Western Railroad Company, Minneapolis & St. Louis Railroad Company, American Railway Express Company, Brotherhood of Railroad Trainmen and Adolph H. Ausenhus, holder of Certificate of Convenience and Necessity No. 51 which authorizes him to operate as

a freight motor carrier between Manly and Mason City, also appeared at the hearing objecting to the granting of this application.

Supporting the application, thirty-one business houses of Manly and fifteen wholesale houses of Mason City filed petitions with the Commission, requesting that authority prayed for be granted.

For correct understanding of the issues in this case, it is necessary to refer to the previous record of the Commission with regard to motor carriers of freight between Manly and Mason City. Adolph H. Ausenhus is a motor carrier of freight under authority of this Commission, between Northwood, Kensett and Mason City, Iowa. He secured this right on October 10, 1925, by transfer of certificate from Louis Christoffersen. Northwood is a town of approximately eleven miles north of Manly and the route followed by Ausenhus is directly through the town of Manly although he had not the right to transport local freight between Manly and Mason City. On December 16, 1927, this Commission rendered its decision on the applications of J. E. Barta, applicant in the present case, Mrs. Inez Oleson of Manly, Iowa, and Adolph H. Ausenhus, all for authority to operate as motor carriers of freight between Manly and Mason City. The Board denied the application of Barta, dismissed that of Mrs. Oleson and granted authority to Ausenhus who, as stated above, already operated through, but did not serve, Manly.

The present application is, therefore, the second one for Mr. Barta within a period of two and one-half months.

The testimony in this case shows that there is both rail line and freight motor carrier service between Mason City and Manly.

It appears from the record, that but few, if any, of the Manly shippers have availed themselves of the present motor carrier service and that as a matter of fact the overwhelming majority of the shippers prefer that applicant Barta be given authority to operate as a motor carrier.

This Board has no authority except that delegated to it by the General Assembly of Iowa. That body has declared it to be " * * * unlawful for any motor carrier to operate or furnish public service within this state without first having obtained from the (railroad) commission a certificate declaring that public convenience and necessity require such operation."

Obviously, in this case, it would be the easy thing for the Commission to be controlled by the expressed desires of the people of Manly and grant a certificate to Barta. Public sentiment at Manly undoubtedly favors his application. Equally obvious, however, is the fact that there are available for the shippers of Manly, adequate facilities for the transportation of their merchandise to and from Mason City. Ausenhus already has a certificate, issued to him after full hearing and consideration, authorizing him to operate as a motor carrier of freight between Manly and Mason City and the Minneapolis & St. Louis, Chicago Great Western and Chicago, Rock Island & Pacific Railways furnish rail service between the same points. The law requires specifically that necessity for the service be shown before authority to operate as a motor carrier be granted. This requirement by the General Assembly is doubtless made so that the right of the public to consistent, reliable and adequate service may be assured as nearly as possible by the elimination and prohibition of unnecessary service which would tend to divide business which can be adequately handled by existing agencies and thus ultimately act against the best interests of the public by making unprofitable for two, a motor carrier business which might sustain and strengthen one.

There has been no showing to this Board that there is a necessity for another motor carrier to operate between Manly and Mason City. Our personal inclination to accede to the wishes of the people of Manly and grant a certificate to Barta, is strong, but on consideration

of the record and the existing facts, we are convinced that the law will not permit us to make the required order.

The application of Barta is therefore denied.

Filed December 31, 1927. Closed March 26, 1928.

No. H-708—1928. M. J. Cass, Monticello, Iowa. Application to transport freight between Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids, except locally between Marion and Cedar Rapids.

Denied. Decision follows:

Appearances:

For applicant—J. J. Locher, Atty., Monticello, Iowa; M. J. Cass, Monticello, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific R. R. Co., objector—Hughes, Taylor, O'Brien & Faville, Attys., Des Moines, Iowa, by C. L. Taylor; M. J. Flanigan, Div. Supt., Marion, Iowa.

For Illinois Central Railroad Co., objector—Grimm, Wheeler, Elliott & Shuttleworth, Attys., Cedar Rapids, Iowa, by J. M. Grimm; Sanford Kerr, Agent, Cedar Rapids, Iowa.

For Cedar Rapids & Marion City Ry. and Miles R. Landis, Anamosa, Iowa, objectors—D. F. Huntoon, Dubuque, Iowa.

For applicant—James E. Remley, Atty., Anamosa, Iowa; M. E. Buckner, Anamosa, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific R. R. Co., objector—Hughes, Taylor, O'Brien & Faville, Attys., Des Moines, Iowa, by C. L. Taylor; M. J. Flanigan, Div. Sup't., Marion, Iowa.

For Cedar Rapids & Marion City Ry. and Miles R. Landis, Anamosa, Iowa, objectors—D. F. Huntoon, Dubuque, Iowa.

For M. J. Cass, Monticello, Iowa, objector—J. J. Locher, Atty., Monticello, Iowa; M. J. Cass, Monticello, Iowa.

On January 28, 1928, M. J. Cass, of Monticello, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids, in Jones and Linn Counties, Iowa, except for the transportation of local freight between Marion and Cedar Rapids.

On January 30, 1928, M. E. Buckner, of Anamosa, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Cascade, Monticello, Langworthy, Anamosa, Springville, Marion and Cedar Rapids, in Dubuque, Jones and Linn Counties, Iowa, except for the transportation of local freight between Cascade and Monticello.

The proposed routes are substantially the same, except that applicant Buckner proposes to operate on to Cascade. Applicant Cass now operates as a motor carrier of freight on the highway between Monticello, Cascade and Dubuque.

These applications were set down for hearing on February 28, 1928, ten o'clock A. M., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and notice of said hearing was published as prescribed by law.

At the hearing on the Cass application, which was heard first, it was agreed by the interested parties in the above cases that the evidence introduced in each case would apply to the other, except where is referred specifically to either case.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company serves all of the towns proposed to be served by the applicants herein. However, the only rail service furnished Cascade is by the Milwaukee on a narrow gauge line extending from Bellevue, on the Mississippi River, westward to Cascade. Cass, one of the applicants herein, furnishes Cascade with freight motor carrier service from Monticello from the south and from Dubuque on the north. The Milwaukee

has daily way freight service between Cedar Rapids and Monticello and intermediate points.

Several witnesses from various points testified on behalf of the applicants. Likewise many petitions indicating a demand on the part of many residents, were introduced.

Representatives of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Cedar Rapids & Marion City Railway and Miles R. Landis, of Anamosa, Iowa, appeared at the hearing and objected to the granting of these applications. The Illinois Central Railroad Company was represented at the hearing as an objector to the granting of the Cass application and M. J. Cass was represented as an objector to the granting of the Buckner application.

Several petitions were filed at the hearing, signed by merchants of Springville, Langworthy, Anamosa and Monticello, stating that the railroad service is satisfactory and protesting against the establishment of the proposed service.

Mr. H. F. Sundberg, Traffic Manager of the Cedar Rapids Chamber of Commerce, was present at the hearing and testified that these applications were brought to the attention of their shippers at a meeting on February 27, 1928, and were discussed quite thoroughly but that no action was taken with reference to approving or disapproving such applications.

After a very careful consideration of the records in these cases, the demand of the public, the existing rail and motor carrier service and connections, the financial ability of the applicants, and the needs of the territory proposed to be served, we are of the opinion that the establishment of the motor carrier service on the highway as proposed, will not promote the public convenience and necessity.

Certificates are, therefore denied.

Filed January 28, 1928. Closed March 10, 1928.

No. H-709—1928. M. E. Buckner, Anamosa, Iowa. Application to transport freight between Cascade, Monticello, Langworthy, Anamosa, Springville, Marion and Cedar Rapids, except locally between Cascade and Monticello.

Denied. See decision under Docket No. H-708—1928.

Filed January 30, 1928. Closed March 10, 1928.

No. H-710—1928. L. B. Stanley, Springville, Iowa. Application to transport freight between Whittier, Springville, Paralta and Cedar Rapids, except that originating at or destined to Marion.

Granted by Certificate of Convenience and Necessity No. 180.

Filed February 3, 1928. Closed April 5, 1928.

No. H-711—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport passengers and a limited amount of freight between the north line of the state of Iowa, Burr Oak, Decorah, Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Bryantburg, Independence, Walker, Center Point, Toddville and Cedar Rapids and between Decorah, Ridgeway and Cresco.

Granted in part by Certificate of Convenience and Necessity No. 205. Decision follows:

Appearances at hearing of February 28, 1928:

For applicant—F. W. Putnam, Atty., Minneapolis, Minnesota; Edgar F. Zelle, Pres., Minneapolis, Minnesota; W. W. Quaintance, Sec'y-Treas., Minneapolis, Minnesota.

For Waterloo, Cedar Falls & Northern Ry. Co., objector—M. A. Welsh, Sup't and Traffic Mgr., Waterloo, Iowa.

For Chicago, Milwaukee & St. Paul Ry. Co., objector—C. L. Taylor, Atty., Des Moines, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Atty., Des Moines, Iowa.

For Brotherhood of Railroad Trainmen, objector—R. H. Richardson, Vice Chairman, Mason City, Iowa.

Appearances at hearing of March 20, 1928:

For applicant—F. W. Putnam, Atty., Minneapolis, Minnesota.

This application was filed on February 3, 1928, by the Jefferson Highway Transportation Company, a corporation, of Minneapolis, Minnesota, under the provisions of Chapter 5, Laws of the Forty-first General Assembly of Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between the Iowa-Minnesota state line, Burr Oak, Decorah, Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Bryantburg, Independence, Walker, Center Point, Toddville and Cedar Rapids and between the Iowa-Minnesota state line, Burr Oak, Decorah, Ridgeway and Cresco, in Winneshiek, Howard, Allamakee, Clayton, Fayette, Buchanan, Benton and Linn Counties, Iowa, as part of two interstate routes between Minneapolis, St. Paul and Rochester, Minnesota, and the Iowa points named. Applicant proposed to transport not to exceed three hundred pounds of freight at any one time on its passenger carrying motor vehicles.

Hearing on this application was fixed for February 28, 1928, nine o'clock A. M., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and notice of said hearing was published, as prescribed by law, in each county except Winneshiek County. The hearing was therefore called on February 28th and all parties present were heard, at the conclusion of which, the hearing was continued to March 20, 1928, ten o'clock A. M., at the office of the Board in Des Moines, to permit applicant to secure proper publication in Winneshiek County, Iowa.

The continued hearing was called on March 20, 1928, at which time it was found that proper publication had been secured in Winneshiek County. The applicant was represented at this hearing by its attorney, F. W. Putnam, of Minneapolis, Minnesota, who dictated a statement into the record. There were no other appearances at this hearing and the application was therefore taken under advisement.

The records in this Board's Docket No. H-681 show that this applicant started operating on October 27, 1927, as a motor carrier between the Iowa-Minnesota state line, Burr Oak, Decorah, Ridgeway and Cresco, Iowa, and between the Iowa-Minnesota state line, Burr Oak and Decorah, as part of two interstate routes between Minneapolis, Minnesota, and the Iowa points named, for the purpose of transporting interstate passengers and a limited amount of freight. The records in this Board's Docket No. H-704 show that on February 1, 1928, this applicant extended its Minneapolis-Decorah route to Independence, Iowa, via Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein and Hazleton, for the purpose of transporting interstate passengers and a limited amount of freight. In the present application, it is proposed to extend the Independence route to Cedar Rapids and to transport interstate and intrastate passengers and a limited amount of freight over the routes to Cresco and Cedar Rapids.

Written objections to the granting of this application were filed by the Waterloo, Cedar Falls & Northern Railway Company, Brotherhood of Railroad Trainmen, Chicago, Rock Island & Pacific Railway Company and Chicago Great Western Railroad Company.

Representatives of the Waterloo, Cedar Falls & Northern Railway Co., Chicago, Milwaukee & St. Paul Railway Co., Chicago, Rock Island & Pacific Railway Co. and Brotherhood of Railroad Trainmen appeared at the hearing of February 28, 1928, objecting to the granting of the authority applied for.

Resolutions were received from the Clermont Commercial Club, Town Council of Maynard and Elgin Community Club, vigorously

opposing the establishment of the proposed service. Very strong objections were also made by the Randallia Booster Club.

Petitions in favor of the granting of the application were received from Decorah, West Union, Independence and nine of the other towns proposed to be served, the number of signatures on such petitions ranging from fifteen at Oelwein to one hundred seven at Cresco. Resolutions in favor of the proposed application were received from the Decorah Chamber of Commerce, Cresco Community Club, with certain modifications as to the route, Independence Booster Club and Community Club of Oelwein.

Witnesses from practically all of the towns proposed to be served appeared at the hearing and testified on behalf of the applicant.

A petition, signed by forty-two citizens and business men of Center Point; two letters from business men of Fayette and nine letters from business men of Waukon, objecting to the establishment of the proposed service, were received.

The Waterloo, Cedar Falls & Northern Railway Co., which operates an electric interurban railroad between Waterloo and Cedar Rapids, operates eight trains each way daily between those points, all of which stop at Center Point, the only town on the electric line that applicant proposes to serve. Representatives of that company testified that this service was entirely adequate for a town the size of Center Point. This Board, of course, takes judicial notice of the service furnished by existing motor carriers and railroads.

Oelwein has direct service to Minneapolis and Rochester, Minnesota, and practically all points north. Oelwein also has service to Cedar Rapids via the Chicago, Rock Island & Pacific Railway and via the Chicago Great Western Railroad to Waterloo and the Waterloo, Cedar Falls & Northern Railway.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company operates two trains each way daily, except Sunday, between Fayette and Cedar Rapids, which enables the citizens of Fayette to go to Cedar Rapids and back the same day.

As stated in the first paragraph of this decision, this applicant proposes to operate over two interstate routes, part of which are in Minnesota and part in Iowa, and to transport both interstate and intrastate passengers and freight.

In view of the decision of the Supreme Court of the United States in the case of *Buck vs. Kuykendall*, 267 U. S., 307, we believe that this Board has no alternative than to permit the applicant to operate over the proposed route for the purpose of transporting interstate passengers and freight exclusively. The Board does, however, have authority to say whether or not this carrier may furnish intrastate service over that route.

The original motor carrier law in this state required the Board to make a finding, after public hearing, that "the service proposed to be rendered will promote the public convenience" before a certificate could be issued. That law has, however, been repealed and the present law requires the Board to make a finding that "the service proposed to be rendered will promote the public convenience and necessity," before it may issue a certificate.

Obviously, the word "necessity" means something more than convenience. We think, however, that the meaning of the word "necessity" cannot be limited to absolute physical necessity. We are, however, convinced that the legislature, in adding the requirement to the law, after two years experience, that "necessity" must be shown, meant something more than a merely desirable or even valuable addition to the transportation facilities of the community. To our mind, the General Assembly meant at least that the transportation facilities now afforded the community shall be shown to be inadequate to the reasonable needs and demands of the community.

In making its finding, the Board must also consider the effect that the establishment of the proposed service might have on the existing service.

The Chicago, Rock Island & Pacific Railway Co. operates one passenger train daily, except Sunday, each way between Cedar Rapids and Decorah, which also serves Toddville, Center Point, Walker, Independence, Bryantburg, Hazleton, Oelwein, Maynard, West Union, Clermont and Postville. There are nine other towns on the Cedar Rapids-Decorah line of the Rock Island that applicant does not propose to serve. The southbound train leaves Decorah at 8:15 A. M. and arrives at Cedar Rapids at 1:30 P. M. and the northbound train leaves Cedar Rapids at 4:50 P. M. and arrives at Decorah at 10:10 P. M. There is also a mixed train operated each way daily, except Sunday, between these points.

According to the Amended Time Schedule submitted by the applicant herein, that company proposes to operate one of the two southbound busses out of Decorah at 7:15 A. M., one hour ahead of the passenger train, and to operate one of its two northbound busses out of Cedar Rapids at 4:15 P. M., which is thirty-five minutes ahead of the northbound passenger train.

On September 23, 1926, this Board held a hearing at West Union Iowa, in Docket No. A-4240, relative to the continuance of passenger train service between West Union and Decorah on the Cedar Rapids-Decorah line of the Chicago, Rock Island & Pacific Railway Company. The Rock Island desired to eliminate the passenger train service between the above points and the citizens who would be affected at the towns on that railroad from West Union to Decorah, made strenuous objections. Their objections were sustained by this Board and the service ordered continued. If this applicant were authorized to establish the intrastate service in Iowa, as applied for, the question naturally arises as to whether or not it would reduce the revenue on the Cedar Rapids-Decorah line of the Rock Island so materially that that company would necessarily be obliged to suspend the passenger train service now furnished.

There is no question but that the existing service between Cresco, Decorah, Waukon and Postville is inadequate.

After full consideration of all of the facts of record, it is the opinion of the Board that convenience and necessity has been shown only as between the Iowa-Minnesota state line, Burr Oak, Decorah, Waukon and Postville and between the Iowa-Minnesota state line, Burr Oak, Decorah, Ridgeway and Cresco, for the intrastate service proposed.

Certificate of Convenience and Necessity will therefore issue as soon as the applicant has complied with the requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers, such certificate to contain the authority applied for, except as follows:

1. No local passengers or freight shall be transported between Postville and Cedar Rapids or points intermediate thereto.
2. No Iowa intrastate passengers or freight shall be transported from any point north of Postville to any point south of Postville.
3. No Iowa intrastate passengers or freight shall be transported from any point south of Postville to any point north of Postville.

The balance of the application is denied.

Filed February 3, 1928. Closed November 8, 1928.

No. H-712—1928. F. D. Hakes, Earlham, Iowa. Application to transport freight between Des Moines and Van Meter.

Dismissed upon request of applicant.

Filed February 4, 1928. Closed March 6, 1928.

No. H-713—1928. Gehle Motor Transportation Company, Ft. Madison, Iowa, and Osburn F. Daley, Ft. Madison, Iowa. Application to

transfer Certificate of Convenience and Necessity No. 15 to Osborn F. Daley.

Granted.

Filed February 7, 1928. Closed February 25, 1928.

No. H-714—1928. W. E. O'Brien, Milo, Iowa. Application to transport freight between Milo, Indianola and Des Moines except locally between Indianola and Des Moines or points intermediate thereto.

Granted by Certificate of Convenience and Necessity No. 182.

Filed February 4, 1928. Closed April 12, 1928.

No. H-715—1928. Henry Billman, Mason City, Iowa, and Beckjorden and Company, Mason City, Iowa, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone. Application to transfer Certificate of Convenience and Necessity No. 161 to Beckjorden and Company.

Granted.

Filed February 8, 1928. Closed February 14, 1928.

No. H-716—1928. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa. Application to transport passengers and a limited amount of freight between Waterloo, Washburn, La Porte City, Mt. Auburn, Vinton, Newhall and Cedar Rapids.

Granted by Certificate of Convenience and Necessity No. 181.

Filed February 13, 1928. Closed May 24, 1928.

No. H-717—1928. C. L. McLeod, Iowa Falls, Iowa. Application to transport freight between Waterloo, Denver, Artesian, Frederika, Williamstown, New Hampton, Lourdes, Davis Corners, Cresco, Ridgeway and Decorah, except locally between Waterloo and Denver.

Denied. Decision follows:

Appearances:

For the applicant—C. A. Hanson, T. M., Greater Waterloo Ass'n., Waterloo, Iowa; C. L. McLeod, Iowa Falls, Iowa.

For the Chicago Great Western Railroad Company, objector—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Inghram.

For the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, objector—Hughes, Taylor, O'Brien & Faville, Attys., Des Moines, Iowa, by C. L. Taylor.

For the Chicago, Rock Island and Pacific Railway Company, objector—E. G. Kucera, Travelling Freight Agent, Waterloo, Iowa.

For the Chamber of Commerce, Oelwein, Iowa, objector—J. W. Dwyer, Secy., Oelwein, Iowa.

For the Chamber of Commerce, New Hampton, Iowa, objector—J. H. Littell, New Hampton, Iowa.

On February 13, 1928, C. L. McLeod of Iowa Falls, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Waterloo, Denver, Artesian, Frederika, Williamstown, New Hampton, Lourdes, Davis Corners, Cresco, Ridgeway and Decorah, in Black Hawk, Bremer, Chickasaw, Howard and Winneshiek Counties, Iowa, except for the transportation of local freight between Waterloo and Denver.

Pursuant to notice published as required by statute, the application was fully heard at Waterloo on March 13, 1928, and taken under advisement.

Written objections to the granting of the application were filed on behalf of The Chicago Great Western Railroad Company, The Chicago, Rock Island and Pacific Railway Company, The Oelwein Community Club, The Cresco Community Club and The New Hampton Chamber of Commerce. The Waterloo, Cedar Falls and Northern Railway Company also made written objections "to the granting of the application * * * so far as it applies to business between Waterloo and Denver, Iowa." However, authority is not desired to furnish local

service between those points. These objectors, with the exception of The Cresco Community Club and The Waterloo, Cedar Falls and Northern Railway Company were represented at hearing. Mr. F. B. Lomas, Chairman Transportation Committee, Cresco Community Club, wired "impossible to be at hearing due to bad roads." The Chicago, Milwaukee, St. Paul and Pacific Railroad Company was also represented at hearing as an objector to the granting of this application. A petition signed by twenty-five residents and business men of New Hampton, objecting to the establishment of the service herein proposed, was received after hearing.

Petitions favoring the granting of the application were submitted at hearing. These petitions were signed by five business men of Frederika, nine of New Hampton, one of Lourdes, one of Davis Corners, twelve of Cresco, six of Ridgeway and twenty-one of Decorah.

After a careful review of the record in this matter, we find that the service proposed will not promote the public convenience and necessity. The certificate applied for is therefore denied.

Filed February 13, 1928. Closed March 21, 1928.

No. H-718—1928. R. O. Seaton, Osage, Iowa. Application to transport interstate freight between Osage, St. Ansgar and the north line of the State of Iowa; between Osage and Orchard and between Stacyville and the north line of the State of Iowa.

Operation permitted by Certificate No. 179.

Filed February 17, 1928. Closed March 13, 1928.

No. H-719—1928. Myers and Allen, Guthrie Center, Iowa. Application to transport freight between Guthrie Center, Panora, Panther, Dallas Center, Grimes and Des Moines, except locally between Dallas Center, Grimes and Des Moines.

Granted in part by Certificate of Convenience and Necessity No. 185. Decision follows:

Appearances:

For the applicants—C. W. Lyon, Atty., Des Moines, Iowa; J. C. Allen, Guthrie Center, Iowa.

For the Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Ass't Atty., Des Moines, Iowa.

For the Chicago, Milwaukee & St. Paul Ry. Co., objector—Hughes, Taylor, O'Brien & Faville, Attys., by C. L. Taylor, Des Moines, Iowa.

For the Minneapolis & St. Louis Railroad Co., W. H. Bremner, Receiver, objector—Carr, Cox, Evans & Riley, Attys., by John Inghram, Des Moines, Iowa; D. M. Denison, Special Representative, Minneapolis, Minnesota.

For the American Railway Express Co., objector—R. M. Higley, Route Agent, Des Moines, Iowa.

On February 17, 1928, Myers and Allen, Guthrie Center, Iowa, a partnership composed of Everett R. Myers and James C. Allen of Guthrie Center, made application to this Board for a Certificate of Convenience and Necessity to operate as a freight motor carrier between Guthrie Center, Panora, Panther, Dallas Center, Grimes and Des Moines in Guthrie, Dallas and Polk Counties, except for the transportation of local freight between Dallas Center, Grimes and Des Moines.

Pursuant to notice published as required by statute, the application was fully heard at Des Moines on March 15, 1928.

Written objections to the granting of the application were filed on behalf of the Chicago, Milwaukee & St. Paul Railway Company, W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company and the Chicago, Rock Island & Pacific Railway Company.

Petitions signed by eighteen business men of Grimes, twenty-six of Panora and seventeen of Guthrie Center, objecting to the granting of the application were submitted at hearing. This Board also received

petition signed by thirty-four persons engaged in business at Guthrie Center, in favor of the granting of the application.

The applicant was prior to filing this application transporting freight by truck between Guthrie Center and Des Moines on contract for some twenty-two business houses at Guthrie Center, but discontinued the service upon finding it subject to law.

The partners are known in the community in which they reside as men of good character competent to furnish the service proposed.

The route is over surfaced roads permitting a dependable service during all seasons. *

A careful review of the record shows that the public convenience and necessity will be promoted by the establishment of the service proposed, except for the transportation of freight between Des Moines and Panora, and it is so found of this Board.

Certificate will, therefore, issue accordingly as soon as the applicant has complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers in Iowa.

Filed February 17, 1928. Closed May 29, 1928.

No. H-720—1928. W. C. Carr, Hudson, Iowa. Application to transport freight between Waterloo, Jesup, Littleton, Hazleton, Stanley, Aurora, Lamont, Arlington, Strawberry Point, Osborne and Elkader, except locally between Waterloo and Jesup.

Denied. Decision follows:

Appearances:

For the applicant—C. A. Hanson, Waterloo, Iowa; W. C. Carr, Hudson, Iowa.

For the C., G. W. R. R. Co., objector—Carr, Cox, Evans & Riley, Attys., by John Inghram, Des Moines, Iowa.

For the C., M., St. P. & P. Ry. Co., objector—C. L. Taylor, Atty., Des Moines, Iowa.

On February 21, 1928, W. C. Carr of Hudson, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Waterloo, Jesup, Littleton, Hazleton, Stanley, Aurora, Lamont, Arlington, Strawberry Point, Osborne and Elkader, in Black Hawk, Buchanan, Fayette and Clayton Counties, except for the transportation of local freight between Waterloo and Jesup. The distance of the proposed route is eighty-six and nine-tenths (86.9) miles. The applicant proposes to purchase a new two (2) ton truck.

The matter was set down for hearing and pursuant to published notice, was fully heard at Waterloo on May 1, 1928.

Written objections were filed by the Chicago Great Western Railroad Company and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

The Chicago Great Western Railroad Company and the Chicago, Milwaukee, St. Paul & Pacific Railroad Company appeared at the hearing objecting to the granting of the certificate. Quite a number of letters and petitions signed by people living in the towns proposed to be served were introduced, all of which indicated a desire for the proposed service and expressing that it was their belief that such service would promote the public convenience and necessity. The Chicago Great Western introduced petitions signed by quite a number of business people in Stanley, Aurora and Lamont protesting against the establishment of a motor carrier service and endorsing the Great Western freight service now existing. A resolution of the Oelwein Community Club, signed by the President and Secretary, requesting that authority not be granted, was introduced. As far as the three towns of Stanley, Aurora and Lamont are concerned, it was shown that the service afforded them by the Chicago Great Western was entirely satisfactory and adequate, they being situated on the main

line of the Chicago Great Western, Oelwein to Dubuque. Littleton is an inland town. Hazleton is located on the Rock Island south of Oelwein, and is shown to have reasonably adequate service. Strawberry Point, Arlington and Osborne are located on the Milwaukee, the first two on the line from Davenport and Cedar Rapids, while the latter is on the branch from Dubuque to West Union. Elkader at the end of the proposed route is served by a stub of the Milwaukee coming in from the north.

Exhibits introduced by the Chicago Great Western show very light tonnage going by local way freight cars from Waterloo to Stanley, Aurora and Lamont, and that a division of such tonnage would not afford either the rail line carrier or the proposed motor carrier sufficient revenue to enable them to properly serve the public in those towns. The applicant's financial statement shows net assets of \$865.00, \$700.00 of which is represented by equity in motor vehicles.

Before a certificate authorizing motor carrier service on the highway is granted, the Commission must find such service will promote the public convenience and necessity. In making such findings we must take into consideration the existing service, the demands of the public, and the financial ability of the applicant to perform as such carrier and to assume the responsibility of a public carrier. From our general knowledge of the conditions attending the business of a public carrier on the highway and such problems that confront them, in our opinion we doubt whether there is sufficient financial ability demonstrated by the applicant here to become a motor carrier.

After a very careful review of the record in this case, we find that the establishment of the proposed service will not promote the public convenience and necessity. Certificate, therefore, is denied.

Filed February 21, 1928. Closed May 22, 1928.

No. H-721—1928. Joseph W. Newbold, Attorney, Mt. Pleasant, Iowa. Application to withhold decision on the applications of Thomas W. Hannah, Docket No. H-697, and Benjamin W. Crips, Docket No. H-700, until a corporation proposed is organized and files application to transport passengers between Ottumwa and Burlington and between Washington and Bloomfield.

Denied.

Filed February 13, 1928. Closed February 20, 1928.

No. H-722—1928. Miles R. Landis, Anamosa, Iowa. Application to amend Route No. 1 under Certificate of Convenience and Necessity No. 23 by eliminating that part of route between Wyoming, Onslow, Center Junction, Scotch Grove, Monmouth and Langworthy and substituting in lieu thereof Primary Road No. 117 between Wyoming and Anamosa.

Withdrawn.

Filed February 24, 1928. Closed May 2, 1928.

No. H-723—1928. C. L. McLeod, Iowa Falls, Iowa. Application to transport freight between Waterloo, Washburn, La Porte City, Mt. Auburn, Vinton, Dysart, Garrison, Keystone, Van Horne, Newhall, Vinton, Mt. Auburn, La Porte City, Washburn and Waterloo, except locally between Waterloo, Washburn and La Porte City.

Withdrawn.

Filed March 1, 1928. Closed April 10, 1928.

No. H-724—1928. B. J. Kramer & Son, Dubuque, Iowa. Application to transport passengers and a limited amount of freight between Clinton, Lyons, Gooselake, Charlotte, Delmar and Maquoketa.

Denied. Decision follows:

Appearances:

For the applicant—John J. Kinsinger, Atty., Dubuque, Iowa; Frank T. Johnson, Maquoketa, Iowa; B. J. Kramer, Dubuque, Iowa.
For the C. & N. W. Ry. Co., and American Railway Express Com-

pany, objectors—Davis, McLaughlin & Hise, Attys., by J. C. Davis, Jr., Des Moines, Iowa.

On March 1, 1928, B. J. Kramer & Son of Dubuque filed application to operate as a motor carrier of passengers and a limited amount of freight between Clinton and Maquoketa, serving the intermediate places of Lyons, Ten Mile House, Gooselake, Charlotte, Browns Cross Road, Riggs Cross Road and Delmar. The matter was set down for hearing at Dubuque on April 19, 1928, but was continued to and fully heard on May 2nd.

The Chicago & North Western Railway Company serve all of the places here proposed to be served by the applicant except Ten Mile House, Browns Cross Road and Riggs Cross Road. In addition thereto the Chicago & North Western Railway Company serve the places of Almont, Andover, Bryant and Petersville.

The applicant proposes two round trips daily between the termini, Clinton and Maquoketa, leaving Clinton 7:00 A. M., arriving Maquoketa 8:45 A. M., and in the afternoon leaving Clinton 3:00 P. M., and arriving Maquoketa 4:45 P. M. In the other direction he proposes to leave Maquoketa 8:50 A. M., arriving Clinton 10:35 A. M., and leaving Maquoketa 4:50 P. M., arriving Clinton 6:35 P. M. The Chicago & North Western run a passenger train in each direction daily, leaving Clinton at 4:35 P. M., arriving Maquoketa 6:10 P. M., leaving Maquoketa 12:05 P. M., arriving Clinton 2:30 P. M. They also operate the local way freight which leaves Clinton at 8:00 A. M., arriving Maquoketa 11:10 A. M., leaving Maquoketa 10:25 A. M., arriving Clinton 12:05 P. M. The Chicago & North Western operate their trains from Clinton through Maquoketa on to Anamosa, which is on the end of a branch line. The distance between Clinton and Maquoketa by rail is thirty-eight miles and by way of the proposed route of the motor carrier it is a little more than thirty-six miles. The population of the towns proposed to be served is Clinton 26,436, Gooselake 145, Charlotte 399, Delmar 452 and Maquoketa 3,643, the other places being unincorporated. The applicant's financial statement shows net assets of around \$6,800.00, about \$4,000.00 of which is equity in motor vehicles.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Co. filed written objections to the granting of this certificate but did not appear at the hearing. They operate a line of railroad between Clinton and Maquoketa but necessitates change at Delmar Junction.

Before a certificate is granted to the applicant, we must find that the proposed service will promote the public convenience and necessity, and in making such findings we must take into consideration existing service either on the highway or by rail, the financial ability of the applicant to perform as such carrier, and the public demand for the service as proposed.

After a very careful review of the record in this case we find that the proposed service will not promote the public convenience and necessity. We, therefore, deny the certificate.

Filed March 1, 1928. Closed May 22, 1928.

No. H-725—1928. R. O. Seaton, Osage, Iowa. Application to revoke Certificate of Convenience and Necessity No. 108.

Granted.

Filed February 17, 1928. Closed March 13, 1928.

No. H-726—1928. Howard W. Lindeman, Dysart, Iowa. Application to transport freight between Waterloo, Hudson, Traer, Dysart, Garrison, Vinton, Van Horn, Keystone, Newhall and Cedar Rapids, except locally between Waterloo and Traer and points intermediate thereto.

Denied. Decision follows:

Appearances:

For the applicant—Howard W. Lindeman, Dysart, Iowa; Frank T. Jensen, Atty., Dysart, Iowa.

For objectors—S. C. Jacobson, Clark Dray Line, Cedar Falls, Iowa; F. W. Miller, Atty., C., R. I. & P. Ry. Co., Des Moines, Iowa; Carr, Cox, Evans & Riley, by John Inghram, Des Moines, Iowa, C., G. W. R. R. Co.; M. A. Welsh, Supt. and T. M., W. C. F. & N. Ry. Co., Waterloo, Iowa; C. A. Hanson, Intervener, in behalf of C. L. McLeod, Iowa Falls, Iowa.

On March 3, 1928, Howard W. Lindeman of Dysart filed application to operate as a motor carrier of freight between Waterloo and Cedar Rapids, serving the intermediate towns of Traer, Dysart, Garrison, Vinton, Van Horn, Keystone and Newhall, except for the transportation of local freight between Waterloo and Traer and points intermediate thereto. The matter was set down for hearing at Waterloo, May 1, 1928, where it was fully heard. The proposed route is one hundred seventeen and two-tenths (117.2) miles in length. The applicant proposes to use in this service one two-ton truck, one one and a half ton truck and one one-ton truck. The financial statement shows net assets of \$13,422.00, which includes \$2,500.00 equity in real estate, \$8,650.00 as value of motor vehicles and \$1,000.00 furniture. The service proposed is one round trip daily except Sunday.

Written objections to the granting of this certificate were filed by the Waterloo, Cedar Falls & Northern Railway Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Board of Supervisors of Benton County, Chicago & North Western Railway Company, Chicago Great Western Railroad Company and the Chicago, Rock Island & Pacific Railway Company. The Chicago Great Western Railroad Company, Waterloo, Cedar Falls & Northern Railway Company, Clark Dray Line of Cedar Falls and C. L. McLeod, Intervener, all appeared at the hearing as objectors. A petition signed by 17 business persons of Dysart stating the existing service was inadequate and requesting motor freight service as proposed, was filed. Petitions signed by numerous people in Traer, Garrison, Dysart and Newhall, objecting to the granting of the certificate and declaring the existing service was adequate and satisfactory were filed by the objectors. Several witnesses were introduced by the applicant, who testified they were desirous of having the proposed service established. The Assistant Secretary of the Chamber of Commerce of Cedar Rapids also testified that the proposed service was very desirable on the part of Cedar Rapids and believed that it would be a convenience and necessity. However, the testimony was qualified by the statement that the proposed service was endorsed more for the reason of competing with other trade centers which have now or may obtain motor carrier service, referring particularly to the application of C. L. McLeod to operate as a motor carrier of freight from Waterloo to Belle Plaine, the latter being nearer Cedar Rapids than Waterloo. All of the towns proposed to be served have rail line service either from Waterloo or Cedar Rapids.

Before a certificate of authority may be issued, this Commission must make a finding that the proposed service will promote the public convenience and necessity. In making such finding we must take into consideration existing service, the financial ability of the applicant and the public demand for the proposed service. Between the termini, Waterloo and Cedar Rapids there is an abundance of service. There is Rock Island rail line service north to Vinton from Cedar Rapids and on the Milwaukee west from Cedar Rapids to Atkins, Newhall, Van Horn and Keystone.

After a very careful review of this record we find that the establishment of the proposed service will not promote the public convenience and necessity. Certificate, therefore, is denied.

Filed March 3, 1928. Closed May 22, 1928.

No. H-727—1928. Iowa Motor Carriers, Incorporated, Mt. Pleas-

ant, Iowa. Application to transport passengers over routes set out as follows:

No. 1. Mt. Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth, Riverside and Iowa City.

No. 2. Mt. Pleasant, Salem, Donnellson, Charleston, New Boston, Mt. Clara, Summitville, Moorar and Keokuk.

No. 3. Mt. Pleasant, New London, Danville, Middletown, West Burlington and Burlington.

No. 4. Mt. Pleasant, Lockridge, Fairfield, Batavia, Agency and Ottumwa.

No. 5. Ainsworth and Washington.

No. 6. Mt. Pleasant, Oakland Mills, Salem, Hillsboro, Stockport, Utica, Mt. Zion, Keosauqua, Cantril, Milton, Pulaski and Bloomfield.

Granted in part by Certificate of Convenience and Necessity No. 202. Decision follows:

Appearances:

For applicant—Joseph W. Newbold, Atty., Mt. Pleasant, Iowa; Hirsch & Riepe, Attys., by Mr. Riepe, Burlington, Iowa; Jones & White, Attys., by Mr. White, Ottumwa, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Atty., Burlington, Iowa.

For Cedar Rapids and Iowa City Railway, objector—Oliver Longueville, Atty., Cedar Rapids, Iowa.

For H. G. Hill Transportation Co., Bloomfield, Iowa, objector—H. G. Hill, Bloomfield, Iowa.

On March 9, 1928, the Iowa Motor Carriers, Incorporated, of Mt. Pleasant, Iowa, a corporation incorporated under the laws of Iowa, filed an application, under the provisions of Chapter 5, Laws of the Forty-first General Assembly of Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers over the following routes:

Route No. 1. Between Mt. Pleasant, Swedesburg, Olds, Crawfordsville, Ainsworth, Riverside and Iowa City, in Henry, Washington and Johnson Counties, Iowa.

Route No. 2. Between Mt. Pleasant, Salem, Donnellson, Charleston, New Boston, Mt. Clara, Summitville, Moorar and Keokuk, in Henry and Lee Counties, Iowa.

Route No. 3. Between Mt. Pleasant, New London, Danville, Middletown, West Burlington and Burlington, in Henry and Des Moines Counties, Iowa.

Route No. 4. Between Mt. Pleasant, Lockridge, Fairfield, Batavia, Agency and Ottumwa, in Henry, Jefferson and Wapello Counties, Iowa.

Route No. 5. Between Ainsworth and Washington, in Washington County, Iowa.

Route No. 6. Between Mt. Pleasant, Oakland Mills, Salem, Hillsboro, Stockport, Utica, Mt. Zion, Keosauqua, Cantril, Milton, Pulaski and Bloomfield, in Henry, Van Buren and Davis Counties, Iowa.

This application was set down for hearing on Wednesday, April 25, 1928, one o'clock P. M., at the office of the Henry County Auditor, Mt. Pleasant, Iowa, at which time full hearing was had and the application taken under advisement.

Proofs of publication of the notice of hearing have been filed and show that the notice was published as prescribed by law in Wapello, Jefferson, Henry, Des Moines, Johnson, Washington, Davis and Lee Counties. The notice, as published in Van Buren County, did not contain Route No. 3, as hereinabove described; designated Route No. 4 as Route No. 3, and gave April 25, 1926 as the date of hearing instead of April 25, 1928.

Written objections to the granting of the application were filed by the Chicago, Burlington and Quincy Railroad Company, Chicago, Rock Island & Pacific Railway Company and Cedar Rapids and Iowa City Railway.

Petitions were received by the Board on April 19th and April 23,

1928, objecting to the granting of authority to operate over Routes Nos. 1, 2, 3 and 4, which petitions were signed by seventy-four citizens of Mt. Pleasant, Rome, Middletown, New London and Danville. Five of the petitioners from New London only objected to the granting of Routes Nos. 3 and 4.

The following appearances were entered at the hearing:

For applicant—Joseph W. Newbold, Atty., Mt. Pleasant, Iowa; Hirsch & Riepe, Attys., by Mr. Riepe, Burlington, Iowa; Jones & White, Attys., by Mr. White, Ottumwa, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Atty., Burlington, Iowa.

For Cedar Rapids and Iowa City Railway, objector—Oliver Longueville, Atty., Cedar Rapids, Iowa.

For H. G. Hill Transportation Co., Bloomfield, Iowa, objector—H. G. Hill, Bloomfield, Iowa.

The financial statement of the applicant shows capital stock, authorized, \$50,000.00 but none issued or paid up. It also shows assets of \$1,100.00 consisting of accounts receivable. The secretary of the corporation testified, however, that five or six thousand dollars worth of stock had been subscribed for which would enable the applicant to undertake the establishment of the service applied for and obtain such equipment as would be necessary. If granted a certificate, applicant proposes to use new standard busses on the routes having pavement and new standard sedans on the routes that are not paved. The total length of the proposed routes, one-way, is 271.6 miles. Applicant proposes to operate two round trips daily on Routes Nos. 1 and 2; four round trips daily on Routes Nos. 3, 4 and 5, and only one round trip daily on Route No. 6.

Quite a few witnesses were introduced by both the applicant and the objectors to the proposed service, who testified as to the existing service in the various communities and as to whether or not other or more frequent service would promote the public convenience and necessity.

We are, however, unable to determine any preponderance of testimony of witnesses either way on this subject, except as to the proposed service between Burlington and Ottumwa.

The applicant introduced eleven exhibits which were petitions signed by residents and business men of the towns proposed to be served and other towns in that territory. Six of these petitions were in favor of the granting of all of the routes applied for; one was in favor of the granting of Routes Nos. 1 and 2; three were in favor of the granting of Routes Nos. 3 and 4, and one was in favor of the granting of Route No. 6. These petitions contain the following number of signatures from the following towns: Mt. Pleasant, 360; Ottumwa, 244; Batavia, 25; New London, 29; Olds, 26; Agency, 23; Keokuk, 20; Ainsworth, 10; Washington, 10; Danville, 10; West Burlington, 9; Lockridge, 7; Fairfield, 6; Iowa City, 5; Middletown, 4; Bloomfield, 4; Salem, 3; Burlington, 3; Crawfordsville and Swedesburg, 1 each, and 22 signatures from other points not on the proposed routes.

Applicant introduced as Exhibit No. 2, the minutes of a meeting held on April 24, 1928, by the Mt. Pleasant Commercial Club, which set out that that body endorsed the applicant and its proposal to operate over the routes applied for.

The Chicago, Burlington & Quincy Railroad Company, objector, introduced ten exhibits, which were petitions signed by residents and business men of the towns now served by its railroad and which are here proposed to be served by the applicant. These petitions were in protest to the granting of any additional or other kind of service and gave expression to the allegation that the existing service is entirely adequate and satisfactory. These petitions contain the following number of signatures from the following towns: Lockridge, 61; Burling-

ton, 65; Ottumwa, 55; Fairfield, 178; Agency, 42; New London, 35; Danville, 60; Batavia, 45; Middletown, 19; West Burlington, 6; Beckwith, 6; Danville, 2, and West Point 1. Chicago, Burlington & Quincy Railroad Company's Exhibit No. 26, includes eleven signatures of residents of New London who request that their names be withdrawn from the petition circulated by the applicant, insofar as Routes Nos. 3 and 4 are concerned.

Exhibit No. 13, which was introduced by the Chicago, Burlington & Quincy Railroad Company, shows that that company is furnishing the following passenger service between Burlington and Ottumwa:

Schedules—Westbound—Burlington to Ottumwa
Effective April 16th

	Daily PM No. 9	Daily AM No. 3	Daily PM No. 5	Ex. Sun. No. 17	Ex. Sun. No. 179	Ex. Sun. No. 213	Ex. Sun. No. 97	Ex. Sun. No. 11
Burlington	3:18	5:20	11:16	5:00	10:30			7:00
W. Burlington				5:15	10:42			7:14
Middletown				5:30	10:55			7:22
Danville				5:36	11:03			7:27
New London		5:55		5:48	11:18			7:37
Mt. Pleasant	3:59	6:10	11:59	6:15	11:33			7:51
Rome					11:47			8:00
Lockridge		6:26			11:56			8:08
Fairfield	4:32	6:47	12:34		12:30			8:31
Batavia		7:05			12:42	11:05	5:45	8:45
Agency		7:20			12:57	11:22		8:56
Ottumwa	5:08	7:32	1:13		1:10	11:35	6:15	9:10

Schedules—Eastbound—Ottumwa to Burlington
Effective April 16th

	Daily PM No. 6	Daily PM No. 2	Daily AM No. 12	Daily PM No. 4	Ex. Sun. No. 178	Ex. Sun. No. 18	Ex. Sun. No. 98	Ex. Sun. No. 212	Ex. Sun. No. 18
Ottumwa	12:42	11:18	12:48	6:35	11:35		7:45	3:10	6:45
Agency				6:49	11:49		8:00	3:23	6:58
Batavia				7:01	12:01		8:15	3:35	7:08
Fairfield	1:30	12:01	x	7:26	12:22				7:36
Lockridge				7:51	12:47				7:45
Rome				7:58	12:53				7:51
Mt. Pleasant	1:52	12:38	x	8:17	1:10	7:00			8:05
New London				8:36	1:25	7:17			8:18
Danville				8:49	1:40	7:30			8:28
Middletown				8:57	1:46	7:35			8:33
W. Burlington				9:09	2:00	7:50			8:40
Burlington	2:32	1:24	2:34	9:30	2:15	8:05			8:50

x—stops to discharge passengers from south of Red Oak, Villisca and Chariton.

The evidence shows that the passenger business of the Chicago, Burlington and Quincy Railroad Company has decreased for several years between Burlington and Ottumwa. Exhibit No. 17 shows that the revenue received by the Chicago, Burlington & Quincy Railroad Company from station ticket sales for all trains, from Burlington to Ottumwa, for the year 1927, is 37.12% less than that received during 1920. Exhibit No. 14, which covers the year ending March 31, 1928, shows the average number of tickets sold per train during that period, from each of the stations Burlington to Ottumwa, to be as follows: Burlington, 6.49; Ottumwa, 5.09; Fairfield, 5.58; Mt. Pleasant, 4.58; New London, 2.21; Batavia, 1.06; Lockridge, 1.03, and West Burlington, Middletown, Danville, Rome and Agency, less than 1.

Objector, Chicago, Burlington & Quincy Railroad Company, also introduced the decision of this Commission in Docket No. H-510, dated November 18, 1925, denying a Certificate of Convenience and Necessity to the White Star Bus Company, of Muscatine, Iowa, to operate as a motor carrier of passengers between Burlington and Ottumwa.

Exhibit No. 20 shows that there is a very large volume of cream handled on the Chicago, Burlington and Quincy Railroad Company's local trains between Burlington and Ottumwa. Exhibit No. 21 shows that the Chicago, Burlington and Quincy Railroad Company paid taxes for the year 1927 to the counties through which it operates between Burlington and Ottumwa, amounting to \$152,662.69 and special assessments to those counties for the years 1926 and 1927, amounting to \$18,949.56.

The Cedar Rapids and Iowa City Railway holds a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Washington and Iowa City, via Kalona, and is making three round trips daily between those points.

Mr. H. G. Hill, of Bloomfield, Iowa, who is now operating as a motor carrier of passengers between Ottumwa and Bloomfield, appeared at the hearing and offered objections to the granting of a Certificate of Convenience and Necessity for that part of Route No. 6 between Bloomfield and Keosauqua, alleging that the road conditions between those points would not permit reliable service to be given. He also stated that he contemplated making an application to establish such service when the highways were in condition to permit the furnishing of continuous service.

After a careful review of all of the record in this case, we find as follows:

1. That the establishment of the proposed service over that part of Route No. 1, between Ainsworth and Iowa City, will not promote the public convenience and necessity.
2. That the establishment of the proposed service over that part of Route No. 1, between Ainsworth and Mt. Pleasant, will promote the public convenience and necessity.
3. That the establishment of the proposed service over Route No. 2, between Mt. Pleasant and Keokuk, will promote the public convenience and necessity.
4. That no satisfactory showing has been made that the establishment of the proposed service over Routes Nos. 3 and 4, between Mt. Pleasant and Burlington and between Mt. Pleasant and Ottumwa, will promote the public convenience and necessity.
5. That the establishment of the proposed service over Route No. 5, between Ainsworth and Washington, will promote the public convenience and necessity.
6. That the establishment of the proposed service over Route No. 6, between Mt. Pleasant and Bloomfield, will not promote the public convenience and necessity.

A Certificate of Convenience and Necessity, authorizing applicant to operate as a motor carrier of passengers, as proposed, between Washington and Ainsworth; Ainsworth and Mt. Pleasant, and Mt. Pleasant and Keokuk, will therefore issue as soon as the applicant has complied with the preliminary requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers.

The balance of the application is therefore denied.
Filed March 9, 1928. Closed October 16, 1928.

No. H-728—1928. O. T. Henderson, Paullina, Iowa. Application to transport freight from Sioux City to Granville, Germantown and Paullina, from Granville to Germantown and Paullina, and from Germantown to Paullina, except that originating at or destined to points intermediate to Sioux City and Granville.

Granted by Certificate of Convenience and Necessity No. 187. Decision follows:

Appearances:
For the applicant—Hays, Baron & Mathews, Attys., by Mr. Hays, Sioux City, Iowa; O. T. Henderson, Paullina, Iowa.

For the C. & N. W. Ry. Co., objectors—Geo. E. Hise, Atty., Des Moines, Iowa; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

On March 9, 1928, O. T. Henderson of Paullina filed an application

to operate as a motor carrier of freight in one direction only, daily except Sunday, from Sioux City to Paullina serving intermediate towns of Granville and Germantown. The matter was set down for hearing on April 19, 1928, but was continued to May 3, 1928, where it was fully heard at Sioux City.

The Chicago, Milwaukee, St. Paul & Pacific Railway Company and the Chicago & North Western Railway Company filed written objections to the granting of this certificate, and the Chicago & North Western Railway Company appeared at the hearing objecting.

The applicant proposes to leave Sioux City at 11:00 A. M., arriving at Paullina 3:30 P. M. He now operates into Sioux City from various points in that territory as a live stock hauler. His residence is at Paullina. The financial statement shows net assets of \$4,556.00, including household furniture of \$500.00 and an equity in real estate of \$2,000.00. Applicant states that he will purchase a new two ton truck if the certificate is granted. The length of the route is seventy-one and seventy-two hundredths (71.72) miles. Statement of witnesses as to the existing service was substantially that merchandise from Sioux City to Paullina and Granville is shipped to Alton over the North Western Railway and transferred to the Eagle Grove branch, that truck service saves the time of transfer and rehandling and gets merchandise there daily while train service is only Monday, Wednesday and Friday. Germantown is inland and merchants are compelled to go after their own merchandise, so they are very desirous of the proposed truck service. While the finances of the applicant are very limited according to his statement, there was testimony to the effect that parties stood ready and willing to finance the purchase of equipment in the event certificate was granted.

There were 18 letters from business persons at Paullina filed, all of which indicated desire on their part for the establishment of the proposed service and in substance indicated that it would promote the public convenience and necessity. A petition signed by 29 persons of Paullina was introduced which in substance stated that the existing service was not adequate or sufficient, that they were desirous of having motor truck service established and in their opinion such service would promote the public convenience and necessity. A similar petition signed by 9 persons of Granville was filed and also a similar petition with one signature from Germantown. The objector, Chicago & North Western Railway Company, filed a petition of 25 signatures requesting the application for authority to operate as a motor carrier of freight between Sioux City, Granville and Paullina be denied. A similar petition with 14 signatures from Paullina was filed, together with a letter signed by the President of the Commercial Club at Paullina, which indicated that adverse action on the application, and in favor of the existing North Western rail line service was taken by the Commercial Club at Paullina.

The Chicago & North Western Railway freight service from Sioux City to Granville and Paullina is leaving Sioux City at midnight Tuesdays, Thursdays and Saturdays, arriving Granville 10:55 A. M. and Paullina 11:20 A. M. on Wednesdays, Fridays and Mondays.

It was shown that the reputation of the applicant was very good. Before a certificate of authority is granted, the Commission must find that the proposed service will promote the public convenience and necessity. In making such finding we must consider the financial ability of the applicant to assume the responsibility and perform as such carrier, the existing service and the demands on the part of the public for the proposed service.

After a very careful review of this record we find that the establishment of the proposed service will promote the public convenience and necessity. Certificate will, therefore, issue.

Filed March 9, 1928. Closed June 26, 1928.

No. H-729—1928. R. L. Conard, Des Moines, Iowa, owner and operator of Central Iowa Stage Lines, Des Moines, Iowa. Application to transport interstate passengers over that part of interstate route between the west line of the State of Iowa, Council Bluffs, Oakland, Lewis, Atlantic, Wiota, Anita, Adair, Casey, Menlo, Stuart, Redfield, Adel, Waukee, Des Moines, Ankeny, Huxley, Ames, Nevada, Colo, State Center, Marshalltown, LeGrand, Tama, Chelsea, Bell Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Grand Mound, De Witt, Low Moor, Clinton and the east line of the State of Iowa.

Service inaugurated April 20, 1928, and discontinued May 24, 1928, at which time application was withdrawn.

Filed March 12, 1928. Closed June 27, 1928.

No. H-730—1928. Overland Stages, Incorporated, Duluth, Minnesota. Application to transport passengers between north line of the State of Iowa, Rock Rapids, Doon, Sioux Center, Orange City, Maurice, Le Mars, Merrill, Wren, Hinton, James and Sioux City. Amended to eliminate local service proposed between Le Mars and Sioux City or points intermediate thereto.

Granted as amended by Certificate of Convenience and Necessity No. 192.

Decision follows:

Appearances:

For the applicant—Fred W. Putnam, Atty., Minneapolis, Minn.

For the Sioux Falls Traction System, objectors—Hays, Baron & Mathews, Attys., by Mr. Hays, Sioux City, Iowa.

For the Illinois Central R. R. Co., objectors—Helsell & Helsell, Attys., Ft. Dodge, Iowa; Henderson, Fribourg, Hatfield & Fribourg, Attys., by Mr. Hatfield, Sioux City, Iowa.

For the Sioux City Service Co., objectors—Stewart & Hatfield, Attys., by Mr. Stewart, Sioux City, Iowa.

For the C. & N. W. Ry. Co., objectors—Geo. E. Hise, Atty., Des Moines, Iowa; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

On March 20, 1928, the Overland Stages, Inc., of Duluth, Minnesota, filed application to operate as a motor carrier for the transportation of passengers between the north line of the State of Iowa, Rock Rapids, Doon, Sioux Center, Orange City, Maurice, Le Mars, Merrill, Wren, Hinton, James and Sioux City in Lyon, Sioux, Plymouth and Woodbury Counties, as part of an interstate route. The Overland Stages is a Delaware Corporation and has domesticated in Iowa. They own and operate a bus line from Fargo, North Dakota through Moorhead, Minnesota, thence south to Pipestone, Minnesota, thence southwest to Sioux Falls, South Dakota. They have an application pending before the Minnesota Commission for authority to operate from Pipestone, Minnesota, to the Iowa-Minnesota state line. The purpose of the instant application is to connect with their lines at Pipestone, Minnesota.

This matter was set down for hearing on April 19, 1928, at Sioux City, Iowa, but was continued to May 3rd, at the same place, where it was fully heard. At the hearing certain stipulations were made and agreed to by the Illinois Central Railroad Company, objectors, and the Overland Stages, which stipulations were to the effect that the applicant thereby amended his application to not perform any local service between Sioux City and Le Mars, or between any points intermediate thereto and Sioux City or Le Mars; or between any of the intermediate points. Stipulations made by the Overland Stages and agreed to by the Sioux City Service Company were that applicant amended his application to the effect that no local passengers between places within the corporate limits of Sioux City would be carried.

Written objections were filed prior to the hearing by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Illinois Central Rail-

road Company, Chicago & North Western Railway Company, and the Sioux Falls Traction Company. Appearing at the hearing as objectors were the Chicago & North Western Railway Company, Sioux Falls Traction Company, Illinois Central Railroad Company, and the Sioux City Service Company. The objections of the Illinois Central Railroad Company and the Sioux City Service Company were eliminated by the afore mentioned stipulations agreed to by the parties. The proposed route is eighty-six (86) miles. Applicant proposes to use three 21 passenger Fageol motor busses and to operate one round trip daily. The Overland Stages have a capitalization of \$50,000.00, of which only \$12,000.00 is paid up. They propose fares about the same as the existing rail line fares. The original application proposes to serve twelve intermediate towns between the termini, Sioux City, and Rock Rapids, but six of these intermediate towns, Leeds north to Le Mars, were eliminated by the stipulations agreed to by all the parties previously mentioned herein. The Overland Stages route will substantially follow the line of the Great Northern Railway, Sioux City north to Rock Rapids. All of the towns between Sioux City and Le Mars inclusive, are served by the North Western with the exception of Hinton, James and Leeds; and all of them by the Illinois Central Railroad Company with the exception of Wren; and all of them by the Great Northern with the exception of James, Wren and Le Mars. The Great Northern did not file any written objections, nor appear at the hearing objecting to this application. The Sioux Falls Traction Company, objectors, operate a passenger motor carrier line between Sioux Falls, South Dakota, and Sioux City, Iowa. Their objections in the main were that the granting of this application would create further competition with them because of considerable passenger traffic from Pipestone and north going to Sioux City now coming via Sioux Falls, South Dakota, and their line into Sioux City. Likewise their east and west line, Sioux Falls, South Dakota, to Spirit Lake, Iowa, runs through Rock Rapids, Iowa, along which some traffic is obtained for Sioux City and is carried via their line over to Sioux Falls, South Dakota, hence via their line to Sioux City. The Sioux Falls Traction Company's line Sioux Falls to Sioux City, operates on the west side of the Missouri River in South Dakota.

Several witnesses from various points along the proposed route testified that the establishment of the proposed service here was really a convenience and necessity and that to all of the points north of Le Mars necessitated a change if going between those points and Sioux City by rail. Mr. George Call, a member of the Greater Sioux City Committee, and representing to voice the opinion of that committee, testified that they endorsed and were anxious to have the motor carrier line established provided the time schedule was changed so that they would come into Sioux City in the morning and depart therefrom in the afternoon. Counsel for the applicant stated that such an amended time schedule would be submitted to the Commission. It is upon this basis that we proceed to determine this case. The time schedule as filed proposes to leave Sioux City at 5:30 A. M., and arrive at Rock Rapids, the northern terminus at 8:22 A. M. Leave Rock Rapids at 5:38 P. M., arrive Sioux City 8:30 P. M. It is to reverse the direction of these trips that the applicant now proposes.

The Chicago & North Western Railway strenuously opposed the granting of this application on the grounds that they now furnished adequate service between Sioux City, Wren, Merrill and Le Mars direct, and with a change and very close connections between those towns and Maurice and Orange City.

To date the Overland Stages have an operating deficit of \$599.30 according to their financial statement. They show cash of around \$4,400.00 and an equity of about \$4,000.00 in some \$25,000.00 worth of motor vehicles. We believe that the Overland Stages are competent

operators and it is shown that they carry a depreciation reserve on equipment. Perhaps they would be able to perform as a motor carrier in this state notwithstanding the very limited net assets as determined from their financial statement.

While the stipulations previously mentioned herein involve only the Illinois Central with reference to the towns Sioux City to Le Mars inclusive, yet it is very obvious that such elimination of service to those towns respecting the Illinois Central cannot apply to them and not to the North Western where that road serves the same towns as the Illinois Central. Whatever restriction of service that might be made because of such stipulations with the Illinois Central must necessarily apply to any other rail line that serves the same points. This is so obvious as to need no further discussion or explanation on our part.

Before a certificate may be issued, this Commission must find that the proposed service will promote the public convenience and necessity. In making such a finding we must take into consideration existing service, the public demand for the proposed service and the financial ability of the applicant to perform as a motor carrier and assume the responsibilities thereto.

After a very careful consideration of this we find that the establishment of the proposed service will promote the public convenience and necessity with the following exceptions:

No service shall be offered or rendered between Sioux City and Le Mars or between any of the intermediate towns thereto and Sioux City or Le Mars, or between any of the towns intermediate to Sioux City and Le Mars.

Certificate with restrictions outlined above will, therefore, issue. Filed March 20, 1928. Closed October 2, 1928.

No. H-731—1928. R. B. Wyatt, Newton, Iowa, and Stephen A. Bollinger, Des Moines, Iowa. Application to cancel lease held by R. B. Wyatt to Route No. 2 under Certificate of Convenience and Necessity No. 100.

Granted.

Filed March 19, 1928. Closed March 21, 1928.

No. H-732—1928. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of the Safety Coach Transit Company. Application to suspend service between Newton and Grinnell over Route No. 2 under Certificate of Convenience and Necessity No. 100.

Granted.

Filed March 19, 1928. Closed March 21, 1928.

No. H-733—1928. D. A. Popham, Rockford, Iowa. Investigation of operation under Certificate of Convenience and Necessity No. 139.

Certificate transferred and case dismissed.

Filed February 13, 1928. Closed October 1, 1928.

No. H-734—1928. Geo. C. Wiegand, Emmetsburg, Iowa, and the Emmetsburg Produce Company, a partnership composed of J. W. Jackson and S. W. Clark of Emmetsburg, Iowa. Application to transfer right to a Certificate of Convenience and Necessity by virtue of authority granted under Certificate of Authorization No. 134 to Emmetsburg Produce Company.

Granted on September 5, 1928.

No. H-735—1928. M. T. Petre, Davenport, Iowa. Application to transport freight between Davenport, Mt. Joy, Eldridge, Gambri, De Witt, Grand Mound, Calamus, Wheatland, Lowden and Clarence.

Filed March 30, 1928. Closed May 22, 1928.

Denied. Decision follows:

Appearances:

For the applicant—Henry H. Jebens, Attorney, Davenport, Iowa; M. T. Petre, Davenport, Iowa.

For the Chicago, Milwaukee, St. Paul & Pacific Ry. Co., C. L. Taylor, Attorney, Des Moines, Iowa.

On March 30, 1928, M. T. Petre, of Davenport, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of freight between Davenport, Mt. Joy, Eldridge, Gambril, De Witt, Grand Mound, Calamus, Wheatland, Lowden and Clarence in Scott, Clinton and Cedar counties, Iowa.

Pursuant to notice published as required by statute, this case was fully heard at Davenport on May 8, 1928.

Written objections to the granting of the application were submitted on behalf of the Chicago and North Western Railway Company and the Chicago, Milwaukee & St. Paul Railway Co., the latter being represented at hearing.

After a careful review of the record in this matter, the Board finds that the service proposed will not promote the public convenience and necessity.

Certificate is therefore denied.

No. H-736—1928. Stephen De Vries, Orange City, Iowa. Application to transport freight between Sioux City and Orange City, except that originating at or destined to points intermediate thereto.

Denied. Decision follows:

Appearances:

For the applicant—Hatley & Van de Steeg, Attys., by Mr. Van de Steeg, Orange City, Iowa; Stephen De Vries, Orange City, Iowa.

For the C. & N. W. Ry. Co., objectors—Geo. E. Hise, Atty., Des Moines, Iowa; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

On March 31, 1928, Stephen De Vries of Orange City filed application to operate as a motor carrier of freight between Sioux City and Orange City, except for the transportation of freight originating at or destined to points intermediate thereto. The matter was set down for hearing on April 19, 1928, at Sioux City, but was continued to May 3, 1928, at the same place, where it was fully heard.

The Chicago & North Western Railway Company appeared as objector to the granting of this application. It was stipulated and agreed that the record in so far as it might be relevant and material in Docket No. H-728, being the application of O. T. Henderson of Paulina, would be made a part of this record. The distance of the proposed route is forty-five miles. The applicant proposes to operate one round trip each Monday, Wednesday and Friday, leaving Orange City at 7:00 a. m., arriving Sioux City 9:00 a. m., and returning leaving Sioux City 1:00 p. m., and arriving Orange City 3:00 p. m. The applicant's financial statement shows net assets of \$1,860.00, which includes \$1,750.00 valuation placed on live stock and poultry which he owns. He proposes to use on this run one Graham Bros. three-ton truck. He would compete with the Chicago & North Western Railway Company and the Great Northern Railway Company. Neither road, however, runs direct to Orange City. It is necessary that a transfer be made by either the Great Northern or the North Western.

There were thirteen persons of Orange City who signed a petition requesting the Commission to grant authority to the applicant for the service he proposes, deeming it a necessity and promotion of the public convenience. The objector, Chicago & North Western Railway Company also filed a petition signed by thirty-seven business persons of Orange City, which petition stated that the transportation facilities now furnished between Sioux City and Orange City were adequate, that there was no public demand for the establishment of such service and that it would not promote the public convenience. It was set out here what the sworn testimony in this case shows the North Western rail line service to be:

"Way freight service from Sioux City to Orange City daily except Sunday, as follows:

Leave Sioux City at midnight Monday, Wednesday and Friday, due to arrive Orange City 12:15 P. M. Tuesday, Thursday and Saturday, routing via C. St. P. M. & O. Railway and Alton.

Leave Sioux City 10:15 P. M. Tuesday, Thursday and Saturday, due to arrive Orange City, 9:25 A. M. Wednesday, Friday and Monday, routing via Chicago & North Western all the way via Hawarden. This service has been in effect since June 1, 1926."

Before granting a certificate of authority the Commission must find that the proposed service will promote the public convenience and necessity, and in making such finding we must take into consideration the financial ability of the applicant to perform as a carrier, the existing service, and the public demand for the proposed service.

After a very careful review of the record in this case we find that the establishment of the proposed service will not promote the public convenience and necessity. Certificate is, therefore, denied.

Filed March 31, 1928. Closed May 22, 1928.

No. H-737—1928. Laud and Huntoon Bus Line, a partnership composed of Elliott B. Laude and Donald F. Huntoon of Dubuque, Iowa, and the Cedar Rapids and Iowa City Railway of Cedar Rapids, Iowa. Application to transfer Certificate of Convenience and Necessity No. 8 to the Cedar Rapids and Iowa City Railway.

Transfer approved.

Filed April 3, 1928. Closed May 7, 1928.

No. H-739—1928. Harold Peterson, doing business as Thomas Transfer Company, Red Oak, Iowa. Application to transport passengers between Red Oak, Emerson, Hastings, Malvern, Glenwood, Council Bluffs and the west line of the state of Iowa.

Denied.

Filed April 6, 1928. Closed June 18, 1928.

No. H-740—1928. C. L. McLeod, Iowa Falls, Iowa. Application to transport freight between Waterloo, Eagle Center, Dysart, Vinton, Garrison, Keystone, Van Horn and Belle Plaine.

Granted in part by Certificate of Convenience and Necessity No. 194. Decision follows:

Appearances:

For the applicant—C. A. Hanson, Waterloo, Iowa; C. L. and F. D. McLeod, Iowa Falls, Iowa.

For the C., M., St. P. & P. Ry. Co., objectors—C. L. Taylor, Atty., Des Moines, Iowa.

For the C., R. I. & P. Ry. Co., objectors—F. W. Miller, Atty., Des Moines, Iowa.

For Howard Lindeman, Dysart, Iowa, objector—Frank T. Jensen, Atty., Dysart, Iowa.

On April 6, 1928, C. L. McLeod, of Iowa Falls, filed application to operate as a motor carrier of freight between Waterloo, Eagle Center, Dysart, Vinton, Garrison, Keystone, Van Horn and Belle Plaine.

The matter was set down for hearing and pursuant to notice was fully heard at Waterloo on May 1, 1928.

Objections were filed by the Chicago, Milwaukee, St. P. & Pacific Railroad Company, the Chicago & North Western Railway Company and the Chicago, Rock Island & Pacific Railway Company. The Milwaukee and Rock Island appeared at the hearing as objectors, also Howard Lindeman, by attorney, who is the applicant for a route part of which is over the route proposed here.

The applicant is an operator of four other motor carrier routes as well as a city dray line in Iowa Falls. His financial statement shows net assets of \$28,021.00, which includes a valuation of \$15,000.00 placed on the four motor carrier routes and the city dray line. Also

included in these net assets is a \$10,000.00 equity in motor vehicles and \$2,000.00 equity in real estate. He proposes to operate one round trip daily except Sunday and to use a two-ton truck. The distance of the proposed route is ninety-six and four-tenths (96.4) miles.

Twenty-two letters from business houses in Vinton were introduced, all of which in substance endorsed the proposed motor carrier service of the applicant and expressing themselves as believing that the proposed service would promote the public convenience and necessity. A file of fifteen letters signed by business people in Garrison, Keystone and Belle Plaine were introduced, all of which indicated desire to have the proposed service established.

Several petitions were introduced by the objectors, requesting that the proposed service not be established and expressing an opinion that the public convenience and necessity would not be promoted and that the existing service was adequate. These petitions were signed by twenty-two from Dysart, seventeen from Garrison, thirty-two from Belle Plaine, twenty-two from Vinton, thirty-one from Keystone and thirty-eight from Van Horn.

Several witnesses testified from various points on behalf of the applicant. Also a few witnesses for the objectors testified in support of the existing service and adversely concerning the proposed service.

Before a certificate of authority may be issued, this Commission must make a finding that the proposed service will promote the public convenience and necessity. In making such finding we must take into consideration the financial ability of the applicant to perform as a motor carrier upon the highway and to assume the responsibilities of such carrier, the existing rail line or motor carrier service and the public demand for the proposed service. Belle Plaine, the southern terminus of the proposed line, is located west of Cedar Rapids, Iowa, on the main line of the North Western, and is shown to have adequate and satisfactory service. Van Horn and Keystone are located in a westerly direction from Cedar Rapids on the main line of the Milwaukee, and are shown to have direct and adequate service. Vinton in a north-westerly direction from Cedar Rapids is located on the main line of the Rock Island between Cedar Rapids and Waterloo, and has main line way freight service from either Waterloo or Cedar Rapids.

After a very careful review of the record in this case, we find that the establishment of the proposed service for that part of the route from Waterloo through Eagle Center to Dysart east to Garrison, will promote the public convenience and necessity. Certificate for that part of the route applied for will be granted.

We further find from Garrison through Keystone and Van Horn to Belle Plaine, the southern terminus of the proposed line, and from Garrison east to Vinton, the establishment of the proposed service will not promote the public convenience and necessity. Certificate for that part of the route applied for, therefore, is denied.

Filed April 6, 1928. Closed August 7, 1928.

No. H-741—1928. Russell J. Walsh, Omaha, Nebraska, owner and operator of Interstate Transit Lines. Application to transport passengers between the west line of the state of Iowa, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Scranton, Jefferson, Grand Junction, Ogden, Boone and Ames. Amended to eliminate local service proposed between the west line of the state of Iowa and Missouri Valley.

Denied. Decision follows:

Appearances:

For the applicant—Kimball, Peterson, Smith & Peterson, Attys., by John L. Peterson, Council Bluffs, Iowa.

For the Chicago & North Western Ry. Co., objector, American Rail-

way Express Co., objector—Davis, McLaughlin & Hise, Attys., by A. A. McLaughlin and J. C. Davis, Jr., Des Moines.

For the Ft. Dodge, Des Moines & Southern R. R. Co., objector—W. R. Dyer, Atty., Boone, Iowa.

For the Illinois Central R. R. Co., objector—C. A. Helsell, Atty., Ft. Dodge, Iowa; T. H. Sullivan, Supt., Ft. Dodge, Iowa.

For the Chamber of Commerce, Boone, Iowa, objector—J. R. Brunton, Boone, Iowa.

This application was filed on April 9, 1928, by Russell J. Walsh, of Omaha, Nebraska, owner and operator of Interstate Transit Lines, Omaha, Nebraska, and is for authority to operate as a motor carrier for the public transportation of intrastate passengers between the west line of the state of Iowa, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Scranton, Jefferson, Grand Junction, Ogden, Boone and Ames, except locally between Council Bluffs and Missouri Valley and points intermediate thereto, in Pottawattamie, Harrison, Crawford, Carroll, Greene, Boone and Story Counties, Iowa.

Full hearing was had on this application at the office of the Board in Des Moines on July 10, 1928, and the application taken under advisement. Proofs of publication have been filed, which show that the notice of hearing was published as prescribed by law.

Written objections to the granting of this application were filed by the Illinois Central Railroad Company, Chicago Great Western Railroad Company, Ft. Dodge, Des Moines and Southern Railroad Company, Chicago & North Western Railway Company, Sioux Falls Traction System, Boone Chamber of Commerce and Railroad Brotherhoods together with their petition in opposition signed by 650 of their members.

The applicant proposed to operate one round trip daily.

His net assets are \$185,000, which includes \$162,000 placed on thirty-one motor vehicles.

The length of the proposed route is approximately one hundred eighty-one miles. A fare of about 2¼ cents per mile is proposed.

Very little testimony by witnesses in behalf of the proposed service was introduced, but a petition favoring motor bus service was filed, signed by eighty persons residing along the proposed route. Resolutions passed by the city councils of Woodbine, Dunlap, Grand Junction, Carroll and Ames, endorsing the proposed service and stating that it would promote the public convenience and necessity, were filed. The resolution passed by the council of Carroll had, in the meantime, been rescinded and an adverse stand taken by them, by preparing another resolution opposing the proposed service, which later resolution is on record. The application does not propose any local service between any of the places, Council Bluffs to Missouri Valley, inclusive.

The city council and the Lions Club, of Boone, object to the proposed service, declaring the existing service is adequate and satisfactory and that there is no need for any additional service there. The Commercial Club of Jefferson likewise and by the same declarations oppose the proposed service.

Petitions signed by 965 persons in the towns along the proposed route, protesting the establishment of the proposed service on the grounds that existing service is adequate and additional service is not necessary, were filed.

The Chicago & North Western Railway Company, by exhibits show total ticket sales for June, 1928, were 5,575, ticket revenue \$7,258. The average tickets sold per day between all stations along the proposed route is 186.

Nineteen witnesses for the Chicago & North Western Railway Company, 15 for the Illinois Central Railroad Company and 23 for the

Railroad Brotherhoods, all testified in opposition to the establishment of motor bus service.

The towns proposed to be served by the applicant, their population and train service, is shown as follows:

A	B	C	D	D
39,795 Council Bluffs	6	6	2	2
Crescent	1	1	..	..
Honey Creek	1	1	..	..
Loveland	1	1	..	..
4,283 Missouri Valley	6	6	..	..
1,432 Logan	3	3	2	2
1,383 Woodbine	3	3	2	2
1,520 Dunlap	3	3	2	2
506 Dow City	3	2	2	2
261 Arion	2	3	2	2
3,437 Denison	6	4	2	2
539 Vail	2	2	..	..
385 West Side	2	2	..	..
4,480 Carroll	6	5	..	..
953 Scranton	2	3	..	..
3,133 Jefferson	3	6	..	..
1,008 Grand Junction	2	4	..	..
1,525 Ogden	2	3	..	..
12,812 Boone	5	6	..	..
9,332 Ames	6	5	..	..

A—Population—1925 Census.
 B—Number C. & N. W. trains east.
 C—Number C. & N. W. trains west.
 D—Number I. C. trains east.
 D—Number I. C. trains west.

All trains daily except C. & N. W., one train each way daily except Sunday.

There is no question but that applicant could furnish reliable motor bus service and that he could fulfill the obligations a public carrier has to the public. The establishment of motor carrier service should be in an orderly manner in places where it would really promote the public convenience and necessity, taking into consideration, however, the existing service and public demand.

We have carefully examined all the records in this case and find that the proposed service will not promote the public convenience and necessity. Certificate is, therefore, denied.

Filed April 9, 1928. Closed July 21, 1928.

No. H-742—1928. Russell J. Walsh, Omaha, Nebraska, owner and operator of Interstate Transit Lines. Application to transport interstate passengers over that part of interstate route between the west line of the state of Iowa, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Scranton, Jefferson, Grand Junction, Ogden, Boone, Ames, Nevada, Colo, State Center, Marshalltown, Montour, Tama, Chelsea, Belle Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus, DeWitt, Clinton and the east line of the state of Iowa.

Withdrawn.

Filed April 9, 1928. Closed August 28, 1928.

No. H-743—1928. Walter Voelkers, Davenport, Iowa. Application to transport freight between Davenport, Mt. Joy, DeWitt, Grand Mound, Calamus, Wheatland, Lowden, Clarence, Stanwood and Cedar Rapids, except locally between Stanwood and Cedar Rapids.

Denied. Decision follows:

Appearances:

For the applicant—Cook & Balluff, Attys., Davenport, Iowa, by Edmond M. Cook; Walter Voelkers, Davenport, Iowa.

For the Chicago & North Western Railway Co., objector—Geo. E. Hise, Atty., Des Moines, Iowa; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

For the Chicago, Milwaukee, St. Paul & Pacific Railroad, objector—Stewart Holmes, Atty., Cedar Rapids; M. J. Flanigan, Div. Sup't, Marion, Iowa.

On April 14, 1928, Walter Voelkers of Davenport, Iowa, filed an application to operate as motor carrier of freight between Davenport and Cedar Rapids, proposing to serve the intermediate towns of Mount Joy, DeWitt, Grand Mound, Calamus, Wheatland, Lowden, Clarence and Stanwood.

Pursuant to published notice, the matter was fully heard at Cedar Rapids May 31, 1928. Written objections to granting this application were filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Chicago & North Western Railroad Company and the Chicago, Rock Island & Pacific Railway Company. The Milwaukee and Rock Island appeared at the hearing in objection to the application.

The distance of the route is eighty-four miles and it is proposed to operate two Federal trucks of two and one-half ton capacity. The applicant's financial statement shows about \$12,000 in net assets, which includes \$710.00 equity in real estate and \$690.00 disputed in suits. Letters were received requesting the establishment of this service and the granting of certificate as applied for by Kohr's Packing Company, Independent Baking Company and Davenport Produce Company, all of Davenport, Iowa.

The Chicago, Rock Island & Pacific Railway Company operates local way freight service daily except Sunday, between Cedar Rapids and Davenport. The Chicago, North Western Railway Company operates local way freight service between Cedar Rapids and DeWitt, which serves intermediate towns. The Milwaukee operates local way freight service daily except Sunday, between Davenport and DeWitt. The Chicago, Rock Island & Pacific, however, serves no towns proposed to be served by the applicant except at the termini between Cedar Rapids and Davenport.

In Docket No. H-735, decided May 22, 1928, the Commission denied an application to operate as motor carrier of freight between Davenport and Clarence, which substantially is part of the route here proposed to be served.

After a very careful review of this matter, we find that the proposed service will not promote public convenience and necessity.

Certificate is therefore denied.

Filed April 14, 1928. Closed June 6, 1928.

No. H-744—1928. Clara Belle Densen, Council Bluffs, Iowa. Application to transport passengers between Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion and Denison.

Withdrawn.

Filed April 16, 1928. Closed June 7, 1928.

No. H-745—1928. L. T. Munson of Monroe, and Hawkeye Stages, Inc., of Boone, and Donald Laster of Des Moines. Application to transfer Certificate of Convenience and Necessity No. 4 to Hawkeye Stages, Inc.

Granted.

Filed April 16, 1928. Closed May 2, 1928.

No. H-746—1928. Jefferson Highway Transportation Company of Minneapolis, Minnesota. Application to transport passengers and a limited amount of freight between Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center

Point and Cedar Rapids, except locally between Center Point and Cedar Rapids.

Denied. Decision follows:

Appearances:

For applicant—Fred W. Putnam, Atty., Minneapolis, Minnesota; W. W. Quaintance, Secty.-Treas., Minneapolis, Minnesota.

For Chicago, Rock Island & Pacific Ry. Co., objector—J. G. Gamble, Atty. for Iowa, by F. W. Miller, Asst. Atty., Des Moines, Iowa.

For Waterloo, Cedar Falls & Northern Ry. Co., objector—M. A. Welsh, Supt. and Traffic Mgr., Waterloo, Iowa.

This application was filed on April 17, 1928, by the Jefferson Highway Transportation Company, a corporation, of Minneapolis, Minnesota, and is for a Certificate of Convenience and Necessity to operate as a motor carrier, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, for the public transportation of intrastate passengers and a limited amount of freight between Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids, except locally between Center Point and Cedar Rapids, in Allamakee, Clayton, Fayette, Buchanan, Benton and Linn Counties, Iowa.

Applicant proposes to transport not to exceed three hundred pounds of freight at any one time on any of its passenger carrying motor vehicles.

On February 3, 1928, this applicant filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier for the public transportation of intrastate passengers and a limited amount of freight between the Iowa-Minnesota state line, Burr Oak, Decorah, Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Bryantburg, Independence, Walker, Center Point, Toddville and Cedar Rapids, proposing to make two round trips daily over that route. On April 4, 1928, this Board rendered a decision on that application, Docket No. H-711, granting the application between the Iowa-Minnesota state line, Burr Oak, Decorah, Waukon and Postville and denying the application between Postville and Cedar Rapids. Intrastate service was established by applicant between the Iowa-Minnesota state line and Postville on April 27, 1928. The present application is for authority to transport intrastate passengers and a limited amount of freight between Postville and Cedar Rapids.

On June 11, 1928, this applicant extended the line then in operation between the Iowa-Minnesota state line and Postville to Cedar Rapids for the purpose of transporting interstate passengers and a limited amount of freight over that part of the route between Postville and Cedar Rapids.

Hearing on the present application was set for May 31, 1928, 2:00 o'clock P. M., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and notice of such hearing was published in the manner prescribed by law. This hearing was, however, postponed to June 21, 1928, 10:00 o'clock A. M., at the office of the Fayette County Auditor, West Union, Iowa, at which time full hearing was had and the application taken under advisement.

The one-way length of the proposed route is approximately one hundred six miles. Applicant proposed to make one round trip daily over the proposed route, leaving Cedar Rapids at 6:45 A. M., arriving Postville at 10:05 A. M. and leaving Postville at 4:02 P. M. and arriving Cedar Rapids at 7:22 P. M.

The following appearances were entered at the hearing of June 21, 1928.

For applicant—Fred W. Putnam, Atty., Minneapolis, Minnesota; W. W. Quaintance, Secy.-Treas., Minneapolis, Minnesota.

For Chicago, Rock Island & Pacific Ry. Co., objector—J. G. Gamble, Atty. for Iowa, by F. W. Miller, Asst. Atty., Des Moines, Iowa.

For Waterloo, Cedar Falls & Northern Ry. Co., objector—M. A. Welsh, Supt. and Traffic Mgr., Waterloo, Iowa.

Written objections to the granting of this application were filed by the Brotherhood of Railroad Trainmen of Iowa, Illinois Central Railroad Company, Chicago, Rock Island & Pacific Railway Company, Town Council of Maynard, Iowa and the Elgin Community Club.

A motion to dismiss the application was filed by the Waterloo, Cedar Falls and Northern Railway Company.

At the hearing of June 21, 1928, the applicant introduced twenty-nine witnesses from Decorah, Waukon, Postville and points between Postville and Cedar Rapids, who testified that the establishment of the proposed service would promote the public convenience and necessity. Practically all of these witnesses were business men and included the Mayor of West Union and representatives of the West Union Business Men's Club and the Cedar Falls Chamber of Commerce. Petitions and resolutions from the Postville Commercial Club, West Union Business Men's Club, Walker Commercial Club and Independence Booster Club, favoring the granting of the application, were introduced as exhibits. Petitions, signed by citizens of Walker, West Union, Independence, Postville and Waukon, favoring the granting of the application, were also received.

Eighteen witnesses from Elgin, Oelwein, Clermont, Waterloo, Independence, Maynard and West Union appeared at the hearing and introduced testimony in objection to the granting of this application. These witnesses were business men and included the Mayors of Oelwein and Maynard and represented, among others, the Elgin Community Club, Oelwein Community Club, Town Council of Maynard, Clermont Commercial Club and Waterloo, Cedar Falls & Northern Railway Company.

Many of the witnesses indicated that they were not necessarily opposed to the operation of motor carrier lines but were afraid that if such lines were permitted to operate it would result in a reduction in railroad service and thereby substitute an undependable operation for the dependable service now furnished by the railroad.

Witnesses also testified that at certain times of the year the road over which applicant proposes to operate is practically impassable and that it would be impossible to furnish continuous service over those roads at all seasons of the year.

On April 4, 1928, this Board rendered a decision on the application of the Jefferson Highway Transportation Company, Docket No. H-711, denying it the right to operate between Postville and Cedar Rapids for the transportation of intrastate passengers and a limited amount of freight. That application was practically the same as the present one except that applicant then proposed to make two round trips daily and to transport local passengers between Center Point and Cedar Rapids, whereas it now proposes to make only one round trip daily and does not propose to transport local passengers between Center Point and Cedar Rapids.

Testimony introduced at the hearing was to the effect that there has been no material change in the railroad service since this Board's decision in Docket No. H-711.

After fully considering all of the evidence in this case, we find that a satisfactory showing has not been made that the establishment of the proposed service will promote the public convenience and necessity. The application is therefore denied.

Filed April 17, 1928. Closed July 21, 1928.

No. H-747—1928. Northern Illinois Service Company, Chicago, Illinois. Application to transport interstate passengers over that part of interstate route located between the east line of the state, Clinton, De Witt, Calamus, Wheatland, Lowden, Clarence, Stanwood, Mechanicsville, Lisbon, Mt. Vernon and Cedar Rapids.

Operation permitted by Certificate No. 186.
Filed April 20, 1928. Closed June 27, 1928.

No. H-748—1928. Independent Freight Motor Carrier Company, Knoxville, Iowa, a partnership composed of J. A. Dennis and R. R. Houser of Knoxville. Application to transport freight over routes set out as follows:

Route No. 1. From Knoxville, to Des Moines, via Red Oak, Cordova, Monroe, Fairmont, Prairie City, and Ivy and from Des Moines to Knoxville, via Ivy, Prairie City, Fairmont, Monroe, Otley and Pella in Marion, Jasper and Polk Counties, Iowa.

Route No. 2. Between Knoxville, Attica, Marysville, Hamilton, Bussey, Hamilton, Lovilia, Albia, Eddyville and Ottumwa in Marion, Monroe and Wapello Counties, Iowa.

Route No. 3. Between Knoxville, Tracy, Oskaloosa, Wright, Cedar, Fremont and Ottumwa in Marion, Mahaska, Keokuk and Wapello Counties, Iowa.

Denied. Decision follows:

Appearances:

For applicant—Thos. J. Bray, Atty., Oskaloosa, Iowa; W. D. Shinn, Atty., Knoxville, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Atty., Des Moines, Iowa.

For Chicago, Burlington & Quincy R. R. Co., objector—J. C. Pryor, Atty., Burlington, Iowa.

For American Railway Express Co., objector—J. A. Braumberger, Burlington, Iowa.

For W. H. Bremner, Receiver, Minneapolis & St. Louis R. R. Co., objector—Carr, Cox, Evans & Riley, Attys., by John Inghram, Des Moines, Iowa.

For Wabash Railway Company, objector—L. H. Strasser, Ass't. Gen. Sol'r, St. Louis, Mo.; Phil Schorr, Des Moines, Iowa.

On April 17, 1928, the Independent Freight Motor Carrier Company, of Knoxville, Iowa, a partnership composed of J. A. Dennis and R. R. Houser, of Knoxville, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, over the following routes:

Route No. 1. From Knoxville to Des Moines, via Red Rock, Cordova, Monroe, Fairmont, Prairie City, and Ivy and from Des Moines to Knoxville, via Ivy, Prairie City, Fairmont, Monroe, Otley and Pella, in Marion, Jasper and Polk Counties, Iowa.

Route No. 2. Between Knoxville, Attica, Marysville, Hamilton, Bussey, Hamilton, Lovilia, Albia, Eddyville and Ottumwa, in Marion, Monroe and Wapello Counties, Iowa.

Route No. 3. Between Knoxville, Tracy, Oskaloosa, Wright, Cedar, Fremont and Ottumwa, in Marion, Mahaska, Keokuk and Wapello Counties, Iowa.

This application was set down for hearing on May 29, 1928, ten o'clock A. M., at the office of the Board in Des Moines, at which time and place full hearing was had and the application taken under advisement.

Proofs of publication of the official notice of hearing were filed, which show that such notice was published as prescribed by law in each of the counties through or in which the applicant proposes to operate. It was developed at the hearing, however, that the towns of Otley and Pella were not listed in the notice of hearing and consequently proper notice was not given as to those towns. Since the hearing was held, Mr. J. A. Dennis called at the office of the Board regarding the omission of Otley and Pella from the notice of hearing and stated that the partnership would be willing to operate from Knoxville to Des Moines, and from Des Moines to Knoxville, via Red Rock, Cordova, Monroe, Fairmont, Prairie City and Ivy, and to withdraw that part of the application referring to Otley and Pella, if the

Board found that it would promote the public convenience and necessity to do so.

The following appearances were entered at the hearing of May 29th: For applicant—Thos. J. Bray, Atty., Oskaloosa; W. D. Shinn, Atty., Knoxville, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Atty., Des Moines, Iowa.

For Chicago, Burlington & Quincy R. R. Co., objector—J. C. Pryor, Atty., Burlington, Iowa.

For American Railway Express Co., objector—J. A. Braumberger, Burlington, Iowa.

For W. H. Bremner, Receiver, Minneapolis & St. Louis R. R., objector—Carr, Cox, Evans & Riley, Attys., by John Inghram, Des Moines, Iowa.

For Wabash Railway Co., objector—L. H. Strasser, Asst. Gen. Sol'r, St. Louis, Mo.; Phil Schorr, Des Moines, Iowa.

Applicant proposes to make one round trip daily, except Sunday, over each of the proposed routes and to use three one and one-half ton trucks in furnishing that service. Applicant also proposes to purchase such other equipment as may be necessary.

Written objections to the granting of this application were filed by the Chicago, Rock Island & Pacific Railway Company; Chicago, Burlington & Quincy Railroad Company and W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company.

On May 23, 1928, a petition was filed with this Board, signed by thirty-three citizens and business men of Lovilia, stating that the freight and express service now rendered by the railroad and express companies is first class, dependable and adequate to the needs of that place; that they do not want such service reduced by the establishment of freight motor carrier service and that they do not feel that the proposed service is necessary. On June 4, 1928, the Board received a copy of a resolution adopted by the Board of Directors of the Oskaloosa Chamber of Commerce on May 9, 1928, opposing the granting of this application on the grounds that that territory is receiving satisfactory, adequate and regular service from the Minneapolis & St. Louis Railroad Company, Chicago, Rock Island & Pacific Railway Company and the Chicago, Burlington & Quincy Railroad Company. On June 7, 1928, this Board received a copy of a resolution adopted by the Commercial Club of Albia on May 23, 1928, stating that the service now furnished by the Chicago, Burlington & Quincy Railroad Company and Wabash Railway Company is satisfactory and that the community of Albia does not have any need for freight motor carrier line.

Petitions were introduced at the hearing, signed by residents and business men of Knoxville, Tracy, Hamilton, Bussey, Fremont, Prairie City, Eddyville, Fairmont, Monroe and Oskaloosa, and also two letters from wholesale houses of Ottumwa, in opposition to the granting of this application. These petitions stated, in substance, that the existing railroad service is adequate and that there is no necessity for the proposed service.

Eight business men from Ottumwa, Bussey, Eddyville, Prairie City and Monroe were also introduced as witnesses by the objectors, and testified that the existing service is adequate and that there is no necessity for the proposed service.

The applicant introduced three letters from wholesale houses of Ottumwa; one letter from a wholesale house in Des Moines; one letter from a merchant in Marysville, and one letter from a merchant in Attica, favoring the granting of this application. The applicant also introduced six witnesses at the hearing, who were business men from Oskaloosa, Monroe, Des Moines and Knoxville, and who gave testimony in favor of the granting of the application.

Evidence was also presented as to the freight, express and refrigerator service now being furnished by rail; the tonnage transported and the income from such service.

After fully considering all of the evidence of record, we find that no showing has been made as would warrant a finding that the proposed service will promote the public convenience and necessity.

While the proposed service would undoubtedly be a convenience, considerable evidence has been presented as to the adequacy of the existing railroad service and the desirability of maintaining such service.

It is no doubt true that Ivy, Red Rock, Attica and Marysville are in need of transportation service but we believe that the necessity at those places is not sufficient to justify the granting of the entire application and that there would not be enough tonnage to justify the operation of a line serving only those places.

If the establishment of the service proposed would result in a substantial reduction in the present railroad service, we believe that the territory affected would not then have as good transportation service as it now enjoys.

Parts of Routes Nos. 2 and 3 are over dirt roads and experience has shown that continuous and dependable service cannot be maintained over such roads, especially during the spring months.

The Certificate of Convenience and Necessity applied for is therefore denied.

Filed April 17, 1928. Closed June 18, 1928.

No. H-750—1928. Range and Frank Transfer, a partnership composed of Louie Range and George Frank, Atlantic, Iowa. Application to transport freight between Atlantic, Lewis, Oakland, Quick, Council Bluffs and the west line of the state. Amended to eliminate local service proposed between Atlantic and Lewis.

Granted as amended by Certificate of Convenience and Necessity No. 190.

Filed April 26, 1928. Closed July 10, 1928.

No. H-751—1928. E. C. Dorsey of Anita, Iowa, and a partnership composed of E. C. Dorsey and Cole Musick, Anita, Iowa. Application to transfer Certificate of Convenience and Necessity No. 113 to a partnership composed of E. C. Dorsey and Cole Musick.

Granted.

Filed April 28, 1928. Closed May 15, 1928.

No. H-752—1928. Clarence Shannon, New Hartford, Iowa. Application to revoke Certificate of Convenience and Necessity No. 66.

Granted.

Filed April 16, 1928. Closed April 30, 1928.

No. H-753—1928. Service Transfer Company, a partnership composed of Lee Gaylord, Atlantic, Iowa, and Harley Baxter, Atlantic, Iowa. Application to transfer Certificate of Convenience and Necessity No. 17 to Harley Baxter, as owner and operator of the Service Transfer Company.

Granted.

Filed April 24, 1928. Closed May 10, 1928.

No. H-754—1928. L. G. Hutchcroft, Mediapolis, Iowa. Application to transport freight between Burlington, Mediapolis, Newport and Wapello.

Denied. Decision follows:

Appearances at hearing of June 12, 1928:

For applicant—Max A. Conrad, Atty., Burlington, Iowa; L. G. Hutchcroft, Mediapolis, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Asst. Atty., Iowa Dist., Burlington, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Asst. Atty. for Iowa, Des Moines, Iowa.

For W. H. Bremner, Receiver, Minneapolis & St. Louis Railroad Co., objector—Jas. A. Devitt, Atty., Oskaloosa, Iowa.

For American Railway Express Co., objector—R. G. Evans, Burlington, Iowa.

Appearances at hearing of July 18, 1928:

For applicant—Max A. Conrad, Atty., Burlington, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Asst. Atty., Iowa Dist., Burlington, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Asst. Atty. for Iowa, Des Moines, Iowa.

For American Railway Express Co., objector—R. A. Rowley, Route Agent, Davenport, Iowa.

For Burlington, Muscatine & Northwestern Ry. Co., objector—E. L. Tobie, Pres. and Mgr., Muscatine, Iowa; J. M. Kemble, Atty., Muscatine, Iowa.

This application was filed on May 5, 1928, by L. G. Hutchcroft, of Mediapolis, Iowa, and is for authority to operate as a motor carrier of freight between Burlington, Mediapolis, Newport and Wapello, in Des Moines and Louisa Counties, Iowa.

Hearing on this application was held at Burlington, Iowa, on June 12, 1928. However, because of improper publication of the notice of hearing in Louisa County, the hearing was continued to July 18, 1928, at Davenport, Iowa, to permit applicant to give the notice required by statute.

Notice of the continued hearing was properly published in Louisa County and that hearing was called at the time and place named above. No further evidence was introduced at the continued hearing and the application was therefore taken under advisement.

The route over which applicant proposed to operate is approximately twenty-seven miles in length, all of which is paved or graveled.

Applicant proposed to make one round trip daily, except Saturday and Sunday, between Burlington and Mediapolis and one one-way trip on Tuesday, Thursday and Friday, from Mediapolis to Wapello. He proposes to operate a 1923 model truck having a capacity of one and one-half tons in furnishing this service.

According to applicant's financial statement, he has net assets of \$950.00.

Three merchants of Burlington, one of Wapello and one of Mediapolis testified in behalf of the proposed service and declared it would promote the public convenience and necessity. There were two merchants from Wapello whose testimony was in opposition to the proposed service. These last two witnesses declared that no need for motor truck service existed and that the rail line service was adequate.

Representatives of the Chicago, Rock Island & Pacific Railway Company, Chicago, Burlington & Quincy Railroad Company, W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company and the American Railway Express Company resisted the application on the grounds that existing service was adequate and that if the proposed motor carrier service were established it would take away enough of what little local business they now have to impair their local way-freight and express service.

Newport is a village with about seventy-five residents and is located on the Minneapolis & St. Louis Railroad. Shipments from Burlington to Newport are routed via the Chicago, Rock Island & Pacific Railway and the Minneapolis & St. Louis Railroad with a transfer at Morning Sun.

The Chicago, Rock Island & Pacific Railway Company has a way-freight from Burlington to Mediapolis and Wapello on Monday, Wednesday and Friday of each week which returns on Tuesday,

Thursday and Saturday of each week. This company also operates three passenger trains each way between Burlington, Mediapolis and Wapello, which carry express. Two of these trains operate daily and one operates daily, except Sunday.

The Chicago, Burlington & Quincy Railroad Company has a way-freight daily, except Sunday, between Burlington and Mediapolis and also two passenger trains daily, except Sunday, which carry express.

After a very careful review of this matter, we find that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is, therefore, denied.

Filed May 5, 1928. Closed July 21, 1928.

No. H-755—1928. James E. Rowzee, Clarksville, Iowa, and C. L. McLeod, Iowa Falls, Iowa. Application to transfer Certificate of Convenience and Necessity No. 173 to C. L. McLeod.

Granted.

Filed May 5, 1928. Closed May 9, 1928.

No. H-756—1928. Frank A. Adams, Malvern, Iowa. Application to transport freight between Malvern, Council Bluffs and the west line of the state, except that originating at or destined to Glenwood.

Granted by Certificate of Convenience and Necessity No. 189.

Filed May 7, 1928. Closed July 2, 1928.

No. H-757—1928. R. Maxwell, Sloan, Iowa. Application to transport passengers and a limited amount of freight between Sioux City, Sergeant Bluff, Salix, Sloan, Whiting, Onawa, Turin, Castana, Soldier and Moorhead.

Denied. Decision follows:

Appearances:

For the applicant—Pritchard & Pritchard, Attys., Onawa, Iowa, by J. A. Pritchard; R. Maxwell, Sloan, Iowa.

For the Chicago & North Western Railway Co., objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by Geo. E. Hise; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

For the Sioux Falls Traction System, Sioux Falls, S. D., objector—Hays, Baron & Mathews, Attys., Sioux City, Iowa, by Joseph H. Hays; R. C. Mills, Sec'y and Mgr., Sioux Falls, South Dakota.

On May 7, 1928, R. Maxwell of Sloan, Iowa, filed application to operate as a motor carrier of passengers and a limited amount of freight, between Sioux City, Sergeant Bluff, Salix, Sloan, Whiting, Onawa, Turin, Castana, Soldier and Moorhead, in Woodbury and Monona Counties.

Pursuant to notice, the matter was heard at Council Bluffs, Iowa, on June 8, 1928. The Chicago, North Western Railway Company and Sioux Falls Traction System appeared as objectors. Both parties had previously filed written objections.

The applicant now operates as a carrier of passengers between Sioux City and Sloan over the proposed route. He proposes to operate one round trip daily, using one twelve passenger Reo passenger bus. The total distance of the route is 50.31 miles. The applicant shows net assets of \$14,431.

The Sioux Falls Traction System now operates as motor carrier of passengers with two round trips daily between Sioux City and Onawa and offers, if there is a public demand for the service as proposed, to extend their service to the other towns proposed to be served by the applicant. The Chicago, North Western Railway operates six passenger trains daily each way between Sioux City and Onawa, three of which stop at intermediate towns thereto going south and two of which stop at intermediate towns going north. Between Onawa and Castana the Chicago, North Western Railway Company has a passenger train in each direction daily except Sunday. To go to Soldier and Moorhead, it is necessary to go some distance south of Onawa on the

North Western, making a change at Mondamin, thence northeast via the North Western.

The American Railway Express service is furnished all of these passenger trains.

The applicant had two witnesses from Sloan, three from Salix, one from Castana, one from Turin and one from Onawa, all business people of those places who testified that they were not only desirous of obtaining the service proposed by the applicant, but that there was a need for it and in their opinion, would promote public convenience and necessity. The applicant is now operating under a certificate issued by this Commission between the places before mentioned. The Chicago, North Western Railway Company introduced a petition signed by 180 persons from the towns proposed to be served by the applicant, which stated that in the opinion of those signing the petitions, that there was no public demand for the establishment of the proposed service and that it would not promote public convenience and necessity. That the furnished service between these places by the Chicago, North Western Railway Company was adequate. The applicant introduced an exhibit which was signed by more than 600 persons residing in the towns proposed to be served, or along the proposed route, which stated that the existing service was inadequate to meet the needs of public convenience and that it becomes a necessity for the public to make use of the transportation proposed by the applicant. That the applicant had proven his ability to give sufficient service and they therefore petitioned this Commission to grant the application to operate as a passenger carrier and a limited amount of freight.

We find that the North Western is operating passenger train service each way daily and likewise the Sioux Falls Traction System is operating passenger busses under certificate from this Commission twice daily each way between all but four of the points proposed to be served here.

After a careful review of this matter, we find that the establishment of the proposed service will not promote the public convenience and necessity.

The certificate is therefore denied.

Filed May 7, 1928. Closed June 18, 1928.

No. H-758—1928. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of Safety Coach Transit Company. Failure to assess rates in accordance with schedule.

Satisfactorily adjusted.

Filed May 4, 1928. Closed June 15, 1928.

No. H-759—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to transport passengers between Monticello, Anamosa, Martelle and Mt. Vernon for connections permitting through service between Dubuque and Cedar Rapids.

Denied. Majority and dissenting opinion follows:

Appearances:

For the applicant—Oliver Longueville, Atty., Cedar Rapids, Iowa; C. E. Richman, Atty., Cedar Rapids, Iowa.

For Miles R. Landis, Motor Carrier, objector—J. E. Remley, Atty., Anamosa, Iowa; Miles R. Landis, Monticello, Iowa.

On May 8, 1928, Cedar Rapids and Iowa City Railway, of Cedar Rapids, Iowa, filed application for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Monticello, Anamosa, Martelle and Mount Vernon, in Jones and Linn Counties, Iowa. Pursuant to notice, as provided by law, hearing was held at Cedar Rapids on May 31, 1928. Written objections to the application were filed by Miles R. Landis, who operates as a motor carrier of passengers and express between Monticello and Cedar Rapids.

The real purpose of the application is described in a note accompanying it, which reads as follows: "This application is for Certificate

of Convenience and Necessity to operate as a Motor Carrier over a route which will connect the motor carrier routes now operated by the Cedar Rapids and Iowa City Railway under Certificates No's. 8 and 59, thus permitting through service between Cedar Rapids and Dubuque."

The line now operated by Landis connects at Monticello with the line now operated by applicant between Dubuque and Monticello. Close connections are made at Monticello between the two lines, varying in length from five minutes to twenty-five minutes. The through travel between Dubuque and Cedar Rapids is a very considerable part of Landis' business. He objects to granting the application among others, on the grounds that there is now ample service between Dubuque and Cedar Rapids and consequently no necessity for granting further through service and that the " * * * said application is not made in good faith but for the purpose of hindering and crippling your objector."

Witnesses for the objector testified to the effect that the service now maintained was adequate and that there was no demand for additional service. The testimony of the applicant was confined almost entirely to show that it would be more convenient for passengers traveling between Dubuque and Cedar Rapids to go through without change of busses at Monticello. There were but three witnesses for the applicant, two of these were employees and one a member of the partnership from which applicant purchased the certificate under authority of which it operates between Dubuque and Monticello.

The law, under the provisions of which this application is filed, makes it mandatory for this Commission, before granting a Certificate of Convenience and Necessity to operate as a motor carrier, to, " * * * after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity." (Sec. 5105 a-7, Code of Iowa, 1927.) The original motor carrier law of Iowa did not contain the provision of the present law that "necessity" for a motor carrier line must be found. Originally all that was required to entitle an operator to a "certificate of authorization," as it was designated in the law, was that the service proposed would " * * * promote the public convenience." After approximately two years' trial of the law, the General Assembly deliberately added the provision that "necessity" for a line must be shown before certificate issues. This was not done lightly, but after experience.

There is no testimony in the record or evidence before the Commission tending in any way to show a necessity for the service proposed. No witnesses appeared representing the general public nor was there apparently any effort made by applicant to ascertain the sentiment of the traveling public and the towns and communities along the proposed route.

No written evidence supporting the application was introduced, except a letter from the President of Cornell College, of Mt. Vernon, Iowa, which merely expressed the opinion that the proposed service would be a convenience.

No complaints have been filed with this Board that the service now maintained between Monticello and Cedar Rapids is insufficient or in any way inadequate.

The testimony of the applicant's witnesses indicates that, in their opinion, one of the effects of the granting of the certificate would be to take away from objector Landis, a large part of his business without adding materially to the volume of traffic.

Applicant has completely failed to show any necessity whatsoever for the proposed operation and the application is therefore denied.

Filed May 8, 1928. Closed August 25, 1928.

Dissenting opinion of Chairman Webster:

I cannot agree with the majority opinion.

The applicant desires to connect its Dubuque-Monticello and Dav- enport-Mt. Vernon-Cedar Rapids lines, furnishing Mt. Vernon with much needed service and giving to applicant an outlet over its own line for business originating at Dubuque and Cedar Rapids.

This franchise should be granted, however, with following restriction: No passenger shall be transported locally between Monticello, Anamosa and Cedar Rapids.

No. H-760—1928. O. W. Townsend, owner and operator Corn- husker Stage Lines, Hastings, Nebraska. Application for a Certificate to transport interstate passengers over that part of interstate route between the west line of the state at Council Bluffs and the east line of the state at Clinton.

Granted.

The transfer of rights in this case to the Pioneer Stages, In- corporated, Oakland, California, was approved October 18, 1928.

No. H-761—1928. Dougherty Storage & Van Company, Sioux City, Iowa. Application to transport freight between Sioux City, Hartley, Everly, Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake, except that originating at or destined to points intermediate to Sioux City and Hartley, locally between Everly and Spencer, or locally between Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake.

Denied. Majority and dissenting opinion follows:

Appearances:

For applicant—Hays, Baron & Mathews, Attys., Sioux City, Iowa, by Joseph H. Hays.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., objector—C. L. Taylor, Atty., Des Moines, Iowa.

For American Railway Express Co., objector—W. D. Llewellyn, Supt., Sioux City, Iowa.

For Clayton Nelson Corrow, Spencer, Iowa, objector—Cornwall & Cornwall, Attys., Spencer, Iowa.

For Spencer Commercial Club, objector—L. C. Dailey, Spencer, Iowa.

For other objectors—Harry C. Patridge, Spencer, Iowa; A. M. Schoenewe, Jr., Everly, Iowa; Woods & Woods, by E. A. Woods, for town of Milford, Iowa.

This application was filed on May 15, 1928, by Dougherty Storage & Van Co., a corporation, of Sioux City, Iowa, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight, under the provisions of Chapter 4 and 5, Laws of the Forty-first Gen- eral Assembly of Iowa, from Sioux City to Hartley, Everly, Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake; from Hartley to Everly, Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake and from Everly to Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake, in Woodbury, Plymouth, Sioux, O'Brien, Clay and Dickinson Counties, Iowa.

This applicant only proposes to operate as a motor carrier one-way over the proposed route, that is, from Sioux City to Spirit Lake. Applicant does not propose to transport freight from Everly to Spencer or to pick up freight at Spencer or at any point between Spencer and Spirit Lake.

Hearing on this application was fixed for June 25, 1928, 9:30 A. M., at the office of the Woodbury County Auditor, Sioux City, Iowa, and notice of that hearing was published in the manner prescribed by law. Full hearing was had on June 25, 1928, at Sioux City, and the application taken under advisement.

The following appearances were entered at the hearing:

For applicant—Hays, Baron & Mathews, Attys., Sioux City, Iowa, by Joseph H. Hays.

For Chicago, Milwaukee, St. Paul & Pacific Railroad Co., objector—C. L. Taylor, Atty., Des Moines, Iowa.

For American Railway Express Co., objector—W. D. Llewellyn, Supt., Sioux City, Iowa.

For Clayton Nelson Corrow, Spencer, Iowa, objector—Cornwall & Cornwall, Attys., Spencer, Iowa.

For Spencer Commercial Club, objector—L. C. Dailey, Spencer, Iowa.

For other objectors—Harry C. Patridge, Spencer, Iowa; A. M. Schoenewe, Jr., Everly, Iowa; Woods & Woods, by E. A. Woods, for town of Milford, Iowa.

Written objections to the granting of this application were filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

The proposed route is approximately one hundred thirty-five miles in length. The schedule filed with the application provides for one one-way trip daily, except Sunday, leaving Sioux City at 9:00 A. M. and arriving Spirit Lake at 4:19 P. M.

Applicant's financial statement indicates a financial ability to furnish the service proposed.

Applicant proposed to use two two and one-half ton and one one and one-half ton trucks which will be enclosed, van type vehicles with refrigeration and heating facilities to protect perishable goods.

The rates proposed to be charged by the applicant are about on the basis as railroad rates except that applicant's rates will include pick-up and delivery service.

The President and Secretary of the Sioux City Chamber of Commerce appeared at the hearing and testified in behalf of the applicant and for the proposed service. The Greater Sioux City Committee, by a representative, testified in behalf of the proposed service and to the effect that the establishment thereof would promote public convenience and necessity. Likewise, several representatives of wholesale houses in Sioux City testified to the effect that existing rail line services were inadequate to properly serve the so-called lake region which includes all of the towns named herein, Hartley to Spirit Lake, and that the perishable freight protective service via rail was not sufficiently frequent.

The Secretary of the Commercial Club of Spencer and four representatives of business houses in Spencer appeared at the hearing in objection to the granting of the application and testified that there was no necessity for any better or additional means of transportation from Sioux City to Spencer and the region thereabout.

The applicant introduced as exhibits, fifteen letters from wholesale houses of Sioux City; four letters from retail merchants of Hartley and petitions signed by twenty-five citizens and merchants of Spirit Lake; twenty-six citizens and merchants of Milford and forty-three citizens and merchants of Spencer, in favor of the granting of the application and expressing a belief that the proposed service would promote the public convenience and necessity.

A letter, signed by the President and Secretary of the Spirit Lake Commercial Club, stating that the railroad service from Sioux City to Spirit Lake was satisfactory and that that organization and the community as a whole were not in favor of the proposed motor carrier service, was introduced as an exhibit. A letter was also received from the Spencer Grocer Co., a wholesale house of Spencer, Iowa, protesting against the granting of the authority applied for herein. Petitions protesting against the granting of this application, signed by one hundred thirty-one residents and business men of Everly, Spencer, Fostoria, Milford and Arnold's Park, were filed as exhibits at the hearing.

The distance from Sioux City to Spirit Lake via the line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Co., is 170 miles. This mileage is via Canton, South Dakota, and Spencer, Iowa. Re-

frigerator or heated car service is furnished over this line on Tuesday and Thursday of each week. It was testified at the hearing that most of the freight now moving to the region proposed to be served by the applicant, is shipped via the Chicago, Milwaukee, St. Paul & Pacific Railroad, which necessitates a transfer at Canton, South Dakota, and again at Spencer, Iowa, on freight destined north of Spencer.

The Chicago & North Western Railway Co. operates from Sioux City northeast to Sheldon, at which place it is necessary to transfer freight to the C., M., St. P. & P. R. R. Co., to be transported over that line to Spencer and points north. No refrigerator or heated car service is available on L. C. L. freight shipped over this route.

The gist of applicant's evidence is to the effect that there is a lack of facilities for the transportation of perishable freight from Sioux City to the points proposed to be served and for that reason the wholesale houses and packing companies at Sioux City are unable to properly serve the Lake region.

There are two freight motor carrier lines being operated between Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake, one of which is owned by Harry C. Patridge, of Spencer, Iowa and the other by Clayton Nelson Corrow, of Spencer, Iowa. There is also a freight motor carrier line in operation between Everly and Spencer, which is owned by A. Schoenewe, Jr., of Everly, Iowa. These lines are being operated under authority granted by this Board.

Spencer is on the east and west main line and the Des Moines-Spirit Lake line of the C., M., St. P. & P. R. R. Co., is a jobbing center and in a position to furnish prompt service to the other points proposed to be served by the applicant. Direct railroad service is furnished from the jobbing center of Des Moines to Spencer and Spirit Lake, which are 153 and 179 miles, respectively, from Des Moines. Spencer also has direct rail line service from Mason City and Ft. Dodge, both of which are jobbing centers and are 100 and 61 miles, respectively, from Spencer. Spirit Lake is 121 miles from Mason City and 82 miles from Ft. Dodge.

It further appears that the towns of Spencer and Spirit Lake particularly, do not desire the proposed motor carrier service.

After full consideration of all of the evidence in this case, we are of the opinion that the establishment of the proposed service would not promote the public convenience and necessity.

The application is therefore denied.

Filed May 15, 1928. Closed July 21, 1928.

Dissenting opinion of Commissioner Richardson:

I can not agree with the majority opinion in this matter for the reason that the evidence clearly shows that the establishment of the proposed service would promote the public convenience and necessity. There was some opposition voiced to this service in the region proposed to be served. As to transportation facilities between Sioux City and the lake region, the evidence shows that the service offered by the applicant would promote the public convenience and necessity. The rail line between these places is circuitous and involves transfer on L. C. L. freight. Protective service for perishable freight is not offered daily by the rail line, but which is proposed by applicant. The applicant would be financially able to perform this service, and he proposes the highest type of equipment. The highways over which he would operate are good and can be used the year round. The certificate should have been granted.

No. H-762—1928. Sioux Falls Traction System, Sioux Falls, South Dakota. Application to transport passengers and a limited amount of freight between Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion and Denison.

Withdrawn.

Filed May 15, 1928. Closed July 2, 1928.

No. H-763—1928. Robert B. Fearing, Cedar Falls, Iowa, and C. L. McLeod, Iowa Falls, Iowa. Application to lease Certificates of Convenience and Necessity Nos. 52 and 152 to C. L. McLeod.

Granted.

Filed May 16, 1928. Closed May 28, 1928.

No. H-764—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight over that part of interstate route between the north line of the state, Lake Mills, Forest City, Garner, Goodell, Belmont, Galt, Blairsburg, Jewell, Story City, Ames, Huxley, Ankeny and Des Moines.

Certificate No. 197 permitting operation was issued.

Filed May 16, 1928. Closed August 17, 1928.

No. H-765—1928. Clinton, Davenport & Muscatine Railway Company, Davenport, Iowa. Application to transport passengers and a limited amount of freight between Davenport, Bettendorf, Pleasant Valley, Le Claire, Princeton, Folletts, Shaffton, Camanche and Clinton.

Granted in part by Certificate of Convenience and Necessity No. 193. Decision follows:

Appearances:

For the applicant—Lane & Waterman, Attys., by Mr. C. D. Waterman, Davenport, Iowa.

For Nis N. Ostergaard, Camanche, Iowa, objector—Morgan Maloney and Nis N. Ostergaard, Camanche, Iowa.

For the American Railway Express Co., objector—R. A. Rowley, Route Agent, Davenport, Iowa.

The Clinton, Davenport & Muscatine Railway Company on May 16, 1928, filed an application to operate as a motor carrier of passengers carrying a limited amount of freight, namely one hundred (100) pounds, between Clinton and Davenport, serving the intermediate places of Camanche, Shaffton, Folletts, Princeton, Le Claire, Pleasant Valley and Bettendorf.

Pursuant to notice this matter was set down for hearing at Davenport, Iowa, July 17, 1928, where it was fully heard and taken under advisement. Written objections had been filed by Nis N. Ostergaard of Camanche, who likewise appeared at the hearing in opposition to the granting of this proposed service between Camanche and Clinton. Applicant proposes three round trips daily, using high class, twenty-passenger, busses, and charging a fare of a little more than three cents per passenger per mile. Petitions signed by many residents along the proposed route, endorsing the proposed service and expressing an opinion that it would promote the public convenience and necessity, were filed. A resolution by the Town Council of Le Claire, the Township Trustees of Pleasant Valley, the Chamber of Commerce of Davenport and of Bettendorf, all declaring that the proposed service would promote the public convenience and necessity, were filed. Several witnesses familiar with the territory and existing service along the proposed route testified as to the convenience and necessity which would be promoted by the establishment of the proposed service. The applicant now operates an electric interurban line serving the points proposed to be served by this application. The electric line operates between Davenport and Clinton quite some distance west of the Mississippi river, between which line and the river it is shown that several camp sites, bathing beaches and country clubs exist. The motor bus service would reach these places as well as taking passengers from and to places not on any station. The Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Chicago, Burlington & Quincy Railroad Company, operating between Davenport and Clinton, voiced no objections to the proposed service. For the last several years interurban passenger traffic has suffered depletion in their revenues by reason of much traffic going to the highways, mostly by

private cars. The applicant here seeks to offer to the public a service which it has been demonstrated is quite popular, and to prevent the further depletion of their passenger traffic revenues. The applicants are well equipped to furnish motor carrier service and will be able in every respect to fulfill their obligation to the public as a motor carrier upon the highway.

Objector Ostergaard is operating by virtue of Certificate No. 30, issued by this Commission, with three (3) round trips daily between Camanche and Clinton. He has been operating since 1923, and it is shown that his service has been entirely satisfactory.

After a careful review of this matter, we find that the establishment of the proposed service will promote the public convenience and necessity, except as between Clinton and Camanche, and certificate granting authority to operate as applied for will be granted except that no passengers or freight may be carried from Clinton to Camanche or from Camanche to Clinton.

Filed May 16, 1928. Closed August 31, 1928.

No. H-766—1928. Paul Strait, Rock Rapids, Iowa. Application to transport interstate freight over that part of circuitous interstate route between Alford, Larchwood and the north line of the state; Larchwood, Inwood, Doon and Alford.

Certificate No. 188 permitting operation was issued.

Filed May 18, 1928. Closed June 26, 1928.

No. H-767—1928. D. F. Cooksey, Red Oak, Iowa, and Frank C. Scherer, Red Oak, Iowa. Application to transfer Certificate of Convenience and Necessity No. 89 to Frank C. Scherer.

Granted.

Filed May 18, 1928. Closed May 23, 1928.

No. H-768—1928. Lee E. White, St. Joseph, Missouri. Application to transport passengers between Des Moines, Indianola, Osceola, Leon, Davis City, Lamon and the south line of the state, except locally between Des Moines and Indianola.

Denied. Decision follows:

Appearances:

For applicant—Lee E. White, St. Joseph, Mo.; C. E. Ernst, Atty., Albany, Mo.

For Chicago, Rock Island & Pacific Ry. Co., objector—J. G. Gamble, Atty. for Iowa, by F. W. Miller, Asst. Atty., Des Moines, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Asst. Atty., Iowa Dist., Burlington, Iowa.

For J. R. Campbell, motor carrier, Osceola, Iowa, objector—O. M. Slaymaker & R. E. Killmar, Attys., Osceola, Iowa, by R. E. Killmar.

For Hawkeye Stages, Inc., Boone, Iowa, objector—W. R. Dyer, Atty., Boone, Iowa.

For I. E. Silsby, Kansas City, Mo., owner and operator of Redwing Motorways, objector—Geo. T. Long, Atty., Kansas City, Mo.

This application was filed on May 21, 1928, by Lee E. White, of St. Joseph, Missouri, and is for authority to operate as a motor carrier of passengers between Des Moines, Indianola, Osceola, Leon, Davis City, Lamon and the south line of the State of Iowa, except for the transportation of local passengers between Des Moines and Indianola, in Polk, Warren, Clarke and Decatur Counties, Iowa.

Full hearing was had on this application at the office of the Board in Des Moines on July 10, 1928, and the application taken under advisement. Proofs of publication have been filed which show that the notice of hearing was published as prescribed by law.

Written objections to the granting of this application were filed by the Chicago, Rock Island & Pacific Railway Company, Chicago, Burlington & Quincy Railroad Company, Hawkeye Stages, Inc., Boone, Iowa, J. R. Campbell, motor carrier, Osceola, Iowa, Osceola Business

Men's Association, Des Moines Freight & Traffic Association, F. S. Stewart and Dr. Fred A. Bowman, of Leon, the first four of which appeared at the hearing as objectors. I. E. Silsby, Kansas City, Mo., owner and operator of Redwing Motorways, who is operating as a motor carrier of interstate passengers over the route applied for in this case, also appeared at the hearing as an objector.

Applicant's net assets are shown as \$13,550, which includes \$10,000 valuation of homestead.

The length of the proposed route is approximately ninety-four miles. Applicant proposes to operate one round trip daily, using one twelve-passenger bus and to charge rates of approximately four cents per mile.

Four witnesses testified in behalf of the applicant and to the effect that, in their opinion, the establishment of the proposed service would promote the public convenience and necessity, but that they did not desire to see the existing rail line service disturbed. Applicant introduced a petition signed by two hundred eighty-seven residents of the towns proposed to be served, which petition expressed the desire for the proposed motor carrier service.

From a report of the Commission's inspectors, who made a preliminary investigation along the proposed route, we find that from the south line of the State of Iowa to Osceola, the highway is dirt and very hilly but well graded and, in the opinion of the inspectors, it appears impossible to operate a bus over those dirt roads during inclement weather. The report further indicates that the consensus of opinion expressed throughout the interview with the officials of the civic associations and other residents of the towns proposed to be served, is not favorable to the establishment of the proposed service.

Objector, Chicago, Burlington & Quincy Railroad Company, filed petitions signed by over one thousand persons residing in towns proposed to be served by the applicant and other towns that are affected by train service on the Chicago, Burlington & Quincy branch, Des Moines to Lamoni, which petitions voiced a protest to establishing the proposed service and declared that the existing service was adequate and satisfactory and that there was no need or demand for additional service.

A petition by the Truro Commercial Club, in protest to the establishment of the proposed service, was also filed.

Passenger traffic revenue on the Chicago, Burlington & Quincy Railroad, Des Moines to Lamoni, has decreased forty-nine per cent since 1920.

Testimony offered by the Des Moines Freight and Traffic Association was to the effect that their protest is based upon the thought that the granting of the motor carrier certificate substantially paralleling the Chicago, Burlington & Quincy branch would adversely affect existing train service upon which there is now considerable dependence because of connections made thereby with numerous other trains south of Des Moines.

The Chicago, Burlington & Quincy Railroad Company operates three trains each way daily, except Sunday, and one on Sunday, between Des Moines and Osceola. This company also operates one train each way daily, except Sunday, between Des Moines and Lamoni and two trains each way daily, except Sunday, between Des Moines, Leon and Davis City.

The Hawkeye Stages, Inc., one of the objectors herein, is now operating as a passenger motor carrier between Des Moines and Indianola, making five round trips daily between those points.

Mr. J. R. Campbell, of Osceola, Iowa, who holds authority to operate as a passenger motor carrier between Osceola and Indianola, proposes to establish service between those points some time during the month of August, 1928, and to make three round trips daily over that route.

The schedules filed by J. R. Campbell provide for very good connections at Indianola for the three round trips proposed by him and three of the round trips being made by the Hawkeye Stages, Inc.

After a careful review of this matter, we find that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is, therefore, denied.

Filed May 21, 1928. Closed August 4, 1928.

No. H-769—1928. B. J. Kramer & Son, a partnership composed of B. J. Kramer and Floyd Kramer, Dubuque, Iowa, and Lynn Roddy, Dubuque, Iowa. Application to transfer part of authority granted under Certificate of Convenience and Necessity No. 151 to Lynn Roddy.

Granted by resolution extending Certificate of Convenience and Necessity No. 45 to authorize the transportation of a limited amount of freight (three hundred pounds) and transferring Certificate of Convenience and Necessity No. 151 to Lynn Roddy.

Filed May 29, 1928. Closed July 20, 1928.

No. H-770—1928. Charles A. Turner, Maxwell, Iowa. Application to transport freight between Maxwell, Elkhart and Des Moines, except that originating at or destined to Ankeny.

Dismissed.

Filed June 2, 1928. Closed July 20, 1928.

No. H-771—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight over that part of interstate route between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo.

Certificate No. 198 permitting operation was issued.

Filed June 2, 1928. Closed August 17, 1928.

No. H-772—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight between Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids.

Certificate No. 204 permitting operation was issued.

Filed June 2, 1928. Closed November 8, 1928.

No. H-773—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Consolidation of authority to furnish passenger service under one Certificate and change in name of Certificate holder.

Granted in part by resolution amending Certificates of Convenience and Necessity Nos. 8, 59, 65, 171, 175, 183 and 184 to designate the holder thereof as the Iowa Railway and Light Corporation of Cedar Rapids, Iowa.

Filed June 2, 1928. Closed November 21, 1928.

No. H-774—1928. F. L. Meeker, Marshalltown, Iowa, vs. Hawkeye Stages, Inc., Boone, Iowa. Complaint alleging failure to properly announce departure of bus.

Dismissed without prejudice after investigation.

Filed March 24, 1928. Closed Sept. 7, 1928.

No. H-775—1928. Kruse and Carty, a partnership composed of Peter Kruse and Glenn Carty, Preston, Iowa. Application to transport freight between Preston, Goose Lake, Ten Mile House and Clinton, except that originating at or destined to intermediate points. Amended to provide for one way service from Clinton to Preston on Mondays, Wednesdays and Fridays.

Granted as amended by Certificate of Convenience and Necessity No. 195. Decision follows:

Appearances:

For the applicant—F. E. Tripp, Atty., Preston, Iowa.

For the C. & N. W. Ry. Co., objectors—Jas. C. Davis, Jr., Atty., Des Moines, Iowa.

For the C. M. St. P. & P. Ry. Co., objectors—C. L. Taylor, Atty., Des Moines, Iowa.

For the American Railway Express Co., objectors—R. A. Rowley, Route Agent, Davenport, Iowa.

On June 7, 1928, Kruse & Carty, a partnership composed of Peter Kruse and Glenn Carty of Preston, filed application to operate as a motor carrier of freight between Clinton, Ten Mile House, Goose Lake and Preston, proposing to operate one round trip on Mondays, Wednesdays and Thursdays, using a one-tone truck.

Pursuant to notice this matter was set down for hearing July 17, 1928, at Davenport, Iowa, and after full hearing the matter was taken under advisement.

Written objections had been filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Chicago & North Western Railway Company, and the parties appearing at the hearing in objection thereto are as shown on the first sheet of this opinion.

The distance of the proposed route is twenty-two and a half (22½) miles. The roads are gravelled or paved except about six (6) miles. The applicants' net assets are shown to be \$2,060.00 which includes valuation of \$803.00 on motor vehicles, \$600.00 on four (4) horses and \$421.00 cash. The applicants are now engaged in the freight draying business in Preston.

At the hearing the applicant submitted the following amendment to his application:

"Comes now the applicant in the above entitled cause and asks leave to amend the application to such extent and in such respect as shall be necessary to limit freight deliveries to the town of Preston, in so far as the place or places of delivery is concerned, and in such manner and in such respect as will limit deliveries as regards time of deliveries to Mondays, Wednesdays and Fridays."

The Chicago & North Western Railway Company then withdrew their objections. The applicant by his amendment proposes to carry freight in one direction only from Clinton to Preston on Monday, Wednesday and Friday of each week.

Some evidence was introduced by the applicant to show that perishable freight from Clinton to Preston is not accorded satisfactory service by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, which involved transfer. A Petition signed by twenty-two (22) people of Preston, which included users of transportation at that place, was filed, which petition requested the granting of the certificate applied for, declaring that perishable goods shipped from Clinton to Preston on Tuesday will not reach Preston before Thursday; goods shipped from Clinton on Saturday do not reach Preston before the following Tuesday and that they being dependent upon the railroad service alone cannot replenish their stocks. The establishment of the proposed motor carrier line would give them daily service because the way freight service on the Milwaukee is Tuesdays, Thursdays and Saturdays.

After a careful review of this matter, we find that the establishment of the proposed service will promote the public convenience and necessity. Certificate, therefore, will issue granting authority to operate as a motor carrier of freight in one direction only from Clinton to Preston on Mondays, Wednesdays and Fridays.

Filed June 7, 1928. Closed August 31, 1928.

No. H-776—1928. Lischer Brothers, a partnership composed of A. G. Lischer and Floyd Miller of Wapello, Iowa. Application to transport freight between Wapello, Newport, Mediapolis, and Burlington, and between Wapello, Grandview and Muscatine. Amended to except service locally between Burlington and Mediapolis.

Denied. Decision follows:

Appearances:

For applicant—Hirsch & Riepe, Attys., Burlington, Iowa, by Carl C. Riepe; R. H. Wright, Atty., Burlington, Iowa; H. O. Weaver, Atty., Wapello, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Asst. Atty., Iowa Dist., Burlington, Iowa.

For Chicago, Rock Island & Pacific Ry. Co., objector—F. W. Miller, Asst. Atty., for Iowa, Des Moines, Iowa.

For American Railway Express Co., objector—R. A. Rowley, Route Agent, Davenport, Iowa.

For Burlington, Muscatine and Northwestern Ry. Co., objector—E. L. Tobie, Pres. and Mgr., Muscatine, Iowa; J. M. Kemble, Atty., Muscatine, Iowa.

For L. G. Hutchcroft, Mediapolis, Iowa, objector—Max A. Conrad, Atty., Burlington, Iowa.

This application was filed on June 9, 1928, by Lischer Brothers, of Wapello, Iowa, a partnership composed of A. G. Lischer and Floyd Miller, of Wapello, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Wapello, Newport, Mediapolis and Burlington and between Wapello, Grandview and Muscatine, in Des Moines, Louisa and Muscatine Counties, Iowa.

Written objections to the granting of this application were filed by the Chicago, Burlington & Quincy Railroad Co., Chicago, Rock Island & Pacific Railway Co. and Burlington, Muscatine and Northwestern Railway Co.

Hearing on this application was set for July 18, 1928, at Davenport, Iowa, and notice of such hearing was published as prescribed by law. Full hearing was had on July 18, 1928, and the application taken under advisement.

The proposed route is approximately fifty-four miles in length and is either paved or graveled all the way.

According to the time schedule filed as a part of the application, applicant proposes to furnish the following service:

ROUTE No. 1			
1:00 P. M.	Lv.....	Wapello	Ar. 5:00 P. M.
1:30 P. M.	Ar.....	Grandview	Lv. 4:30 P. M.
2:30 P. M.	Ar.....	Muscatine	Lv. 3:30 P. M.
ROUTE No. 2			
1:00 P. M.	Lv.....	Wapello	Ar. 5:30 P. M.
1:20 P. M.	Ar.....	Newport	Ar. 5:00 P. M.
2:00 P. M.	Ar.....	Mediapolis	Ar. 4:30 P. M.
3:00 P. M.	Ar.....	Burlington	Lv. 3:30 P. M.

It is proposed to furnish this service daily except Sunday. Applicant is now engaged in the drayage business in the town of Wapello and is well equipped financially to operate as a motor carrier as proposed.

Petitions signed by six citizens and business men of Muscatine; ten of Grandview; thirty-nine of Wapello; two of Newport and one of Burlington, asking that the application be granted, were filed at the hearing.

Letters from two wholesale houses of Burlington; one wholesale house of Muscatine and one retail merchant of Wapello, were introduced, which state that the rail line service is not adequate for their needs. Seven witnesses testified in behalf of the applicant's proposed service.

Grandview is an inland town and has a population of about three hundred seventy-five.

A petition, signed by thirty shippers of freight of Mediapolis, was filed, which opposed the granting of this application and stated that existing rail line service was adequate. Nine witnesses testified that

the establishment of the proposed service would not promote the public convenience and necessity.

While a local way freight train is operated between Burlington and Wapello only three days a week, it is shown that there is daily service by reason of cars loaded at Burlington on days having no way freight which cars are taken out on a through freight that night and are worked back the following morning on a way freight. This is likewise true between Muscatine and Wapello, except that there is a transfer at Columbus Junction. Three passenger trains daily, except Sunday, carry express between all points proposed to be served by applicant, except Newport and Grandview, with a transfer at Columbus Junction on shipments between Muscatine and Wapello. Less than carload freight which now goes by rail between these points, is very light.

This Board has just denied a Certificate of Convenience and Necessity to L. G. Hutchcroft, of Mediapolis, Iowa, Docket No. H-754, who proposed to operate as a freight motor carrier between Burlington, Mediapolis, Newport and Wapello.

The Burlington, Muscatine and Northwestern Railway Company, an objector, owns a line of railroad between Muscatine, Grandview, Wapello and Burlington but is not operating at this time.

Applicant does not propose to furnish through service between Burlington and Muscatine but proposes to furnish daily, except Sunday, service between Burlington and Wapello and between Muscatine and Wapello.

The proposed schedule provides for second day delivery of freight originating at Burlington and consigned to Grandview and Muscatine and the same service on shipments originating at Muscatine and consigned to Newport, Mediapolis and Burlington.

After a very careful review of this matter, we find that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is, therefore, denied.

Filed June 9, 1928. Closed July 21, 1928.

No. H-777—1928. C. R. Hastings, Maryville, Missouri. Application to transport passengers and a limited amount of freight between the south line of the state, Lamoni, Davis City, Leon, Van Wert Junction, Osceola, Liberty Center, Medora, Cool, Indianola and Des Moines.

Denied. Decision follows:

Appearances:

For applicant—C. R. Hastings, Maryville, Missouri; Sigler & Jones, Attys., Maryville, Missouri, by P. R. Jones.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Asst. Atty., Iowa Dist., Burlington, Iowa.

For Hawkeye Stages, Inc., Boone, Iowa, objector—W. R. Dyer, Atty., Boone, Iowa.

For J. R. Campbell, Osceola, Iowa, Osceola Transfer Co., Osceola, Iowa, and J. E. Eldridge, Indianola, Iowa, objectors—O. M. Slaymaker & R. E. Killmar, Attys., Osceola, Iowa, by R. E. Killmar.

This application was filed on June 11, 1928, by G. R. Hastings, of Maryville, Missouri, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between the south line of the state of Iowa, Lamoni, Davis City, Leon, Van Wert Junction, Osceola, Liberty Center, Medora, Cool, Indianola and Des Moines, in Decatur, Clarke, Warren and Polk Counties, Iowa.

Hearing was held on this application on July 10, 1928, at the office of the Board in Des Moines and proofs have been filed showing that the notice of such hearing was published as prescribed by law.

Written objections to the granting of this application were filed by the Chicago, Burlington & Quincy Railroad Company, Hawkeye Stages, Inc., Boone, Iowa, J. R. Campbell, motor carrier, Osceola, Iowa,

Osceola Transfer Company, Osceola, Iowa, Chicago, Rock Island & Pacific Railway Company, Osceola Business Men's Association and Des Moines Freight & Traffic Association.

When this case came on for hearing, applicant withdrew that part of his application for authority to operate between Osceola and Des Moines and also that part asking for authority to transport a limited amount of freight. By agreement between those present at the hearing, the testimony introduced by the Chicago, Burlington & Quincy Railroad Company at the hearing of July 10, 1928, on the application of Lee E. White, of St. Joseph, Missouri, Docket No. H-768, was made a part of the record in this case. The applicant was then introduced as a witness and testified in behalf of the proposed service. At the close of applicant's testimony, he requested that the hearing be continued to a later date to permit the introduction of further testimony in behalf of the application. The Chicago, Burlington & Quincy Railroad Company objected to the granting of that request.

Applicant's request for a continuance of the hearing is hereby denied and we will therefore proceed to decide this case on the record before us.

The records show that applicant proposes to make one round trip daily over the proposed route, using one first class twelve-passenger bus and to charge rates of approximately three cents per mile. The length of the proposed route, as amended, is approximately forty miles.

Applicant's financial statement shows net assets of \$18,675, which includes a valuation of \$11,600 on motor vehicles.

The Commission's inspectors, who made a preliminary investigation along the proposed route, reported that the highway from the south line of the state of Iowa to Osceola, is dirt and very hilly but well graded and, in their opinion, it would be very difficult to operate over those roads during inclement weather. Their report also states that the consensus of opinion expressed by officials of civic associations and other residents of the towns proposed to be served by applicant, is not favorable to the establishment of the proposed service.

In Docket No. H-768, the Chicago, Burlington & Quincy Railroad Company, objector herein, introduced petitions signed by over one thousand residents of the towns proposed to be served and other towns that are affected by train service on the Chicago, Burlington & Quincy branch, Des Moines to Lamoni, which petitions voiced a protest to establishing the proposed service and declared that the existing service was adequate and satisfactory and that there was no need or demand for additional service.

The application in Docket No. H-768 was for authority to operate as a motor carrier of passengers between the south line of the state of Iowa, Lamoni, Davis City, Leon, Osceola, Indianola and Des Moines, except locally between Indianola and Des Moines, and has been denied by this Board.

After a careful review of this case, we find that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is, therefore, denied.

Filed June 11, 1928. Closed August 4, 1928.

No. H-778—1928. Laude and Huntoon Bus Line, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque, Iowa. Revocation of Certificate of Convenience and Necessity No. 143.

Certificate revoked.
Filed May 24, 1928. Closed June 14, 1928.

No. H-779—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to suspend service temporarily between

Cascade and Monticello under Certificate of Convenience and Necessity No. 8.

Denied.

Filed June 15, 1928. Closed July 3, 1928.

No. H-780—1928. Barish Brothers Motor Company, Inc., Sioux City, Iowa. Failure to reinstate service authorized by Certificate of Convenience and Necessity No. 153.

Certificate revoked.

Filed June 26, 1928. Closed July 2, 1928.

No. H-781—1928. H. E. Walling, Anthon, Iowa, and J. W. Whitmer, Anthon, Iowa. Application to transfer Certificate of Convenience and Necessity No. 3 to J. W. Whitmer.

Granted.

Filed June 29, 1928. Closed July 2, 1928.

No. H-782—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Application to change that part of route under Certificate of Convenience and Necessity No. 175 located within Wheatland and Calamus.

Granted by resolution amending Certificate No. 175.

Filed July 3, 1928. Closed July 10, 1928.

No. H-783—1928. Alf. T. Brackey, Lake Mills, Iowa. Application to abandon service authorized by Certificate of Convenience and Necessity No. 125.

Granted by resolution revoking Certificate.

Filed June 14, 1928. Closed July 10, 1928.

No. H-784—1928. G. W. Van Tuyl, Carlisle, Iowa, and H. E. Connelly, Valley Jct., Iowa. Application to transfer Certificate of Convenience and Necessity No. 149 to H. E. Connelly.

Approved.

Filed July 9, 1928. Closed July 16, 1928.

No. H-785—1928. I. E. Silsby, Kansas City, Missouri. Application to transport intrastate passengers over that part of interstate route between the south line of the state, Lamon, Davis City, Leon, Osceola, Indianola and Des Moines.

Service permitted July 11, 1928. Right to operate revoked and application dismissed because of failure to comply with law and this Board's Rules and Regulations.

Filed July 9, 1928. Closed October 23, 1928.

No. H-786—1928. Hawkeye Stages, Inc., and Ft. Dodge, Des Moines & Southern Transportation Company, Boone, Iowa. Request for ruling as to maximum capacity of certain busses. Capacity found to exceed that reported, and tax, including penalty, was collected.

Filed April 5, 1928. Closed July 26, 1928.

No. H-787—1928. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Proposed operation of a truck train and loaded capacity of units.

Dismissed without prejudice.

Filed April 10, 1928. Closed August 12, 1928.

No. H-788—1928. Earl H. Seeman, Jasper, Minnesota. Application to transport interstate freight over that part of interstate route between the north line of the state, Rock Rapids, Doon, Sioux Center, Maurice, Le Mars, Merrill, Hinton and Sioux City.

Operation permitted by Certificate No. 199.

Filed July 16, 1928. Closed September 7, 1928.

No. H-789—1928. Russell J. Walsh, Omaha, Nebraska, owner and operator of Interstate Transit Lines, Omaha, Nebraska. Application to transport interstate passengers over that part of interstate route between the west line of the state, Council Bluffs, Crescent, Honey Creek,

Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Deloit Corner, Kiron Corner, Odebolt, Early, Storm Lake, Truesdale, Sioux Rapids, Spencer, Milford, Arnold's Park, Okoboji, Spirit Lake, Superior, Estherville, Armstrong and the north line of the state.

Operation permitted by Certificate No. 200.

Filed July 23, 1928. Closed Sept. 19, 1928.

No. H-790—1928. Otto and Stanley Jackson, Keokuk, Iowa. Application to change route under Certificate of Convenience and Necessity No. 19.

Granted on September 25, 1928.

No. H-791—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Revocation of Certificate No. 170 permitting interstate passenger and freight service over that part of interstate route between the north line of the state and Cresco.

Certificate revoked to eliminate duplication of authority. (See Docket No. H-711—1928.)

Filed August 9, 1928. Closed August 17, 1928.

No. H-792—1928. H. G. Hill, Bloomfield, Iowa. Application for revocation of Certificate of Convenience and Necessity No. 167.

Granted.

Filed August 13, 1928. Closed August 25, 1928.

No. H-793—1928. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight over that part of interstate route between the north line of the state, Lake Mills, Forest City, Garner, Britt, Hutchins, Wesley, Algona, St. Joseph, Humboldt, Dakota City, Fort Dodge, Moorland, Rockwell City, Lake City, Auburn, Carroll, West Side, Vail, Denison, Arion, Dow City, Dunlap, Woodbine, Logan, Missouri Valley, Loveland, Honey Creek, Crescent City, Council Bluffs and the west line of the state.

Withdrawn.

Filed August 13, 1928. Closed October 26, 1928.

No. H-794—1928. P. R. Davis, Avoca, Iowa. Application to transport passengers between Avoca, Hancock, Oakland, Quick, Council Bluffs and the west line of the state.

Granted by Certificate of Convenience and Necessity No. 203. Decision follows:

Appearances:

For the applicant—Turner & Turner, Attorneys, Avoca, Iowa, by Joe W. Turner; P. R. Davis, Avoca, Iowa.

On August 16, 1928, P. R. Davis, of Avoca, Iowa, made application to this Board for a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Avoca, Hancock, Oakland, Quick, Council Bluffs and the west line of the state of Iowa, in Pottawattamie County.

Pursuant to notice published as required by law, this application was fully heard at Council Bluffs on September 26, 1928. No objectors appeared at the hearing although written objections to the granting of the application were filed on behalf of the Chicago, Rock Island and Pacific Railway Company.

The applicant now operates as a passenger motor carrier under Certificate of Convenience and Necessity No. 46 between Avoca, Hancock, Oakland, Carson, Treynor, Council Bluffs and the west line of the state of Iowa, following Primary Road No. 4 between Avoca and Carson and secondary highway between Carson and the west line of the state of Iowa, total length of route being approximately fifty and eighty-five hundredths (50.85) miles.

The route proposed in this application is several miles shorter than

the one now traversed, following Primary Road No. 4 between Avoca and Oakland and U. S. Highway No. 32 between Oakland, Quick, Council Bluffs and the west line of the state of Iowa, which is the main highway of travel between those points. U. S. Highway No. 32 is an improved graded highway, while the secondary road between Carson and Council Bluffs has a number of narrow bridges, has not been graded and is over a hilly country.

Application has also been made to this Board for its approval to transfer that part of Certificate No. 46 authorizing passenger motor carrier service between Carson, Treynor, Council Bluffs and the west line of the state of Iowa and to revoke that part authorizing service between Avoca, Hancock and Oakland in the event this application is granted.

Carson and Treynor would under the proposal retain the same service now enjoyed other than that to and from Oakland, Hancock and Avoca, while Quick, an inland town on U. S. Highway No. 32, will be afforded much needed service to and from Avoca, Hancock, Oakland and Council Bluffs.

Testimony shows there has been very little traffic between either Treynor or Carson and Oakland, Hancock and Avoca.

The application to transfer that part of certificate authorizing service between Carson, Treynor, Council Bluffs and the west line of the state of Iowa has been approved and after a careful review of the record in this case, this Board finds that the service proposed will promote the public convenience and necessity.

Certificate, as applied for, will therefore issue as soon as the applicant has complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers in Iowa.

Filed August 16, 1928. Closed October 17, 1928.

No. H-795—1928. Raymond L. Hamsch, Shenandoah, Iowa. Application to transport freight between Shenandoah, Randolph, Tabor, Glenwood, Council Bluffs and the west line of the state, except locally between Tabor and Council Bluffs or points intermediate thereto.

Granted by Certificate of Convenience and Necessity No. 206.

Filed August 23, 1928. Closed October 3, 1928.

No. H-796—1928. G. W. Raines, Sidney, Iowa. Application to transport interstate freight over that part of interstate route between Sidney and the west line of the state.

Application was not completed and the case was dismissed without prejudice.

Filed August 24, 1928. Closed November 14, 1928.

No. H-798—1928. Geo. W. Tones, et al., Des Moines, Iowa. Petition for cancellation and rejection of reciprocal or interinsurance contracts.

Denied.

Filed June 20, 1928. Closed November 21, 1928.

No. H-799—1928. Stephen A. Bollinger, Des Moines, Iowa, owner and operator Safety Coach Transit Company, and the Des Moines and Central Iowa Motor Transportation Company, Des Moines, Iowa. Changes proposed in Time Schedules of Operation.

Change proposed by Stephen A. Bollinger was granted with exceptions and that proposed by the Des Moines and Central Iowa Motor Transportation Company was denied.

Filed September 6, 1928. Closed September 10, 1928.

No. H-803—1928. P. R. Davis, Avoca, Iowa, and Bert Canon, Carson, Iowa. Application to transfer that part of Certificate of Convenience and Necessity No. 46 authorizing passenger service between Carson, Treynor, Council Bluffs and the west line of the state to Bert Canon.

Granted by resolution transferring Certificate of Convenience and Necessity No. 46 and revoking that part authorizing service between Avoca, Hancock, Oakland and Carson. (See Docket No. H-794—1928.)

Filed September 8, 1928. Closed October 8, 1928.

No. H-805—1928. D. A. Popham, Rockford, Iowa, and Beckjorden & Company of Mason City, Iowa, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone of Mason City. Application to transfer Certificate of Convenience and Necessity No. 139 to Beckjorden & Company.

Approved.

Filed September 18, 1928. Closed September 29, 1928.

No. H-806—1928. White Line Transfer, Shenandoah, Iowa, a partnership composed of Jim A. Eskew and H. L. Smalley of Shenandoah, Iowa. Application to transport interstate freight over that part of interstate route between Shenandoah, Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state.

Operation permitted by Certificate No. 201.

Filed September 18, 1928. Closed September 21, 1928.

No. H-807—1928. Frank A. Adams, Malvern, Iowa, and F. F. Lange, Malvern, Iowa. Application to transfer Certificate of Convenience and Necessity No. 189 to F. F. Lang.

Approved.

Filed September 21, 1928. Closed October 12, 1928.

No. H-808—1928. Henry Billman, Mason City, Iowa, and Billman & Determan, Mason City, Iowa, a partnership composed of Henry Billman and Henry C. Determan, Mason City, Iowa. Application to transfer Certificate of Convenience and Necessity No. 16 to Billman and Determan.

Approved.

Filed September 24, 1928. Closed September 29, 1928.

No. H-809—1928. Peter Van Den Bosch, Hull, Iowa. Revocation of Certificate of Convenience and Necessity No. 85.

Certificate revoked.

Filed September 27, 1928. Closed October 1, 1928.

No. H-811—1928. Greyhound Lines, Inc., Chicago, Illinois. Application to transport interstate passengers over that part of interstate route between the east line of the state at Davenport and Des Moines.

Granted.

The transfer of rights in this case to the Mohawk Stage Lines Corporation, Chicago, Illinois, was approved October 18, 1928.

No. H-814—1928. Kenneth Sabin, Kanawha, Iowa. Application to transport freight between Kanawha and Mason City, except that originating at or destined to intermediate points.

Withdrawn.

Filed October 8, 1928. Closed October 9, 1928.

No. H-817—1928. Northern Illinois Service Co., Chicago, Illinois, and Royal Rapid Corporation of Illinois, Chicago, Illinois. Application to transfer Certificate No. 186 to the Royal Rapid Corporation of Illinois.

Approved.

Filed October 12, 1928. Closed October 17, 1928.

No. H-819—1928. Red Ball Transportation Company, Mason City, Iowa, vs. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa, and Ft. Dodge, Des Moines & Southern Transportation Company, Boone, Iowa. Complaint alleging refusal to refund for unused tickets.

Carriers found to be complying with requirements of law in the redemption of unused tickets or portions thereof and case was dismissed.

Filed September 22, 1928. Closed November 14, 1928.

No. H-820—1928. Red Ball Transportation Company, Mason City, Iowa, vs. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa. Complaint alleging failure to leave Mason City on schedule time.

Schedule re-arranged and file closed.

Filed September 17, 1928. Closed November 14, 1928.

No. H-823—1928. Emil Michaelson, Des Moines, Iowa, and Des Moines-Winterset Bus Company, Des Moines, Iowa, a partnership composed of Jerome C. Renfro, Carl Poindexter and Ed. L. Gustafson of Des Moines. Application to transfer Certificate of Convenience and Necessity No. 135 to the Des Moines-Winterset Bus Company.

Approved.

Filed November 10, 1928. Closed November 19, 1928.

No. H-827—1928. Overland Stages, Incorporated, Fargo, North Dakota. Application to curtail service under Certificate of Convenience and Necessity No. 192.

Granted.

Filed November 10, 1928. Closed November 26, 1928.

No. H-831—1928. F. H. Anderson & Son, a partnership composed of F. H. Anderson and Gaylen F. Anderson of Correctionville, Iowa, and Smith & Heath, a partnership composed of R. E. Smith and E. F. Heath of Correctionville. Application to transfer Certificate of Convenience and Necessity No. 25 to Smith and Heath.

Approved.

Filed November 19, 1928. Closed November 28, 1928.

No. H-833—1928. Hawkeye Stages, Incorporated, Boone, Iowa. Application to suspend service over Route No. 2 under Certificate of Convenience and Necessity No. 169 for a period of ninety (90) days.

Granted.

Filed November 20, 1928. Closed November 27, 1928.

Cases Involving Alleged Illegal Motor Carrier Operation

No. HA-16—1928. Harley Knapp, Burchinal, Iowa. Freight between Burchinal and Mason City.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed December 9, 1926. Closed August 10, 1928.

No. HA-19—1928. Forrest Atkins, Lone Tree, Iowa. Passengers between Lone Tree and Iowa City.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed December 10, 1926. Closed July 13, 1928.

No. HA-21—1928. Harve Rogers, Bloomfield, Iowa. Passengers between Bloomfield and Ottumwa.

Investigation disclosed operation was in violation of law. Carrier enjoined from furnishing service by court order.

Filed December 18, 1926. Closed August 18, 1928.

No. HA-22—1928. Dick Hiner, Bloomfield, Iowa. Passengers between Bloomfield and Ottumwa.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed December 18, 1926. Closed August 18, 1928.

No. HA-34—1928. Henry S. Boland, Orange City, Iowa. Passengers between Alton and Orange City.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed February 1, 1927. Closed March 13, 1928.

No. HA-38—1928. J. F. Umbarger, Lake Park, Iowa. Freight motor carrier service.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed February 14, 1927. Closed March 7, 1928.

No. HA-47—1928. Dolan Hiatt, Dallas Center, Iowa. Freight from Des Moines to Dallas Center.

Operator took over Certificate of Convenience and Necessity No. 20, authorizing freight service over circuitous route between Des Moines, Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines. Case dismissed.

Filed February 25, 1927. Closed January 16, 1928.

No. HA-60—1928. Lawrence Larson, Fostoria, Iowa. Passenger and freight between Fostoria and Spencer.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed March 21, 1926. Closed March 7, 1928.

No. HA-71—1928. Iowa Transportation Company, Des Moines, Iowa, owned and operated by R. L. Conard, Des Moines, Iowa. Freight between Des Moines and Marshalltown.

Service discontinued. Case dismissed.

Filed June 1, 1927. Closed July 12, 1928.

No. HA-72—1928. Roy Johnson, Alleman, Iowa. Freight between Des Moines and Alleman.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed June 7, 1927. Closed January 7, 1928.

No. HA-73—1928. Bernie Hunt, Bloomfield, Iowa. Passengers between Bloomfield and Ottumwa.

Service discontinued. Case dismissed.

Filed March 25, 1927. Closed August 18, 1928.

No. HA-85—1928. Lawrence De Bower, Allison, Iowa. Freight from Waterloo to Allison.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed July 15, 1927. Closed January 18, 1928.

No. HA-89—1928. Stephen A. Bollinger, owner and operator of Safety Coach Transit Company, Des Moines, Iowa. Failure to maintain service between Newton and Grinnell under Certificate of Convenience and Necessity No. 100.

Investigation disclosed service was irregular. Route was leased to R. B. Wyatt. Lease cancelled, operating rights reverting to holder of Certificate. Service suspended to such time as condition of roads permit dependable operation.

Filed July 13, 1927. Closed July 5, 1928.

No. HA-90—1928. A. M. Julius, McClelland, Iowa. Freight between Council Bluffs and McClelland.

Investigation failed to disclose that service was amenable to law. Case dismissed.

Filed July 25, 1927. Closed January 18, 1928.

No. HA-91—1928. Big Four Stages, Omaha, Nebraska. Interstate passengers over that part of Omaha-Chicago route across the State of Iowa.

Investigation disclosed operation was in violation of law in so far as it applied to interstate service.

Operating rights secured in the name of Charles Bryant, Des Moines, Iowa. (H-749—1928.) Case dismissed.

Filed July 26, 1927. Closed July 12, 1928.

No. HA-92—1928. Yellowway, Omaha, Nebraska. Interstate passengers over that part of Omaha-Chicago route across the State of Iowa.

Investigation disclosed operation was in violation of law in so far as it applied to interstate service.

Operating rights secured in the name of O. W. Townsend of Hastings, Nebraska, owner and operator of the Cornhusker Stage Lines (H-760—1928.) Case dismissed.

Filed July 26, 1927. Closed July 12, 1928.

No. HA-94—1928. James Allen, Guthrie Center, Iowa. Freight between Des Moines and Guthrie Center.

Investigation disclosed operation was in violation of law. Certificate of Convenience and Necessity secured in the name of Myers and Allen, Guthrie Center, Iowa (H-719—1928.) Case dismissed.

Filed August 1, 1927. Closed July 12, 1928.

No. HA-95—1928. L. C. Alcock, Frederika, Iowa. Freight between Waterloo and Frederika.

Investigation disclosed that operation was in violation of law. Service discontinued. Case dismissed.

Filed August 2, 1927. Closed January 30, 1928.

No. HA-97—1928. George Kinkle, Hazelton, Iowa. Freight between Waterloo and Hazelton.

Investigation disclosed that service had been discontinued. Case dismissed.

Filed August 2, 1927. Closed January 30, 1928.

No. HA-98—1928. Leonard Hess, Marne, Iowa. Freight to Marne and vicinity.

Investigation disclosed service was not amenable to law. Case dismissed.

Filed August 9, 1927. Closed September 7, 1928.

No. HA-100—Al Sinaram, Clarksville, Iowa. Freight between Waterloo and Clarksville.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed August 15, 1927. Closed January 30, 1928.

No. HA-101—1928. A. W. Schmidt, Cedar Rapids, Iowa. Freight between Cedar Rapids and Keystone.

Investigation disclosed that carrier had furnished some service between Cedar Rapids and Keystone. Service discontinued. Case dismissed.

Filed August 17, 1927. Closed January 7, 1928.

No. HA-107—1928. Edward Cambridge, Solon, Iowa. Freight between Cedar Rapids and Solon.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed September 2, 1927. Closed July 17, 1928.

No. HA-108—1928. Frank Champion, Osage, Iowa. Freight and passengers between Mason City and Osage.

Investigation disclosed operations were in violation of law. Service discontinued. Case dismissed.

Filed September 12, 1927. Closed July 5, 1928.

No. HA-109—1928. R. O. Seaton, Osage, Iowa. Freight to Stacyville, St. Ansgar, Riceville, Mitchell and New Haven.

Operator made application for Certificate authorizing service in question. Application denied (See H-686—1928.) Case dismissed.

Filed September 26, 1927. Closed January 25, 1928.

No. HA-111—1928. M. F. Schlick, Charles City, Iowa. Freight between Waterloo, Plainfield, Nashua and Charles City.

Investigation disclosed operation was in violation of law. Certificate permitting service was secured (H-669—1928.) Case dismissed.

Filed October 3, 1927. Closed March 1, 1928.

No. HA-122—1928. Herman Reimers, Inwood, Iowa. Freight between Inwood, Iowa, and Sioux Falls, South Dakota.

Investigation disclosed service was not amenable to law. Case dismissed.

Filed November 17, 1927. Closed January 18, 1928.

No. HA-123—1928. H. C. Bahnson, Inwood, Iowa. Freight between Inwood, Iowa, and Sioux Falls, South Dakota.

Investigation disclosed service was not amenable to law. Case dismissed.

Filed November 17, 1927. Closed August 8, 1928.

No. HA-124—1928. Elwin Jones, Tabor, Iowa. Freight between Omaha, Nebraska, and Tabor, Iowa.

Service discontinued. Case dismissed.

Filed November 18, 1927. Closed December 23, 1928.

No. HA-125—1928. Frank Weir, Humboldt, Iowa. Freight between Fort Dodge and Humboldt.

Investigation disclosed operation not amenable to law. Case dismissed.

Filed December 1, 1927. Closed January 18, 1928.

No. HA-126—1928. J. F. Greene, Humboldt, Iowa. Freight between Fort Dodge and Humboldt.

Investigation disclosed operation not amenable to law. Case dismissed.

Filed December 1, 1927. Closed January 18, 1928.

No. HA-127—1928. M. J. McCalley, Walker. Freight between Cedar Rapids and Walker.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed December 18, 1927. Closed April 26, 1928.

HA-128—1928. George E. Stayner, Ames. Freight between Ames and Des Moines.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed December 21, 1927. Closed January 12, 1928.

No. HA-129—1928. Ed West and Sons, Red Oak. Freight between Red Oak, Iowa, and Omaha, Nebraska.

Complaint withdrawn. Case dismissed.

Filed January 11, 1928. Closed March 30, 1928.

HA-130—1928. Earl Burgess, Mt. Vernon. Freight between Cedar Rapids and Mt. Vernon.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed January 16, 1928. Closed April 16, 1928.

No. HA-131—1928. McLeod Transfer Company, Iowa Falls. Freight between Iowa Falls and Fort Dodge.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed January 19, 1928. Closed July 27, 1928.

No. HA-132—Brandees Transfer Company, Iowa City. Freight between Iowa City and Cedar Rapids.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed January 16, 1928. Closed July 5, 1928.

No. HA-133—Dillon Transfer Company, Cedar Rapids, Iowa. Freight between Cedar Rapids and Iowa City.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed January 16, 1928. Closed February 6, 1928.

No. HA-134—1928. Clifford Larson, Merrill. Freight between Sioux City and Merrill.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed January 23, 1928. Closed November 14, 1928.

No. HA-135—1928. Dr. Henry Albert, Commissioner, State Department of Health, Des Moines, Iowa, vs. Red Ball Transportation Company, Mason City, Iowa. Failure to heat bus.

Investigation disclosed heating apparatus had broken. Repairs made. Case dismissed.

Filed January 31, 1928. Closed July 5, 1928.

No. HA-136—1928. Miss Van Tuyle, Des Moines. Passengers between Alleman and Des Moines.

Investigation disclosed this party teaching school at Alleman, had occasionally transported two teachers between Des Moines and Alleman without compensation. Case dismissed.

Filed January 25, 1928. Closed February 6, 1928.

No. HA-137—1928. C. G. Brown, Bagley. Freight from Des Moines to Yale and Bagley.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed March 6, 1928. Closed April 6, 1928.

No. HA-138—1928. Carl Height, Davenport, Iowa, vs. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Complaint alleging violations of restrictions in Certificate of Convenience and Necessity No. 175.

Decision follows:

Appearances:

For Carl Height, complainant—Smith & Swift, Attys., Davenport, Iowa, by Ralph G. Smith.

For Cedar Rapids and Iowa City Railway, defendant—C. J. Lynch and C. E. Richman, Attys., Cedar Rapids, Iowa.

On March 6, 1928, Mr. Carl Height, of Davenport, Iowa, filed a complaint alleging that the Cedar Rapids and Iowa City Railway, of Cedar Rapids, Iowa, holder of Certificate of Convenience and Necessity No. 175, was transporting passengers in violation of the restrictions contained in that Certificate. This complaint was later amended by Mr. Height by asking that Certificate No. 175 be revoked because of such violations.

On July 5, 1928, the Cedar Rapids and Iowa City Railway filed an answer denying the allegations contained in this complaint.

The complaint was therefore set down for hearing before the Board on September 18, 1928, at Davenport, Iowa, at which time full hearing was had and the case taken under advisement.

Mr. Carl Height is operating as a motor carrier of passengers be-

tween Davenport, Mt. Joy, Gambriel and DeWitt, under Certificate of Convenience and Necessity No. 9, and has been operating over that route since before July 4, 1923, the effective date of the first Iowa Motor Carrier Law.

On February 14, 1928, the Board issued Certificate of Convenience and Necessity No. 175 to the Cedar Rapids and Iowa City Railway, authorizing that company to operate as a motor carrier of passengers and a limited amount of freight between Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, DeWitt and Davenport. This certificate contains the following provision:

"Provided that no passengers shall be picked up at Wheatland or at any point between Wheatland and Davenport, for delivery to Davenport or to any point between Wheatland and Davenport; that no passengers shall be picked up at Davenport or at any point between Davenport and Wheatland, for delivery to Wheatland or to any point between Davenport and Wheatland; * * *"

Certificate No. 175 described the terminal in Davenport, as being located on Main Street between Fourth and Fifth Streets. However, the Cedar Rapids and Iowa City Railway later extended this route to Rock Island and Moline, Illinois, and Certificate No. 175 was amended to describe the route as extending to the east line of the State of Iowa.

At the hearing of September 18, 1928, the complainant introduced a number of witnesses who testified that it was the practice of the defendant company to receive passengers at DeWitt, ostensibly for Rock Island, but in reality destined to Davenport.

In fact the testimony by some witnesses was that the defendant company would accept passengers for Davenport without question.

The defendant introduced as evidence, instructions to drivers to the effect that passengers must not be received at DeWitt or at any point between DeWitt and Davenport, for Davenport. The drivers, as witnesses, claimed they did not do so, but accepted passengers for Rock Island and could not prevent them from stopping at Davenport.

The rate charged between DeWitt and Rock Island by the defendant is ninety cents while the rate charged between DeWitt and Davenport by the complainant is one dollar.

The granting of the authority to operate was made to enable the defendant company to deliver their passengers from Cedar Rapids and points between there and Wheatland to Davenport. It was expressly understood by everybody that inasmuch as the present operator between DeWitt and Davenport was giving satisfactory service, he should be protected. Nothing was said in their application or even intimated that they expected to operate interstate to Rock Island.

The Board has the highest regard for the officers of the defendant company and is loath to believe that they are deliberately allowing their employees to evade or violate the order of the Board. At the same time, it is incomprehensible that these officials are so gullible as to not know what their drivers are doing. It would appear that they are evading the terms of the certificate under the pretense of selling tickets for Rock Island. If the officers of the company are anxious to comply with the terms of the certificate they can best do so by making Davenport the terminal or else not receiving passengers at DeWitt for either Davenport or Rock Island.

We will withhold a formal opinion awaiting the future actions of the defendant company.

Filed March 6, 1928.

No. HA-139—1928. Gehle Marshall, Martensdale. Freight between Des Moines and Martensdale.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed March 15, 1928. Closed July 5, 1928.

No. HA-140—1928. Ward Hakes, Martensdale. Freight between Des Moines and Martensdale.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed March 15, 1928. Closed July 5, 1928.

No. HA-141—1928. Motor Transit Management Company, Chicago, Illinois. Interstate passenger between east line of State at Clinton and Cedar Rapids.

Investigation disclosed operation was in violation of law. Operating rights secured in the name of the Northern Illinois Service Company, a corporation of Chicago, Illinois. (See H-747—1928.) Case dismissed.

Filed March 5, 1928. Closed July 12, 1928.

No. HA-143—1928. McAfee and Wilson, Anita, Iowa. Freight between Anita and Omaha, Nebraska and between Anita and Des Moines.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed March 9, 1928. Closed April 2, 1928.

No. HA-145—1928. George L. Heimendinger, Mason City, Iowa. Freight between Iowa Falls and Hampton.

Investigation disclosed service was not amenable to law. Case dismissed.

Filed March 27, 1928. Closed August 10, 1928.

No. HA-146—1928. Frank Adams, Malvern. Freight between Malvern, Iowa, and Omaha, Nebraska.

Investigation disclosed operation was in violation of law. Certificate secured (Docket H-756—1928.) Case dismissed.

Filed March 30, 1928. Closed July 5, 1928.

No. HA-147—1928. Paul Strait, Rock Rapids. Interstate freight between Alford, Inwood and Doon, Iowa, and Sioux Falls, South Dakota.

Investigation disclosed operation was in violation of law. Certificate secured (Docket H-766—1928.) Case dismissed.

Filed January 31, 1928. Closed July 13, 1928.

No. HA-148—1928. L. G. Hutchcroft, Mediapolis, Iowa. Freight between Mediapolis and Burlington.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed. (See H-754—1928.)

Filed May 2, 1928. Closed August 25, 1928.

No. HA-149—1928. Weighley Transfer Company, Waterloo. Freight between Waterloo and Oelwein.

Investigation disclosed service was not amenable to law. Case dismissed.

Filed May 7, 1928. Closed May 21, 1928.

No. HA-150—1928. John DeLong, Orange City. Freight between Sioux City and Orange City.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed June 1, 1928. Closed September 11, 1928.

No. HA-151—1928. Herman Harder, Dinsdale, Iowa. Freight between Dinsdale and Waterloo.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed June 8, 1928. Closed July 5, 1928.

No. HA-152—1928. F. R. Millett, Livermore. Freight between Iowa Falls and Ringsted.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed February 11, 1928. Closed July 5, 1928.

No. HA-156—1928. H. G. Notbohn, Center Point, Iowa. Freight between Center Point and Cedar Rapids.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed June 18, 1928. Closed October 5, 1928.

No. HA-157—1928. Irwin Transfer Company, Onawa. Freight between Onawa and Sioux City, and between Onawa and Omaha, Nebraska.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed June 26, 1928. Closed July 12, 1928.

No. HA-158—1928. Sioux Falls Traction System, Sioux Falls, South Dakota, holder of Certificate of Convenience and Necessity No. 90. Alleged violation of the laws of the road and speed restrictions.

No specific violations cited. Carrier admonished drivers to observe all laws in the operation of motor vehicles. Investigation disclosed motor vehicles were driven in compliance with the statute. Case dismissed.

Filed July 3, 1928. Closed September 1, 1928.

No. HA-159—1928. Iowa Transit Company, Shenandoah, Iowa, holder of Certificate of Convenience and Necessity No. 12. Alleged violation of laws of the road and speed restrictions.

No specific violations cited. Carrier admonished drivers to observe all laws in the operation of the busses. Case dismissed.

Filed July 3, 1928. Closed November 30, 1928.

No. HA-162—1928. John Waller, Malvern. Freight between Malvern, Council Bluffs and Omaha.

Service discontinued. Case dismissed.

Filed July 21, 1928. Closed October 15, 1928.

No. HA-163—1928. E. O. Holst, Everly. Freight between Everly and Spencer.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed July 27, 1928. Closed October 17, 1928.

No. HA-164—1928. Howard Lindeman, Dysart, Iowa. Freight between Waterloo and Dysart.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed July 19, 1928. Closed October 5, 1928.

No. HA-165—1928. Alf T. Brackey, Lake Mills, Iowa. Passenger and freight between Forest City, Lake Mills, Fertile, Hanlontown, Manly and Mason City.

Investigation disclosed carrier continued service authorized by Certificate of Convenience and Necessity No. 125, revoked July 10, 1928, in violation of law. (See H-783—1928.) Service discontinued. Case dismissed.

Filed July 9, 1928. Closed November 8, 1928.

No. HA-166—1928. Ed Langren, Whiting, Iowa. Appeal from decision in Docket No. H-505—1926.

Appeal withdrawn.

Filed January 29, 1926. Closed August 22, 1928.

No. HA-168—1928. Rudy Schroeder, Holstein, Iowa. Freight between Sioux City and Holstein.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed August 8, 1928. Closed September 11, 1928.

No. HA-169—1928. Garrett DeYoung, Inwood, Iowa. Freight between Inwood, Iowa, and Sioux Falls, South Dakota.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed August 8, 1928. Closed August 8, 1928.

No. HA-170—1928. Hugo Reimers, Inwood, Iowa. Freight between Inwood and Sioux Falls, South Dakota. Investigation disclosed operation was not in violation of law. Case dismissed.

Filed August 8, 1928. Closed August 8, 1928.

No. HA-171—1928. Allen and Bond, Richland, Iowa. Passenger and freight between Richland and Woolson and between Richland and Ollie.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed April 25, 1928. Closed August 10, 1928.

No. HA-173—1928. Benton Bus Line, Mt. Ayr, Iowa, a partnership composed of T. J. Washburn and Frank Trimble, Mt. Ayr, Iowa. Passenger between Mt. Ayr and Benton.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed November 10, 1927. Closed August 28, 1928.

No. HA-174—1928. H. R. Anderson, Clinton, Iowa. Freight between Davenport and Clinton.

Investigation disclosed operation was in violation of law. Motor carrier service discontinued. Case dismissed.

Filed August 14, 1928. Closed November 28, 1928.

No. HA-175—1928. Hawkeye Hotel, Orange City, Iowa. Passenger between Alton and Orange City.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed August 14, 1928. Closed September 1, 1928.

No. HA-176—1928. Farmers Union, Albia, Iowa. Freight between Albia and Ottumwa.

Investigation disclosed that the Farmers Union did not own or operate any motor vehicles. Case dismissed.

Filed August 20, 1928. Closed August 24, 1928.

No. HA-177—1928. H. J. Wehrhan, Atkins, Iowa. Freight between Atkins and Cedar Rapids.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed August 18, 1928. Closed October 15, 1928.

No. HA-178—1928. Martin & Novask, Omaha, Nebraska. Interstate passengers over that part of Omaha, Nebraska-Chicago, Illinois, route located within the State of Iowa.

Motor vehicles owned by Martin & Novask, operated under and by virtue of permission granted Charles Bryant, Des Moines, Iowa. (Docket H-749, 1928.) Case dismissed.

Filed August 21, 1928. Closed August 23, 1928.

No. HA-180—1928. Fred Trochuck, Des Moines, Iowa. Passenger between Des Moines and Bevington.

Investigation disclosed Mr. Trochuck occasionally carried passengers without compensation on motor vehicle used in the transportation of mail. Case dismissed.

Filed August 28, 1928. Closed September 11, 1928.

No. HA-181—1928. Garret Harmison, Monroe, Iowa. Freight between Monroe and Des Moines.

Investigation disclosed operation was in violation of law. Motor carrier service discontinued. Case dismissed.

Filed August 30, 1928. Closed September 18, 1928.

No. HA-183—1928. Keith Sabin, Kanawha, Iowa. Freight between Kanawha and Mason City.

Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.

Filed September 22, 1928. Closed October 25, 1928.

No. HA-185—1928. Vern Gilmore, Shenandoah, Iowa. Freight between Shenandoah, Iowa, and Omaha, Nebraska.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed October 9, 1928. Closed November 30, 1928.

No. HA-186—1928. L. H. Hartliep, Quimby, Iowa. Freight between Duncombe and Sioux City.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed October 2, 1928. Closed October 15, 1928.

No. HA-188—1928. James Brommer, Sioux Center, Iowa. Freight between Sioux Center and Sioux City.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed October 27, 1928. Closed November 9, 1928.

No. HA-190—1928. Neil Storck, Van Meter, Iowa. Freight between Van Meter and Des Moines.

Investigation disclosed operation was not amenable to law. Case dismissed.

Filed November 13, 1928. Closed November 23, 1928.

ORDERS AND WARRANTS ISSUED DURING CURRENT YEAR TO LEVY UPON PROPERTY OF MOTOR CARRIERS AND BY SALE COLLECT DELINQUENT TAXES AND PENALTIES

February 21, 1928. Geo. C. Wiegand, Emmetsburg, Iowa. Tax and penalty for September and October, 1927, amounting to \$15.71.

October 17, 1928. R. S. Schmidt, Marne, Iowa. Tax and penalty for February and March, 1928, amounting to \$9.29.

ORDER ISSUED DURING CURRENT YEAR TO RELEASE PROPERTY LEVIED UPON FOR COLLECTION OF MOTOR CARRIER TAX

January 10, 1928. Virgil Beck, Waterloo, Iowa. Tax and penalty for March and May, 1927, amounting to \$24.90.

Property considered valueless in collection of tax.

TAXES ASSESSED AGAINST AND COLLECTED FROM MOTOR CARRIERS UNDER THE PROVISIONS OF CHAPTER 252-A2, CODE OF IOWA, 1927, ON OPERATIONS DURING THE PERIOD JANUARY 1, 1927, TO DECEMBER 31, 1927

Total amount taxes assessed.....	\$69,026.15	
Total amount penalties assessed.....	3,362.83	\$72,388.98
Total amount taxes collected.....	\$57,443.49	
Total amount penalties collected.....	467.16	\$57,910.65
Total amount unpaid taxes and penalties		\$14,478.33
Total amount unpaid taxes and penalties cov-		

ered by bonds on file with Clerks of Supreme Court of Iowa and District Court of Iowa and District Court of Polk County, Iowa	\$14,454.48
Total amount unpaid taxes and penalties which are considered as uncollectable.....	23.85 \$14,478.33

CERTIFICATES OF CONVENIENCE AND NECESSITY

The following is a list of the Certificates in effect on December 1, 1928; the names and addresses of the holders of such Certificates; the names and addresses of the lessees of all such Certificates or parts thereof that are leased; the kind of service authorized by such Certificates; the routes authorized and the length of such routes:

- No. 1. O. C. Wright, Adel, Iowa. Passengers and a limited amount of freight (150 pounds.) Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center. 56.68 miles.
- No. 3. J. W. Whitmer, Anthon, Iowa. Passengers. Anthon, Merville and Sioux City. 34.59 miles.
- No. 4. Hawkeye Stages, Incorporated, Boone, Iowa. Passengers. Oskaloosa, Pella, Otley, Monroe, Prairie City and Des Moines. 64.72 miles.
- No. 7. Hawkeye Stages, Incorporated, Boone, Iowa. Passengers. Ames, Nevada, Colo, State Center, Marshalltown, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo. 100.805 miles.
- No. 8. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers. Monticello, Cascade, Filmore, Ballaclough, Key West and Dubuque. 37.28 miles.
- No. 9. Carl Height, Davenport, Iowa. Passengers. Route No. 1: Davenport, Mount Joy, Gambriil and DeWitt. 22.04 miles. Route No. 2: DeWitt, Welton and Maquoketa. 20.91 miles.
- No. 10. Hawkeye Stages, Incorporated, Boone, Iowa. Passengers. Route No. 1: Des Moines, Prairie City, Fairmount, Monroe, Otley and Pella. 47.6 miles. Route No. 2: Monroe, Cordova, Red Rock and Knoxville. 16.45 miles.
- No. 11. Red Ball Transportation Company, Inc., Mason City, Iowa. Passengers. Route No. 1: Mason City, Nora Springs, Rudd, Floyd and Charles City. 31.741 miles. Route No. 2: Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo. 53.63 miles. Route No. 3: Mason City, Clear Lake, Ventura, Garner, Britt, Wesley and Algona. 57.785 miles. Route No. 4: Mason City, Manly, Kensett, Northwood and the north line of the state of Iowa. 28.0 miles. Route No. 5: Mason City, Rockwell, Sheffield, Hampton, Iowa Falls, Hubbard, Zearing, Colo, Nevada, Ames, Huxley, Ankeny and Des Moines. 138.155 miles.
- No. 12. Iowa Transit Company, Shenandoah, Iowa, a partnership composed of W. L. Farmer and F. C. Farmer, Shenandoah, Iowa. Passengers. Route No. 1: Shenandoah, Sidney, Taber, Glenwood, Council Bluffs and the west line of the state of Iowa. 65.54 miles. Route No. 2: Shenandoah, Norwich, Yorktown and Clarinda. 20.167 miles.
- No. 15. Osborn F. Daley, owner and operator of Daley Motor Transportation Company, Fort Madison, Iowa. Freight. Fort Madison, Wever and Burlington. 19.2 miles.
- No. 16. Billman and Determan, Mason City, Iowa, a partnership composed of Henry Billman and Henry C. Determan, Mason City, Iowa. Freight. Mason City, Nora Springs, Rudd, Floyd and Charles City. 34.696 miles.
- No. 17. Harley R. Baxter, Atlantic, Iowa, owner and operator Service Transfer Company, Atlantic, Iowa. Freight. Atlantic, Lora, Brayton, Exira, Hamlin and Audubon. 30.5 miles.
- No. 18. Benjamin W. Crips, Ottumwa, Iowa, lessor. H. G. Hill, Bloomfield, Iowa, lessee. Passengers and a limited amount of freight (200 pounds.) Ottumwa and Bloomfield. 20.07 miles.
- No. 19. Otto and Stanley Jackson, Keokuk, Iowa, a partnership composed of Otto Jackson and Stanley Jackson, Keokuk, Iowa. Passengers. Keokuk, Montrose, Fort Madison and Burlington. 42.7 miles.
- No. 20. D. N. Hiatt, Dallas Center, Iowa. Freight. Circuitous route, Des Moines, Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines. 66.42 miles, round trip.
- No. 21. R. L. Conard, Adel, Iowa. Freight. Adel, Waukee and Des Moines. 22.742 miles.
- No. 22. Thomas Harper, Redfield, Iowa. Freight between Redfield and Des Moines, except that originating at or destined to points intermediate thereto. 30.822 miles.

- No. 23. Miles R. Landis, Maquoketa, Iowa, owner and operator of Black Star Bus Line, Maquoketa, Iowa. Passengers and a limited amount of freight. Route No. 1: Maquoketa, Baldwin, Monmouth, Wyoming, Onslow, Center Junction, Scotch Grove, Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids. 73.0 miles. Route No. 2: Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids. 39.9 miles. Certificate prohibits the transportation of local passengers or freight between Marion and Cedar Rapids or points intermediate thereto.
- No. 24. Yellow Cab and Transportation Company, a corporation of Sioux City, Iowa. Passengers. Sioux City, Lawton, Merville, Correctionville, Cushing, Holstein, Galva, Schaller, Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Greenville and Spencer. 120.168 miles. Certificate contains the following provisions: "Provided * * * that passengers originating at or destined to Sioux City, Correctionville or points intermediate thereto on highway known as Primary Road No. 23, shall not be transported to or from Cushing, Holstein or points intermediate to Correctionville and Holstein; also, that passengers originating at and destined to Cushing, Holstein and points intermediate to Correctionville and Holstein shall not be transported.
- No. 25. Smith and Heath, Correctionville, Iowa, a partnership composed of R. E. Smith and E. F. Heath, Correctionville, Iowa. Freight, one way, from Sioux City to Correctionville. 33.5 miles.
- No. 27. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds.) Mason City, Manly, Kensett, Northwood and the north line of the state of Iowa. 28.7 miles.
- No. 29. M. E. Butterworth, Fort Dodge, Iowa. Freight. Humboldt, Dakota City and Fort Dodge. 19.64 miles.
- No. 30. Nis N. Ostergaard, Camanche, Iowa. Passengers and a limited amount of freight (600 pounds.) Camanche and Clinton. 6.4 miles.
- No. 31. Clarence K. Reed, Clinton, Iowa. Freight. Clinton, Low Moor, DeWitt, Grand Mound and Calamus. 35.47 miles.
- No. 32. R. A. Campbell, Rockwell, Iowa. Freight. Rockwell and Mason City. 13.5 miles.
- No. 33. H. G. Hill, Bloomfield, Iowa. Freight. Bloomfield and Ottumwa. 22 miles.
- No. 35. C. T. Gates, La Porte City, Iowa, owner and operator of Gates Transfer Line, La Porte City, Iowa. Freight. La Porte City and Waterloo. 15.61 miles.
- No. 36. Earl Neth, Atlantic, Iowa. Freight. Atlantic and Lewis. 10.6 miles.
- No. 37. W. H. Drake, Garner, Iowa. Freight between Mason City, Clear Lake, Ventura and Garner, except locally between Mason City and Clear Lake. 25.69 miles.
- No. 38. Clayton Nelson Corrow, Spencer, Iowa. Freight. Route No. 1: Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. 22.61 miles. Route No. 2: Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake. 38.25 miles. Route No. 3: Spencer, Greenville, Webb, Marathon and Albert City. 38.6 miles. Route No. 4: Spencer, Dickens and Emmetsburg. 25.71 miles.
- No. 40. A. Schoenewe, Jr., Everly, Iowa. Freight. Everly and Spencer. 11 miles.
- No. 41. C. L. Hartzell, Britt, Iowa. Freight between Britt, Garner, Clear Lake and Mason City, except locally between Clear Lake and Mason City. 34.78 miles.
- No. 42. R. L. Smith, Merville, Iowa, owner and operator of Motor Service Company, Merville, Iowa. Freight. Merville and Sioux City. 18.0 miles.
- No. 43. C. E. Grothaus, Kingsley, Iowa. Freight. Kingsley, Merville and Sioux City. 30.63 miles.
- No. 44. Robert A. Wilson, Grant, Iowa. Freight, one way, from Elliott to Grant. 10.0 miles.
- No. 45. B. J. Kramer & Son, Maquoketa, Iowa, a partnership composed of B. J. Kramer and Floyd Kramer, Maquoketa, Iowa. Passengers and a limited amount of freight (300 pounds.) Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. 34.0 miles.
- No. 46. Bert Canon, Carson, Iowa. Passengers. Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 30.46 miles.
- No. 47. Hawkeye Stages, Incorporated, Boone, Iowa. Passengers. Indianola and Des Moines. 17.65 miles.
- No. 48. Madrid Motor Transport, Madrid, Iowa, a partnership composed of Earl Ramsey, Madrid, Iowa, and G. A. Kirtley, Des Moines, Iowa. Freight. Des Moines, Polk City and Madrid. 26.7 miles.

- No. 49. C. B. Croghan, Griswold, Iowa. Freight between Griswold, Lewis and Atlantic, except locally between Lewis and Atlantic. 20.4 miles.
- No. 51. Adolph H. Aussenhus, Northwood, Iowa. Freight. North line of the state of Iowa, Northwood, Kensett, Manly and Mason City. 29.3 miles.
- No. 52. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Dray & Storage Line, Cedar Falls, Iowa, lessor. C. L. McLeod, Iowa Falls, Iowa, lessee. Freight. Cedar Falls, Cedar Heights, Castle Hill and Waterloo. 7.2 miles.
- No. 53. Carl Baldwin, Griswold, Iowa. Passengers. Griswold, Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 46.1 miles.
- No. 54. Ray Seaton, Eldon, Iowa. Freight, one way, from Ottumwa to Eldon. 14.98 miles.
- No. 56. Stormer Transfer, Atlantic, Iowa, a partnership composed of John Stormer and Chester A. Stormer, Atlantic, Iowa. Freight. Atlantic, Walnut and Avoca. 24.0 miles.
- No. 58. F. D. Hakes, Martensdale, Iowa. Freight between Earlham, DeSoto, Van Meter and Des Moines, except locally between Van Meter and Des Moines. 34.63 miles.
- No. 59. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers and a limited amount of freight over route No. 1 and passengers over route No. 2. Route No. 1: Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood and Tipton. 40.093 miles. Route No. 2: Tipton, Bennett, New Liberty, Mayesville and Davenport. 39.108 miles.
- No. 60. Ray C. Nichols, Wellsburg, Iowa. Freight. Iowa Falls, Wellsburg, Holland and Grundy Center. 37.97 miles.
- No. 61. Thomas W. Hannah, Fairfield, Iowa. Passengers and a limited amount of freight (250 pounds). Fairfield, Birmingham, Mt. Zion and Keosauqua. 21.34 miles.
- No. 62. L. W. Lau, Ventura, Iowa. Freight between Ventura, Clear Lake and Mason City, except locally between Clear Lake and Mason City. 15.4 miles.
- No. 64. J. P. Maxwell & Son, Wick, Iowa, a partnership composed of J. P. Maxwell and William Maxwell, Wick, Iowa. Freight. From Des Moines to Martensdale and between Martensdale and St. Charles over the following routes: Route No. 1: Des Moines, Norwalk and Martensdale. Route No. 2: Martensdale, Wick, St. Mary's and St. Charles. 30.91 miles.
- No. 65. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers. Iowa City, Kalona and Washington. 32.292 miles.
- No. 67. Harry C. Patridge, Spencer, Iowa. Freight. Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. 22.61 miles.
- No. 68. R. G. Thompson, Montrose, Iowa. Freight. Route No. 1: Montrose and Keokuk. 10.5 miles. Route No. 2: Montrose and Keokuk. 10.5 miles. Route No. 3: Montrose and Fort Madison. 11.5 miles.
- No. 69. White Star Bus Company, a corporation of Muscatine, Iowa. Passengers. Route No. 1: Muscatine, Grand View, Wapello, Newport, Mediapolis and Burlington. 54.84 miles. Route No. 2: Muscatine, West Liberty and Iowa City. 37.34 miles.
- No. 71. Harold Kristensen, Hudson, Iowa. Freight. Hudson and Waterloo. 9.8 miles.
- No. 73. R. O. Seaton, Osage, Iowa. Freight between Osage and Mason City, except that originating at or destined to points intermediate thereto. 30.86 miles.
- No. 74. J. W. Harris, Spencer, Iowa. Passenger. Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. 22.31 miles.
- No. 75. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo, Iowa. Passenger. Route No. 1: Waterloo, Castle Hill, Cedar Heights and Cedar Falls. 8.03 miles, average. Route No. 2: Waterloo, Jesup and Independence. 26.334 miles.
- No. 76. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo, Iowa. Passengers and a limited amount of freight (500 pounds). Waterloo, Cedar Falls, Janesville, Waverly, Shell Rock, Allison, Greene, Marble Rock, Rockford, Nora Springs and Mason City. 91.42 miles.
- No. 80. Frank J. Clouss, Manson, Iowa. Freight. Manson and Fort Dodge. 40.78 miles, round trip.
- No. 81. O. S. Hall, Iowa Falls, Iowa. Freight. Between Iowa Falls and Eldora, between Iowa Falls and New Providence and between Iowa Falls and Union. 66.037 miles, round trip.
- No. 83. Des Moines & Central Iowa Motor Transportation Company, a corporation of Des Moines, Iowa. Passenger. Newton, Colfax, Mitchellville, Altoona and Des Moines. 36.6 miles.
- No. 88. N. C. Christensen, Algona, Iowa. Freight. Algona, Humboldt, Dakota City and Fort Dodge. 46.3 miles.

- No. 89. Frank C. Scherer, Red Oak, Iowa. Freight. Red Oak, Emerson, Hastings, Malvern, Glenwood, Council Bluffs and the west line of the state. 117.85 miles.
- No. 90. Sioux Falls Traction System, a corporation of Sioux Falls, South Dakota. Passenger. Route No. 1: The north line of the State, Larchwood, Lester, Rock Rapids, Little Rock, Sibley, Allendorf, Ocheyedon, Harris, Lake Park, Montgomery and Spirit Lake. 86.0 miles. Route No. 2: The west line of the state, Hawarden, Chatsworth, Akron, Westfield, west line of the state and Sioux City. 32.15 miles. Route No. 3: Sioux City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent, Council Bluffs and the west line of the state. 105.7 miles. Route No. 4: Spirit Lake, Superior and Estherville. 15.2 miles.
- No. 91. Ward D. Walrod, DeWitt, Iowa. Passengers and a limited amount of freight (300 pounds). Wheatland, Calamus, Grand Mound, De Witt and Clinton. 36.91 miles.
- No. 92. R. Maxwell, Sloan, Iowa. Passenger. Sloan, Salix, Sergeant Bluffs and Sioux City. 23.899 miles.
- No. 93. J. E. Eldridge, Indianola, Iowa. Freight. Indianola and Des Moines. 18.45 miles.
- No. 94. Bert H. Furness, Sheffield, Iowa. Freight. Sheffield, Chapin and Hampton. 11.175 miles.
- No. 95. George Koss, Ely, Iowa. Freight. Ely and Cedar Rapids. 19.6 miles, round trip.
- No. 96. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passenger. Route No. 1: Boone, Luther, Madrid, Polk City and Des Moines. 43.5 miles. Route No. 2: Boone, Stanhope and Webster City. 33.57 miles. Route No. 3: Ames, Huxley, Ankeny and Des Moines. 35.0 miles.
- No. 98. George L. Heimendinger, Mason City, Iowa. Freight. Hampton, Sheffield, Rockwell and Mason City. 31.47 miles.
- No. 99. Joe Bos, Hampton, Iowa. Freight. Hampton and Iowa Falls. 18.34 miles.
- No. 100. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of Safety Coach Transit Company of Des Moines, Iowa. Passenger. Des Moines, Altoona, Mitchellville, Colfax, Newton, Kellogg and Grinnell. 56.88 miles.
- No. 101. Gust Kasischke, Buckeye, Iowa. Freight. Buckeye, Alden and Iowa Falls. 14.336 miles.
- No. 102. Iowa Central Motor Express Company, Inc., Mason City, Iowa. Freight. Mason City, Clear Lake, Garner, Britt, Wesley and Algona, except that: 1. No freight originating at points west of Britt shall be transported to points intermediate to Britt and Mason City; 2. No freight originating at Mason City or Garner or points intermediate thereto, shall be delivered to Britt; 3. No freight originating at points between Mason City and Garner or at Garner shall be transported to points west of Britt; 4. No freight shall be delivered to or from points between Garner and Britt; 5. No freight originating at Britt shall be transported to Mason City or to points intermediate to Britt and Mason City. 56.5 miles.
- No. 104. Carl Brown, Winterset, Iowa. Freight. Between Winterset, Patterson, Bevington and Des Moines, except that originating at or destined to points intermediate to Bevington and Des Moines. 35.262 miles.
- No. 106. Toney Gerdes, Independence, Iowa. Freight. Waterloo, Jesup and Independence. 25.359 miles.
- No. 110. Clarence M. Vetter, Atlantic, Iowa. Freight between Atlantic, Anita, Adair and Casey, except that originating at or destined to Wiota. 20.61 miles.
- No. 113. E. C. Dorsey and Cole Musick, Anita, Iowa. Freight between Anita and Atlantic, except that originating at or destined to Wiota. 16.37 miles.
- No. 114. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passenger. Boone, Pilot Mound, Dayton, Lehigh, Lundgren and Fort Dodge. 50.4 miles.
- No. 115. Henry F. Quade, Fort Dodge, Iowa. Freight over circuitous route between Fort Dodge, Manson, Pomeroy, Pocahontas, Palmer, Blanden, Manson and Fort Dodge. 85.38 miles, round trip.
- No. 116. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passengers between Ames, Story City, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, except from Duncombe or Highview to Fort Dodge, Webster City or Blairsburg, or from Blairsburg, Webster City or Fort Dodge to Duncombe or Highview. 63.89 miles.
- No. 117. Stalker Transportation Company, Rudd, Iowa, a partnership composed of Ell E. Stalker, Keith E. Stalker and Berl E. Stalker, Rudd,

Iowa. Freight. Route No. 1: Rudd, Floyd and Charles City. 15.21 miles.
Route No. 2: Rudd, Nora Springs and Mason City. 19.9 miles.

No. 118. Albert Welker, Thornton, Iowa. Freight between Thornton, Swaledale and Mason City, except that originating at or destined to Rockwell. 26.25 miles.

No. 119. Perry Bonar, New London, Iowa. Freight. New London, Danville, Middletown, West Burlington and Burlington. 19.24 miles.

No. 120. George F. Kirkpatrick, Alden, Iowa. Freight. Alden and Iowa Falls. 8.212 miles.

No. 121. M. J. Cass, Monticello, Iowa. Freight. Monticello, Cascade and Dubuque. 37.28 miles.

No. 122. W. D. Cross, Sidney, Iowa. Freight. Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state. 48.25 miles.

No. 123. H. B. Green, Burlington, Iowa, owner and operator of H. B. Green Motor Transport Company, Burlington, Iowa. Freight. Burlington and Fort Madison. 21.82 miles.

No. 124. M. B. Hildreth, Denison, Iowa. Passenger. Route No. 1: Sioux City, Holly Springs, Smithland, Mapleton, Ute, Charter Oak and Denison. 78.42 miles. Route No. 2: Sioux City, Correctionville, Cushing, Holstein, Ida Grove, Arthur, Odebolt, Kiron, Deloit Station and Denison, except locally between Correctionville and Sioux City or points intermediate thereto. 101.13 miles.

No. 127. Louie Knoke, Klemme, Iowa. Freight between Klemme, Garner and Mason City, except that originating at or destined to points between Mason City and Garner. 30.68 miles.

No. 130. W. S. Cronk, Cambridge, Iowa. Freight between Cambridge and Des Moines, except that originating at or destined to points intermediate thereto. 25.5 miles.

No. 133. George W. Hausman, Waterloo, Iowa. Freight. Waterloo, Dike, Grundy Center and Eldora, except that originating at or destined to Cedar Falls. 58.13 miles.

*No. 134. Emmetsburg Produce Company, Emmetsburg, Iowa, a partnership composed of J. W. Jackson and S. W. Clark, Emmetsburg, Iowa. Freight. Route No. 1: Emmetsburg, Wallingford, Estherville, Wallingford, Graettinger and Emmetsburg. 52.54 miles. Route No. 2: Emmetsburg, Wallingford, Estherville, Wallingford, Graettinger, Ruthven, Ayrshire, Curlew, Mallard and Emmetsburg. 90.86 miles, round trip.

No. 135. Des Moines-Winterset Bus Company, Des Moines, Iowa, a partnership composed of Jerome C. Renfro, Carl Poindexter and Ed. L. Gustafson, all of Des Moines, Iowa. Passenger. Des Moines, Norwalk, Martensdale, Bevington, Patterson and Winterset. 37.18 miles.

No. 137. Vilas D. Wells, Pierson, Iowa. Freight. Pierson and Sioux City. 33.86 miles.

No. 138. Walter H. Kier, Davenport, Iowa. Freight. Davenport, Mayesville, New Liberty, Bennett and Tipton. 38.51 miles.

No. 139. Beckjorden & Company, Mason City, Iowa, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City, Iowa. Freight. Route No. 1: Rockford and Mason City. 41.4 miles, round trip. Route No. 2: Rockford, Marble Rock, and Greene. 34.1 miles, round trip. Freight originating at or destined to Nora Springs shall not be transported.

No. 141. Theodore Lee, Glenwood, Iowa, owner and operator of Lee Transfer, Glenwood, Iowa. Interstate freight, exclusively. Glenwood, Council Bluffs and the west line of the state. 22.7 miles.

No. 142. Le Mars Associated Retailers, a corporation of Le Mars, Iowa. Freight. Le Mars, Merrill, Hinton and Sioux City. 25.24 miles.

No. 144. Paul Strait, Rock Rapids, Iowa. Interstate freight, exclusively. Rock Rapids, Larchwood and the north line of the state. 20.25 miles.

No. 146. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passenger. Fort Dodge, Dakota City, Humboldt, Livermore, St. Joseph, Algona, Whittemore, Cylinder, Emmetsburg, Ruthven, Dickens and Spencer. 101.41 miles.

No. 149. H. E. Connelly, Valley Junction, Iowa. Freight. Booneville and Des Moines. 17.92 miles.

No. 151. Lynn Roddy, Dubuque, Iowa. Freight. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. 34.0 miles.

No. 152. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Dray and Storage Line, Cedar Falls, Iowa, lessor. C. L. McLeod, Iowa Falls, Iowa, lessee. Freight. Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo and Tama, except locally between Waterloo and Hudson. 54.96 miles.

No. 155. Lee A. Davis, Anthon, Iowa. Freight from Sioux City to Anthon. 34.7 miles.

*No. 157. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Alden, Williams, Blairsburg and Webster City. 33.611 miles.

*No. 158. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Hubbard, Radcliffe, Ellsworth and Jewell. 35.732 miles.

*No. 159. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Burdette, Popejoy, Dows, Galt, Clarion, Goldfield and Renwick. 58.392 miles.

*No. 160. C. L. McLeod, Iowa Falls, Iowa. Freight. Route No. 1: Iowa Falls, Burdette, Popejoy, Alexander, Belmont, Kanawha, Olaf, Galt and Dows, 119.324 miles round trip. Route No. 2: Iowa Falls, Coulter, Latimer, Alexander, Belmont, Kanawha, Olaf, Galt and Dows. 120.469 miles, round trip.

No. 161. Beckjorden & Company, Mason City, Iowa, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City, Iowa. Freight. Mason City, Hanlontown, Fertile, Joice, Lake Mills and Scarville. 47.05 miles.

No. 162. Morrison Service Company, Danbury, Iowa, a partnership composed of E. Morrison and O. W. Morrison, Climbing Hill, Iowa. Passenger. Battle Creek, Danbury, Oto, Climbing Hill, Bronson and Sioux City. 59.83 miles.

No. 163. R. L. Smith, Merville, Iowa, owner and operator of Motor Service Company, Merville, Iowa. Freight between Merville, Cushing, Holstein, Galva and Schaller, except that originating at or destined to Correctionville. 42.52 miles.

No. 164. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds). North line of the state, St. Ansgar, Osage, Orchard, Floyd and Charles City. 43.01 miles.

No. 165. Clarence Hass, Durant, Iowa. Freight. Route No. 1: Durant, Stockton, Walcott and Davenport. 26.0 miles. Route No. 2: Durant and Wilton. 8.53 miles. Route No. 3: Durant and Sunbury. 5.94 miles.

No. 166. Thomas W. Hannah, Fairfield, Iowa. Passengers and a limited amount of freight (250 pounds). Washington, Brighton, Pleasant Plain and Fairfield. 31.01 miles.

No. 168. Carl Reuter, West Union, Iowa. Freight between West Union, Fayette, Maynard and Waterloo, except that originating at or destined to Denver. 63.2 miles.

No. 169. Hawkeye Stages, Incorporated, Boone, Iowa. Passengers and a limited amount of freight (200 pounds) over route No. 1, and passengers over route No. 2. Route No. 1: Ottumwa, Eddyville and Oskaloosa. 27.68 miles. Route No. 2: Ottumwa, Fremont, Cedar, Wright and Oskaloosa. 31.19 miles.

No. 171. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passenger. Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. 25.969 miles.

No. 172. Arthur Beasley, Marshalltown, Iowa. Passenger. Newton, Laurel and Marshalltown. 32.8 miles.

No. 173. C. L. McLeod, Iowa Falls, Iowa. Freight. Route No. 1: Clarksville, Shell Rock, Waverly, Janesville, Cedar Falls and Waterloo, except freight originating at or destined to points between Waterloo and Shell Rock. 40.22 miles. Route No. 2: Clarksville, Allison, Bristow, Dumont, Hansell and Hampton. 39.20 miles.

No. 174. Robert L. McIntyre, Pleasantville, Iowa. Freight. Pleasantville, Swan, Carlisle and Des Moines. 31.4 miles.

No. 175. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers and a limited amount of freight (100 pounds). Between Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, De Witt and Davenport, except for the transportation of passengers locally between Wheatland and Davenport or freight locally between Wheatland and De Witt, or points intermediate thereto. 56.983 miles.

No. 176. M. F. Schlick, Charles City, Iowa. Freight between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls and Waterloo, except locally between Waverly and Waterloo or points intermediate thereto. 53.845 miles.

No. 177. Osceola Transfer Company, Osceola, Iowa, a partnership composed of Loren L. Adams and Ida Adams, Osceola, Iowa. Freight between Osceola, Liberty, Medora, Jefferson Heights, Higdonville, Indianola and Des Moines, except locally between Indianola and Des Moines. 47.6 miles.

No. 178. Guy Moore, Battle Creek, Iowa. Freight from Sioux City to Battle Creek and Ida Grove and from Battle Creek to Ida Grove, except that originating at or destined to points intermediate to Sioux City and Battle Creek. 61.6 miles.

No. 179. R. O. Seaton, Osage, Iowa, owner and operator of Osage Transportation Company, Osage, Iowa. Freight, interstate exclusively. Route No. 1: Osage, St. Ansgar and the north line of the state. 21.36 miles.

Route No. 2: Osage and Orchard. 5.59 miles. Route No. 3: North line of the state and Stacyville. 4.6 miles.

No. 180. L. B. Stanley, Springville, Iowa. Freight between Whittier, Springville, Paralta and Cedar Rapids, except that originating at or destined to Marion. 25.98 miles.

No. 181. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo, Iowa. Passengers and a limited amount of freight (250 pounds). Waterloo, Washburn, LaPorte City, Mt. Auburn, Vinton, Newhall and Cedar Rapids. 66.63 miles.

No. 182. W. E. O'Brien, Milo, Iowa. Freight, Milo, Indianola and Des Moines, except locally between Indianola and Des Moines, or points intermediate thereto. 59.623 miles, round trip.

No. 183. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Freight. Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood and Tipton. 40.19 miles.

No. 184. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Freight. Route No. 1: Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. 26.109 miles. Route No. 2: Iowa City, Kalona and Washington. 31.942.

No. 185. Myers and Allen, Guthrie Center, Iowa, a partnership composed of Everett R. Myers and James C. Allen, of Guthrie Center, Iowa. Freight between Guthrie Center, Panora, Panther, Dallas Center, Grimes and Des Moines, except that originating at Panora and destined to Des Moines or originating at Des Moines and destined to Panora, or locally between Dallas Center, Grimes and Des Moines. 53.925 miles.

No. 186. Royal Rapid Corporation of Illinois, Chicago, Illinois. Passengers, interstate exclusively. East line of the state, Clinton, DeWitt, Calamus, Wheatland, Lowden, Clarence, Stanwood, Mechanicsville, Lisbon, Mt. Vernon and Cedar Rapids. 85.765 miles.

No. 187. O. T. Henderson, Paullina, Iowa. Freight from Sioux City to Granville, Germantown and Paullina; from Granville to Germantown and Paullina and from Germantown to Paullina, except that originating at or destined to points intermediate to Sioux City and Granville. 69.74 miles.

No. 188. Paul Strait, Rock Rapids, Iowa. Freight, interstate exclusively. Circuitous route between Alford, Larchwood, north line of the state, Larchwood, Inwood, Doon and Alford. 55.10 miles, round trip.

No. 189. F. F. Lang, Malvern, Iowa. Freight between Malvern, Glenwood, Council Bluffs and the west line of the state, except that originating at or destined to Glenwood. 31.9 miles.

No. 190. Range and Frank Transfer, Atlantic, Iowa, a partnership composed of Louie Range and George Frank, Atlantic, Iowa. Freight between Atlantic, Lewis, Oakland, Council Bluffs and the west line of the state, except locally between Atlantic and Lewis. 56.9 miles.

No. 192. Overland Stages, Incorporated, Duluth, Minnesota. Passengers between the north line of the state, Rock Rapids, Doon, Sioux Center, Orange City, Maurice, Le Mars, Merrill, Wren, Hinton, James and Sioux City, except passengers locally between Le Mars and Sioux City or points intermediate thereto. 94.37 miles.

No. 193. Clinton, Davenport and Muscatine Railway Company, a corporation of Davenport, Iowa. Passengers and a limited amount of freight (100 pounds), between Davenport, Bettendorf, Pleasant Valley, Le Claire, Princeton, Folletts, Shaffton, Camanche and Clinton, except locally between Camanche and Clinton. 38.22 miles.

No. 194. C. L. McLeod, Iowa Falls, Iowa. Freight. Waterloo, Eagle Center, Dysart and Garrison. 46.792 miles.

No. 195. Kruse and Carty, Preston, Iowa, a partnership composed of Peter Kruse and Glenn Carty, Preston, Iowa. Freight from Clinton to Preston on Mondays, Wednesdays and Fridays. 23.254 miles.

No. 196. J. R. Campbell, Osceola, Iowa. Passenger. Osceola and Indianola. 29.12 miles.

No. 197. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds), interstate exclusively. North line of the state, Lake Mills, Forest City, Garner, Goodell, Belmont, Galt, Blairsburg, Jewell, Story City, Ames, Huxley, Ankeny and Des Moines. 149.53 miles.

No. 198. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds), interstate exclusively. Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls and Waterloo. 51.655 miles.

No. 199. Earl H. Seeman, Jasper, Minnesota. Freight, interstate exclusively. North line of the state, Rock Rapids, Doon, Sioux Center, Maurice, Le Mars, Merrill, Hinton and Sioux City. 80.47 miles.

No. 200. R. J. Walsh, Omaha, Nebraska, owner and operator of Inter-

state Transit Lines, Omaha, Nebraska. Passengers, interstate exclusively. West line of the state, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Missouri Corner, Kiron Corner, Odebolt, Early, Storm Lake, Truesdale, Sioux Rapids, Spencer, Milford, Arnold's Park, Okoboji, Spirit Lake, Superior, Estherville, Armstrong and the north line of the state. 227.36 miles.

No. 201. White Line Transfer, Shenandoah, Iowa, a partnership composed of Jim A. Eskew and H. L. Smalley, Shenandoah, Iowa. Freight, interstate exclusively. Shenandoah, Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state. 63.88 miles.

No. 202. Iowa Motor Carriers, Inc., Mt. Pleasant, Iowa. Passenger. Washington, Ainsworth, Crawfordville, Olds, Swedesburg, Mt. Pleasant, Salem, Donnellson, Charleston, New Boston, Mt. Clara, Summitville, Moorar and Keokuk. 81.61 miles.

No. 203. P. R. Davis, Avoca, Iowa. Passenger. Avoca, Hancock, Oakland, Quick, Council Bluffs and the west line of the state. 45.35 miles.

No. 204. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds), interstate exclusively. Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids. 103.13 miles.

No. 205. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds). Route No. 1: North line of the state, Burr Oak, Decorah, Ridgeway and Cresco. 36.55 miles. Route No. 2: North line of the state, Burr Oak, Decorah, Waukon and Postville. 53.78 miles.

No. 206. Raymond L. Hamsch, Shenandoah, Iowa. Freight between Shenandoah, Randolph, Tabor, Glenwood, Council Bluffs and the west line of the state, except locally between Tabor and the west line of the state or points intermediate thereto. 60.5 miles.

No. 207. Pioneer Stages, Incorporated, Oakland, California. Passengers, interstate exclusively. West line of the state, Council Bluffs, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Scranton, Jefferson, Grand Junction, Ogden, Boone, Madrid, Polk City, Des Moines, Ankeny, Huxley, Ames, Nevada, State Center, Marshalltown, Montour, Tama, Chelsea, Belle Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus, DeWitt, Clinton and the east line of the state. 434.303 miles.

No. 214. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds), interstate exclusively. Charles City, Greene, Allison, Parkersburg, Grundy Center, Marshalltown, Laurel, Newton, Colfax, Altoona and Des Moines. 156.23 miles.

No. 218. Mohawk Stage Lines Corporation, Chicago, Illinois. Passengers, interstate exclusively. Davenport, Durant, Wilton Junction, West Liberty, Iowa City, Tiffin, Homestead, Marengo, Ladora, Victor, Brooklyn, Grinnell, Newton, Colfax, Altoona and Des Moines. 183.9 miles.

No. H-830. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds), interstate exclusively. Des Moines, Indianola, Osceola, Leon, Davis City, Lamoni and the south line of the state. Approximately 49 miles.

No. H-834. Pickwick-Greyhound Lines, Incorporated, Chicago, Illinois. Passengers, interstate exclusively. Des Moines, Indianola, Medora, Osceola, Leon, Davis City, Lamoni and the south line of the state. 95.1 miles.

No. H-835. Royal Rapid Corporation of Illinois, Chicago, Illinois. Passengers, interstate exclusively. East line of the state, Dubuque, Center Grove, Julian, Centralia, Epworth, Farley, Dyersville, Earlville, Manchester, Masonville, Winthrop, Independence, Jesup and Waterloo. 99.2 miles.

*Certificate granted and service described is being furnished, but Certificate has not as yet been issued.

**Application granted but service not as yet been inaugurated.

Cases Investigated and Adjusted by Signal Engineering Department

No. K-66—1928. Iowa Railroad Commission v. New Sharon Telephone Company. Improperly constructed overhead wire crossing over M. & St. L. track at depot, Taintor, Iowa. Satisfactorily adjusted. Filed November 3, 1926. Closed December 30, 1927.

No. K-67—1928. Iowa Railroad Commission v. Lynnville Telephone Company, Lynnville. Improperly constructed overhead wire crossing over M. & St. L. track, Lynnville Jct., Iowa. Satisfactorily adjusted. Filed November 3, 1926. Closed May 9, 1928.

No. K-78—1928. Iowa Railroad Commission v. Jasper County Telephone Company, Newton. Improperly constructed overhead wire crossing over M. & St. L. track, M. P. 314, three miles south of Newton M. & St. L. depot. Satisfactorily adjusted. Filed November 3, 1926. Closed August 6, 1928.

No. K-86—1928. Iowa Railroad Commission v. Citizens Telephone Company, W. E. Houk, Mgr., Batavia. Overhead wire crossing, Batavia, over C., B. & Q. tracks. Satisfactorily adjusted. Filed December 22, 1924. Reopened January 12, 1927, account reinspections. Closed January 20, 1928.

No. K-103—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Overhead wire crossing S. First Avenue, Marshalltown, over C. G. W. tracks. Satisfactorily adjusted. Filed June 16, 1927. Closed September 1, 1928.

No. K-107—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Wire crossing over C., R. I. & P.—Fifth and Sixth avenues, Des Moines. Satisfactorily adjusted. Filed June 20, 1927. Closed December 30, 1927.

No. K-109—1928. Iowa Railroad Commission v. C., M. & St. P.—Bagley depot. Satisfactorily adjusted. Filed June 20, 1927. Closed January 16, 1928.

No. K-111—1928. Iowa Railroad Commission v. Minburn Mutual Telephone Co., Minburn. Wire crossing over M. & St. L. tracks south of depot, Minburn. Satisfactorily adjusted. Filed June 24, 1927. Closed June 29, 1928.

No. K-115—1928. Iowa Railroad Commission v. Peoples Telephone Co., Madrid. Wire crossing over C., M. & St. P. Ry. tracks, W. Fifth and Sixth streets, Madrid. Satisfactorily adjusted. Filed July 1, 1927. Closed August 21, 1928.

No. K-127—1928. Board of Railroad Commissioners v. C., M., St. P. & P. R. R. Co. Wire crossing over C., M., St. P. & P. R. R.—Redfield. Satisfactorily adjusted. Filed July 23, 1927. Closed July 6, 1928.

No. K-128—1928. Board of Railroad Commissioners v. C., M., St. P. & P. R. R. Co. Wire crossing over C., M., St. P. & P. R. R.—Redfield. Satisfactorily adjusted. Filed July 23, 1927. Closed July 6, 1928.

No. K-130—1928. Iowa Railroad Commission v. Yale Mutual Telephone Co., Yale. Wire crossing over C., M. & St. P. Ry. at depot, Yale. Satisfactorily adjusted. Filed July 25, 1927. Closed December 30, 1927.

No. K-131—1928. Iowa Railroad Commission v. Agent, C., M. & St. P. Ry. Co., Bayard. Radio wire over C., M. & St. P. Ry. at depot, Bayard. Wire raised to proper height. Filed July 25, 1927. Closed October 27, 1928.

No. K-133—1928. Iowa Railroad Commission v. Minburn Mutual Telephone Co., Minburn. Wire crossing over M. & St. L. R. R. at depot, Minburn. Underground crossing put in. Filed July 25, 1927. Closed June 29, 1928.

No. K-143—1928. Iowa Railroad Commission v. Bellamy Telephone Co., Knoxville. Wire crossing over C., B. & Q. R. R. one-half mile west of Harvey. Crossing rebuilt to give proper clearance. Filed August 16, 1927. Closed September 18, 1928.

No. K-145—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing over M & St. L. at Southwest Third and Market streets, Des Moines. Wire raised to give proper clearance. Filed September 1, 1927. Closed December 30, 1927.

No. K-148—1928. C., R. I. & P. Ry. Co. v. Keswick Telephone Co., Keswick. Non-standard wire line crossing over C., R. I. & P. at Keswick. Overhead wires replaced by underground crossing. Filed September 8, 1927. Closed December 15, 1927.

No. K-152—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Wires crossing C., B. & Q. R. R. tracks at Market street, Ottumwa. Satisfactorily adjusted. Filed September 26, 1927. Closed May 31, 1928.

No. K-153—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Wires crossing over C., R. I. & P. tracks at Nevada. Crossing rebuilt to give proper clearance. Filed October 3, 1927. Closed May 1, 1928.

No. K-155—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Investigation proposed protection at Penn Ave., East Ninth, East Twelfth, East Thirteenth, York and East Fourteenth streets, Des Moines. Satisfactorily taken care of. Filed September 26, 1927. Closed June 26, 1928.

No. K-156—1928. Iowa Railroad Commission v. Greene County Mutual Telephone Co., Rippey. Wires crossing over M. & St. L. R. R. at Rippey. Underground crossing substituted for overhead wires. Filed October 24, 1927. Closed June 7, 1928.

No. K-157—1928. Iowa Railroad Commission v. Clark Brown Grain Co., R. F. D., Lena. Wire crossing over M. & St. L. R. R. at Lena. Wire raised to conform to Board's requirements. Filed October 24, 1927. Closed February 18, 1928.

No. K-158—1928. C., R. I. & P. Ry. Co. v. A. C. Bringle, Superior. Wire line crossing over C., R. I. & P. Ry. at M. P. 213 plus 25 poles, Superior. Proper repairs made. Filed October 24, 1927. Closed January 26, 1928.

No. K-159—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Investigation of derailment train No. 9 near Osceola. Proper reports to be made hereafter. Filed November 11, 1927. Closed June 26, 1928.

No. K-160—1928. C., R. I. & P. Ry. v. Otley Telephone Co., Otley. Wire crossing over C., R. I. & P. Ry. near depot, Otley. Crossing made to conform to rules of the Board. Filed December 24, 1927. Closed March 24, 1928.

No. K-161—1928. Iowa Railroad Commission v. Monroe Telephone

Co., Monroe. Wire crossing over C., R. I. & P. Ry. at depot, Fairmount. Underground crossing substituted for overhead wires.

Filed January 3, 1928. Closed August 6, 1928.

No. K-162—1928. Iowa Railroad Commission v. Monroe Telephone Co., Monroe. Wire crossing over C., R. I. & P. Ry. west of depot, Fairmount. Underground crossing substituted for overhead wires.

Filed January 3, 1928. Closed August 6, 1928.

No. K-163—1928. Iowa Railroad Commission v. C. G. W. R. R. Co. Investigation switch rod connections for switches on C. G. W. R. R. Satisfactorily adjusted.

Filed January 5, 1928. Closed June 26, 1928.

No. K-164—1928. Iowa Railroad Commission v. C. G. W. R. R. Co. Investigation of accident occurring at Oelwein interlocking. Investigation satisfactorily concluded and suggested changes agreed upon.

Filed January 5, 1928. Closed June 26, 1928.

No. K-165—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Investigation of accident occurring at Cedar Rapids depot between C. & N. W. and C., R. I. & P. Satisfactorily taken care of.

Filed January 5, 1928. Closed June 26, 1928.

No. K-166—1928. C. A. Brennan, Des Moines, v. Iowa Transfer Ry. Co., Des Moines. Alleged violation of sixteen-hour law. No violation found.

Filed January 7, 1928. Closed June 26, 1928.

No. K-167—1928. Iowa Railroad Commission v. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Investigation as to condition of passenger car equipment. Report submitted to company.

Filed December 22, 1927. Closed June 26, 1928.

No. K-168—1928. Mrs. C. L. Olson, 1508 York street, Des Moines, v. C. & N. W. Ry. Co. Objection to bells on automatic highway grade crossing protection—York street, Des Moines. Satisfactorily remedied.

Filed February 1, 1928. Closed February 24, 1928.

No. K-169—1928. City of Waterloo, by W. P. Jensen, City Attorney, v. C., R. I. & P. Ry. Co. and C. G. W. R. R. Co. Blocking street crossings by trains in Waterloo. Satisfactorily taken care of.

Filed December 7, 1927. Closed June 26, 1928.

No. K-170—1928. Chicago, Rock Island & Pacific Railway Company v. Rowley Telephone Co., Rowley. Overhead wire crossing. M. P. 31 plus 15, Rowley. Crossing removed.

Filed March 1, 1928. Closed October 19, 1928.

No. K-171—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Overhead cables at Halpin. Satisfactorily adjusted.

Filed March 19, 1928. Closed August 6, 1928.

No. K-172—1928. Chicago, Rock Island & Pacific Railway Co. v. Rowley Telephone Co., Rowley. Overhead wires crossing M. P. 31 plus 10 poles, Rowley. New crossing installed conforming to Board's requirements.

Filed March 26, 1928. Closed October 19, 1928.

No. K-173—1928. Iowa Railroad Commission v. Chicago Great Western R. R. Co. Investigation of derailment of Ex. 751 West, Dundee. Cause satisfactorily explained.

Filed March 16, 1928. Closed June 26, 1928.

No. K-174—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Investigation death of engineer at Dunlap, account clearance. No action taken.

Filed March 22, 1928. Closed June 26, 1928.

No. K-175—1928. Iowa Railroad Commission v. Ft. Dodge, Des Moines & Southern Railroad Co. Erection "Stop" boards at Gypsum crossing. Satisfactorily taken care of.

Filed April 13, 1928. Closed June 26, 1928.

No. K-176—1928. Iowa Railroad Commission v. Roy C. Heffemeier, Ackley. Wire crossing over M. & St. L. tracks one-half mile south of Ackley. Underground construction substituted.

Filed April 16, 1928. Closed September 15, 1928.

No. K-177—1928. Iowa Railroad Commission v. G. W. Fitzgerald, Union Mutual Telephone Co., Union. Overhead crossing over M. & St. L. tracks north of depot, Union. Crossing made standard.

Filed April 16, 1928. Closed September 27, 1928.

No. K-178—1928. Iowa Railroad Commission v. M. & St. L. R. R. Co. Cables over M. & St. L. tracks at depot, Union. Satisfactorily adjusted.

Filed April 16, 1928. Closed September 1, 1928.

No. K-179—1928. Iowa Railroad Commission v. Fred Dobbrunz, R. R. No. 4, Eldora. Wires crossing over M. & St. L. tracks south of depot, Eldora. Satisfactorily remedied.

Filed April 16, 1928. Closed July 13, 1928.

No. K-180—1928. Iowa Railroad Commission v. James H. Smith, R. R. No. 3, Eldora. Wire crossing over M. & St. L. 1.25 miles south of depot, Eldora. Wire raised to conform to Board's requirements.

Filed April 16, 1928. Closed November 5, 1928.

No. K-181—1928. Iowa Railroad Commission v. Central States Electric Co., Eldora. Wire crossing over M. & St. L. tracks north of M. & St. L. depot, Eldora. Crossing made standard. Filed April 16, 1928. Closed May 11, 1928.

No. K-182—1928. Iowa Railroad Commission v. Lake Mills Telephone Co. and Interstate Power Co., Lake Mills. Wire crossing over M. & St. L. tracks one block north of depot, Lake Mills. Crossing made standard.

Filed April 20, 1928. Closed July 6, 1928.

No. K-183—1928. Iowa Railroad Commission v. Lake Mills Telephone Co. and Interstate Power Co., Lake Mills. Wire crossing over M. & St. L. tracks at depot, Lake Mills. Crossing made standard.

Filed April 20, 1928. Closed July 6, 1928.

No. K-184—1928. Iowa Railroad Commission v. M. & St. L. R. R. Co. Investigation accident near Dallas Center, and track conditions on M. & St. L. R. R. Report submitted to company.

Filed April 21, 1928. Closed June 26, 1928.

No. K-185—1928. Iowa Railroad Commission v. W. P. Buren, Leland. Wire crossing over M. & St. L., north of depot, Leland. Case closed pending further inspection.

Filed April 24, 1928. Closed July 23, 1928.

No. K-186—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing over M. & St. L. at Leland. Satisfactorily adjusted.

Filed April 24, 1928. Closed June 16, 1928.

No. K-187—1928. Iowa Railroad Commission v. Postal Telegraph-Cable Co. Wire line crossing over M. & St. L. R. R. at Hampton. Crossing made to comply with Board's rules and regulations.

Filed April 24, 1928. Closed June 14, 1928.

No. K-188—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire line crossing over C. G. W. R. R. at Hampton. Crossing made to comply with Board's requirements.

Filed April 24, 1928. Closed October 29, 1928.

No. K-189—1928. Iowa Railroad Commission v. C. L. Weaver, Mgr., Western Electric Co., Mason City. Wire crossing over M. & St. L. R. R. at Rockwell. Crossing reconstructed to conform to Board's requirements.

Filed April 24, 1928. Closed July 5, 1928.

No. K-190—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing over M. & St. L. R. R. at Rockwell. Condition remedied.

Filed April 24, 1928. Closed October 29, 1928.

No. K-191—1928. Iowa Railroad Commission v. Iowa Public Service Co., Fort Dodge. Wire crossing over M. & St. L. 600 feet north of depot, Geneva. Crossing raised to give proper clearance in accordance with Board's requirements.

Filed April 24, 1928. Closed September 24, 1928.

No. K-193—1928. Iowa Railroad Commission v. Bell Telephone Co., Boone. Wire crossing over C. & N. W. Ry. tracks 300 feet west of yard office, Boone. Overhead crossing replaced by underground cable.

Filed April 24, 1928. Closed August 24, 1928.

No. K-194—1928. Iowa Railroad Commission v. Illinois Central Railroad Company. Wire crossing over I. C. tracks near roundhouse, Ft. Dodge. Crossing raised to conform to Board's requirements.

Filed April 24, 1928. Closed August 20, 1928.

No. K-195—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing at I. C. freight house, Ft. Dodge. Crossing raised to give proper clearance.

Filed April 24, 1928. Closed September 11, 1928.

No. K-196—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing over M. & St. L. transfer track at viaduct, Ft. Dodge. Crossing made to comply with Board's requirements.

Filed April 24, 1928. Closed August 10, 1928.

No. K-197—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing over C. & N. W. tracks near Center street, Marshalltown. Wire raised to conform to Board's requirements.

Filed April 30, 1928. Closed October 19, 1928.

No. K-198—1928. C. & N. W. Ry. Co. v. Chas. R. Hurmence, Gen. Mgr., Central Cities Telephone Co., Newton. Wire crossing over C. & N. W. tracks two miles east of Lisbon. Satisfactorily taken care of.

Filed May 4, 1928. Closed November 15, 1928.

No. K-199—1928. Iowa Railroad Commission v. M. & St. L. R. R. Co. Locking switches and derails in Eldora yards. Satisfactory explanation made.

Filed April 21, 1928. Closed June 26, 1928.

No. K-201—1928. Iowa Railroad Commission v. Whittemore Light & Power Co., Whittemore. Wire crossing over C., M., St. P. & P. tracks at depot, Whittemore. Satisfactorily taken care of.

Filed May 5, 1928. Closed July 7, 1928.

No. K-204—1928. Iowa Railroad Commission v. Central States Light & Power Co., Britt. Wire crossing C., M., St. P. & P. R. R. east of depot, Hutchins. Wires raised to give proper clearance.

Filed May 5, 1928. Closed July 13, 1928.

No. K-208—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha, Neb. Wire crossing over C., R. I. & P. Ry. tracks

one-half mile south of Hawley. Crossing rebuilt to comply with Board's requirements.

Filed May 5, 1928. Closed September 13, 1928.

No. K-209—1928. Iowa Railroad Commission v. Peter Haugen, R. R. No. 2, Leland. Wire crossing over M. & St. L. R. R. 2½ miles north of Leland. Replaced by underground construction.

Filed May 5, 1928. Closed August 31, 1928.

No. K-212—1928. Iowa Railroad Commission v. Ruthven Telephone Co., Ruthven. Wire crossing over M. & St. L.—Ruthven. Crossing made standard.

Filed May 5, 1928. Closed May 24, 1928.

No. K-213—1928. Iowa Railroad Commission v. Ruthven Telephone Co., Ruthven. Wire crossing over C., M., St. P. & P. R. R. east of depot, Ruthven. Satisfactorily taken care of.

Filed May 5, 1928. Closed May 15, 1928.

No. K-214—1928. Iowa Railroad Commission v. Iowa Public Service Co., Emmetsburg. Wire crossing over C., M., St. P. & P. R. R. tracks at depot, Ruthven. Crossing made to comply with Board's requirements.

Filed May 5, 1928. Closed November 15, 1928.

No. K-216—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Wire line crossing over C., R. I. & P. at West Davenport tower. Defects remedied.

Filed May 14, 1928. Closed July 13, 1928.

No. K-217—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Cable crossing over C., R. I. & P. main line at Nahant yard office. Cable raised to give proper clearance.

Filed May 14, 1928. Closed July 13, 1928.

No. K-218—1928. Iowa Railroad Commission v. D. R. I. & N. W. Ry. Co. Wire line crossing over D. R. I. & N. W. at Iowana. Crossing made to comply with the Board's requirements.

Filed May 14, 1928. Closed August 15, 1928.

No. K-222—1928. Iowa Railroad Commission v. Western Electric Telephone System, Mason City. Cable over tracks east of depot, C., M., St. P. & P. R. R., Wesley. Defects remedied.

Filed May 21, 1928. Closed August 10, 1928.

No. K-223—1928. Iowa Railroad Commission v. Peoples Gas & Electric Co., Mason City. Wire line over C. & N. W. and C. G. W. at Fourth street, Mason City. Changes made to meet requirements of the Board.

Filed May 21, 1928. Closed June 2, 1928.

No. K-224—1928. Iowa Railroad Commission v. Schermerhorn Farms, Mason City. Wire crossing over C. & N. W. and M. & St. L. approximately three miles south of Mason City. Satisfactorily taken care of.

Filed May 21, 1928. Closed June 14, 1928.

No. K-225—1928. Iowa Railroad Commission v. Peoples Gas & Electric Co., Mason City. Wire crossing over C., M., St. P. & P. R. R. at Federal Ave., Mason City. Wires raised to give proper clearance.

Filed May 21, 1928. Closed June 2, 1928.

No. K-227—1928. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Cylinder. Wire crossing C., M., St. P. & P. at Cylinder. Wires raised to give proper clearance.

Filed May 21, 1928. Closed June 5, 1928.

No. K-228—1928. Iowa Railroad Commission v. Iowa Public Service

Co., Humboldt. Wire crossing C., M., St. P. & P. east of depot, Cylinder. Crossing changed to comply with Board's standard.

Filed May 21, 1928. Closed July 5, 1928.

No. K-229—1928. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Cylinder. Wire crossing over C., M., St. P. & P. one and three-eighths miles east of depot, Cylinder. Underground crossing substituted for overhead.

Filed May 21, 1928. Closed June 5, 1928.

No. K-232—1928. Iowa Railroad Commission v. Iowa Railway & Light Co., Jefferson. Wire crossing over C., M., St. P. & P. tracks north of depot, Jefferson. Crossing removed.

Filed May 29, 1928. Closed August 18, 1928.

No. K-233—1928. Iowa Railroad Commission v. B. G. Metzker, Mgr., New Telephone Co., Jefferson. Wire crossing over C., M., St. P. & P. north of depot, Jefferson. Underground crossing substituted for overhead.

Filed May 29, 1928. Closed August 21, 1928.

No. K-234—1928. Iowa Railroad Commission v. B. G. Metzker, Mgr., New Telephone Co., Jefferson. Wire crossing over C., M., St. P. & P. at express office building, Jefferson. Wires raised to give proper clearance.

Filed May 29, 1928. Closed June 8, 1928.

No. K-237—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Cable over tracks of C., M., St. P. & P. east of depot, Bayard. Underground construction substituted for overhead.

Filed May 29, 1928. Closed October 16, 1928.

No. K-238—1928. Iowa Railroad Commission v. Iowa Ry. & Light Corp., Perry. Wire crossing over C., M., St. P. & P. at Bayard. Wires raised to provide proper clearance.

Filed May 29, 1928. Closed September 13, 1928.

No. K-239—1928. Iowa Railroad Commission v. Iowa Ry. & Light Corp., Perry. Wire crossing over C., M., St. P. & P. R. R. at depot, Bayard. Wires raised to provide proper clearance.

Filed May 29, 1928. Closed September 13, 1928.

No. K-240—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Cable crossing over C., M., St. P. & P. for auto flag. Replaced by underground construction.

Filed May 29, 1928. Closed October 16, 1928.

No. K-241—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Cable over C., M., St. P. & P. house track at depot, Bayard. Wires raised to give proper clearance.

Filed May 29, 1928. Closed October 15, 1928.

No. K-242—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Cable crossing over C., M., St. P. & P. transfer track, Herndon. Underground crossing substituted for overhead.

Filed May 29, 1928. Closed August 25, 1928.

No. K-243—1928. Iowa Railroad Commission v. Low Moor Mutual Telephone Co., Low Moor. Wire line crossing over C. & N. W. at Low Moor. Crossing made to conform to Board's requirements.

Filed June 11, 1928. Closed August 6, 1928.

No. K-244—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wire line crossing over C. & N. W. west of depot, Low Moor. Crossing removed.

Filed June 11, 1928. Closed August 14, 1928.

No. K-245—1928. Railroad Commission v. Postal Telegraph-Cable

Co. Wire line crossing over C. & N. W. at Low Moor. Satisfactorily taken care of.

Filed June 11, 1928. Closed July 25, 1928.

No. K-246—1928. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Wire crossing over C. & N. W. tracks at Low Moor. Crossing raised and rebuilt to conform with Board's requirements.

Filed June 11, 1928. Closed September 20, 1928.

No. K-247—1928. Iowa Railroad Commission v. De Witt Telephone Co., De Witt. Wire crossing over C. & N. W. Ry. three miles east of depot, De Witt. Satisfactorily taken care of.

Filed June 11, 1928. Closed August 27, 1928.

No. K-249—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wire crossing over C. & N. W. Ry. at interlocking tower, De Witt. Satisfactorily taken care of.

Filed June 11, 1928. Closed July 25, 1928.

No. K-251—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Wire crossing over C. & N. W. Ry. at De Witt. Wires raised to give proper clearance.

Filed June 14, 1928. Closed November 21, 1928.

No. K-252—1928. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Wire crossing over C., M., St. P. & P. at De Witt. Crossing raised to provide standard clearance.

Filed June 14, 1928. Closed August 31, 1928.

No. K-253—1928. Iowa Railroad Commission v. De Witt Telephone Co., De Witt. Wire crossing over C., M., St. P. & P. at De Witt. Satisfactorily taken care of so as to comply with the Board's requirements.

Filed June 14, 1928. Closed August 27, 1928.

No. K-254—1928. Iowa Railroad Commission v. Bell Telephone Co., Clinton. Wire crossing over C. & N. W. and C., B. & Q. at Franklin Street, Clinton. Crossing removed.

Filed June 14, 1928. Closed June 25, 1928.

No. K-255—1928. Iowa Railroad Commission v. Interstate Light & Power Co., Dubuque. Wire crossing over C. & N. W. at Robb's crossing, Clinton. Crossing reconstructed to conform to the Board's requirements.

Filed June 14, 1928. Closed July 14, 1928.

No. K-257—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wire crossing over C. & N. W. at West Clinton. Satisfactorily taken care of.

Filed June 14, 1928. Closed July 15, 1928.

No. K-258—1928. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Wire crossing over C., B. & Q., Lockridge. Crossing reconstructed to comply with the Board's requirements.

Filed June 16, 1928. Closed November 8, 1928.

No. K-259—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Wire crossing over Wabash at Belknap. Crossing reconstructed to comply with the Board's requirements.

Filed June 16, 1928. Closed November 9, 1928.

No. K-261—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Guy wire over side track at coal chute, Lowden. Wire raised to give proper clearance.

Filed June 16, 1928. Closed July 25, 1928.

No. K-262—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wire crossing over C. & N. W. tracks at Lowden. Crossing made to comply with Board's requirements.

Filed June 15, 1928. Closed July 25, 1928.

No. K-263—1928. Iowa Railroad Commission v. Central Cities Telephone Co., Newton. Wire line crossing over C. & N. W., at Lowden. Satisfactorily taken care of.

Filed June 15, 1928. Closed November 13, 1928.

No. K-264—1928. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Wire crossing C. & N. W. at Lowden. Crossing reconstructed to give proper clearance.

Filed June 16, 1928. Closed July 20, 1928.

No. K-265—1928. Iowa Railroad Commission v. Central Cities Telephone Co., Newton. Wire crossing over C. & N. W. Railway $\frac{1}{4}$ mile west of Lowden. Crossing reconstructed to comply with the Board's requirements.

Filed June 16, 1928. Closed November 15, 1928.

No. K-270—1928. Iowa railroad Commission v. Charley Johnson, R. R. No. 3, Ames. Wire crossing over C. & N. W. $1\frac{3}{4}$ miles south of Ames. Underground construction substituted for overhead wires.

Filed June 16, 1928. Closed August 20, 1928.

No. K-272—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Clearance of steam pipe over C. & N. W. tracks at Lowden. Company agrees to provide more clearance when future changes are made.

Filed June 30, 1928. Closed October 6, 1928.

No. K-273—1928. Iowa Railroad Commission v. Central Cities Telephone Co., Newton. Wires crossing C. & N. W. tracks at Tipton. Satisfactorily taken care of.

Filed July 2, 1928. Closed November 15, 1928.

No. K-274—1928. Iowa Railroad Commission v. City of Tipton Electric Co., Tipton. Wires over C. & N. W. tracks at Tipton. Crossing rebuilt to meet the Board's requirements.

Filed July 2, 1928. Closed August 20, 1928.

No. K-275—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires over C. & N. W. Ry at Tipton. Satisfactorily taken care of.

Filed July 2, 1928. Closed August 29, 1928.

No. K-276—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires over C. & N. W. Ry. 600 feet north of depot, Tipton. Satisfactorily remedied.

Filed July 2, 1928. Closed November 2, 1928.

No. K-277—1928. Iowa Railroad Commission v. Central Cities Telephone Co., Newton. Wires over C. & N. W. Ry. at Wald. Crossing rebuilt to conform to the Board's requirements.

Filed July 2, 1928. Closed November 15, 1928.

No. K-278—1928. Iowa Railroad Commission v. Central Cities Telephone Co., Newton. Wires over C. & N. W. Ry. $\frac{1}{2}$ mile south of Wald. Crossing rebuilt to conform to the Board's requirements.

Filed July 2, 1928. Closed November 15, 1928.

No. K-279—1928. Iowa Railroad Commission v. Central Cities Telephone Co., Newton. Wires crossing C. & N. W. tracks one mile south of Wald. Crossing rebuilt to conform with the Board's requirements.

Filed July 2, 1928. Closed November 15, 1928.

No. K-280—1928. Iowa Railroad Commission v. Wapsie Light & Power Co., Mt. Vernon. Wires crossing C. & N. W. tracks two miles south of Stanwood. Wires raised to give proper clearance.

Filed July 2, 1928. Closed July 26, 1928.

No. K-282—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Clinton. Wires crossing over C., M., St. P. & P. and C. & N. W. in Clinton. Satisfactorily taken care of.

Filed July 2, 1928. Closed December 1, 1928.

No. K-283—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires over C. & N. W. Ry. at Fifth Street, Clinton. Crossing brought to standard.

Filed July 2, 1928. Closed July 25, 1928.

No. K-284—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Clinton. Wires over C. & N. W. Ry. at Fourth Street, Clinton. Satisfactorily taken care of.

Filed July 2, 1928. Closed December 1, 1928.

No. K-285—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires over C. & N. W. Ry. at Snyder's Sand Pile and Curtis Factory, Clinton. Wires removed.

Filed July 2, 1928. Closed August 20, 1928.

No. K-286—1928. Iowa Railroad Commission v. Interstate Power Co., Dubuque. Wires over C. & N. W. Ry. at Snyder's Sand Pile at Clinton. Wires raised.

Filed July 2, 1928. Closed July 13, 1928.

No. K-287—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Company, Clinton. Wires over C. & N. W. Ry. at Champlin Seed Mill, Clinton. Satisfactorily adjusted.

Filed July 2, 1928. Closed December 1, 1928.

No. K-290—1928. Iowa Railroad Commission v. Livermore City Light Co., Livermore. Wires over M. & St. L. east of M. & St. L. depot, Livermore. Conditions remedied.

Filed July 13, 1928. Closed November 9, 1928.

No. K-296—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Wires over C., R. I. & P. Ry., Emmetsburg. Crossing reconstructed to give proper clearance.

Filed July 13, 1928. Closed August 15, 1928.

No. K-297—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Guy wire over C., R. I. & P. south of depot, Emmetsburg. Reconstructed to give proper clearance.

Filed July 13, 1928. Closed August 15, 1928.

No. K-298—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Wire crossing over C., R. I. & P. Ry. south of depot, Emmetsburg. Rebuilt to give proper clearance.

Filed July 13, 1928. Closed August 15, 1928.

No. K-299—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Livermore. Wire crossing over C., R. I. & P. Ry. at Ottosen. Overhead crossing replaced by underground construction.

Filed July 13, 1928. Closed November 22, 1928.

No. K-301—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing over M. & St. L. north of depot, Estherville. Crossing rebuilt to comply with Board's requirements.

Filed July 13, 1928. Closed November 24, 1928.

No. K-302—1928. Iowa Railroad Commission v. Western Electric Telephone System, Estherville. Wire line over M. & St. L. north of depot, Estherville. Cable raised to give proper clearance.

Filed July 13, 1928. Closed August 20, 1928.

No. K-303—1928. Iowa Railroad Commission v. Western Electric Telephone System, Estherville. Wire crossing over M. & St. L. Ry. tracks south of depot, Estherville. Crossing rebuilt to give proper clearance.

Filed July 13, 1928. Closed August 20, 1928.

No. K-305—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing over M. & St. L. south of depot, Estherville. Crossing rebuilt to comply with Board's requirements.

Filed July 13, 1928. Closed November 24, 1928.

No. K-306—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Wire crossing over M. & St. L. R. R. one mile south of Estherville. Crossing rebuilt to give proper clearance.

Filed July 13, 1928. Closed August 4, 1928.

No. K-307—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing over C., R. I. & P. and M. & St. L. south of Estherville. Satisfactorily taken care of.

Filed July 13, 1928. Closed November 24, 1928.

No. K-308—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Jefferson. Wires crossing over C. & N. W. two and one-fourth miles west of Jefferson. Overhead crossing eliminated by underground construction.

Filed July 13, 1928. Closed August 21, 1928.

No. K-309—1928. Iowa Railroad Commission v. Mutual Telephone Co., Jefferson. Wire crossing over C. & N. W. two and a fourth miles west of Jefferson. Crossing rebuilt to conform to Board's requirements.

Filed July 13, 1928. Closed August 13, 1928.

No. K-310—1928. Iowa Railroad Commission v. Iowa Railway & Light Co., Jefferson. Wires crossing over C., M., St. P. & P. R. R. side track at American Express building, Jefferson. Wires raised to give proper clearance.

Filed July 13, 1928. Closed November 9, 1928.

No. K-311—1928. Iowa Railroad Commission v. Western Electric Telephone System, Spencer. Wire crossing over C., M., St. P. & P. R. R. at Spencer. Wire raised to give proper clearance.

Filed July 13, 1928. Closed August 3, 1928.

No. K-312—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Wire crossing over C., R. I. & P. Ry. at Tipton. Crossing rebuilt to comply with the Board's requirements.

Filed July 20, 1928. Closed July 30, 1928.

No. K-313—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Wire crossing over C., R. I. & P. Ry. 900 feet west of depot, Tipton. Satisfactorily adjusted.

Filed July 20, 1928. Closed July 30, 1928.

No. K-314—1928. Iowa Railroad Commission v. Iowa State Telephone Co., Newton. Wire crossing over C., R. I. & P. Ry. at Tipton. Crossing rebuilt to comply with the Board's requirements.

Filed July 20, 1928. Closed November 15, 1928.

No. K-315—1928. Iowa Railroad Commission v. Wabash Railway Co. Investigation bridge failure one mile east of Mineola. Revised plans for frame bent construction agreed upon.

Filed July 23, 1928. Closed November 15, 1928.

No. K-316—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Wires crossing C. & N. W. Ry. one mile west of Dakota City. Crossing reconstructed to comply with the Board's requirements.

Filed July 27, 1928. Closed October 6, 1928.

No. K-317—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Wires crossing M. & St. L. R. R. tracks, Humboldt. Wires raised to give proper clearance.

Filed July 27, 1928. Closed September 8, 1928.

No. K-318—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires crossing M. & St. L. at second road crossing north of M. & St. L. depot, Humboldt. Crossing rebuilt to conform to the Board's requirements.

Filed July 27, 1928. Closed November 24, 1928.

No. K-319—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Wires crossing M. & St. L. tracks just north of depot, Humboldt. Crossing raised to give proper clearance.

Filed July 27, 1928. Closed September 15, 1928.

No. K-320—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Humboldt. Wire line crossing M. & St. L. R. R. two-thirds mile north of Arnold. Reconstructed to meet with the Board's requirements.

Filed July 27, 1928. Closed October 18, 1928.

No. K-321—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing M. & St. L. tracks, Arnold. Crossing rebuilt to comply with the Board's requirements.

Filed July 27, 1928. Closed November 24, 1928.

No. K-323—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing M. & St. L. tracks, south end of side track, Arnold. Properly taken care of.

Filed July 27, 1928. Closed November 24, 1928.

No. K-324—1928. Iowa Railroad Commission v. Arnold Grain Co., Arnold. Clearance of buildings from tracks. Proper repairs made.

Filed July 27, 1928. Closed October 18, 1928.

No. K-325—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing south of depot, Corwith. Crossing rebuilt to standard requirements.

Filed July 27, 1928. Closed November 24, 1928.

No. K-326—1928. Iowa Railroad Commission v. Corwith Telephone Exchange, Corwith. Wire crossing M. & St. L. tracks at depot, Corwith. Crossing raised to give proper clearance.

Filed July 27, 1928. Closed October 19, 1928.

No. K-327—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Wires crossing M. & St. L. south of depot, Laverne. Crossing reconstructed to conform to the Board's requirements.

Filed July 27, 1928. Closed October 6, 1928.

No. K-328—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires crossing M. & St. L. tracks north of depot, Laverne. Crossing brought to standard.

Filed July 27, 1928. Closed November 24, 1928.

No. K-329—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Laverne. Wires over tracks M. & St. L. north of depot, Laverne. Crossing raised to give proper clearance.

Filed July 28, 1928. Closed October 18, 1928.

No. K-330—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Wires over tracks M. & St. L. north of depot, Laverne. Crossing rebuilt to comply with the Board's requirements.

Filed July 28, 1928. Closed October 6, 1928.

No. K-337—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires over M. & St. L. at Badger. Crossing raised to give proper clearance.

Filed July 28, 1928. Closed November 24, 1928.

No. K-338—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires over M. & St. L. tracks north of Badger. Crossing raised to give proper clearance.

Filed July 28, 1928. Closed November 24, 1928.

No. K-340—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Placing locks on hand throw derails. Satisfactorily taken care of.

Filed July 27, 1928. Closed July 27, 1928.

No. K-342—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires over C. & N. W. at Crystal crossing on Otis road. Crossing raised to give proper clearance.

Filed August 13, 1928. Closed October 22, 1928.

No. 343—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires crossing C. & N. W. west of Otis. Crossing raised to give proper clearance.

Filed August 13, 1928. Closed September 13, 1928.

No. K-345—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Wires over C. & N. W. Ry. tracks west of Lisbon. Crossing raised to give proper clearance.

Filed August 13, 1928. Closed October 26, 1928.

No. K-346—1928. Iowa Railroad Commission v. Iowa State Telephone Co., Newton. Wires over C. & N. W. two and a half miles west of Lisbon. Crossing rebuilt to conform to the Board's requirements.

Filed August 13, 1928. Closed November 15, 1928.

No. K-349—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Wires over tracks of C. & N. W. at Mt. Vernon and Lisbon. Crossings raised to give proper clearance.

Filed August 13, 1928. Closed September 20, 1928.

No. K-350—1928. Iowa Railroad Commission v. Ft. Dodge Telephone Co., Ft. Dodge. Wire crossing over M. & St. L. one and a half miles south of Tara. Condition remedied.

Filed August 25, 1928. Closed September 4, 1928.

No. K-351—1928. Iowa Railroad Commission v. Ft. Dodge, Des Moines & Southern R. R. Co. Wire crossing over M. & St. L. at depot, Gowrie. Crossing removed.

Filed August 25, 1928. Closed September 4, 1928.

No. K-352—1928. Iowa Railroad Commission v. Gowrie Telephone Co., Gowrie. Wire crossing over M. & St. L. south of depot, Gowrie. Properly taken care of.

Filed August 25, 1928. Closed October 12, 1928.

No. K-353—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires over M. & St. L. at Gowrie. Crossing reconstructed to comply with the Board's requirements.

Filed August 25, 1928. Closed November 24, 1928.

No. K-354—1928. Iowa Railroad Commission v. Gowrie Telephone Co., Gowrie. Wires over C. & N. W. Ry. at depot, Gowrie. Crossing raised to give proper clearance.

Filed August 25, 1928. Closed October 12, 1928.

No. K-355—1928. Iowa Railroad Commission v. W. E. Bomberger, Gowrie. Wires over C. & N. W. Ry. east of depot, Gowrie. Properly taken care of.

Filed August 25, 1928. Closed October 12, 1928.

No. K-359—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wire crossing over M. & St. L. north of depot, Paton. Crossing raised to conform to the Board's requirements.

Filed August 27, 1928. Closed November 24, 1928.

No. K-360—1928. Iowa Railroad Commission v. Paton Mutual Telephone Co., Paton. Wires crossing M. & St. L. tracks one and three-fourths mile south of depot, Paton. Overhead crossing replaced by underground construction.

Filed August 27, 1928. Closed November 17, 1928.

No. K-361—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires crossing M. & St. L. tracks south of depot, Paton. Crossing raised to give proper clearance.

Filed August 27, 1928. Closed November 24, 1928.

No. K-362—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Guy wire over M. & St. L. at stock yard, Paton. Wire raised to give proper clearance.

Filed August 27, 1928. Closed November 24, 1928.

No. K-364—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Guy wire north of depot, Paton. Raised to give proper clearance.

Filed August 27, 1928. Closed November 24, 1928.

No. K-366—1928. Iowa Railroad Commission v. Paton Light Co., Paton. Service wires over M. & St. L. north of depot, Paton. Crossing raised to comply with Board's requirements.

Filed August 27, 1928. Closed November 11, 1928.

No. K-367—1928. Iowa Railroad Commission v. Grand Junction Mutual Telephone Co., Grand Junction. Wires over M. & St. L. one and three-fourths miles north of depot, Grand Junction. Crossing rebuilt to comply with the Board's requirements.

Filed August 27, 1928. Closed November 8, 1928.

No. K-368—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires over tracks of M. & St. L. near coal chute, Grand Junction. Crossing raised to give sufficient clearance.

Filed August 27, 1928. Closed November 24, 1928.

No. K-369—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires over M. & St. L. south of depot, Grand Junction. Crossing raised to give sufficient clearance.

Filed August 27, 1928. Closed November 24, 1928.

No. K-370—1928. Iowa Railroad Commission v. C., B. & Q. Railroad Co. Cable over main and side tracks at depot, Tracy. Crossing reconstructed to give proper clearance.

Filed August 28, 1928. Closed December 1, 1928.

No. K-372—1928. Iowa Railroad Commission v. W. C. Harvey, Harvey. Service wires over C., B. & Q. west of depot, Harvey. Satisfactorily taken care of.

Filed August 28, 1928. Closed October 5, 1928.

No. K-373—1928. Iowa Railroad Commission v. W. C. Harvey, Knoxville. Guy wires over Wabash R. R. one-fourth mile south of depot, Tracy. Satisfactorily adjusted.

Filed August 28, 1928. Closed October 5, 1928.

No. K-374—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Cable over tracks at depot, Harvey. Crossing removed.

Filed August 28, 1928. Closed October 11, 1928.

No. K-375—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Telegraph line over C., B. & Q. and Wabash, Tracy. Crossing rebuilt to conform to the Board's requirements.

Filed August 28, 1928. Closed December 1, 1928.

No. K-376—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Telegraph line over C., B. & Q., Tracy. Crossing reconstructed to meet the Board's requirements.

Filed August 28, 1928. Closed December 1, 1928.

No. K-377—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Cable over tracks at coal chute, Tracy. Underground construction substituted for overhead crossing.

Filed August 28, 1928. Closed November 14, 1928.

No. K-379—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Overhead wire crossing, Moorland. Crossing rebuilt to comply with Board's requirements.

Filed August 28, 1928. Closed November 24, 1928.

No. K-380—1928. Iowa Railroad Commission v. Ft. D., Des M. & So. R. R. Co. Investigation accident near Shady Oak Bridge, Ft. Dodge. No action taken.

Filed July 31, 1928. Closed November 5, 1928.

No. K-381—1928. Iowa Railroad Commission v. M. & St. L. R. R. Co. Derails for transfer track at Gowrie. Proper attention promised.

Filed August 27, 1928. Closed November 5, 1928.

No. K-382—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Light for hand throw switch, Gowrie. No action taken, as light not needed.

Filed August 27, 1928. Closed September 13, 1928.

No. K-383—1928. Dr. T. L. Hazard, Iowa City, v. C., R. I. & P. Ry. Co. Protection of highway grade crossing south of Iowa City. No action taken.

Filed August 30, 1928. Closed November 5, 1928.

No. K-384—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Highway grade crossing—auto flags at Webster City. Proper remedy applied.

Filed August 27, 1928. Closed November 5, 1928.

No. K-385—1928. Iowa Railroad Commission v. Northwestern Light & Power Co., Cedar Rapids. Power wires over C., M. & St. P., Webb. Crossing raised to comply with the Board's requirements.

Filed September 10, 1928. Closed October 26, 1928.

No. K-386—1928. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Telegraph wires over C., M., St. P. & P., Webb. Crossing repaired to conform to standard requirements.

Filed September 10, 1928. Closed November 14, 1928.

No. K-395—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Electric light wires over C., M., St. P. & P. R. R. at round house, Spencer. Wires removed.

Filed September 10, 1928. Closed October 11, 1928.

No. K-397—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Electric light wires over C. G. W. tracks east of depot, Lohrville. Crossing changed to meet standard requirements.

Filed September 11, 1928. Closed September 27, 1928.

No. K-398—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Electric light wires over C. G. W. 1,500 feet east of depot, Lohrville. Crossing rebuilt to conform to the Board's requirements.

Filed September 11, 1928. Closed September 27, 1928.

No. K-401—1928. Iowa Railroad Commission v. Iowa Public Service Co., Humboldt. Service wires over C., M., St. P. & P. at Rockwell City Canning Works, Rockwell City. Crossing reconstructed to comply with Board's requirements.

Filed September 11, 1928. Closed September 27, 1928.

No. K-402—1928. Iowa Railroad Commission v. Illinois Central R. R. Co. Hand thrown derails at Rockwell City. Railroad promised to keep locked.

Filed September 11, 1928. Closed November 5, 1928.

No. K-403—1928. Iowa Railroad Commission v. C., B. & Q. R. R. Co. Derailment of train 27 south of Des Moines, Iowa, September 2, 1928. No action taken.

Filed September 2, 1928. Closed November 1, 1928.

No. K-404—1928. Iowa Railroad Commission v. Iowa Southern Utilities Co., Centerville. Service wires over Rock Island tracks, first

street west of R. I. freight depot, Grinnell. Crossings rebuilt to comply with the Board's requirements.

Filed September 17, 1928. Closed October 12, 1928.

No. K-405—1928. Iowa Railroad Commission v. Iowa Southern Utilities Co., Centerville. Service wires over C., R. I. & P. track north of freight depot, Grinnell. Crossings rebuilt to comply with the rules of the Commission.

Filed September 17, 1928. Closed October 12, 1928.

No. K-406—1928. Iowa Railroad Commission v. Interior Telephone Co., Grinnell. Telephone wires over R. I. tracks at freight depot, Grinnell. Condition remedied.

Filed September 17, 1928. Closed November 14, 1928.

No. K-407—1928. Iowa Railroad Commission v. Interior Telephone Co., Grinnell. Telephone wires over M. & St. L. tracks 300 feet south of R. I. crossing, Grinnell. Crossing reconstructed to comply with the Board's requirements.

Filed September 17, 1928. Closed November 14, 1928.

No. K-408—1928. Iowa Railroad Commission v. Interior Telephone Co., Grinnell. Wire over M. & St. L. tracks at freight depot, Grinnell. Crossing made standard.

Filed September 17, 1928. Closed November 14, 1928.

No. K-412—1928. Iowa Railroad Commission v. Ogden Municipal Light Co., Ogden. Service wires over C. & N. W., Fourth street, Ogden. Wires raised to give proper clearance.

Filed September 17, 1928. Closed November 13, 1928.

No. K-413—1928. Iowa Railroad Commission v. Ogden Municipal Light Co., Ogden. Wires over C. & N. W. at Third street, Ogden. Crossing raised to give proper clearance.

Filed September 17, 1928. Closed November 13, 1928.

No. K-414—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Telegraph wires over C. & N. W. at interlocking, Ogden. Cable raised to give proper clearance.

Filed September 17, 1928. Closed October 18, 1928.

No. K-415—1928. Iowa Railroad Commission v. Callender Electric Co., Callender. Service wires over M. & St. L. at depot, Callender. Crossing reconstructed to comply with the Board's requirements.

Filed September 17, 1928. Closed November 15, 1928.

No. K-416—1928. Iowa Railroad Commission v. Western Union Telegraph Co., Omaha. Wires over M. & St. L. south of depot, Callender. Crossing rebuilt to standard specifications.

Filed September 17, 1928. Closed November 24, 1928.

No. K-419—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Perry. Service wires over M. & St. L. at Warford street, Perry. Crossing rebuilt to standard specifications.

Filed September 17, 1928. Closed October 8, 1928.

No. K-422—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Perry. Service wires over M. & St. L. between Warford and Willis streets, Perry. Crossing rebuilt to comply with the Board's requirements.

Filed September 17, 1928. Closed October 8, 1928.

No. K-423—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Perry. Service wires over M. & St. L. at Willis Ave., Perry. Crossing rebuilt to standard specifications.

Filed September 17, 1928. Closed October 8, 1928.

No. K-426—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Perry. Service wires over M. & St. L. at 2d Street, Perry. Crossing rebuilt to conform to the Board's requirements.

Filed September 18, 1928. Closed October 8, 1928.

No. K-427—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Perry. Service wires over M. & St. L. one-half mile south of depot, Perry. Crossing rebuilt to conform to standard specifications. Filed September 18, 1928. Closed October 8, 1928.

No. K-428—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Cable over C. & N. W. at depot, Gladbrook. Raised to give proper clearance.

Filed September 18, 1928. Closed October 18, 1928.

No. K-429—1928. Iowa Railroad Commission v. C. G. W. R. R. Co. Telegraph line over C. G. W. at depot, Gladbrook. Crossing rebuilt to standard specifications.

Filed September 18, 1928. Closed October 29, 1928.

No. K-431—1928. Iowa Railroad Commission v. C. G. W. R. R. Co. Telegraph line over C. & N. W., Gladbrook. Crossing rebuilt to conform to the Board's requirements.

Filed September 18, 1928. Closed October 29, 1928.

No. K-434—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Installation of hand throw derails at Gladbrook. Derails placed in service.

Filed September 20, 1928. Closed October 18, 1928.

No. K-435—1928. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Dispatchers' phone wire over C., M., St. P. & P. at interlocking plant, Tama. Wire raised to give proper clearance.

Filed September 24, 1928. Closed October 19, 1928.

No. K-436—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Yard office phone wire over C., M., St. P. & P. at interlocking plant, Tama. Wire raised to give proper clearance.

Filed September 24, 1928. Closed November 5, 1928.

No. K-437—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Cable over C., M., St. P. & P. at interlocking plant, Tama. Wire raised to give proper clearance.

Filed September 24, 1928. Closed October 4, 1928.

No. K-439—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Service wires over C. & N. W. at depot, Belle Plaine. Crossing rebuilt to conform with the Board's requirements.

Filed September 24, 1928. Closed November 8, 1928.

No. K-440—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Service wires over C. & N. W. at American Express Office, Belle Plaine. Crossing rebuilt to conform to the Board's requirements.

Filed September 24, 1928. Closed November 8, 1928.

No. K-442—1928. Iowa Railroad Commission v. C. & N. W. Ry. Co. Service wires over C. & N. W. south of round house, Belle Plaine. Crossing reconstructed to standard.

Filed September 24, 1928. Closed November 8, 1928.

No. K-443—1928. Iowa Railroad Commission v. N. W. Bell Telephone Co., Des Moines. Telephone wire over C., R. I. & P. Ry. west of depot, Altoona. Wire raised to give proper clearance.

Filed September 24, 1928. Closed November 9, 1928.

No. K-446—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone wires over M. & St. L. north of Dallas Center. Crossing rebuilt to comply with the requirements of the Commission.

Filed October 4, 1928. Closed November 1, 1928.

No. K-447—1928. Iowa Railroad Commission v. Des Moines Electric Co., Des Moines. Electric wires over M. & St. L. north of Dallas Center. Crossing rebuilt to eliminate objectionable features.

Filed October 4, 1928. Closed November 15, 1928.

No. K-452—1928. Iowa Railroad Commission v. M. & St. L. R. R. Co. Hand throw derails for passing track, Callender. Railroad company claimed cars were not stored on this track and that derail was not necessary.

Filed September 20, 1928. Closed October 11, 1928.

No. K-453—1928. Iowa Railroad Commission v. Northwestern Bell Telephone Co. and Iowa State Telephone Co., Newton. Wire crossing C., R. I. & P. north of Woods Brothers Threshing Machine Plant, Des Moines. Crossing rebuilt to comply with the Board's requirements.

Filed October 12, 1928. Closed November 10, 1928.

No. K-462—1928. Iowa Railroad Commission v. Story County Independent Telephone Co., Nevada. Telephone wires over C., R. I. & P. Ry. south of depot, Shipley. Crossing reconstructed to comply with the Board's specifications.

Filed October 12, 1928. Closed November 5, 1928.

No. K-466—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., R. I. & P. north of depot, Nevada. Crossing raised to give proper clearance.

Filed October 12, 1928. Closed October 29, 1928.

No. K-472—1928. Iowa Railroad Commission v. Central States Electric Co., Cedar Rapids. Service wires over C., R. I. & P. south of depot, Iowa Falls. Crossing raised to give proper clearance.

Filed October 12, 1928. Closed November 13, 1928.

No. K-473—1928. Iowa Railroad Commission v. Central States Electric Co., Cedar Rapids. Service wires over C., R. I. & P. south of depot, Iowa Falls. Crossing reconstructed to comply with the Board's requirements.

Filed October 12, 1928. Closed November 13, 1928.

No. K-478—1928. Iowa Railroad Commission v. Iowa Public Service Co., Hampton. Power wires over C., R. I. & P. three miles north of Hampton. Crossing poles guyed to comply with Board's requirements.

Filed October 12, 1928. Closed November 14, 1928.

No. K-484—1928. Iowa Railroad Commission v. Des Moines Electric Light Co., Des Moines. Service wires over M. & St. L. east of depot, Waukee. Crossing raised to give proper clearance.

Filed October 22, 1928. Closed November 15, 1928.

No. K-486—1928. Iowa Railroad Commission v. Des Moines Electric Light Co., Des Moines. Service wires over C., M., St. P. & P. at depot, Waukee. Crossing rebuilt to standard specifications.

Filed October 22, 1928. Closed November 15, 1928.

No. K-487—1928. Iowa Railroad Commission v. Grimes Mutual Telephone Co., Grimes. Telephone line over C., M., St. P. & P. 300 feet west of railroad crossing, Waukee. Crossing reconstructed to comply with the Board's specifications.

Filed October 22, 1928. Closed October 29, 1928.

No. K-489—1928. Iowa Railroad Commission v. Des Moines Electric Light Co., Des Moines. Guy wire over transfer track, Waukee. Crossing changed to give proper clearance.

Filed October 22, 1928. Closed November 15, 1928.

No. K-491—1928. Iowa Railroad Commission v. Grimes Mutual Telephone Co., Grimes. Telephone line over C., M., St. P. & P. two miles west of Waukee. Crossing rebuilt to standard specifications.

Filed October 22, 1928. Closed October 29, 1928.

No. K-492—1928. Iowa Railroad Commission v. Des Moines Electric Light Co., Des Moines. Service wires over C., M., St. P. & P. one-

half mile east of Ortonville. Crossing raised to give proper clearance.
Filed October 22, 1928. Closed November 15, 1928.

No. K-498—1928. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Rippey. Telephone wire line over M. & St. L. north of depot, Rippey. Crossing repaired to meet Board's requirements.
Filed October 29, 1928. Closed November 27, 1928.

No. K-499—1928. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Rippey. Telephone wire over M. & St. L. at elevator, Rippey. Crossing repaired to conform to standard construction.
Filed October 29, 1928. Closed November 27, 1928.

No. K-500—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over M. & St. L. tracks at Rippey. Crossing reconstructed to conform to standard requirements.
Filed October 29, 1928. Closed November 13, 1928.

No. K-501—1928. Iowa Railroad Commission v. New Telephone Co., Jefferson. Telephone line over M. & St. L. north of depot, Rippey. Crossing reconstructed to meet standard requirements.
Filed October 29, 1928. Closed November 9, 1928.

No. K-502—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over M. & St. L. south of depot, Rippey. Crossing rebuilt to conform to the Board's requirements.
Filed October 29, 1928. Closed November 13, 1928.

No. K-506—1928. Iowa Railroad Commission v. Western Union Telegraph Co. Telephone line over C. & N. W. south of Grand Ave., Des Moines. Crossing rebuilt to conform to Board's specifications.
Filed October 29, 1928. Closed November 19, 1928.

No. K-507—1928. Iowa Railroad Commission v. City of Des Moines Fire Department. Fire alarm wires over C. & N. W. at East 4th and Maple Streets, Des Moines. Crossing rebuilt to comply with the Board's requirements.
Filed October 29, 1928. Closed November 22, 1928.

No. K-509—1928. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over M. & St. L. at depot, Albion. Crossing reconstructed to comply with the Board's specifications.
Filed November 9, 1928. Closed December 1, 1928.

No. K-512—1928. Iowa Railroad Commission v. Marshall Telephone Co., Marshalltown. Telephone wire over C. G. W. west of Third Avenue, Marshalltown. Crossing reconstructed to standard requirements.
Filed November 9, 1928. Closed November 13, 1928.

No. K-514—1928. Iowa Railroad Commission v. Central Iowa Telephone Co., Tama. Telephone wire over C. & N. W. at yard office, Tama. Double brackets placed in service.
Filed November 9, 1928. Closed November 22, 1928.

No. K-515—1928. Iowa Railroad Commission v. Central Iowa Telephone Co., Tama. Telephone wires over C. & N. W. one-fourth mile east of freight house, Tama. Double brackets installed.
Filed November 9, 1928. Closed November 22, 1928.

No. K-525—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing one and a fourth miles north of Berkeley. Crossing rebuilt to comply with the Board's requirements.
Filed November 23, 1928. Closed December 1, 1928.

No. K-526—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing two and a fourth miles north of Berkeley. Crossing reconstructed to standard requirements.
Filed November 23, 1928. Closed December 1, 1928.

No. K-527—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing M. & St. L. three and a half miles south of Ogden. Crossing rebuilt to standard specifications.
Filed November 23, 1928. Closed December 1, 1928.

No. K-529—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing M. & St. L. one mile south of Ogden. Crossarm replaced.
Filed November 23, 1928. Closed December 1, 1928.

No. K-533—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing 200 feet south of Main Street, Ogden. Double bracket installed.
Filed November 23, 1928. Closed December 1, 1928.

No. K-535—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing M. & St. L. at interlocking plant, Ogden. Double crossarms installed.
Filed November 23, 1928. Closed December 1, 1928.

No. K-540—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line over M. & St. L. south of depot, Ogden. Wire raised and double brackets installed.
Filed November 23, 1928. Closed December 1, 1928.

No. K-541—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line over M. & St. L. one and a half miles north of Ogden. Crossing reconstructed to comply with the Board's requirements.
Filed November 23, 1928. Closed December 1, 1928.

No. K-543—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line crossing M. & St. L. three miles north of Ogden. Pole guyed and new double crossarm installed.
Filed November 23, 1928. Closed December 1, 1928.

No. K-545—1928. Iowa Railroad Commission v. Marcy Mutual Telephone Co., Ogden. Telephone wire line over M. & St. L. four miles north of Ogden. Pole straightened and double brackets installed.
Filed November 23, 1928. Closed December 1, 1928.

Interlocking Signal and Other Safety Devices

Plans for the original construction of, or for changes to be made in, the following interlocking plants, were approved, subject to inspection:

Name of Plant	Kind	Participating Companies
Ackley	Mechanical	I. C.—M. & St. L.
Albia	Remote Control	C., B. & Q.—Wabash
Altoona	Mechanical	C., R. I. & P.—End of double track
Belknap	Mechanical	C., R. I. & P.—Wabash
Britt	Automatic	C., M., St. P. & P.—M. & St. L.
Carnforth	Mechanical	C. & N. W.—C., R. I. & P.
Centerville	Mechanical	C., R. I. & P.—C., B. & Q.
Clarksville	Mechanical	C., R. I. & P.—C. G. W.
Council Bluffs	Mechanical	O. & C. B. St. Ry.—C., B. & Q.
Culver	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Davenport (Jct.)	Mechanical	C., R. I. & P.—Junction
Des Moines (20th)	Electric	C., R. I. & P.—C. G. W.
Fairfield	Mechanical	C., R. I. & P.—C., B. & Q.
Goldfield	Mechanical	C. & N. W.—C., R. I. & P.
Hartley	Automatic	C., R. I. & P.—C., M., St. P. & P.
LeMars	Remote Control	I. C.—C., St. P., M. & O.
Marshalltown	Mechanical	C. & N. W.—C. G. W.—M. & St. L.
Morning Sun	Automatic	C., R. I. & P.—M. & St. L.
Nora Junction	Automatic	C., R. I. & P.—C., M., St. P. & P.
Delweil	Mechanical	C., R. I. & P.—C. G. W.
Ottumwa	Mechanical	C., B. & Q.—C., R. I. & P.—C., M., St. P. & P. & Wabash
Paralta	Mechanical	C., M., St. P. & P.—Junction
Rodney	Automatic	I. C.—C., M., St. P. & P.
Sabula	Electric	C., M., St. P. & P.—Drawbridge
Sibley	Mechanical	C., R. I. & P.—C., St. P., M. & O.
Somers	Electric	C., R. I. & P.—C. G. W.
Washington	Automatic	C., R. I. & P.—C., M., St. P. & P.
Wright	Automatic	C. & N. W.—M. & St. L.

The following named plants having been constructed, or having been modified or repaired in accordance with the suggestions of the Commission, inspections were made and certificates of approval issued:

Name of Plant	Kind	Participating Companies	Date of Certificate
Ackley	Mech.	I. C.—M. & St. L.	9-13-28
Council Bluffs	Mech.	O. & C. B. St. Ry.—C., B. & Q.	1-27-28
Goldfield	Mech.	C. & N. W.—C., R. I. & P.	1-14-28
Hartley	Auto.	C., R. I. & P.—C., M., St. P. & P.	1-20-28
LeMars	Remote Contr'l	I. C.—C., St. P., M. & O.	6-21-28
Marshalltown	Mech.	C. & N. W.—C. G. W.—M. & St. L.	5-3-28
Morning Sun	Auto.	C., R. I. & P.—M. & St. L.	11-9-28
Nora Junction	Auto.	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Paralta	Mech.	C., M., St. P. & P.—Junction	3-22-28
Sabula	Elec.	C., M., St. P. & P.—Drawbridge	8-10-28
Wright	Auto.	C. & N. W.—M. & St. L.	11-17-28

At least one general inspection was made of each of the following named interlockings, and such defects as found were reported to the maintaining company:

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Work-ing		
Ackley	Mech.	24	18	I. C.—M. & St. L.	9-13-28
Albia	Remote Contr'l	4	4	C., B. & Q.—Wabash	4-20-27
Altoona	Mech.	4	4	C., R. I. & P.—End of double track	6-14-18
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	6-6-24
Arion	Mech.	56	55	C. & N. W.—I. C.—C., M., St. P. & P.	5-12-09
Aurora	Mech.	8	8	C. G. W.—End of double track	8-27-17
Balfour	Mech.	16	14	C., B. & Q.—End of double track	5-19-26
Belknap	Mech.	28	24	C., R. I. & P.—Wabash	9-22-22
Belle Plaine "BA"	Mech.	20	20	C. & N. W.—East end of yard	12-18-22
Belle Plaine "B"	Mech.	32	30	C. & N. W.—Jct.—Yard	3-11-16
Bettendorf	Mech.	8	4	D., R. I. & N. W.—C., D. & M.	2-7-25
Beverly	Elec.	43	38	C. & N. W.—C., M., St. P. & P.	7-23-24
Boone "St. St."	Mech.	40	28	C. & N. W.—Yard	2-12-27
Boone "BU"	Mech.	20	19	C. & N. W.—Yard	8-30-07
Browns	Special Prot.	0	0	C., M., St. P. & P.—Jct.	12-16-26
Burlington	Elec.	16	16	C., B. & Q.—Drawbridge	2-21-18
California Jct.	Elec.	3	3	C. & N. W.—Jct.	8-18-26
Carnforth	Mech.	28	23	C. & N. W.—C., R. I. & P.	4-30-27
Cedar Falls	Mech.	18	15	I. C.—C., R. I. & P.	3-8-26
Cedar Rapids	Elec.	6	6	C. & N. W.—C., M., St. P. & P.—C., R. I. & P.	4-23-26
Cedar River	Remote Contr'l	12	7	C. & N. W.—Gauntlet Bridge	7-13-25
Centerville	Mech.	28	27	C., R. I. & P.—C., B. & Q.	10-16-16
Clarion	Mech.	32	27	C., R. I. & P.—C. G. W.	1-19-20
Clarksville	Mech.	24	21	C., R. I. & P.—C. G. W.	7-20-06
Clear Lake Jct.	Mech.	32	25	C., R. I. & P.—C. G. W.—M. C. & C. L.	7-30-27
Clinton (3d St.)	Elec.	65	64	C. & N. W.—C., M., St. P. & P.—C., R. I. & P.	9-26-24
Clinton	Elec.	20	20	C. & N. W.—Drawbridge	9-26-24
Clio	Mech.	16	11	C., R. I. & P.—End of double track	5-24-21
Cone	Mech.	24	18	C., R. I. & P.—C., M., St. P. & P.	7-16-18
Council Bluffs	Mech.	6	4	O. & C. B. St. Ry.—C., B. & Q.	1-27-28
Council Bluffs	Mech.	8	6	O. & C. B. St. Ry.—Wabash	11-12-17
Council Bluffs	Elec.	128	126	U. P. Transfer	11-29-24
Culver	Mech.	15	12	U. P. Bridge Approach	2-17-22
Davenport	Mech.	32	27	C., R. I. & P.—C., M., St. P. & P.	4-11-19
Davenport (West)	Mech.	8	7	D., R. I. & N. W.—Drawbridge	1-12-25
Davenport (Jct.)	Mech.	8	6	C., R. I. & P.—C., M., St. P. & P.	7-12-27
Delmar	Auto.	0	0	C., R. I. & P.—Jct.	8-16-26
Denison	Mech.	32	22	C. & N. W.—C., M., St. P. & P.	8-16-26
Des Moines (20th)	Elec.	56	46	C. & N. W.—I. C.	10-31-16
Des Moines	Auto.	0	0	C., R. I. & P.—C. G. W.	11-16-25
DeWitt	Mech.	0	0	C., R. I. & P.—M. & St. L.	6-8-25
Dubuque (East)	Mech.	28	28	C. & N. W.—C., M., St. P. & P.	4-16-27
Dubuque Fair-grounds	Mech.	36	30	I. C.—C. G. W.—C., B. & Q.	2-23-21
Dubuque	Mech.	16	14	C. G. W.—End of double track	10-24-23
Dumont	Elec.	52	35	I. C.—C. G. W.—C., B. & Q.	10-31-16
Eagle Grove	Mech.	16	15	C. & N. W.—C. G. W.	2-2-17
Elberon	Mech.	21	17	C. & N. W.—C. G. W.	1-30-20
Estherville No. 2	Mech.	32	26	C. & N. W.—C., M., St. P. & P.	9-27-18
Fairfield	Mech.	12	11	C., R. I. & P.—M. & St. L.	8-6-17
Fonda	Mech.	52	41	C., R. I. & P.—C., B. & Q.	4-23-19
Fort Dodge	Mech.	32	21	I. C.—C., M., St. P. & P.	11-17-27
Fort Madison	Mech.	20	14	C. G. W.—Ft. D., D. M. & S.	3-19-21
Gladbrook	Elec.	27	17	A., T. & S. F.—Drawbridge	9-15-27
Goldfield	Mech.	24	21	C. & N. W.—C. G. W.	11-6-19
Gowrie	Mech.	2	2	C. & N. W.—C., R. I. & P.	1-14-28
Grand Junction	Mech.	20	16	C. & N. W.—M. & St. L.—Ft. D., D. M. & S.	11-2-16
Green Island	Mech.	36	26	C. & N. W.—M. & St. L.	9-7-21
Gypsum	Mech.	24	24	C., M., St. P. & P.—Jct.	6-18-24
Gypsum	Mech.	20	14	I. C.—Ft. D., D. M. & S.	2-25-26
Halpin	Mech.	32	19	I. C.—C. G. W.	2-25-26
Hampton A.	Mech.	28	28	C., B. & Q.—Jct.	9-9-27
Hampton A.	Mech.	20	17	C. G. W.—M. & St. L.	5-2-23

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Hampton B.	Elec.	32	26	C. G. W.—M. & St. L.—C., R. I. & P.	7-22-20
Harcourt	Mech.	20	19	C. & N. W.—Ft. D., D. M. & S.	6-29-27
Harrison	Mech.	12	9	C., B. & Q.—End of double track	12-23-25
Hartley	Auto.	0	0	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Hayfield	Mech.	12	8	C., R. I. & P.—M. & St. L.	12-20-00
Herndon	Mech.	20	18	C., M., St. P. & P.—Crossing	4-6-20
Hicks	Mech.	16	16	C. & N. W.—C. G. W.	6-26-16
Hinton	Mech.	16	15	C. & N. W.—I. C.—G. N.	1-25-24
Indian Creek	Remote Contr'l	4	4	C., M., St. P. & P.—Jet.	1-27-27
Independence	Mech.	16	12	I. C.—C., R. I. & P.	10-31-16
Iowa City	Elec.	4	4	C., R. I. & P.—End of double track	1-6-27
Iowa Falls	Elec.	48	34	I. C.—C., R. I. & P.	4-8-26
Jeff	Mech.	20	19	C. G. W.—Jet.	8-27-17
Jefferson	Mech.	20	17	C. & N. W.—C., M., St. P. & P.	8-7-16
Kelly	Mech.	24	22	C. & N. W.—Ft. D., D. M. & S.	12-20-24
Keithsburg	Mech.	2	2	M. & St. L.—Drawbridge	9-11-24
Lake Mills	Mech.	12	8	C. & N. W.—M. & St. L.	2-2-17
Laurens	Auto.	0	0	C. & N. W.—C., R. I. & P.	3-26-26
Lawler	Mech.	25	22	C., B. & Q.—C., R. I. & P.—C., M., St. P. & P.	9-26-24
LeMars	Remote Contr'l	2	2	I. C.—C., St. P., M. & O.	6-21-28
Libertyville	Mech.	12	8	C., R. I. & P.—C., B. & Q.	12-6-30
Linby	Mech.	16	14	C., M., St. P. & P.—C., B. & Q.	10-27-03
Lockridge	Mech.	21	17	C., B. & Q.—Crossover	10-29-22
Lohrville	Mech.	28	22	C. & N. W.—C. G. W.—C., M., St. P. & P.	4-2-25
Manly	Mech.	48	37	C. G. W.—C., R. I. & P.—M. & St. L.	12-11-26
Manson	Mech.	24	20	I. C.—C., R. I. & P.	4-19-19
Maple River	Elec.	28	26	C. & N. W.—Jet.	6-2-17
Marathon	Auto.	0	0	C. & N. W.—C., M., St. P. & P.	10-22-27
Marshalltown	Mech.	68	51	C. & N. W.—C. G. W.—M. & St. L.	5-3-28
Mason City	Mech.	20	17	C. & N. W.—C., M., St. P. & P.—C. G. W.—C., R. I. & P.	5-14-25
Mason City	Auto.	0	0	C. & N. W.—M. & St. L.	12-29-26
Mason City	Mech.	24	20	C. & N. W.—C. G. W.	12-11-26
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-30-17
Maxon	Mech.	45	40	C., B. & Q.—M. & St. L.	9-9-27
Moorland	Elec.	20	16	C. G. W.—M. & St. L.	4-19-19
Moravia	Mech.	16	14	C., M., St. P. & P.—Wabash	7-31-19
Morning Sun	Auto.	0	0	C., R. I. & P.—M. & St. L.	11-9-28
Nabant	Mech.	4	4	C., R. I. & P.—C., M., St. P. & P.	6-13-15
Neola	Mech.	28	21	C., R. I. & P.—C., M., St. P. & P.	12-9-26
New Hampton	Mech.	24	17	C., M., St. P. & P.—C. G. W.	1-12-17
Nora Junction	Auto.	0	0	C., R. I. & P.—C., M., St. P. & P.	1-26-28
Oelwein	Mech.	16	16	C., R. I. & P.—C. G. W.	8-27-17
Ogden	Mech.	32	28	C. & N. W.—M. & St. L.	12-31-26
Onawa	Auto.	0	0	C. & N. W.—I. C.	10-16-26
Oneida	Mech.	24	16	C. G. W.—C., M., St. P. & P.—M. & O.	3-19-21
Otis	Mech.	28	19	C. & N. W.—Jet.	5-1-26
Ottumwa	Mech.	5	5	C., B. & Q.—C., M., St. P. & P.—Wabash	5-27-26
Paralta	Mech.	24	15	C., M., St. P. & P.—Jet.	3-22-26
Red Oak	Mech.	20	16	C., B. & Q.—End of double track	1-3-25
Rinard	Mech.	20	17	C. G. W.—Ft. D., D. M. & S.	12-29-19
Rockwell City	Mech.	40	36	I. C.—C., M., St. P. & P.—Ft. D., D. M. & S.	4-21-00
Rodney	Auto.	0	0	I. C.—C., M., St. P. & P.	7-31-26
Rowan	Mech.	24	22	C., R. I. & P.—C. G. W.	5-2-23
Sabula	Elec.	24	21	C., M., St. P. & P.—Drawbridge	8-10-28
Sargents Bluff	Auto.	0	0	C. & N. W.—C., M., St. P. & P.	1-22-27
Seymour	Mech.	20	19	C., R. I. & P.—C., M., St. P. & P.	1-6-22
Shannon	Elec.	4	4	C., B. & Q.—End of double track	12-23-25
Shopton (East)	Mech.	20	20	A., T. & S. F.—Yard	1-27-26
Shopton (West)	Mech.	24	23	A., T. & S. F.—Yard	1-27-26
Sibley	Mech.	24	11	C., St. P., M. & O.—C., R. I. & P.	11-25-27
Sioux City	Special Prot.	22	22	C. & N. W.—C., St. P., M. & O.—I. C.	10-3-27
Slater	Mech.	32	30	C. & N. W.—C., M., St. P. & P.	10-8-27
Somers	Elec.	28	25	C., R. I. & P.—C. G. W.	10-20-17

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Spencer	Mech.	40	35	C., M., St. P. & P.—M. & St. L.	11-1-20
Tama	Mech.	60	42	C. & N. W.—C., M., St. P. & P.	7-16-27
Tracy	Mech.	4	4	C., B. & Q.—Wabash	7-28-26
Ute	Mech.	12	12	C. & N. W.—C., M., St. P. & P.	10-19-18
Washington	Auto.	0	0	C., R. I. & P.—C., M., St. P. & P.	3-18-27
Waterloo (East)	Mech.	21	20	I. C.—W., C. F. & N.	10-8-26
Waterloo (West)	Mech.	24	24	I. C.—W., C. F. & N.	10-12-26
Waterloo	Mech.	4	4	C., R. I. & P.—W., C. F. & N.	5-17-11
Waverly	Auto.	0	0	I. C.—C. G. W.	11-17-27
Webb	Mech.	16	8	C., R. I. & P.—C., M., St. P. & P.	6-11-18
Webster City	Mech.	24	21	C. & N. W.—I. C.	3-6-26
Wheatland	Mech.	20	20	C. & N. W.—C., M., St. P. & P.	5-7-27
Wood	Mech.	40	33	C., B. & Q.—Jet. and yard	1-19-27
Wright	Auto.	0	0	C. & N. W.—M. & St. L.	11-17-28

The interlocking plant located at Oralabor was abandoned during the year on account of the closing of the coal mines which were served by the spur of the C. & N. W. Ry. crossing the Ft. D., D. M. & S. R. R. at that point.

The mechanical interlocking located at Hartley, Iowa, was also abandoned during the year on account of the substitution of automatic signal protection for the railroad grade crossing between the C., R. I. & P. Ry. and the C., M., St. P. & P. R. R. at that location.

Changes are frequently made at interlocking plants to better facilitate train operation or to bring about a saving of labor required in operation. Plans for such changes are first submitted for approval, the plant inspected, and certificate issued to cover, after changes have been made and before the plant is again placed in operation. Twenty-seven interlockings were so changed during the fiscal year, requiring special inspection by this department.

There are 138 authorized interlocking plants now in operation; 99 are manually operated mechanical plants, 19 are manually controlled and electrically operated, 14 are automatic signal protection, 2 are special protection, and 4 are remote control. The mechanical plants have a machine frame capacity of 2,286 levers with 1,888 working levers. The manually controlled and electrically operated have a machine frame capacity of 619 levers with 539 working levers.

Automatic signal protection for railroad grade crossings has come into prominence in this territory within the last three or four years. These installations have been tested in other parts of the country and have proven satisfactory. Such installations as have been made in this state are operating entirely satisfactorily. Manual control is eliminated, the clearing of a signal for a route being dependent upon certain safe conditions existing at and near the crossing, such safe conditions being checked by circuits. These circuits are so arranged and operated that they are presumed to check any unsafe condition and not permit a signal to clear for a train while this condition exists. There are no derails in plants of this character. Protection is dependent upon signal obedience.

The following crossings have been protected by automatic signals and certificates of approval issued:

Location	Participating Companies	Date of Certificate
Delmar	C. & N. W.—C., M., St. P. & P.	8-16-26
Des Moines	C., R. I. & P.—M. & St. L.	6-8-25
Hartley	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Laurens	C. & N. W.—C., R. I. & P.	3-26-26
Marathon	C. & N. W.—C., M., St. P. & P.	10-22-27
Mason City	C. & N. W.—M. & St. L.	12-29-26
Morning Sun	C., R. I. & P.—M. & St. L.	11-9-28
Nora Junction	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Onawa	C. & N. W.—I. C.	10-16-26
Rodney	I. C.—C., M., St. P. & P.	7-31-26
Sargents Bluff	C. & N. W.—C., M., St. P. & P.	1-22-27
Washington	C., R. I. & P.—C., M., St. P. & P.	3-18-27
Waverly	I. C.—C. G. W.	11-17-27
Wright	C. & N. W.—M. & St. L.	11-17-28

The following crossing has been approved for protection by automatic signals:

Britt	C., M., St. P. & P.—M. & St. L.
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A number of railroad grade crossings have been protected by crossing gates. Inspections were made by this department before these installations were authorized, in order to determine the safety of such devices at the particular locations. One railroad is required to bring all trains on its line to a full stop before crossing the tracks of the conflicting line, while trains on the other railroad may proceed over such crossing without stopping, but at a speed of not to exceed ten miles per hour, all movements being dependent on the position of the gate. The gate is provided with light indications. These crossings are particularly beneficial at points where minor tracks cross lines of more importance. Crossings so protected are as follows:

Location	Participating Companies	Date of Certificate
Cedar Falls	C., R. I. & P.—C. G. W.	9-15-25
Clinton	C., R. I. & P.—D., R. I. & N. W.	6-9-26
Columbus Junction	C., R. I. & P.—C., R. I. & P.	3-6-25
Des Moines—E. 4th St.	C. & N. W.—C., R. I. & P.	8-11-26
Des Moines—W. 11th St.	C., R. I. & P.—D. M. U. Ry.	5-21-28
Dixon	C., R. I. & P.—C., M., St. P. & P.	11-18-27
Eldon	C., R. I. & P.—C., R. I. & P.	3-30-27
Estherville	C., R. I. & P.—M. & St. L.	6-3-26
Givin	C., R. I. & P.—M. & St. L.	3-14-28
Greenville	C., R. I. & P.—M. & St. L.	6-3-26
Grinnell	C., R. I. & P.—M. & St. L.	12-2-27
Leeds	G. N.—I. C.	8-21-25
McCallsburg	C., R. I. & P.—M. & St. L.	7-13-25
Nichols	C., R. I. & P.—C., R. I. & P.	8-22-25
Noels	C., R. I. & P.—C., M., St. P. & P.	11-18-27
Oskaloosa	M. & St. L.—Junction	6-3-26
Plymouth Jet.	C., R. I. & P.—C., M., St. P. & P.	2-15-27
Ruthven	C., M., St. P. & P.—M. & St. L.	6-26-26
South Des Moines	C., B. & Q.—Terminal	2-18-27
Webster	C., R. I. & P.—C., M., St. P. & P.	2-18-27
West Liberty	C., R. I. & P.—Junction	2-2-25

The following crossing has been approved for protection by crossing gates:

Belmond	C., R. I. & P.—C. G. W.
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Abbott gated crossing protection was ordered out of service April 24, 1928, on account of disobedience of speed limitation by trains. The certificate issued July 13, 1925, was revoked.

The authority formerly issued for the establishment of a gated crossing at Webb, Iowa, to replace present mechanical interlocking, was cancelled on account of the expiration of the one-year time limitation of approval.

There were a total of sixteen derailments at interlocking plants, eight of which were ascribed to disregarding danger signals, and eight were attributed to other omissions than that named above; viz., failure of train equipment, cause not definitely determined, improper use of hand signals, etc.

In addition to the inspections set forth above, this department is frequently called upon to investigate and make reports on train collisions, clearances, train operation, railway bridges, track inspections, condition of equipment, highway grade crossing protection signals and devices, and overhead and underground wire crossing construction where wires cross over and under the tracks of steam and electrified railroads. There were four hundred fifty wire crossing construction cases handled by this department during the fiscal year.

Interstate and Motor Bus Cases Handled by the Commerce Counsel of Iowa for the Year 1928

There is herewith submitted a very few cases filed and determined during the year, which are of general value and importance. There were other cases determined, but not of general importance and value. There have not been as many cases decided because of the general investigation had by the Interstate Commerce Commission under Docket No. 17000—the Hoch-Smith Resolution. This general investigation was ordered, and divided into several parts, known as No. 17000, Part 2, Class Rates in Western District; No. 17000, Part 6, Iron and Steel; Part 7, Grain; Part 9, Live Stock; Part 10, Hay. These are the subdivisions of particular interest to the state of Iowa, in which the Commerce Counsel has been actively engaged in the preparation, trial and argument as to all parts, except the subdivision Hay, which is now pending, and in which the taking of proof is not completed. In none of these cases has there been a tentative report of the Examiner, which, when filed, will involve the filing of exceptions, additional briefs necessary, and then the oral argument before the Interstate Commerce Commission; so it will be some time before these cases are determined.

Involved in each of the above cases there has been assigned a large number of other cases, begun and pending, some of which have been fully argued and opinions filed. Others have been presented, and briefs filed, but no determination by the Commission; and there are still others, wherein the proof has not been taken. Because of these other cases being included in the examinations under said Docket No. 17000, there is the lesser number determined finally by the Commission during the year. There are other subdivisions of No. 17000, such Petroleum Products, Part IV-a, and Cottonseed, Part 8, in which Iowa was not so particularly interested, although whatever was necessary to be done in these hearings has been done. A full statement of Docket No. 17000 was made in the last annual report, and it is only added that during this year the greater portion of the time has been consumed in the trial and preparation of these cases—the grain case alone covering over 53,000 pages of record and over 2,500 exhibits. All of these involve a great deal of labor. Part of the time the cases were continued and heard at the same time in different places, requiring attendance by the Commerce Counsel and the assistant at the same time, in the different hearings. The briefs in all except Hay have been prepared and filed. These briefs cover many thousands of pages. In the grain case reply briefs will be due February 15, 1929.

The Eastern Class Rate Investigation, I. C. C. No. 15879, involves all of the class rates in Official Classification territory, in which Iowa is particularly interested. The case, so far as the Iowa interests were involved, was presented by witnesses, on proof, and in argument. The proposed report of the Examiner was filed April 18, 1928, and is quite voluminous. It especially provided that time should be given for the examination and test of the findings, and that exceptions thereto were not to be filed until further advice by the Commission. No notice has been received fixing the time in which exceptions are to be filed. The case, therefore, is determined only in so far as the report of the Examiner is concerned, and there will be considerable work in preparing exceptions, and brief and argument for final submission to the Interstate Commerce Commission.

In the Motor Bus Case, I. C. C. No. 18300, the report was dated April 10, 1928. There were a number of recommendations in the report by the Commission. That docket is now closed. Bills are pending in Congress to regulate interstate transportation by motor busses and trucks, as now we have no Federal legislation controlling and regulating such interstate operations. Under the commerce clause of the Constitution of the United States, no state can interfere with interstate commerce, and may not deny the use of the highways for interstate commerce. But it may impose taxes, insurance provisions, require reports, require compliance with the state law and the orders of the Railroad Commission in all particulars, except to deny the right to use the highways.

There has been more than the usual and ordinary correspondence in matters before the Interstate Commerce Commission; also before the Iowa Board of Railroad Commissioners. Each of these have been taken care of from time to time during the year. Quite an addition to the work of the office are the proceedings under the motor carrier law. To such cases as the superintendent of the the motor carrier department sends to this office, attention has been given, and in several cases injunction proceedings have been had and decrees received. Generally, these matters are determined favorably to the state, and in support of the decisions of the board of railroad commissioners. The effect that is to be given to the decisions of the board of Railroad commissioners, in the granting or denying of certificates of necessity and convenience, is fully settled by the Supreme Court. They have held that such decisions and rulings are final, and may not be interfered with by the courts, unless it is in the absence of any proof, or the processes of the law have not been followed.

There are many questions in reference to grade crossings, farm crossings, viaducts, station facilities, train service, abandonment of stations, and other matters that come up during the year.

The following cases, determined during the year, are submitted:

Fourth Section Applications Nos. 12628, 1896, 1895, and 1884, *Rates from Eastern Territory to Intermediate Points in Minnesota, Iowa, and Illinois, Higher Than to Twin Cities Rate Points*. These applications were duly heard. A decision was rendered, reported in 109 I. C. C., 437. Further hearing was had on application to charge higher rates to Mason City and other points covered by these applications, which application was denied by decision of Commission November 23, 1928.

I. C. C. No. 19466, *McGreer Bros., et al., v. C., B. & Q. R. R. Co.* This case is of importance, and especially so, to the shippers of stockers and feeders to farm lots for fattening, and particularly in the southwestern part of Iowa. In Nebraska, from the range country, the stockers and feeders, when shipped in, were permitted to be unloaded at the farm and then driven to another field and permitted to be shipped to market, after fattening, at the balance of the through rate, provided the rate from the second point of feeding to the market was not in excess of the first unloading. This rule did not apply in Iowa. McGreer Brothers, heavy shippers of stockers and feeders from the range country, and also to the markets, filed this proceeding, asking that the same rule be applied in Iowa as just across the river in Nebraska. After the hearing and argument, on February 11, 1928, the Commission held that the regulations as to live stock, stopped in transit for fattening in Iowa, while not unreasonable, were unduly prejudicial, so that the Iowa shipper has the same privilege of removing the cattle from one field, or station, to another, and then shipping through to the market at the balance of the through rate. Opinion in 139 I. C. C., 508.

I. & S. No. 2946, *Iron and Steel Articles from Upper East Bank Mississippi River Crossings to Des Moines, Fort Dodge and Perry, Iowa*. The carriers proposed increased proportional rates on iron and steel fencing material, hay-bale ties, etc., in straight or mixed carloads, originating at designated points

in Indiana, and cancellation of application of the present proportional rates on traffic originating at other points east of the Illinois-Indiana state line. Upon hearing, taking of proof, and argument, the Commission, on December 31, 1927, 136 I. C. C., 408, found the increased rates were not justified, and the suspended schedules were ordered cancelled.

Railroad Commissioners of Wisconsin v. A. & E. R. R. Co., et al., I. C. C. No. 19299, was a petition to require cab curtains on locomotives and tenders for the safety of the train men. Request was made that the Iowa Board of Railroad Commissioners should intervene in support of the complaint. That was done, and the Commerce Counsel attended the hearing. On May 7, 1928, the decision and order of the Commission was made, requiring the cab curtains on steam locomotives in certain territories.

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For the year ended December 31, 1927

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General Officers: President, E. P. Bracken, Chicago; Vice President, J. T. Gillick, Chicago; Secretary and Treasurer, P. L. Hinrichs, Davenport, Iowa; Assistant Secretary, A. T. Williams, Chicago; Auditor and Assistant Treasurer, J. P. Harrison, Davenport, Iowa; General Manager, F. S. Weisbrook, Davenport, Iowa.

GREAT NORTHERN RAILWAY COMPANY

Directors: Ralph Budd, St. Paul, Minn.; E. T. Nichols, New York; W. P. Kenney, St. Paul, Minn.; E. E. Loomis, New York; A. C. Loring, Minneapolis, Minn.; A. L. Ordean, Duluth, Minn.; L. W. Hill, St. Paul, Minn.; Jos. Chapman, Minneapolis, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; Arthur Curtis James, New York; Wm. Vincent Astor, New York.

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; Vice President, F. G. Dorety, 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, F. G. Dorety, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, V. P. Turnburke, St. Paul, Minn.; General Manager, Frank Bell, Lines East, St. Paul, Minn.; General Manager, J. H. O'Neil, Lines West, Seattle, Wash.; Chief Engineer, J. R. W. Davis, St. Paul, Minn.; Consulting Engineer, A. H. Hogeland, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD COMPANY

Directors: Len Small, Springfield, Ill.; Stanley Field, Chicago; David R. Burbank, New York; Robert Walton Goelet, Newport, R. I.;

Charles A. Peabody, New York; Lawrence A. Downs, Chicago, Ill.; William Averill Harriman, New York; John W. Auchincloss, New York; Robert S. Lovett, New York; Vincent Astor, New York; Cornelius Vanderbilt, New York; Henry W. DeForest, New York; Charles H. Markham, Chicago.

General Officers: Chairman of Board, C. H. Markham, Chicago; President, L. A. Downs, Chicago; Senior Vice President, A. E. Clift, Chicago; Vice President, J. L. Beven, Chicago; Vice President, F. B. Bowes, Chicago; Vice President, G. J. Bunting, Chicago; Vice President, A. C. Mann, Chicago; Vice President, F. L. Thompson, Chicago; Secretary, D. R. Burbank, New York; Treasurer, R. E. Connolly, New York; General Counsel, R. V. Fletcher, Chicago; General Solicitors, E. C. Craig, Chicago, and C. N. Burch, Memphis, Tenn.; General Auditor, L. A. Harkness, Chicago; General Manager, G. E. Patterson, Chicago; Chief Engineer, A. F. Blaess, Chicago.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors: John W. Auchincloss, New York; D. R. Burbank, New York; Henry DeForest, New York; R. W. Goelet, New York; W. A. Harriman, New York; C. E. Kuck, New York; R. E. Connolly, New York; Chas. A. Peabody, New York; H. M. Riseley, New York; Cornelius Vanderbilt, New York; Blewett Lee New York; C. H. Markham, Chicago; John L. Adams, Dubuque, Iowa; A. E. Clift, Chicago; L. A. Downs, Chicago.

General Officers: President, L. A. Downs; Senior Vice President, A. E. Clift; Vice Presidents, G. J. Bunting, F. B. Bowes, A. C. Mann, F. L. Thompson, J. L. Beven, all of Chicago; Secretary, F. E. Couch, Dubuque, Iowa; Asst. Secretaries, D. R. Burbank, New York, and Burt A. Beck, Chicago; Treasurer, R. E. Connolly, New York; Asst. Treasurer, F. E. Couch, Dubuque.

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors: G. H. Dunham, Lafe Mathews, Hubert Carr, Jos. Hutchinson, William Hockaday, F. B. Wilson, A. B. Hutchinson, J. S. Jones, Chas. McCormick, Chas. Seeds, E. M. Carr, Geo. W. Dunham, W. H. Hutchinson and Clarence Brown of Manchester, Iowa, and A. R. Le Roy, Los Angeles, Calif.

General Officers: President, Jos. Hutchinson; Secretary, Chas. McCormick; Treasurer, F. B. Wilson; Auditor, Chas. J. Seeds; Attorney or General Counsel, Geo. W. Dunham; Traffic Manager, C. J. Boardway; Superintendent, J. S. Jones; General Freight Agent, A. B. Hutchinson; General Passenger Agent, Hubert Carr; Chairman General Managing Board, E. M. Carr, all of Manchester, Iowa.

MINNEAPOLIS AND ST. LOUIS RAILROAD

Directors: W. H. Bremner, F. A. Chamberlain, F. E. Kenaston, E. E. Nash, Minneapolis, Minn.; P. V. Davis, W. B. Davids, W. L. McKenna, W. P. Hawley, W. S. Crandell, C. K. Seymour, F. M. Tompkins, New York City; S. B. November, Baltimore, Md.

General Officers: Receiver, W. H. Bremner, Minneapolis; Agent

for Receiver, W. B. Davids, New York; Counsel for Receiver, M. M. Joyce, Comptroller, A. E. Smith; Treasurer for Receiver, H. Johns; Chief Operating and Traffic Officer, E. E. Nash; Traffic Manager, J. A. Lucey; Supt. Motive Power, H. W. Johnson; Purchasing Agent, E. C. Hoffman; Chief Engineer, R. G. Kenly, all of Minneapolis.

TABOR AND NORTHERN RAILWAY COMPANY

Directors: C. O. Laird, W. W. Glynn, R. F. Weatherhead, A. S. Bloedel, E. V. Stopper, all of Tabor, Iowa.

General Officers: President, A. S. Bloedel; Vice President, R. Weatherhead; Secretary, C. O. Laird; Treasurer, Nelson Delavan; Comptroller or Auditor and General Manager, E. V. Stopper, all of Tabor, Iowa.

UNION PACIFIC RAILROAD COMPANY

Directors: Oliver Ames, Boston, Mass.; F. W. Charske, New York; Newcomb Carlton, New York; Robert W. Goelet, New York; Heber J. Grant, Salt Lake City, Utah; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York; W. A. Harriman, New York; Robert A. Lovett, New York; R. S. Lovett, New York; Chas. A. Peabody, New York; C. B. Seger, New York; Charles A. Stone, Boston, Mass.; James H. Perkins, New York; Paul M. Warburg, New York.

General Officers: President, Carl L. Gray, Omaha, Neb.; Vice President, F. W. Robinson, Omaha, Neb.; Vice President, E. E. Calvin, Omaha, Neb.; Vice President and Gen. Counsel, H. W. Clark, New York; Comptroller, F. W. Charske, New York; Secretary, Thos. Price, New York; Treasurer, E. G. Smith, New York; General Manager, W. M. Jeffers, Omaha, Neb.; Freight Traffic Manager, R. R. Mitchell, 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.; General Auditor, G. E. Bissonnet, Omaha, Neb.; Auditor, H. A. Toland, Omaha, Neb.; Chief Engineer, R. L. Huntley, Omaha, Neb.; Land Commissioner, J. M. Shively, Omaha, Neb.

WABASH RAILWAY COMPANY

Directors: Wm. H. Williams, New York; Winslow S. Pierce, New York; Alvin W. Krech, New York; J. Horace Harding, New York; Geo. W. Davison, New York; Robert Goelet, Chester, N. Y.; Wm. A. Jamison, New York; A. E. Stanley, Decatur, Ill.; J. Leonard Replogle, New York; John N. Willys, Toledo, Ohio; Henry Rogers Winthrop, New York; Clinton G. Edgar, Detroit, Mich.; J. E. Taussig, St. Louis, Mo.; T. E. Wilson, Chicago; J. S. Crutchfield, Pittsburgh, Pa.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, H. R. Winthrop, New York; Vice President, W. C. Maxwell, St. Louis, Mo.; Vice President, Secretary and Treasurer, J. C. Otteson, New York; Vice President and General Solicitor, N. S. Brown, St. Louis, Mo.; Vice President and General Manager; S. E. Cotter, St. Louis, Mo.; General Auditor, G. E. Bramon, St. Louis; General Counsel,

W. S. Pierce, New York; Vice President, J. W. Newell, St. Louis, Mo.; Chief Engineer, R. H. Howard, St. Louis, Mo.

OF RAILWAY TERMINAL COMPANIES

BURLINGTON, MUSCATINE & NORTH WESTERN RAILWAY CO.

Directors: E. L. Tobie, John M. Kemble of Muscatine, Iowa; Frank H. Collins, Frank Riley, F. P. Dunne, of Chicago.

General Officers: President, E. L. Tobie, Muscatine, Iowa; Vice President, Frank H. Collins, Chicago; Secretary, J. M. Kemble, Muscatine, Ia.; Treasurer, Frank H. Collins, Chicago.

DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, F. M. Hubbell, J. W. Hubbell, H. D. Thompson, F. O. Thompson, all of Des Moines, Iowa.

General Officers: President, F. C. Hubbell; First Vice President, H. D. Thompson; Secretary, J. W. Hubbell; Treasurer, F. O. Thompson; Auditor, B. F. Flenniken, all of Des Moines, Iowa.

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, Iowa; Homer A. Miller, Des Moines, Iowa; J. T. Gillick, Chicago; J. N. Hughes, Des Moines, Iowa; B. F. Van Vliet, Des Moines, Iowa.

General Officers: President, J. T. Gillick, Chicago; Vice President, J. E. Taussig, St. Louis; Secretary, T. S. Ford, Des Moines, Iowa; Treasurer, C. H. Hueston, Des Moines, Iowa; General Attorney, J. N. Hughes, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa; General Manager, J. A. Wagner, Des Moines, Iowa; Master Mechanic, R. H. Kautzky, Des Moines, Iowa; Chief Engineer, A. L. Morgan, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY COMPANY

Directors: F. C. Hubbell, H. D. Thompson, F. O. Thompson, O. P. Thompson, J. W. Hubbell, all of Des Moines, Iowa.

General Officers: President, F. C. Hubbell; Vice President, O. P. Thompson; Secretary-Treasurer, H. D. Thompson; Assistant Secretary, J. W. Hubbell; Assistant Treasurer, F. O. Thompson; Auditor B. F. Flenniken, all of Des Moines, Iowa.

IOWA TRANSFER RAILWAY COMPANY

Directors: D. Coughlin, F. C. Hubbell, J. A. Wagner, J. G. Gamble, of Des Moines; W. A. Card, Burlington, Ia.; C. L. Hinkle, Chicago.

General Officers: President, F. C. Hubbell, Des Moines, Ia.; Vice President, W. A. Card, Burlington, Ia.; Secretary, Treasurer and General Manager, J. A. Wagner, Des Moines, Ia.; General Counsel, J. G. Gamble, Des Moines, Ia.; Auditor, T. S. Ford, Des Moines, Ia.

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors: C. F. Morrison, Sioux City, Iowa; L. F. Swift, Chicago;

William Milchrist, Sioux City, Iowa; G. F. Silkmitter, Sioux City, Iowa; W. H. Benn, Sioux City, Iowa.

General Officers: President, G. F. Silkmitter, Sioux City, Iowa; Vice President, William Milchrist, Sioux City, Iowa; Secretary, H. C. Anderson, Sioux City, Iowa; Treasurer, A. G. Sam, Sioux City, Iowa; General Superintendent, C. F. Morrison, Sioux City, Iowa; Purchasing Agent, E. Evans, Sioux City, Iowa; Traffic Manager, W. H. Benn, Sioux City, Iowa.

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, G. J. Bunting, R. V. Fletcher, W. S. Horton, B. A. Beck, L. A. Downs, all of Chicago.

General Officers: President, L. A. Downs, Chicago; Vice President, A. E. Clift, Chicago; Vice President, J. L. Beven, Chicago; Vice President, F. B. Bowes, Chicago; Vice President, G. J. Bunting, Chicago; Treasurer, Otto F. Nau, Chicago; Secretary, F. E. Couch, Dubuque, Iowa; Assistant Secretary, B. A. Beck, Chicago; Assistant Secretary, D. R. Burbank, New York.

KEOKUK AND HAMILTON BRIDGE COMPANY

Directors: Louis H. Bean, New York; James Bertram, New York; Edwin F. Galley, Philadelphia, Pa.; Theodore Gilman, New York; Theodore Gilman, Jr., New York; Samuel S. Hall, Jr., New York; W. Heyward Myers, Jr., Philadelphia, Pa.; John C. Wallace, Philadelphia, Pa.

General Officers: President, Royal D. Edsell; Vice President, Samuel S. Hall, Jr.; Secretary, Theodore Gilman, Jr.; Treasurer, Theodore Gilman, Jr., all of New York.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors: C. H. Markham, L. A. Downs, G. J. Bunting, A. E. Clift, F. B. Bowes, W. S. Horton, Burt A. Beck, all of Chicago.

General Officers: President, L. A. Downs, Chicago; Vice President, A. E. Clift, Chicago; Vice President, J. L. Beven, Chicago; Vice President, G. J. Bunting, Chicago; Secretary, John R. Webster, Omaha, Neb.; Treasurer, Otto F. Nau, Chicago; Assistant Secretary, Burt A. Beck, Chicago.

SIOUX CITY BRIDGE COMPANY

Directors: Marvin Hughitt, Chicago; Ray N. Van Doren, Chicago; Marvin Hughitt, Jr., Chicago; Fred W. Sargent, Chicago; Charles Jensch, St. Paul, Minn.; William H. Dalton, Chicago; John D. Caldwell, Chicago.

General Officers: President, Fred W. Sargent, Chicago; Vice President, Charles Jensch, St. Paul, Minn.; Secretary, John D. Caldwell, Chicago; Treasurer, Arthur B. Jones, Chicago; Assistant Treasurer, Frederick Mates, Chicago; General Counsel, Ray N. Van Doren, Chicago; Comptroller, Lewis A. Robinson, Chicago.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Iowa; William Chamberlain, Chicago; Richard Schaddelee, Grand Rapids, Mich.; B. J. Denman, Chicago; S. G. Armstrong, Cedar Rapids, Iowa; Beldin Hill, Cedar Rapids, Iowa; E. C. Allen, Cedar Rapids, Iowa.

General Officers: President, Glenn M. Averill, Cedar Rapids, Iowa; Vice President, Richard Schaddelee, Grand Rapids, Mich.; Vice President, B. J. Denman, Chicago; Vice President, William Chamberlain, Chicago; Secretary, E. C. Allen, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; Auditor, C. Fred Meyer, Cedar Rapids, Iowa; General Manager, E. C. Allen, Cedar Rapids, Iowa; Master Mechanic, Fred M. Ford, Cedar Rapids, Iowa; Transportation Superintendent, Robert Leith, Cedar Rapids, Iowa.

CHARLES CITY WESTERN RAILWAY COMPANY

Directors: E. M. Sherman, Charles City, Iowa; N. Frudden, Charles City, Iowa; C. D. Ellis, Charles City, Iowa; W. H. Fairbanks, Charles City, Iowa; M. W. Ellis, Charles City, Iowa; R. J. Smith, Charles City, Iowa; Frank Brunner, Charles City, Iowa.

General Officers: President, E. M. Sherman, Charles City, Iowa; Vice President, C. D. Ellis, Charles City, Iowa; Secretary, W. H. Fairbanks, Charles City, Iowa; Treasurer, M. W. Ellis, Charles City, Iowa; General Manager, J. F. Christiansen, Charles City, Iowa.

CLINTON, DAVENPORT AND MUSCATINE RAILWAY CO.

Directors: B. J. Denman, Chicago, Illinois; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; R. B. MacDonald, Moline, Illinois; R. J. Smith, Davenport, Iowa.

General Officers: President, B. J. Denman, Chicago, Ill.; Vice President, J. G. Huntoon, Davenport, Iowa; Vice President, R. B. MacDonald, Moline, Ill.; Vice President, R. J. Smith, Davenport, Iowa; Secretary, H. E. Littig, Davenport, Iowa; Treasurer, H. E. Weeks, Davenport, Iowa; General Manager, R. J. Smith, Davenport, Iowa.

COLFAX SPRINGS RAILWAY COMPANY

Directors: James P. Donahue, E. S. H. Donahue, Dick R. Lane, all of Davenport, Iowa.

General Officers: President, James P. Donahue, Vice President, E. S. H. Donahue, Secretary, E. S. H. Donahue, Treasurer, James P. Donahue, all of Davenport, Iowa.

DES MOINES AND CENTRAL IOWA RAILROAD

Directors: A. W. Harris, Chicago; M. H. MacLean, Chicago; F. C. Chambers, Des Moines, Iowa; H. A. Benjamin, Des Moines, Iowa; O. H. Bernd, Des Moines, Iowa; Homer A. Miller, Des Moines, Iowa; E. B. Bieghler, Des Moines, Iowa.

General Officers: President, F. C. Chambers, Des Moines, Iowa; Vice

President, H. A. Benjamin, Des Moines, Iowa; Vice President, M. H. MacLean, Chicago; Treasurer and Auditor, E. B. Bieghler, Des Moines, Iowa; Secretary and General Auditor, O. H. Bernd, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Superintendent of Transportation, C. T. Baker, Des Moines, Iowa; Attorney, C. R. Bennett, Des Moines, Iowa.

FORT DODGE, DES MOINES & SOUTHERN R. R. CO.

Directors: C. Sidney Shepard, New Haven, N. Y.; Homer Loring, Boston, Mass.; J. J. Bodell, Providence, R. I.; Parley Sheldon, Ames, Iowa; C. H. Crooks, Boone, Iowa.

General Officers: President and General Manager, C. H. Crooks; Secretary, Treasurer and Auditor, F. M. Johnston; General Counsel, S. R. Dyer; Chief Engineer, R. L. Cooper; Master Mechanic, John Duncan; Superintendent, C. M. Kelly, all of Boone, Iowa.

IOWA RAILWAY AND LIGHT CORPORATION

Directors: Isaac B. Smith, John A. Reed, C. S. Woodward, Eugene M. Pinney, M. W. Houser, Lumir Severa, R. S. Cook, Robert I. Safely, Dr. W. J. Morrison, Sutherland Dows, Dr. John Hamilton, Chas. H. Fay, Geo. T. Wilhelm, of Cedar Rapids, Iowa; and William Thaw, Pittsburgh, Pa.

General Officers: President, Isaac B. Smith; Vice President, Sutherland Dows; Vice President, John A. Reed; Treasurer and Secretary, C. S. Woodward, all of Cedar Rapids, Iowa.

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors: Geo. M. Bechtel, Davenport, Iowa; J. Ross Lee, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; H. R. Bechtel, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, Geo. M. Bechtel, Davenport, Iowa; Vice President, J. Ross Lee, Davenport, Iowa; Vice President, Frank S. Payne, Centerville, Iowa; Vice President, E. F. Bulmahn, Centerville, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer and General Manager, E. F. Bulmahn, Centerville, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa; Traffic Manager, H. O. Kelly, Centerville, Iowa.

MASON CITY AND CLEAR LAKE RAILROAD CO.

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.; R. Schaddelee, Grand Rapids, Mich.; F. K. George, Grand Rapids, Mich.; F. F. Kelley, Grand Rapids, Mich.; Wm. Chamberlain, Grand Rapids, Mich.; B. J. Olsen, Grand Rapids, Mich.

General Officers: President, R. Schaddelee, Grand Rapids, Mich.; Vice President, W. E. Brice, Mason City, Iowa; Vice President, C. H. McNider, Mason City, Iowa; Secretary and General Manager, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Grand Rapids,

Mich.; General Auditor, F. E. Wells, Mason City, Iowa; Superintendent, J. H. Seisseger, Mason City, Iowa.

TAMA AND TOLEDO RAILROAD COMPANY

Directors: Isaac B. Smith, Cedar Rapids, Iowa; Sutherland 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, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, Sutherland Dows, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Solicitor, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager, J. P. Walters, Toledo, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

WATERLOO, CEDAR FALLS AND NORTHERN RY.

Directors: C. M. Cheney, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; J. B. Knowles, Waterloo, Iowa; R. E. Wilsey, Chicago; G. E. Hise, Des Moines, Iowa; E. V. Kane, Philadelphia, Pa.

General Officers: President and General Manager, C. M. Cheney, Waterloo, Iowa; Vice President, C. D. Cass, Waterloo, Iowa; Vice President, R. E. Wilsey, Chicago; Secretary-Treasurer and Auditor, J. B. Knowles, Waterloo, Iowa; General Counsel, C. E. Pickett, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa; Superintendent, M. A. Welsh, Waterloo, Iowa; Purchasing Agent, F. McDonald, Waterloo, Iowa.

AMERICAN RAILWAY EXPRESS COMPANY

Directors: J. S. Alexander, W. M. Barrett, Newcomb Carlton, R. E. M. Cowie, H. W. DeForest, J. H. Harding, W. A. Harriman, Charles Hayden, J. G. Milburn, Mortimer L. Schiff, Frederick H. Ecker, A. H. Wiggin, all of New York.

General Officers: Chairman of the Board, J. H. Harding; President, R. E. M. Cowie, New York; Vice Presidents in Charge of Operations, C. W. Robie, New York, E. A. Stedman, Chicago, C. D. Summy, St. Louis, Mo., W. G. Smith, Atlanta, Georgia, and L. O. Head, San Francisco, Cal.; Vice President in Charge of Traffic, F. S. Holbrook, New York; Vice President in Charge of Accounts, Chas. A. Lutz, New York; Vice President in Charge of Personnel, L. R. Gwyn, New York; Secretary, E. R. Merry, Jr., New York; Vice President and Treasurer, J. W. Newlean, New York; General Counsel, H. S. Marx, New York; General Auditor, J. E. Brissie, Chattanooga, Tenn.; General Auditor, Richard Burr, Chicago; General Auditor, J. F. Brizzle, Philadelphia, Pa.; General Auditor, H. D. Freeman, New York.

General Auditor, F. E. Wells; Treasurer, J. J. ...

TAMA AND TORONTO RAILROAD COMPANY

Directors: Isaac B. Smith, Cedar Rapids, Iowa; ...

WATERLOO, CEDAR RAPIDS AND NORTHERN RY.

President, C. M. ... Waterloo, Iowa; ...

AMERICAN RAILWAY EXPRESS COMPANY

President, J. A. ... New York, N. Y.; ...

Table with multiple columns and rows, containing statistical data for various companies.

STATISTICS

OF STEAM RAILWAY COMPANIES

Steam Railway Companies

For the Year Ended December 31, 1927

Table with multiple columns and rows, containing statistical data for various 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 & North Western Railway Company through the ownership of 93.66 per cent of the stock.

STATISTICS OF STEAM RAILWAY COMPANIES

TABLE 1—CAPITAL STOCK

TABLE 1—CAPITAL STOCK
PART 1—PAR VALUE 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 Nominally Issued and Nominally Outstanding at Close of Year				Total Par Value Actually Outstanding at Close of Year	
						In Treasury		In Sinking or Other Funds			
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A., T. & S. F. Ry.....	\$ 250,000,000	\$124,199,500	\$ 232,463,000	\$124,199,500	\$ 53,500.00	\$ 26,700			\$ 232,409,500.00	\$124,172,800
2	Atlantic Northern Ry.....	150,000		112,225						112,225.00	
3	C., B. & Q. R. R.....	170,839,100		170,839,100						170,839,100.00	
4	C. G. W. R. R.....	46,000,000	50,000,000	45,246,913	47,174,152	36,400.00	41,150			45,210,513.00	47,133,002
5	C., M. & St. P. Ry.....	233,725,100	116,274,900	117,411,300	116,274,900		343,000	\$ 5,300	\$ 86,100	117,406,000.00	115,845,800
6	C. & N. W. Ry.....	160,411,950	22,395,000	158,437,100	22,395,000					158,437,100.00	22,395,000
7	C., St. P., M. & O. Ry..	18,559,000	11,259,900	18,556,700	11,259,300					18,556,700.00	11,259,300
8	C., R. I. & P. Ry.....	75,000,000	65,000,000	75,000,000	54,549,489	640,277.50				74,359,722.50	54,549,489
9	St. P. & K. C. S. L. R. R..	232,200		232,200						232,200.00	
10	D. R. I. & N. W. Ry.....	3,000,000		3,000,000						3,000,000.00	
11	Great Northern Ry.....		250,000,000		249,680,650		713,400				248,967,250
12	Illinois Central Ry.....	154,445,480	34,144,880	132,009,500	22,436,100	208.33				132,007,591.67	22,435,700
13	D. & S. C. Ry.....	15,000,000		11,759,500						11,759,500.00	
14	Manchester & Onelda Ry....	100,000		62,745						62,745.00	
15	M. & St. L. R. R.....	26,000,000		25,792,600		572,726.80				25,219,873.20	
16	Tabor & Northern Ry.....	120,000		32,200						32,200.00	
17	Union Pacific R. R.....	296,178,700	200,000,000	222,291,600	99,543,500					222,291,600.00	99,543,500
18	Wabash Ry.....	70,423,050	73,036,950	66,697,775	71,795,192	115,661.00	256,607			66,582,114.00	71,538,585
	Total.....	\$1,520,275,580	\$946,311,130	\$1,279,944,458	\$819,307,783	\$ 1,418,773.63	\$1,380,857	\$ 5,300	\$ 86,100	\$1,278,518,684.37	\$817,840,426

TABLE 1—CAPITAL STOCK—Continued
PART 2—STOCK REACQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par Value of Amount Nominally But Not Actually Issued to Close of Year		Par Value of Total Amount Reacquired After Actual Issue and Held Alive		Rate Per Cent of Dividends Declared During Year			Par Value of Amount on Which Dividend Was Declared		Distribution of Charge	
		Common	Preferred	Common	Preferred	Common		Preferred	Common	Preferred	To Income	To Profit and Loss
						Regu- lar	Extra					
1	A., T. & S. F. Ry.	\$ 53,500.00	\$ 26,700			7%	3%	5%	\$232,409,500	\$124,172,800	\$ 29,449,590	
2	Atlantic Northern Ry.											
3	C., B. & Q. R. R.					10%			170,838,100		17,083,815	
4	C. G. W. R. R.	36,400.00	38,000	\$ 3,150								
5	C., M. & St. P. Ry.		343,000	86,100								
6	C. & N. W. Ry.					4%		7%	158,330,700	22,395,000	7,900,878	
7	C., St. P., M. & O. Ry.							5%		11,259,300	562,965	
8	C., R. I. & P. Ry.	122,800.00		\$ 517,477.50		5%		7% & 6%	74,358,000	54,549,400	7,285,085	
9	St. P. & K. C. S. L. R. R.											
10	D. R. I. & N. W. Ry.											
11	Great Northern Ry.		1,100		712,300			5%		248,972,850	12,447,355	
12	Illinois Central Ry.			208.33		7%		6%	131,176,050	23,219,000	\$ 10,575,453	
13	D. & S. C. R. R.											
14	Manchester & Oneida Ry.											
15	M. & St. L. R. R.	572,726.80										
16	Tabor & Northern Ry.											
17	Union Pacific R. R.					10%		4%	222,291,600	99,543,500	26,210,900	
18	Wabash Ry.			115,661.00	256,607			5%		71,538,400		3,576,920
	Total	\$ 785,426.80	\$ 408,800	\$ 632,346.83	\$ 1,058,157				\$889,403,950	\$655,650,250	\$100,940,588	\$ 14,152,373

TABLE 1—CAPITAL STOCK—Continued
PART 3—PURPOSE OF ISSUE AND CONSIDERATION RECEIVED FOR STOCKS ISSUED DURING YEAR

Number	Railway Companies	Par Value		Cash Received as Con- sideration for Issue		Cash Value of Other Property Acquired or Services Received as Consideration for Issue	
		Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry.						
2	Atlantic Northern Ry.						
3	Chicago, Burlington & Quincy R. R.						
4	Chicago Great Western R. R.						
5	Chicago, Milwaukee & St. Paul Ry.		\$ 4,200.00				\$ 4,200.00
6	Chicago & North Western Ry.						
7	Chicago, St. P., Minneapolis & Omaha Ry.	\$ 1,702,442.87				\$ 778,600.00	764,300.00
8	Chicago, Rock Island & Pacific Ry.	2,584.31				2,879.09	
9	St. Paul & Kansas City Short Line R. R.						
10	Davenport, Rock Island & Northwestern Ry.						
11	Great Northern Ry.						
12	Illinois Central R. R.		60,100.00		\$ 60,100.00		
13	Dubuque & Sioux City R. R.	2,827,700.00				2,827,700.00	
14	Manchester & Oneida Ry.						
15	Minneapolis & St. Louis R. R.	20,153.40		\$ 4,710.00		78,320.00	
16	Tabor & Northern Ry.						
17	Union Pacific R. R.						
18	Wabash Ry.	20,000.00	20,000.00			20,000.00	20,000.00
	Total	\$ 4,572,880.58	\$ 84,300.00	\$ 4,710.00	\$ 60,100.00	\$ 3,705,490.09	\$ 788,400.00

TABLE 2—UNMATURED FUNDED DEBT
PART 1—TOTAL UNMATURED FUNDED DEBT

Number	Railway Companies	Total par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally 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 nominally but not actually issued	Total par value re-acquired after issue and held alive at close of year
				In treasury	Pledged as collateral					
1	A. T. & S. F. Ry.	\$ 405,482,500.00	\$ 278,150,519.00	\$ 1,024,599.00		\$ 277,125,920.00	\$ 11,295,018.32	\$ 11,290,745.82	\$ 1,010,000	\$ 14,599.50
2	Atlantic Northern									
3	C., B. & Q. R. R.	283,915,000.00	251,602,000.00	10,448,000.00	\$ 18,250,000	222,904,000.00	9,126,458.33	8,866,110.00	28,123,000	575,000.00
4	C. G. W. R. R.	80,644,410.00	66,372,660.00	19,742,250.00	5,501,000	41,129,410.00	1,708,105.59	1,702,032.63	25,006,500	236,750.00
5	C., M. & St. P. Ry.	*553,990,500.00	534,743,500.00	55,844,200.00	112,759,700	366,139,600.00	16,958,571.00	7,734,685.00	166,670,200	1,933,700.00
6	C. & N. W. Ry.	341,500,200.00	341,500,200.00	15,163,000.00	48,360,000	277,977,200.00	12,956,358.13	12,831,255.63	63,273,000	250,000.00
7	C., St. P., M. & O. Ry.	49,853,000.00	46,919,400.00			46,919,400.00	2,513,550.02	2,517,780.50		
8	C., R. I. & P. Ry.	352,342,250.00	313,635,000.00	5,415,000.00	50,035,000	258,185,000.00	9,585,182.50	8,915,045.00	55,339,000	111,000.00
9	St. P. & K. C. S. L. R. R.	30,000,000.00	16,016,430.00			16,016,430.00	448,857.95	448,786.79		
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.	987,824,480.00	397,779,309.00	5,005,000.00	51,145,394	341,628,915.16	18,349,499.17	18,543,223.35	52,860,000	3,290,303.93
12	Ill. Central R. R.	534,491,700.00	388,846,672.00	252,000.00	16,942,000	371,652,672.00	15,922,955.03	16,260,429.87	17,057,000	137,000.00
13	D. & S. C. R. R.	9,798,074.76	8,023,074.76			8,023,074.76	360,222.96	360,222.96		
14	M. & O. Ry.	128,448.00	65,000.00			65,000.00	3,900.00	3,900.00		
15	M. & St. L. R. R.	153,633,250.00	50,054,769.91	318,044.12	4,662,000	45,074,725.79	2,016,452.65	122,158.00	4,980,000	44.12
16	Tabor & N. Ry.									
17	U. P. R. R.	372,322,000.00	268,318,000.00	14,098,000.00		254,220,000.00	11,170,583.14	11,127,460.11	14,098,000	
18	Wabash Ry.	154,036,825.00	112,046,008.00	669,018.00	1,037,924	110,339,066.00	5,479,860.33	5,499,127.52	508,938	1,198,004.00
	Total	\$4,309,962,646.76	\$3,074,072,542.67	\$ 127,979,111.12	\$308,693,018	\$2,637,400,413.71	\$117,895,575.15	\$106,222,963.18	\$428,925,638	\$7,746,491.55

*Excludes the following: The aggregate principal amount of bonds which at any time may be issued and outstanding under this indenture, is limited to an amount which, together with the other funded debt of the railway company in respect of which, bonds to be issued under this indenture are or must be set aside and reserved, shall not exceed three times the par value of the then outstanding capital stock of the railway company or of a successor corporation.

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Unmatured Funded Debt at Close of Year							Amount which no interest rate is given and in which interest is included	
		Amount Bearing Interest Rate of								
		3%	3 1/4%	4%	4 1/4%	4 1/2%	4 3/4%	5%		
1	A., T. & S. F. Ry.			\$ 246,929,500.00		\$ 18,523,420		\$ 11,673,000.00		
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.		\$ 50,449,000	99,223,000.00		30,000,000		40,000,000.00		
4	C., Gt. W. R. R.		500,000	35,485,000.00						
5	C., M. & St. P. Ry.		8,950,000	107,702,000.00		142,855,800		43,967,800.00	\$ 2,097,210	
6	C. & N. W. Ry.		45,994,000	45,554,000.00		28,752,000	\$ 18,632,000	87,352,000.00	9,900,000	
7	C., St. P., M. & O. Ry.		3,734,000				1,199,000	15,400,000.00		
8	C., R. I. & P. Ry.			166,053,000.00		53,195,000		34,617,000.00		
9	St. P. & K. C. S. L. R. R.					9,975,430				
10	D., R. I. & N. W. Ry.								\$6,041,000.00	
11	Great Northern Ry.			56,085,515.16	\$ 35,668,000	62,799,000		28,950,000.00	30,000,000	
12	Illinois Central R. R.	\$ 15,733,000	57,874,000	103,862,700.00		57,976,000	35,000,000	76,142,345.00	2,170,000	
13	D. & S. C. Ry.			4,093,074.76				3,930,000.00	\$6,000.00	
14	M. & O. Ry.									
15	M. & St. L. R. R.			23,472,000.00				16,936,955.88		
16	Tabor & Northern Ry.								\$902,369.91	
17	Union Pacific R. R.			165,848,000.00		35,522,000		26,182,000.00		
18	Wabash Ry.		3,173,000	8,455,000.00		6,252,000		72,241,420.00	13,974,000	
	Total	\$ 15,733,000	\$170,674,000	\$ 1,062,762,789.92	\$ 35,668,000	\$445,850,650	\$ 54,831,000	\$ 457,392,520.88	\$ 58,141,210	\$ 6,949,369.91

*No interest rate given.
\$902,375.00 interest included, balance \$94.91 no interest given.

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 3—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM AND AVERAGE FUNDED DEBT AND STOCKS PER MILE OF ROAD OWNED

Number	Railway Companies	Unmatured Funded Debt at Close of Year				Miles of road owned—single track	Average value un-matured funded debt per mile of road owned—single track	Total par value of common and preferred stock actually outstanding at close of year	Average value of common and preferred stock per mile of road owned—single track	Amount of receivers certificates actually outstanding at close of year
		Amount Bearing Interest Rate of			Total un-matured funded debt actually outstanding at close of year					
		6%	6 1/4%	7%						
1	Atchison, Topeka & Santa Fe Ry.				\$ 277,125,920.00	7,149.43	\$ 38,748	\$ 356,582,300.00	\$ 49,876	
2	Atlantic Northern Ry.				222,904,000.00	17.07		112,225.00	6,574	
3	Chicago, Burlington & Quincy R. R.	\$ 3,232,000			41,129,410.00	8,963.09	24,869	170,839,100.00	19,060	
4	Chicago Great Western R. R.	3,047,200			366,139,600.00	1,409.34	29,183	92,343,515.00	65,523	
5	Chicago, Milwaukee & St. Paul Ry.	52,764,000			277,977,200.00	10,182.67	35,947	233,251,800.00	22,907	
6	Chicago & North Western Ry.	17,616,200	\$ 19,077,000	\$ 15,000,000	46,919,400.00	8,389.24	33,135	180,832,100.00	21,555	
7	Chicago, St. P., Minn. & Omaha Ry.	26,206,400		380,000	258,185,000.00	1,673.97	28,029	29,816,000.00	17,811	
8	Chicago, Rock Island & Pacific Ry.	4,320,000			16,016,430.00	5,354.09	48,232	128,909,211.50	24,077	
9	St. Paul & Kansas City S. L. R. R.					345.27	46,388	232,200.00	672	
10	Dav., R. I. & Northwestern Ry.					46.80		3,000,000.00	64,102	
11	Great Northern Ry.	21,863,400	404,000	105,859,000	341,628,915.16	7,134.04	47,887	248,967,250.00	34,898	
12	Illinois Central R. R.	6,076,627	10,916,000	5,896,000	371,652,672.00	2,258.69	164,543	154,443,291.67	68,377	
13	Dubuque & Sioux City R. R.				8,023,074.76	760.89	10,544	11,759,500.00	15,455	
14	Manchester & Oneida Ry.	65,000			65,000.00	8.03	8,095	62,745.00	7,814	
15	Minneapolis & St. Louis R. R.	3,763,400			45,074,725.79	1,514.99	29,752	25,219,873.20	16,647	\$1,950,000
16	Tabor & Northern Ry.					8.79		32,200.00	3,663	
17	Union Pacific R. R.	20,000,000		6,668,000	254,220,000.00	3,700.14	68,705	321,835,100.00	86,979	
18	Wabash Ry.	6,243,646			110,339,066.00	1,952.68	56,506	138,120,609.00	70,734	
	Total	\$165,107,873	\$ 30,397,000	\$133,803,000	\$ 2,637,400,413.71	60,869.22	\$ 43,329	\$2,096,359,110.37	\$ 34,443	\$ 1,950,000

*Receivers certificates \$600,000 at 5% interest and \$1,350,000 at 6% interest.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 1—TOTAL EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Railway Companies	Total Expenditures During Year				Total Investment in Road and Equipment at Close of Year			Length of Road Owned—Single Track—Miles	Average Investment Per Mile of Road Owned—Single Track	
	Road	Equipment	General	Total	Leased Lines	Owued Lines	Total			
1	A., T. & S. F. Ry.	\$14,377,197.11	\$12,343,723.75	\$ 6,664.96	\$ 26,714,255.90	\$ 2,266,536.74	\$ 826,324,431.98	\$ 828,590,968.72	7,149.43	\$ 115,579.06
2	Atlantic Northern Ry.	4,601.69	1,240.12		5,841.81		149,025.82	149,025.82	17.07	8,730.28
3	C., B. & Q. R. R.	5,842,571.90	3,196,411.45	1,932,898.56	10,971,881.91		591,402,259.05	591,402,259.05	8,963.09	65,981.96
4	C., G. W. R. R.	512,926.94	1,064,564.22		1,577,491.16		127,559,878.59	127,621,394.87	1,409.34	90,554.01
5	C., M. & St. P. R. R.	6,207,557.34	*1,882,966.07	6,467.74	4,331,059.01	161,310.48	708,536,467.53	708,697,778.01	10,182.67	69,582.58
6	C. & N. W. Ry.	10,342,490.80	9,322,352.74	39,879.80	19,704,723.34	92,189.65	529,563,035.40	529,655,235.14	8,389.24	63,124.08
7	C., St. P., M. & O. Ry.	648,616.08	95,971.56		744,587.64		90,135,651.50	90,135,651.50	1,673.97	53,845.44
8	C., R. I. & P. Ry.	8,530,743.03	10,067,775.63	1,670.17	18,600,188.83	13,444,550.74	331,804,201.12	345,248,751.86	5,354.09	61,972.10
9	St. P. & K. C. S. L. R. R.	152,486.30	*68,526.24	*83.00	83,877.00		16,555,923.80	16,555,923.80	345.27	47,950.66
10	D., R. I. & N. W. Ry.	52,395.43	1,873.65		54,269.08		3,772,067.18	3,772,067.18	46.80	80,600.00
11	Gt. Northern Ry.	11,463,127.75	2,370,780.28	*225,142.98	13,608,765.05	132,407.81	494,491,313.55	494,623,721.36	7,134.04	69,314.35
12	Ill. Central R. R.	3,664,308.76	4,704,222.33	75,099.69	8,443,630.78		377,386,670.34	377,386,670.34	2,258.69	167,082.10
13	D. & S. C. R. R.	328,700.83		2,050.72	330,751.55		39,495,745.69	39,495,745.69	760.89	51,907.30
14	M. & O. Ry.	136.92	2,840.47		2,977.39		141,870.44	141,870.44	8.03	17,667.76
15	M. & St. L. R. R.	176,092.48	*38,916.23	*1.84	137,174.41	51,248.39	65,311,021.96	65,362,270.35	1,514.99	43,169.87
16	Tabor & Northern Ry.	188.10	*234.54		*46.44		93,630.13	93,630.13	8.79	10,651.89
17	U. P. R. R.	2,758,988.98	1,550,811.35	*147.67	4,309,952.66		416,574,246.36	416,574,246.36	3,700.14	112,583.37
18	Wabash Ry.	4,159,143.14	3,901,746.13		8,060,889.27		277,102,749.44	277,102,749.44	1,952.68	141,908.94
	Total	\$69,222,273.58	\$46,633,670.60	\$1,836,026.23	\$117,681,970.41	\$16,209,760.00	\$4,896,400,189.97	\$4,912,609,950.06	60,869.22	\$ 80,707.62

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA
PART 1—EXPENDITURES DURING YEAR AND AVERAGE PER MILE OF ROAD

Number	Railway Companies	Expenditures During Year				Length of Road Owned—Single Track—Miles—Iowa	Average Expenditure During Year Per Mile of Road Owned—Single Track—Iowa
		Road	Equipment	General	Total		
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,055,733.33			\$ 1,055,733.33	19.99	\$ 52,813.07
2	Atlantic Northern Ry.	4,601.69	\$ 1,240.12		5,841.81	17.07	342.22
3	Chicago, Burlington & Quincy R. R.	581,724.14		\$ 27,281.07	609,005.21	1,371.36	444.09
4	Chicago Great Western R. R.	269,538.22			269,538.22	770.59	349.78
5	Chicago, Milwaukee & St. Paul Ry.	529,891.27		80.60	529,971.87	1,858.98	285.08
6	Chicago & North Western Ry.	377,438.84		3,450.27	380,889.11	1,617.10	235.53
7	Chicago, St. Paul, Minneapolis & Omaha Ry.	29,529.79	4,261.13		33,790.92	74.26	456.38
8	Chicago, Rock Island & Pacific Ry.						
9	St. Paul & Kansas City Short Line R. R.	152,486.30	*68,526.24	*83.00	83,877.06	345.27	242.93
10	Davenport, Rock Island & Northwestern Ry.	51,797.41	1,249.10		53,046.51	34.54	1,535.79
11	Great Northern Ry.	44,685.99			44,685.99	77.86	573.92
12	Illinois Central R. R.						
13	Dubuque & Sioux City R. R.	326,081.07		2,007.59	328,088.66	715.78	456.96
14	Manchester & Oneida Ry.	136.92	2,840.47		2,977.39	8.03	372.02
15	Minneapolis & St. Louis R. R.	81,648.45	*20,263.63	*1.84	61,382.93	790.34	77.66
16	Tabor & Northern Ry.	188.10	*234.54		*46.44	8.79	*5.28
17	Union Pacific R. R.	13,628.93	4,521.21		18,150.14	2.48	7,318.74
18	Wabash Ry.						
	Total	\$ 3,519,110.45	\$ *74,912.43	\$ 32,734.69	\$ 3,476,932.71	\$ 7,712.44	\$ 450.82

*Credit.

TABLE 4—INCOME FOR THE YEAR—ENTIRE LINE
PART 1—OPERATING INCOME

Number	Railway Companies	Railway Operating		Net revenue from railway operations	Railway tax accruals	Uncollected railway revenues	Railway operating income	Miscellaneous operating income	Total operating income
		Revenues	Expenses						
1	Atchison, Topeka & Santa Fe Ry.	\$ 206,236,928.89	\$142,754,972.65	\$ 63,538,956.24	\$17,856,038.67	\$ 35,063.59	\$ 45,647,853.98		\$ 45,647,853.98
2	Atlantic Northern Ry.	35,376.25	36,543.92	*1,167.67	2,174.22		*3,341.89		*3,341.89
3	Chicago, Bur. & Quincy R. R.	156,320,453.81	111,917,503.16	44,402,950.65	11,676,577.62	51,393.26	32,674,979.77		32,674,979.77
4	Chicago Great Western R. R.	24,444,752.97	19,722,209.94	4,722,543.03	1,042,858.55	3,964.04	3,675,720.44		3,675,720.44
5	Chicago, Milwaukee & St. Paul Ry.	162,942,819.30	133,505,998.38	29,436,820.92	8,869,506.56	42,194.98	20,525,119.38		20,525,119.38
6	Chicago & North Western Ry.	150,132,959.69	116,994,267.10	33,138,692.59	9,783,807.24	33,461.67	23,321,423.68		23,321,423.68
7	Chicago, St. P., M. & O. Ry.	26,847,104.70	21,800,245.36	5,046,859.34	1,326,540.29	7,555.97	3,712,763.08		3,712,763.08
8	Chicago, Rock Island & Pacific Ry.	132,927,925.36	98,270,642.51	34,657,282.85	7,653,218.68	42,172.77	26,961,891.40		26,961,891.40
9	St. Paul & K. O. S. L. R. R.				58,852.65		*58,852.65		*58,852.65
10	Dav., R. I. & N. W. Ry.								
11	Great Northern Ry.	117,904,004.83	78,355,579.49	39,548,425.34	9,046,048.99	*227.54	30,502,603.89		30,502,603.89
12	Illinois Central R. R.	155,822,064.32	118,982,761.72	36,839,302.60	10,012,204.00	42,237.64	26,784,860.96		26,784,860.96
13	Dubuque & Sioux City R. R.								
14	Manchester & Oneida Ry.	32,184.63	20,581.70	11,602.93	1,276.13		10,326.80		10,326.80
15	Minneapolis & St. Louis R. R.	14,413,216.69	12,842,315.42	1,570,901.27	709,545.21	3,187.59	858,168.47		858,168.47
16	Tabor & Northern Ry.	29,088.36	21,491.47	7,596.89	1,133.12		6,463.77		6,463.77
17	Union Pacific R. R.	113,383,608.51	73,235,234.23	40,148,374.28	8,672,519.35	8,551.91	31,467,303.02	*23,780.86	31,443,522.16
18	Wabash Ry.	67,108,153.52	51,379,146.87	15,729,006.65	2,787,694.52	9,672.17	12,931,639.96		12,931,639.96
	Total	\$1,328,637,641.83	\$979,839,493.92	\$348,798,147.91	\$39,499,995.80	\$279,228.05	\$259,018,924.06	\$*23,780.86	\$258,995,143.20

*Deficit.

TABLE 4—INCOME FOR THE YEAR—ENTIRE LINE—Continued
PART 2—NON-OPERATING AND GROSS INCOME, NET INCOME AND NET RAILWAY OPERATING INCOME

Number	Railway Companies	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of income	Income transferred to profit and loss account	Net railway operating income
1	Atchison, Topeka & Santa Fe Ry.....	\$16,379,548.97	\$ 62,027,402.95	\$ 14,405,107.10	\$ 47,622,295.85	\$ 29,498,658.54	\$18,123,637.31	\$ 45,893,630.77
2	Atlantic Northern Ry.....	196.40	*3,145.49	956.84	*4,102.33		*4,102.33	*4,297.33
3	Chicago, Bur. & Quincy R. R.....	4,032,881.56	36,707,861.33	15,264,737.55	21,443,123.78	17,083,815.00	4,359,308.78	28,143,308.41
4	Chicago Great Western R. R.....	301,493.55	4,037,213.99	3,636,815.83	400,398.16		400,398.16	1,962,446.33
5	Chicago, Milwaukee & St. Paul Ry.....	1,982,982.84	22,508,162.22	28,828,378.66	*6,320,276.44	45,652.12	*6,365,928.56	14,072,934.50
6	Chicago & North Western Ry.....	3,738,609.08	27,060,032.76	17,133,969.95	9,926,062.81	7,900,878.00	2,025,184.81	20,257,693.52
7	Chicago, St. P., M. & O. Ry.....	577,641.26	4,290,404.34	3,970,519.41	319,884.93	562,965.00	*243,080.07	2,679,421.26
8	Chicago, Rock Island & Pacific Ry.....	3,417,689.83	30,379,581.23	18,425,545.02	11,954,036.21	7,285,085.00	4,668,951.21	21,927,423.87
9	St. Paul & K. C. S. L. R. R.....	448,857.95	448,857.95	448,857.95				
10	Dav., R. I. & N. W. Ry.....	74,851.95	15,999.30	15,999.30				6,656.58
11	Great Northern Ry.....	14,394,871.49	44,897,475.38	21,911,552.78	22,985,922.60	12,462,598.36	10,523,324.24	29,202,540.01
12	Illinois Central R. R.....	9,042,120.49	35,826,981.45	22,760,563.39	13,066,418.06		13,066,418.06	25,615,627.76
13	Dubuque & Sioux City R. R.....	897,083.80	897,083.80	636,762.19	260,321.61	260,321.61		
14	Manchester & Oneida Ry.....	651.68	10,978.48	4,501.86	6,476.62		6,476.62	9,724.94
15	Minneapolis & St. Louis R. R.....	285,881.00	1,144,049.47	3,208,242.86	*2,064,193.39		*2,064,193.39	184,693.73
16	Tabor & Northern Ry.....	68.00	6,531.77	3,831.85	2,699.92		2,699.92	5,268.42
17	Union Pacific R. R.....	24,555,363.56	55,968,885.72	17,065,039.84	38,903,845.88	26,210,900.00	12,692,945.88	27,574,669.01
18	Wabash Ry.....	2,661,863.38	15,593,503.34	10,829,893.11	4,763,610.23		4,763,610.23	9,611,677.23
	Total.....	\$82,852,656.79	\$ 341,847,799.99	\$ 178,581,275.49	\$ 163,266,524.50	\$ 101,310,673.63	\$61,955,650.87	\$ 227,143,419.01

*Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA
PART 1—YEAR ENDED DECEMBER 31, 1927 AND 1926—PER MILE OF ROAD OWNED

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—excluding U. S. government taxes—Iowa	Mileage owned—single track—Iowa	Mileage owned—single track—Entire line	Taxes per mile of road owned—single track—excluding U. S. government taxes—Iowa		Taxes per mile of road owned—single track including U. S. government taxes—Entire line	
		Other than U. S. government taxes	U. S. government taxes	Total				1927	1926	1927	1926
1	Atchison, Topeka & Santa Fe Ry.....	\$11,333,063.81	\$ 6,522,974.86	\$17,856,038.67	\$ 67,592.44	19.99	7,149.43	\$ 3,381.31	\$ 3,534.69	\$ 2,497.55	\$ 2,625.12
2	Atlantic Northern Ry.....	2,174.22		2,174.22	2,174.22	17.07	17.07	127.37	138.08	127.37	138.08
3	Chicago, Bur. & Quincy R. R.....	8,572,313.62	3,104,264.00	11,676,577.62	1,109,943.23	1,371.36	8,903.09	809.37	774.52	1,303.85	1,127.95
4	Chicago Great Western R. R.....	953,203.33	89,655.22	1,042,858.55	439,869.12	770.59	1,409.34	570.82	614.83	739.96	809.76
5	Chicago, Milwaukee & St. Paul Ry.....	8,956,949.15	*87,442.59	8,869,506.56	1,282,623.98	1,858.98	10,182.67	689.95	670.90	871.30	875.85
6	Chicago & North Western Ry.....	8,732,904.23	1,050,906.01	9,783,807.24	1,426,612.75	1,617.10	8,389.24	882.20	846.03	1,166.23	1,106.45
7	Chicago, St. P., M. & O. Ry.....	1,294,490.17	32,050.12	1,326,540.29	71,669.53	74.26	1,673.97	965.11	988.05	792.45	761.08
8	Chicago, Rock Island & Pacific Ry.....	5,860,728.98	1,792,489.70	7,653,218.68	1,432,897.47	2,181.55	5,609.36	656.82	660.83	1,342.83	1,268.09
9	St. Paul & K. C. S. L. R. R.....										
10	Dav., R. I. & N. W. Ry.....	58,852.65		58,852.65	33,456.95	34.54	46.80	968.34	937.99	1,257.53	1,217.68
11	Great Northern Ry.....	8,213,559.13	832,489.86	9,046,048.99	53,842.83	77.86	7,134.04	691.53	717.82	1,268.01	1,300.68
12	Illinois Central R. R.....	8,669,716.00	1,342,488.00	10,012,204.00			2,258.69			3,315.76	3,414.27
13	Dubuque & Sioux City R. R.....				484,000.00	715.78	760.89	676.18	705.52		
14	Manchester & Oneida Ry.....	1,276.13		1,276.13	1,276.13	8.03	8.03	158.92	152.72	158.92	152.72
15	Minneapolis & St. Louis R. R.....	755,462.35	*45,917.14	709,545.21	337,043.44	790.34	1,514.99	426.45	440.11	468.35	495.83
16	Tabor & Northern Ry.....	1,133.12		1,133.12	1,133.12	8.79	8.79	128.91	129.43	128.91	129.43
17	Union Pacific R. R.....	4,919,839.74	3,752,679.61	8,672,519.35	86,924.15	2.48	3,700.14	35,050.06	36,126.26	2,343.83	2,377.23
18	Wabash Ry.....	2,331,273.94	456,430.88	2,787,694.82	107,622.52	203.31	1,952.68	529.35	485.20	1,427.62	1,762.05
	Total.....	\$70,656,940.57	\$18,843,055.23	\$89,499,995.80	\$6,968,681.88	9,752.03	60,869.22	711.51	704.54	1,470.36	1,497.23

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT
PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Ry.	\$ 244,377,684.91	\$18,123,637.31	\$ 79,742.50	\$ 6,985.66	\$ 84,854.99	\$ 1,558,152.43		\$ 264,231,057.80
2	Atlantic Northern Ry.					5,841.81	2,658.19	\$ 21,516.29	30,016.29
3	Chicago, Bur. & Quincy R. R.	153,319,890.31	4,359,308.78	15,050.05		55,913.66	80,336.01		157,830,498.81
4	Chicago Great Western R. R.	9,145,765.04	400,308.16	612.78	8,486.74	3,564.49	86,286.65		9,645,113.86
5	Chicago, Milwaukee & St. Paul Ry.	5,963,932.27		502,914.28	12,758.21	150,553.12	64,024.29	1,257,418.28	7,951,600.45
6	Chicago & North Western Ry.	66,545,610.81	2,025,184.81	261,291.84	97,314.49	159,379.39	621,856.72		69,710,638.06
7	Chicago, St. P., M. & O. Ry.	5,940,259.66		24,731.25	6,182.46	9,418.07	12,706.87		5,993,298.31
8	Chicago, Rock Island & Pacific Ry.	23,099,780.15	4,668,951.21	15,529.52	4,325.96	232,854.99	3,441,680.18		31,463,122.01
9	St. Paul & K. C. S. L. R. R.			28.84		2,685.23		468,481.85	471,195.92
10	Dav., R. I. & N. W. Ry.						48.43	6,201.54	6,249.97
11	Great Northern Ry.	113,284,335.21	10,523,324.24	17,637.63	415.42	34,729.87	252,162.61		124,112,604.98
12	Illinois Central R. R.	69,482,903.80	13,066,418.06	217,551.82		18,300.14	17,614.26		82,802,788.08
13	Dubuque & Sioux City R. R.					126.11		379,552.50	379,678.61
14	Manchester & Oneida Ry.	1,934.45	6,476.62		.65				8,411.72
15	Minneapolis & St. Louis R. R.			*187.88	6,733.31	5,617.20	4,262.07	11,382,373.23	11,398,797.93
16	Tabor & Northern Ry.	7,772.23	2,699.92						10,472.20
17	Union Pacific R. R.	158,834,853.80	12,692,945.88	23,958.35	10,135.11	53,294.84	253,053.89		171,868,241.87
18	Wabash Ry.	38,400,748.90	4,763,610.23	250.29		255,645.42	14,150.12		43,434,404.96
	Total	\$ 888,405,471.59	\$70,632,955.22	\$ 1,159,111.27	\$ 153,338.01	\$ 1,072,779.33	\$ 6,408,992.72	\$13,515,543.69	\$ 981,348,191.83

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT—Continued
PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividend appropriation of surplus	Surplus appropriated for investment in physical property	Debit discount extinguished through surplus	Loss on retired road and equipment	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	A., T. & S. P. Ry.				\$ 84,854.99		\$ 119,410.42	\$ 544,103.56	\$263,482,688.83	\$ 264,231,057.80
2	Atlantic Northern Ry.	\$ 20,072.15	\$ 4,102.33		5,841.81					30,016.29
3	C., B. & Q. R. R.				55,913.66		1,593,853.27	646,435.73	155,534,296.15	157,830,498.81
4	C. G. W. R. R.				3,564.49	400.48	47,677.20	7,078.60	9,586,303.09	9,645,113.86
5	C., M. & St. P. Ry.		6,365,928.56		150,553.12	3,226.50	1,342,572.96	89,319.31		7,951,600.45
6	C. & N. W. Ry.				159,379.39	1,569,350.31	2,143,280.97	46,834.83	65,791,762.56	69,710,638.06
7	C., St. P., M. & O. Ry.		243,080.07		9,418.07		398,799.93	132,196.50	5,209,803.74	5,993,298.31
8	C., R. I. & P. Ry.				232,854.99	3,137,838.15	1,142,239.41	49,368.49	26,900,820.97	31,463,122.01
9	St. P. & K. C. S. L. R. R.	430,720.92			2,685.23		37,789.77			471,195.92
10	D., R. I. & N. W. Ry.	6,249.97								6,249.97
11	Great Northern Ry.			*7,585.54	192,555.37	161.95	861,692.14	7,163,721.36	115,886,888.62	124,112,604.98
12	Illinois Central Ry.			10,575,452.50	18,300.14		1,177,915.95	569,476.50	70,461,639.09	82,802,788.08
13	D. & S. C. R. R.	379,552.50			126.11					379,678.61
14	M. & O. Ry.								8,411.72	8,411.72
15	M. & St. L. R. R.	9,309,048.15	2,064,193.39		5,617.20		15,549.54	4,389.65		11,398,797.93
16	Tabor & Northern Ry.								10,472.20	10,472.20
17	Union Pacific R. R.				53,294.84	1,444,441.05	63,994.75	54,291.90	170,252,219.35	171,868,241.87
18	Wabash Ry.			3,576,920.00	255,645.42		47,514.74	16,874.86	39,537,449.94	43,434,404.96
	Total	\$10,145,643.69	\$8,677,304.35	\$14,159,958.04	\$1,230,604.83	\$6,155,448.44	\$8,992,294.06	\$9,324,091.29	\$922,662,847.16	\$ 981,348,191.83

*Surplus applied to sinking and other reserve funds.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE
PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Revenue from							
		Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train
1	Atchison, Topeka & Santa Fe Ry.....	\$ 150,943,614.32	\$ 38,278,584.29	\$ 413,371.59		\$ 59,415.57	\$ 4,699,480.70	\$ 6,089,969.52	\$ 1,378,427.83
2	Atlantic Northern Ry.....	31,479.55	1,558.80	5.24			1,062.50	811.32	
3	Chicago, Bur. & Quincy R. R.....	118,497,414.02	22,058,572.19	194,518.34		4,076.43	3,739,043.90	4,141,537.08	670,907.07
4	Chicago Great Western R. R.....	19,189,732.40	3,248,333.34	25,013.78		17,723.44	405,021.13	613,555.47	42,021.44
5	Chicago, Milwaukee & St. Paul Ry.....	127,804,440.00	19,212,551.20	161,789.90	\$ 1,177,381.45	75,414.09	3,007,788.33	4,014,894.57	192,011.98
6	Chicago & North Western Ry.....	108,330,428.43	25,183,382.18	177,037.25		208,236.39	2,790,495.69	4,480,025.53	668,473.85
7	Chicago, St. P., M. & O. Ry.....	20,071,438.70	4,647,981.65	45,047.35		17,018.25	486,948.31	662,475.89	100,838.30
8	Chicago, Rock Island & Pacific Ry.....	99,556,239.01	21,866,085.63	173,489.46		38,182.58	2,518,209.27	3,155,470.18	495,266.47
9	Dav., R. I. & N. W. Ry.....								
10	Great Northern Ry.....	94,405,029.88	12,716,615.99	125,314.48	18,199.32	87,025.49	2,862,732.91	2,145,868.13	74,900.51
11	Illinois Central R. R.....	121,455,679.21	23,114,970.67	122,753.35		66,125.91	2,190,384.08	3,503,895.69	552,696.73
12	Manchester & Onida Ry.....	28,620.47	1,581.28	23.14			859.86	561.51	
13	Minneapolis & St. Louis R. R.....	12,589,120.11	1,054,144.38	8,266.48			288,252.65	247,430.56	4,734.14
14	Tabor & Northern Ry.....	22,809.87	131.25				745.14	756.11	
15	Union Pacific R. R.....	88,165,831.17	15,581,061.88	205,593.05		2,333.00	2,768,422.90	2,343,320.29	743,946.23
16	Wabash Ry.....	53,992,504.52	8,153,605.96	62,463.50		19,667.93	785,579.86	1,538,874.08	63,331.54
	Total.....	\$ 1,015,084,381.66	\$ 195,119,160.69	\$ 1,714,686.91	\$ 1,195,580.77	\$ 506,109.68	\$26,545,027.14	\$33,539,445.93	\$ 4,987,556.09

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Total rail line transportation revenue	Incidental Operating Revenue		
		Revenue from					Dining and buffet	Hotel and restaurant	Station, train and boat privileges
		Milk	Switching	Special service train	Other freight train				
1	Atchison, Topeka & Santa Fe Ry.....		\$ 1,476,487.78	\$ 82,049.81	\$ 9,022.23	\$ 204,030,423.64			\$ 586,092.39
2	Atlantic Northern Ry.....	\$ 307.75				35,225.16			
3	Chicago, Bur. & Quincy R. R.....	1,070,040.37	2,490,994.48	55,623.23	2,623.95	152,925,351.06	\$ 922,648.03	\$ 81,867.83	46,075.99
4	Chicago Great Western R. R.....	230,516.46	257,070.19	4,375.00	325.00	24,033,687.65	95,651.76	4,066.33	9,263.49
5	Chicago, Milwaukee & St. Paul Ry.....	1,251,866.94	3,368,324.39	46,374.57	11,974.91	160,334,812.93	778,612.80	20,118.11	88,517.23
6	Chicago & North Western Ry.....	2,336,081.97	2,721,452.61	61,826.29	88,800.55	147,046,230.65	813,309.95		170,423.37
7	Chicago, St. P., M. & O. Ry.....	253,421.48	201,476.52	6,124.59	389.03	26,494,060.07	111,558.26	8,330.04	8,634.99
8	Chicago, Rock Island & Pacific Ry.....	521,677.01	1,387,267.22	33,931.06	7,737.50	129,753,555.39	776,984.04	27,153.17	181,019.58
9	Dav., R. I. & N. W. Ry.....		125,281.30			125,281.30			1,094.13
10	Great Northern Ry.....	589,195.11	964,833.50	43,749.45	2,624.84	114,035,489.61	719,108.46	72,731.06	13,131.74
11	Illinois Central R. R.....	518,814.14	1,700,587.03	46,433.47		153,272,340.28	711,349.79	244,838.90	234,874.52
12	Manchester & Onida Ry.....		240.00			31,886.26			
13	Minneapolis & St. Louis R. R.....		145,275.09	5,227.00		14,342,450.41		2,807.81	2,473.39
14	Tabor & Northern Ry.....	467.61	3,738.00			28,647.98			
15	Union Pacific R. R.....	382,182.34	545,194.26	23,406.95		110,761,292.07	981,667.59	853,433.36	62,205.34
16	Wabash Ry.....	135,265.33	1,309,223.38	15,710.25	23,194.37	66,099,420.72	307,058.43	1,428.57	21,025.54
	Total.....	\$ 7,289,838.51	\$16,697,445.75	\$ 424,831.67	\$ 146,092.38	\$ 1,303,340,155.18	\$ 6,217,949.11	\$ 1,316,775.18	\$ 1,424,931.70

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued
PART 3—INCIDENTAL OPERATING REVENUE—Continued

Number	Railway Companies	Incidental Operating Revenues							
		Parcel room	Storage		Demurrage	Telegraph and telephone	Grain elevators	Stock yard	Power
			Freight	Baggage					
1	Atchison, Topeka & Santa Fe Ry.....	\$ 4,747.20	\$ 72,970.15	\$ 33,046.77	\$ 329,437.95	\$ 365,228.15		\$ 123,740.22	\$ 7,672.44
2	Atlantic Northern Ry.....		16.09		135.00				
3	Chicago, Bur. & Quincy R. R.....	9,360.10	55,078.99	11,243.87	306,749.13	238,530.55		281,942.35	34,422.68
4	Chicago Great Western R. R.....	256.45	22,620.17	926.06	47,353.00	1,042.97			4,170.27
5	Chicago, Milwaukee & St. Paul Ry.....	503.20	71,529.40	12,639.00	464,460.40	92,837.68		58,230.83	34,138.07
6	Chicago & North Western Ry.....	53,342.40	86,045.84	18,168.10	450,603.18			25,723.79	
7	Chicago, St. P., M. & O. Ry.....	1,892.68	21,094.90	731.42	60,401.16				
8	Chicago, Rock Island & Pacific Ry.....	29,404.71	58,180.51	16,140.46	339,248.75	29,636.70		55,152.09	7,672.44
9	Dav., R. I. & N. W. Ry.....	379.20	489.19		5,952.46				
10	Great Northern Ry.....	30,527.05	67,547.97	17,570.24	161,644.19	177,004.13			
11	Illinois Central R. R.....	42,302.20	99,532.25	13,667.61	395,107.00				
12	Manchester & Onida Ry.....		1.37		297.00				
13	Minneapolis & St. Louis R. R.....	.90	4,827.26	115.98	34,003.53	1,192.47			
14	Tabor & Northern Ry.....		10.86		112.00	317.52			
15	Union Pacific R. R.....	769.69	17,533.53	12,690.30	151,484.54	143,602.75			8,072.44
16	Wabash Ry.....	1,630.47	22,050.74	996.20	205,329.98				4,170.29
	Total.....	\$ 175,116.25	\$ 599,529.22	\$ 137,936.01	\$ 2,952,328.27	\$ 1,049,392.92		\$ 544,789.28	\$ 100,318.63

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued
PART 4—INCIDENTAL OPERATING REVENUE—Continued—AND JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue			Joint Facility Revenue			Total railway operating revenues
		Rent of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total joint facility operating revenue	
1	Atchison, Topeka & Santa Fe Ry.....	\$ 65,025.58	\$ 544,820.72	\$ 2,132,781.57	\$ 247,519.92	\$ 116,796.24	\$ 130,723.68	\$ 206,293,928.89
2	Atlantic Northern Ry.....			151.09				35,376.25
3	Chicago, Bur. & Quincy R. R.....	153,419.84	353,543.70	2,494,883.06	921,945.69	21,726.00	900,219.69	156,320,453.81
4	Chicago Great Western R. R.....	13,366.28	39,699.00	238,515.78	186,008.84	13,454.30	172,549.54	24,444,752.97
5	Chicago, Milwaukee & St. Paul Ry.....	134,551.05	358,601.98	2,114,808.75	504,291.62	1,094.00	503,197.62	162,942,819.30
6	Chicago & North Western Ry.....	327,437.98	1,124,101.07	3,069,155.68	40,722.64	23,149.28	17,573.36	150,132,959.69
7	Chicago, St. P., M. & O. Ry.....	8,340.59	34,216.65	255,200.69	121,428.08	23,584.14	97,843.94	26,847,104.70
8	Chicago, Rock Island & Pacific Ry.....	73,283.96	180,341.02	1,774,217.43	1,425,687.41	25,534.87	1,400,152.54	132,927,925.36
9	Dav., R. I. & N. W. Ry.....	2,249.36	1,300.05	11,464.39		136,745.69	*136,745.69	
10	Great Northern Ry.....	187,757.39	2,172,739.87	3,619,762.10	306,892.23	58,139.11	248,753.12	117,904,004.83
11	Illinois Central R. R.....	92,812.31	687,411.60	2,521,896.18	104,127.05	76,299.19	27,827.86	155,822,064.32
12	Manchester & Onida Ry.....			298.37				32,184.63
13	Minneapolis & St. Louis R. R.....	1,091.70	12,396.28	58,909.32	11,922.25	65.29	11,856.96	14,413,216.69
14	Tabor & Northern Ry.....			440.38				29,088.36
15	Union Pacific R. R.....	50,895.34	145,357.06	2,427,711.94	224,848.52	30,244.02	194,604.50	113,363,608.51
16	Wabash Ry.....	15,891.23	133,969.67	713,551.12	295,783.62	601.94	295,181.68	67,108,153.52
	Total.....	\$ 1,126,122.61	\$ 5,788,558.67	\$ 21,433,747.85	\$ 4,391,172.87	\$ 527,434.07	\$ 3,863,738.80	\$ 1,328,637,641.83

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE
PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Revenue from								
		Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mall	Express	Other passenger train	Milk
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,114,909.39	\$ 292,363.30	\$ 2,954.08		\$ 168.92	\$ 40,837.21	\$ 61,248.68	\$ 13,162.45	
2	Atlantic Northern Ry.	31,479.55	1,558.80	5.24			1,062.50	811.32		\$ 307.75
3	Chicago, Bur. & Quincy R. R.	12,341,895.18	2,996,808.08	27,235.94			869,327.71	748,375.76	79,249.89	244,119.67
4	Chicago Great Western R. R.	9,880,285.41	1,778,248.75	15,126.85		6,788.26	215,507.28	322,358.08	17,695.74	78,619.60
5	Chicago, Milwaukee & St. Paul Ry.	23,663,980.54	2,493,617.16	23,879.37	\$ 169,839.67	2,759.78	458,351.75	696,238.72	7,628.16	134,780.75
6	Chicago & North Western Ry.	23,180,943.76	5,628,167.01	55,129.13		19,801.48	850,264.01	1,080,689.90	193,989.41	141,772.42
7	Chicago, St. P., M. & O. Ry.	1,798,849.69	353,743.12	3,442.08		1,384.54	36,725.89	50,279.54	8,171.25	38,569.16
8	Chicago Rock Island & Pacific Ry.	20,912,196.96	5,283,688.55	50,758.47		774.86	686,369.58	765,548.14	86,507.02	139,582.53
9	Dav., R. I. & N. W. Ry.									
10	Great Northern Ry.	808,039.12	33,506.35	332.11			17,739.92	5,194.99	135.92	8,900.12
11	Illinois Central R. R.	7,861,374.26	1,447,856.34	8,283.31		2,623.46	221,855.32	294,296.98	18,425.10	47,772.21
12	Manchester & Onida Ry.	25,620.47	1,581.28	23.14			859.86	561.51		
13	Minneapolis & St. Louis R. R.	5,645,158.07	457,316.04	4,489.99			145,480.36	112,964.95	1,525.52	
14	Tabor & Northern Ry.	22,809.87	131.25				745.14	756.11		467.61
15	Union Pacific R. R.	136,042.21	15,698.69	231.95			4,711.85	2,343.32	240.24	6.53
16	Wabash Ry.	1,045,747.71	224,578.24	1,726.65			57,458.99	29,935.72	3,506.67	17,194.12
	Total	\$ 108,472,332.19	\$ 21,011,862.96	\$ 193,618.31	\$ 169,839.67	\$ 34,292.30	\$ 3,607,297.37	\$ 4,171,603.67	\$ 430,237.37	\$ 851,892.47

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued
PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Revenue from			Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage	
		Switching	Special service train	Other freight train						Freight	Baggage
1	Atchison, Topeka & Santa Fe Ry.	\$ 709.20		\$ 88.89	\$ 1,526,442.19			\$ 3,774.71	\$ 194.70	\$ 173.06	\$ 108.06
2	Atlantic Northern Ry.				35,225.16					16.09	
3	Chicago, Bur. & Quincy R. R.	141,766.83	\$ 8,883.78	16.38	17,457,679.22	\$ 93,040.91		8,182.34	1,196.65	8,347.05	1,352.19
4	Chicago Great Western R. R.	84,745.37	\$ 3,178.30	20.00	12,402,574.19	43,469.39		5,288.16	180.85	5,445.82	561.65
5	Chicago, Milwaukee & St. Paul Ry.	162,767.64	\$ 9,924.51	554.78	27,823,313.83	59,082.42		14,270.05	95.40	8,965.27	708.25
6	Chicago & North Western Ry.	189,543.71	\$ 3,981.92	75,848.33	31,420,131.08	276,700.14		12,481.42	462.60	10,944.36	1,804.44
7	Chicago, St. P., M. & O. Ry.	9,288.97	743.68		2,300,997.92	8,865.44		355.37		439.54	58.50
8	Chicago Rock Island & Pacific Ry.	102,303.76	7,605.82		28,035,235.69	176,392.42		33,130.93	79.32	15,093.18	3,798.02
9	Dav., R. I. & N. W. Ry.	74,821.32			74,821.32			740.82	274.80	357.38	
10	Great Northern Ry.	29,280.24	416.25		903,545.02			94.10	233.70	337.00	41.82
11	Illinois Central R. R.	100,709.25	4,642.69		10,007,838.92	46,788.65		9,117.53	75.20	4,018.21	468.12
12	Manchester & Onida Ry.	240.00			31,886.26					1.37	
13	Minneapolis & St. Louis R. R.	52,817.75	3,763.14		6,423,515.82			1,050.08	.90	2,106.14	79.50
14	Tabor & Northern Ry.	3,738.00			28,647.98					10.86	
15	Union Pacific R. R.	545.19			162,819.98	981.67	\$ 853.43	62.21	.77	17.53	12.69
16	Wabash Ry.	8,634.95	1,147.50	725.25	1,390,655.80	8,427.92		1,484.96	8.30	435.88	5.16
	Total	\$ 961,812.18	\$ 43,288.14	\$ 77,253.63	\$ 140,025,330.31	\$ 713,748.96	\$ 853.43	\$ 90,032.68	\$ 2,903.19	\$ 56,699.64	\$ 9,088.40

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued
PART 3—INCIDENTAL OPERATING REVENUE—Continued—JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue					Total incidental operating revenue	Joint Facility Revenue			Total railway operating revenues
		Demurrage	Telegraph and telephone	Stock yard	Rents of buildings and other property	Miscellaneous		Credit	Debit	Total joint facility operating revenue	
1	Atchison, Topeka & Santa Fe Ry.....	\$ 2,734.00	\$ 256.02		\$ 330.44	\$ 32,541.85	\$ 40,113.74				\$ 1,566,555.86
2	Atlantic Northern Ry.....	135.00					151.00				35,376.25
3	Chicago, Bur. & Quincy R. R.....	39,798.86	27,957.61		10,992.79	39,825.21	230,693.61	\$ 43,332.51	\$ 15,827.92	\$ 27,504.59	17,715,877.42
4	Chicago Great Western R. R.....	14,259.00	732.80		2,343.72	13,709.64	85,991.03	97,931.02	7,083.68	90,847.34	12,579,412.56
5	Chicago, Milwaukee & St. Paul Ry.....	52,129.94	13,475.56	\$ 641.70	5,387.02	21,730.61	176,476.22	182,969.19	253.16	182,716.03	28,182,506.08
6	Chicago & North Western Ry.....	42,840.00			36,429.26	60,580.49	442,332.71	22,982.06	12,755.02	10,227.04	31,872,690.83
7	Chicago, St. P., M. & O. Ry.....	4,567.00			10.00	6,634.07	20,929.92	9,622.18	4,074.62	5,547.56	2,327,475.40
8	Chicago Rock Island & Pacific Ry.....	66,887.30	8,426.53	11,915.85	13,980.70	24,221.24	353,925.49	3,690.29	4,470.31	*780.02	28,388,381.16
9	Dav., R. I. & N. W. Ry.....	2,611.86			2,249.36	1,232.55	7,566.77		82,388.09	*82,388.09	
10	Great Northern Ry.....	1,272.00	401.93		4,940.04	1,464.55	8,785.14	13.07	18,796.26	*18,783.19	893,546.97
11	Illinois Central R. R.....	19,342.00			2,552.44	8,175.77	90,537.92	869.69	139.21	730.48	10,009,107.32
12	Manchester & Onelda Ry.....	297.00					298.37				32,184.63
13	Minneapolis & St. Louis R. R.....	11,765.38	1,014.88		381.37	3,837.93	20,236.18	14.36	33.04	*18.68	6,443,733.32
14	Tabor & Northern Ry.....	112.00	317.52				440.38				29,088.36
15	Union Pacific R. R.....	151.48	143.60	8.07	50.90	145.36	2,427.71	224.85	30.24	194.61	165,442.30
16	Wabash Ry.....	1,965.92			6.97	1,792.97	14,128.08	42,718.06		42,718.06	1,447,501.94
	Total.....	\$260,868.74	\$52,726.45	\$12,565.62	\$79,655.01	\$215,892.24	\$ 1,495,034.36	\$404,367.23	\$145,851.55	\$258,515.73	\$ 141,778,880.40

*Debit.

TABLE 7—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—ENTIRE LINE

Number	Railway Companies	Maintenance of		Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment—credit	Grand total railway operating expenses	Operating ratio—per cent
		Way and structures	Equipment							
1	A., T. & S. F. Ry.....	\$ 33,538,298.76	\$ 40,916,914.89	\$ 4,788,823.29	\$ 59,610,652.42	\$ 125,643.00	\$ 4,918,122.30	\$1,143,482.01	\$142,754,972.65	69.20
2	Atlantic Northern Ry.....	17,141.54	2,465.34	538.14	14,930.47		1,468.43		36,543.92	103.30
3	C., B. & Q. R. R.....	23,668,877.97	26,486,674.60	3,161,990.50	53,508,271.98	1,576,228.17	4,407,381.46	886,921.52	111,917,503.16	71.60
4	Chicago Great Western R. R.....	3,374,709.92	4,639,131.91	933,888.33	9,952,921.21	162,352.72	692,437.25	33,181.40	19,722,209.94	80.68
5	C., M. & St. P. Ry.....	27,944,844.87	35,615,376.53	3,849,551.48	60,589,389.11	1,222,441.86	4,589,698.05	305,303.52	133,505,998.38	81.93
6	C. & N. W. Ry.....	22,230,790.83	29,389,959.05	2,487,715.86	58,118,912.92	1,088,549.53	4,238,657.21	560,318.30	116,994,267.10	77.93
7	C., St. P., M. & O. Ry.....	4,273,991.69	4,890,233.92	413,805.02	11,207,906.40	150,078.56	914,749.91	50,520.14	21,890,245.36	81.20
8	C., R. I. & P. Ry.....	17,353,447.29	26,708,400.39	2,772,855.60	48,074,081.89	1,061,401.46	3,760,459.96	1,460,004.08	98,270,642.51	73.93
9	D., R. I. & N. W. Ry.....	101,533.38	23,663.54	260,005.46	260,005.46		9,408.63		394,611.01	288.57
10	Great Northern Ry.....	14,812,273.57	20,094,411.45	2,645,367.41	37,446,431.26	1,456,022.34	2,676,388.97	775,315.51	78,355,579.49	66.46
11	Illinois Central R. R.....	18,280,414.20	37,311,203.63	3,064,165.23	55,277,536.24	1,152,161.62	4,186,227.65	288,946.85	118,982,761.72	76.36
12	M. & O. Ry.....	7,938.78	816.28	1,230.57	10,098.00		498.07		20,581.70	63.95
13	M. & St. L. R. R.....	2,226,011.31	3,144,561.98	429,315.41	6,510,113.75	2,531.87	545,934.63	16,153.53	12,842,315.42	89.10
14	Tabor & Northern Ry.....	7,937.73	2,707.67	448.36	9,835.50		562.21		21,491.47	73.88
15	Union Pacific R. R.....	12,766,418.52	22,530,503.12	2,099,705.88	29,988,980.47	2,098,854.24	3,756,750.98	5,978.98	73,235,234.23	64.59
16	Wabash Ry.....	9,340,819.52	11,880,995.35	1,969,161.07	25,924,498.81	404,023.14	2,193,047.57	333,308.59	51,379,146.87	76.56
	Total.....	\$189,945,449.88	\$263,638,019.65	\$28,618,512.15	\$456,499,565.89	\$10,500,288.51	\$36,891,793.23	\$5,859,524.43	\$960,234,104.93	73.78

TABLE 7A—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—WITHIN THE STATE

Number	Railway Companies	Maintenance of		Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment—credit	Grand total railway operating expenses	Operating ratio—per cent
		Way and structures	Equipment							
1	A., T. & S. F. Ry.	\$ 376,496.34	\$ 369,670.21	\$ 38,177.77	\$ 676,284.21		\$ 56,771.64	\$ 6,567.14	\$ 1,510,833.06	96.44
2	Atlantic Northern Ry.	17,141.54	2,465.34	538.14	14,930.47		1,468.43		36,543.92	103.30
3	C., B. & Q. R. R.	3,381,672.68	3,298,170.54	462,397.14	6,718,262.06	\$ 150,851.53	604,668.11	102,865.16	14,513,066.89	81.93
4	Chicago Great Western R. R.	1,776,784.78	2,442,502.95	491,665.88	5,240,213.02	85,478.71	364,568.21	17,470.01	10,383,743.54	82.55
5	C., M. & St. P. Ry.	4,598,277.53	6,648,097.82	697,804.54	9,899,516.08	80,581.68	823,416.80	31,677.30	22,716,017.15	80.60
6	C. & N. W. Ry.	4,565,108.61	7,069,252.95	594,518.15	11,069,178.27	377,841.18	871,495.84	139,009.35	24,408,385.65	76.58
7	C., St. P., M. & O. Ry.	184,024.48	356,305.29	28,709.08	794,104.34	9,143.90	61,302.57	3,307.34	1,430,282.32	61.45
8	C., R. I. & P. Ry.	4,075,610.73	6,090,904.90	676,846.66	10,590,711.74	230,917.55	910,855.92	276,364.81	22,299,482.69	78.55
9	D., R. I. & N. W. Ry.	70,843.68	13,801.13	112,412.27			4,952.56		202,000.64	245.19
10	Great Northern Ry.	149,950.06	184,860.42	27,178.54	327,983.95		27,115.74	770.03	716,318.68	80.17
11	Illinois Central R. R.	1,751,240.46	2,920,142.44	294,990.02	4,441,534.01	81,066.20	425,667.73	17,404.06	9,897,236.80	98.00
12	M. & O. Ry.	7,938.78	816.28	1,230.57	10,098.00		498.07		20,581.70	63.95
13	M. & St. L. R. R.	1,133,624.34	1,612,452.27	221,519.50	3,085,261.36		254,489.95	7,037.47	6,250,309.95	97.00
14	Tabor & Northern Ry.	7,937.73	2,707.67	448.36	9,835.50		562.21		21,491.47	73.88
15	Union Pacific R. R.	39,856.76	70,340.23	6,555.28	98,625.60	6,552.62	11,728.58	18.67	228,640.40	138.20
15	Wabash Ry.	407,294.81	391,930.14	81,751.45	987,508.31	8,329.67	105,405.61	493.51	1,981,726.48	136.91
	Total	\$22,548,803.31	\$31,474,420.58	\$ 3,736,653.35	\$53,909,046.91	\$ 1,030,763.04	\$ 4,524,967.97	\$ 602,984.85	\$116,616,670.31	82.25

TABLE 8—SECURITIES HELD AS INVESTMENTS
PART 1—SECURITIES OF NON-CARRIER AND CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Non-Carrier Companies				Carrier Companies			
		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	A., T. & S. F. Ry.	\$ 4,198,000.00	\$ 200,000.00	\$10,204,002.69	\$ 4,890,680.72	\$ 67,452,600.00	\$ 63,117,205.45	\$ 115,378,649.17	\$ 84,553,638.16
2	C., B. & Q. R. R.			4,831,787.33	5,099,072.91	36,007,066.66	22,924,187.16	11,818,764.47	8,902,549.18
3	Chicago Great Western R. R.	36,000.00	160,000.00	720,000.00	800,000.00	45,029,285.00	12,197,824.42	333,949.62	388,850.43
4	C., M. & St. P. Ry.			12,262,277.18	12,087,576.48	482,833.33	602,333.33	11,271,058.60	4,433,722.67
5	C. & N. W. Ry.			4,360,000.00	260,000.00			31,509,982.64	25,585,482.01
6	C., St. P., M. & O. Ry.							848,900.00	330,500.00
7	C., R. I. & P. Ry.	3,142,838.08	392,840.08	1,509,455.62	1,847,478.38	39,506,691.67	40,774,011.81	19,975,614.36	10,063,464.74
8	Great Northern Ry.			5,425,500.00	5,220,540.59	113,049,400.00	138,585,326.82	82,791,408.29	71,979,461.92
9	Illinois Central R. R.			15,947,675.00	16,680,802.00	42,682,000.00	34,698,402.48	62,104,641.44	54,892,559.18
10	Dubuque & S. C. R. R.							6,000,000.00	2,836,440.63
11	M. & St. L. R. R.	40,700.00	265,834.82			306,500.00	.02	103,600.00	103,600.00
12	Union Pacific R. R.			14,465,667.37	12,783,169.18	4,000,000.00	3,890,000.00	246,239,174.70	213,735,413.50
13	Wabash Ry.					3,549,133.00	1,183,338.00	12,272,974.00	6,885,938.00
	Total	\$ 7,407,538.08	\$ 1,018,674.90	\$69,726,365.19	\$69,729,320.26	\$ 352,064,509.66	\$ 317,972,629.49	\$ 600,648,717.29	\$ 484,491,620.42

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS IN SECURITIES MADE DURING YEAR

Number	Railway Companies	Non-affiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged		Par value of securities acquired	Book value at close of year	Cost
		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	Atchison, Topeka & Santa Fe Ry.	\$ 24,734.90	\$ 44,141.00	\$ 23,373,984.22	\$ 23,422,217.19	\$ 31,794,826.42	\$ 31,299,806.40	\$ 31,299,806.40
2	Chicago, Burlington & Quincy R. R.			15,569,080.05	15,579,499.04	15,938,443.80	15,982,354.31	15,982,354.31
3	Chicago Great Western R. R.	12,500.00	1.00	2,083,877.23	2,116,566.89	1,824,000.78	1,854,147.00	1,319,907.45
4	Chicago, Milwaukee & St. Paul Ry.			604,041.85	603,963.22	60,004.05	180,964.26	183,721.55
5	Chicago & North Western Ry.			4,881,500.00	4,584,029.34	1,978,800.00	1,903,451.93	2,047,789.16
6	Chicago, St. Paul, Minn. & Omaha Ry.			5,659.27	5,660.51	9,000.00	4,002.48	9,074.80
7	Chicago, Rock Island & Pacific Ry.			1,117,176.19	698,631.19	1,728,352.11	1,767,842.35	229,171.11
8	Great Northern Ry.	1,625,000.00	1,619,761.25	3,525,764.47	3,694,181.16	1,764,032.39	1,637,966.01	1,626,364.21
9	Illinois Central R. R.			6,165,745.24	6,204,668.85	5,272,328.95	5,321,482.07	5,321,482.07
10	Dubuque & Sioux City R. R.			670.00	1.00	633,000.00	592,865.50	592,865.50
11	Minneapolis & St. Louis R. R.							
12	Union Pacific R. R.	26,000,000.00	25,068,949.25	116,506,107.54	116,376,368.01	25,330,179.87	25,335,798.31	25,335,798.31
13	Wabash Ry.	11,565,950.00	23,292,118.00	416,901.00	403,666.00	14,786,134.00	24,182,704.00	24,182,704.00
	Total	\$39,228,184.90	\$49,964,970.50	\$ 174,249,507.06	\$ 173,689,452.40	\$ 101,119,102.37	\$ 110,063,384.62	\$ 108,131,038.87

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 3—SECURITIES DISPOSED OF DURING YEAR AND SECURITIES OWNED OR CONTROLLED AND LONG TERM DEBT CANCELLED

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled			Stocks and Long Term Debt Retired or Cancelled During Year	
		Par value	Book value	Selling price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which carried on respondent or subsidiary's books at close of year	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.	\$45,668,176.69	\$43,845,876.97	\$45,267,068.36	\$19,322,783.44	\$14,318,707.82	\$22,543,697.82	April, 1927	\$ 53,000.00
2	Chicago, Burlington & Quincy R. R.	8,732,988.67	8,779,621.86	8,782,421.86	14,300.00	14,300.00	14,300.00	Various	17,991,000.00
3	Chicago Great Western R. R.	1,748,993.98	1,760,711.50	1,837,695.72				Various	1,314,298.32
4	Chicago, Milwaukee & St. Paul Ry.	1,363,117.55	1,363,117.55	825,626.80	1,452,700.00	1,452,700.00	1,452,700.00	Various	3,306,500.00
5	Chicago & North Western Ry.	67,500.00	66,993.90	66,850.00				Various	4,847,430.00
6	Chicago, St. P., Minn. & Omaha Ry.	5,000.00	5,021.09	5,000.00				Various	412,800.00
7	Chicago, Rock Island & Pacific Ry.	2,587,414.42	593,404.15	1,625,027.34				Various	10,230,000.00
8	St. P. & K. C. S. L. R. R.							Various	122,705.00
9	Great Northern Ry.	13,068,882.56	7,353,182.71	2,891,701.84	9,223,536.33	4,986,466.92	4,986,467.92	Various	30,688,300.00
10	Illinois Central R. R.	5,555,559.14	5,604,712.26	5,604,634.18	36,103,255.67	25,149,737.03	25,345,860.52	Various	22,622,062.40
11	Dubuque & Sioux City R. R.	365,000.00	332,284.00	369,064.86				Various	376,950.00
12	Minneapolis & St. Louis R. R.							Various	28,243,760.00
13	Union Pacific R. R.	14,622,630.82	14,529,655.67	14,777,723.82	17,435,025.00	20,311,136.06	15,501,025.35	Various	3,344,098.00
14	Wabash Ry.	1,644,823.00	164,424.00	164,424.00				Various	
	Total	\$95,420,086.83	\$84,399,005.66	\$82,217,238.78	\$83,551,600.44	\$66,233,047.83	\$69,844,051.61		\$ 123,542,903.72

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE
PART 1—INVESTMENTS AND CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1927
		December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927	
1	Atchison, Topeka & Santa Fe Ry.	\$1,078,901,829.52	\$1,046,422,160.34	\$ 27,479,669.18	\$ 65,734,093.36	\$ 66,884,124.68	\$ *1,150,091.32	\$ 672,914.23
2	Atlantic Northern Ry.	149,025.82	143,184.01	5,841.81	4,244.81	4,647.08	*402.27	
3	Chicago, Burlington & Quincy R. R.	651,966,143.52	633,993,237.93	17,972,905.59	34,089,711.22	36,571,201.23	*2,531,490.01	157,101.66
4	Chicago Great Western R. R.	143,753,530.62	142,048,441.33	1,705,089.29	4,411,511.34	4,788,260.60	*376,749.26	90,600.70
5	Chicago, Milwaukee & St. Paul Ry.	740,353,978.76	724,008,712.58	16,345,266.18	36,972,722.43	47,071,432.97	*10,098,710.54	497,964.14
6	Chicago & North Western Ry.	560,939,654.90	539,602,258.56	21,337,396.40	33,064,993.32	29,227,449.27	3,837,544.05	34,549.16
7	Chicago, St. Paul, Minn. & Omaha Ry.	91,041,671.33	90,332,097.05	709,574.28	4,577,475.09	4,282,043.69	295,431.40	6,249.35
8	Chicago, Rock Island & Pacific Ry.	425,808,004.49	404,876,953.07	20,931,051.42	41,585,801.32	26,851,487.13	14,734,314.19	72,864.61
9	St. P. & K. C. S. L. R. R.	16,555,923.80	16,472,046.74	83,877.06	187,019.92	186,935.14	84.78	
10	Davenport, R. I. & N. W. Ry.	3,772,067.18	3,717,798.10	54,269.08	182,200.07	225,597.61	*43,397.54	108,361.30
11	Great Northern Ry.	743,879,381.74	734,499,863.56	9,379,518.18	60,552,380.50	59,970,328.63	582,051.87	14,260,694.39
12	Illinois Central R. R.	665,374,919.44	647,506,870.94	17,868,048.50	39,600,294.37	49,023,953.72	*9,423,659.35	170,436.87
13	Dubuque & Sioux City R. R.	46,283,402.88	45,570,939.89	712,462.99	243.82	243.82		
14	Manchester & Oneida Ry.	135,302.15	138,893.05	*3,590.90	17,126.55	14,447.34	2,679.21	
15	Minneapolis & St. Louis R. R.	65,976,987.50	65,831,958.28	145,029.22	4,910,087.99	5,748,984.74	*838,896.75	5,439.74
16	Tabor & Northern Ry.	98,630.13	93,676.57	*49,963.56	6,561.36	4,737.53	1,823.83	
17	Union Pacific R. R.	837,866,934.33	819,645,843.31	18,221,091.02	49,767,467.85	53,435,945.49	*3,668,477.64	416,000.30
18	Wabash Ry.	311,939,910.38	279,865,101.91	32,074,808.47	14,815,615.21	29,282,200.59	*14,466,585.38	267,760.08
	Total	\$6,379,792,298.55	\$6,194,770,637.22	\$185,022,261.33	\$390,429,490.59	\$413,574,021.17	\$ 23,144,530.58	\$16,760,996.53

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued
PART 2—DEFERRED ASSETS—Continued—AND UNADJUSTED DEBITS, AND GRAND TOTAL ASSETS

Number	Railway Companies	Deferred Assets		Total Unadjusted Debits			Grand Total Assets		
		December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927
1	Atchison, Topeka & Santa Fe Ry.	\$ 820,676.64	*147,762.41	\$ 1,274,659.33	\$ 1,404,057.79	\$ 129,398.46	\$1,141,583,436.44	\$1,115,531,019.45	\$ 26,052,416.99
2	Atlantic Northern Ry.			326.41	326.41	326.41	153,597.04	147,831.09	5,765.95
3	Chicago, Burlington & Quincy R. R.	307,018.86	*149,917.20	10,493,151.68	7,462,576.44	3,030,575.24	696,656,108.08	678,334,034.46	18,322,073.62
4	Chicago Great Western R. R.	14,617.88	75,982.82	3,897,387.14	4,080,960.66	*183,573.52	152,153,029.80	150,932,280.47	1,220,749.33
5	Chicago, Milwaukee & St. P. Ry.	668,768.62	*170,804.38	4,243,142.27	4,107,689.32	135,452.95	782,067,807.60	775,856,603.39	6,211,204.21
6	Chicago & North Western Ry.	60,214.29	*25,665.13	2,275,445.77	2,430,923.31	*155,477.54	596,314,643.21	571,320,845.43	24,993,797.78
7	C., St. P., M. & O. Ry.	6,149.70	99.65	592,953.11	482,872.25	20,080.86	96,128,348.88	95,103,162.69	1,025,186.19
8	Chicago, Rock Island & Pacific Ry.	88,983.02	*16,118.41	2,292,327.24	2,674,086.89	*381,759.65	469,758,997.66	434,491,510.11	35,267,487.55
9	St. P. & K. C. S. L. R. R.						16,742,943.72	16,658,981.88	83,961.84
10	D., R. I. & N. W. Ry.	105,548.27	2,813.03	1,629.82	246.35	1,383.47	4,064,258.37	4,049,190.33	15,068.04
11	Great Northern Ry.	13,341,275.06	919,419.33	17,048,382.38	16,419,092.77	629,379.61	835,740,839.07	824,230,470.02	11,510,369.05
12	Illinois Central R. R.	178,361.27	*7,924.40	10,338,660.31	10,201,840.01	136,820.30	715,484,310.99	706,911,025.94	8,573,285.05
13	Dubuque & Sioux City R. R.						46,283,646.70	45,571,183.71	712,462.99
14	Manchester & Oneida Ry.						152,428.70	153,340.39	*911.69
15	Minneapolis & St. Louis R. R.	6,922.71	*1,482.97	14,230,524.34	14,422,060.00	*201,535.66	85,113,639.57	86,009,925.73	*896,886.16
16	Tabor & Northern Ry.			2,909.17	2,909.17		103,100.66	101,323.27	1,777.39
17	Union Pacific R. R.	797,146.69	*381,086.39	2,044,215.67	1,912,495.15	131,720.52	890,094,678.15	875,791,430.55	14,303,247.60
18	Wabash Ry.	285,471.45	*17,711.37	3,110,197.98	3,426,689.25	*316,471.27	330,133,483.65	312,859,443.20	17,274,040.45
	Total	\$16,681,154.36	\$ 79,842.17	\$71,745,912.62	\$69,028,389.36	\$2,717,523.26	\$6,858,728,608.29	\$6,694,063,602.11	\$164,675,006.18

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE
PART 3—CAPITAL STOCK AND GOVERNMENTAL GRANTS

Number	Railway Companies	Total Capital Stock			Total Governmental Grants		
		December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927
1	Atchison, Topeka & Santa Fe Ry.	\$ 356,582,300.00	\$ 356,582,300.00				
2	Atlantic Northern Ry.	111,225.00	111,225.00				
3	Chicago, Burlington & Quincy R. R.	170,839,100.00	170,839,100.00				
4	Chicago Great Western R. R.	92,343,515.00	92,339,415.00	\$ 4,100.00			
5	Chicago, Milwaukee & St. Paul Ry.	233,287,983.87	233,287,983.87		\$ 40,025.90	\$ 70,171.13	\$ *30,145.23
6	Chicago & North Western Ry.	180,869,703.00	179,167,290.13	1,702,412.87			
7	Chicago, St. Paul, Minneapolis & Omaha Ry.	29,818,945.78	29,818,945.78				
8	Chicago, Rock Island & Pacific Ry.	129,032,011.50	129,032,011.50				
9	St. Paul & Kansas City Short Line R. R.	423,862.85	423,862.85				
10	Davenport, Rock Island & Northwestern Ry.	3,000,000.00	3,000,000.00				
11	Great Northern Ry.	249,048,518.44	249,016,218.44	32,300.00	335,151.89	721,978.84	*386,826.95
12	Illinois Central R. R.	154,583,946.20	154,583,946.20		6,294.83	6,269.83	25.00
13	Dubuque & Sioux City R. R.	11,759,500.00	11,759,500.00		2,471.14	285.33	2,185.81
14	Manchester & Oneida Ry.	62,745.00	62,745.00				
15	Minneapolis & St. Louis R. R.	25,792,600.00	25,792,600.00		2,236.73	30,895.48	*28,658.75
16	Tabor & Northern Ry.	32,200.00	32,200.00				
17	Union Pacific R. R.	321,835,100.00	321,835,100.00		113,634.95	111,701.45	1,933.50
18	Wabash Ry.	138,120,699.51	138,120,699.51				
	Total	\$ 2,097,543,956.15	\$ 2,095,805,143.28	\$ 1,738,812.87	\$ 499,815.44	\$ 941,302.06	\$ *441,486.62

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 4—LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Companies	Total Long Term Debt			Total Current Liabilities		
		December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927
1	Atchison, Topeka & Santa Fe Ry.	\$ 277,125,919.70	\$ 277,178,172.10	\$ *52,252.40	\$ 31,677,317.05	\$ 29,704,673.73	\$ 1,972,643.32
2	Atlantic Northern Ry.				1,853.82	1,150.41	703.41
3	Chicago, Burlington & Quincy R. R.	222,904,000.00	209,692,000.00	13,212,000.00	17,958,093.71	15,312,012.76	2,646,080.95
4	Chicago Great Western R. R.	41,206,914.64	40,134,803.65	1,072,110.99	2,961,313.07	3,034,890.97	*73,577.90
5	Chicago, Milwaukee & St. Paul Ry.	366,139,600.00	394,436,100.00	*28,296,500.00	126,347,759.06	90,419,868.45	35,927,890.61
6	Chicago & North Western Ry.	277,977,200.00	255,544,100.00	22,433,100.00	14,066,682.07	14,311,467.31	*244,785.24
7	Chicago, St. Paul, Minneapolis & Omaha Ry.	46,919,400.00	46,082,200.00	837,200.00	4,923,552.01	3,808,863.26	1,114,688.75
8	Chicago, Rock Island & Pacific Ry.	261,277,351.69	222,263,870.55	39,013,481.14	14,369,157.23	21,635,955.22	*7,266,797.99
9	St. Paul & Kansas City Short Line R. R.	16,581,656.86	16,462,704.10	118,952.76	187,019.92	186,935.14	84.78
10	Davenport, Rock Island & Northwestern Ry.	908,197.17	853,125.09	55,072.08	46,889.89	85,852.57	*38,962.68
11	Great Northern Ry.	343,162,769.67	333,394,544.85	9,768,224.82	23,906,194.41	23,611,506.04	294,688.37
12	Illinois Central R. R.	371,652,672.02	366,725,344.42	4,927,327.60	31,803,199.93	36,552,333.52	*4,749,133.60
13	Dubuque & Sioux City R. R.	30,285,670.72	29,835,841.26	449,829.46	610,371.39	610,371.39	
14	Manchester & Oneida Ry.	65,000.00	65,000.00		12,749.58	14,245.25	*1,495.67
15	Minneapolis & St. Louis R. R.	47,024,725.79	47,401,675.79	*376,950.00	17,587,114.75	16,197,844.33	1,389,270.42
16	Tabor & Northern Ry.				56,320.29	56,520.22	*199.93
17	Union Pacific R. R.	254,220,000.00	255,668,660.00	*1,448,660.00	51,510,786.05	50,531,456.48	979,329.57
18	Wabash Ry.	110,339,064.62	111,355,152.48	*1,016,087.86	11,358,929.76	10,281,720.86	1,077,208.90
	Total	\$ 2,667,790,142.88	\$ 2,607,093,294.29	\$ 60,696,848.59	\$ 349,385,273.99	\$ 316,357,668.01	\$ 33,027,605.98

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 5—DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Companies	Total Deferred Liabilities			Total Unadjusted Credits		
		December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927
1	Atchison, Topeka & Santa Fe Ry.	\$ 802,947.37	\$ 798,604.03	\$ 4,253.34	\$ 124,647,189.27	\$ 119,778,503.94	\$ 4,868,685.33
2	Atlantic Northern Ry.	*1.35	*.63	*.72	6,433.39	5,767.80	665.59
3	Chicago, Burlington & Quincy R. R.	65,276.43	66,385.29	*1,108.86	84,812,824.60	84,618,012.57	194,812.03
4	Chicago Great Western R. R.	14,170.23	53,866.94	*39,696.71	5,969,338.15	6,155,717.74	*186,379.59
5	Chicago, Milwaukee & St. Paul Ry.	2,034,301.81	902,760.49	1,131,541.32	53,613,415.03	49,076,882.21	4,536,532.82
6	Chicago & North Western Ry.	114,109.58	62,775.40	51,334.18	54,727,778.75	53,081,573.92	1,646,204.83
7	Chicago, St. Paul, Minneapolis & Omaha Ry.	6,073.09	2,489.52	3,583.57	8,066,419.22	8,275,667.50	*209,248.28
8	Chicago, Rock Island & Pacific Ry.	541,222.34	579,150.84	*37,928.50	36,820,720.29	37,295,883.20	*475,162.91
9	St. Paul & Kansas City Short Line R. R.						
10	Davenport, Rock Island & Northwestern Ry.				115,372.85	116,462.64	*1,089.79
11	Great Northern Ry.	14,301,893.46	13,357,884.37	944,009.09	50,596,559.33	49,680,096.31	907,463.02
12	Illinois Central R. R.	391,176.26	479,342.36	*88,166.10	78,420,328.90	70,934,132.99	7,486,195.91
13	Dubuque & Sioux City R. R.						
14	Manchester & Oneida Ry.				675.00	6,568.29	*5,893.29
15	Minneapolis & St. Louis R. R.	2,110.39	6,228.64	*4,118.25	6,001,104.03	5,809,825.73	191,278.30
16	Tabor & Northern Ry.				4,108.17	4,830.77	*722.60
17	Union Pacific R. R.	220,753.55	251,895.68	*31,142.13	51,686,878.11	48,355,751.84	3,331,126.27
18	Wabash Ry.	15,208,272.81	178,881.07	15,029,391.74	14,729,790.94	13,938,609.73	791,181.21
	Total	\$ 33,702,306.97	\$ 16,740,354.00	\$ 16,961,951.97	\$ 570,218,936.03	\$ 547,143,287.18	\$ 23,075,648.85

*Decrease.
*Credit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 6—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927
1	Atchison, Topeka & Santa Fe Ry.	\$ 350,747,763.05	\$ 331,488,675.65	\$ 19,259,087.40	\$ 1,141,583,436.44	\$ 1,115,531,019.45	\$ 26,052,416.99
2	Atlantic Northern Ry.	34,086.18	29,688.51	4,397.67	153,597.04	147,831.09	5,765.95
3	Chicago, Burlington & Quincy R. R.	200,076,543.34	197,806,523.84	2,270,019.50	696,656,108.08	678,334,034.46	18,322,073.62
4	Chicago Great Western R. R.	9,657,778.71	9,213,586.17	444,192.54	152,153,029.80	150,932,280.47	1,220,749.33
5	Chicago, Milwaukee & St. Paul Ry.	604,721.93	7,662,837.24	*7,058,115.31	782,067,807.60	775,856,603.39	6,211,204.21
6	Chicago & North Western Ry.	68,559,169.81	69,153,638.67	*594,468.86	596,314,643.21	571,320,845.43	24,993,797.78
7	Chicago, St. Paul, Minneapolis & Omaha Ry.	6,598,958.78	7,114,996.63	*721,037.85	96,128,348.88	95,103,162.69	1,025,186.19
8	Chicago, Rock Island & Pacific Ry.	27,718,534.61	23,684,638.80	4,033,895.81	469,758,997.66	434,491,510.11	35,267,487.55
9	St. Paul & Kansas City Short Line R. R.	*449,595.91	*414,520.21	*35,075.70	16,742,943.72	16,658,981.88	83,961.84
10	Davenport, Rock Island & Northwestern Ry.	*6,201.54	*6,249.97	48.43	4,064,258.37	4,049,190.33	15,068.04
11	Great Northern Ry.	154,389,751.87	154,439,241.17	*49,489.30	835,740,839.07	824,230,470.02	11,510,369.05
12	Illinois Central R. R.	78,626,692.85	77,629,656.52	997,036.33	715,484,310.99	706,911,025.94	8,573,285.05
13	Dubuque & Sioux City R. R.	3,625,633.45	3,365,155.73	260,477.72	46,283,646.70	45,571,183.71	712,462.99
14	Manchester & Oneida Ry.	11,259.12	4,781.85	6,477.27	152,428.70	153,340.39	*911.69
15	Minneapolis & St. Louis R. R.	*11,296,852.12	*9,229,144.24	*2,067,707.88	85,113,039.57	86,009,925.73	*896,886.16
16	Tabor & Northern Ry.	10,472.20	7,772.28	2,699.92	103,100.66	101,323.27	1,777.39
17	Union Pacific R. R.	210,507,525.49	199,036,865.10	11,470,660.39	890,094,678.15	875,791,430.55	14,303,247.60
18	Wabash Ry.	40,376,726.01	38,984,379.55	1,392,346.46	330,133,483.65	312,859,443.20	17,274,040.45
	Total	\$ 1,139,588,267.83	\$ 1,109,972,553.29	\$ 29,615,714.54	\$ 6,858,728,698.29	\$ 6,694,053,602.11	\$ 164,675,096.18

*Deficit.
*Decrease.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE
PART 1—AVERAGE MILES OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles							Work service
			Freight			Passenger	Mixed	Special	Total transportation service	
			Ordinary	Light	Total					
1	Atchison, Topeka & Santa Fe Ry.....	9,428.14	17,524,808	86,728	17,611,536	20,918,544	1,929,216	22,661	40,481,957	1,066,696
2	Atlantic Northern Ry.....									
3	Chicago, Burlington & Quincy R. R.....	9,390.00	17,325,696	84,285	17,409,981	18,000,862	702,827	13,704	36,127,374	670,008
4	Chicago Great Western R. R.....	1,495.68	3,123,046	2,213	3,125,259	2,906,342	94,395	883	6,216,879	60,346
5	Chicago, Milwaukee & St. Paul Ry.....	11,208.58	18,193,984	75,924	18,269,908	16,378,583	1,724,684	15,234	36,388,409	1,477,662
6	Chicago & North Western Ry.....	8,465.15	16,011,445	118,469	16,129,914	17,763,573	1,194,280	11,525	35,099,292	814,520
7	Chicago, St. Paul, Minn. & Omaha Ry.....	1,746.53	3,339,853	41,508	3,381,361	3,392,987	484,390	1,020	7,259,758	143,300
8	Chicago, Rock Island & Pacific Ry.....	7,569.38	15,500,518	63,538	15,564,056	15,207,432	1,056,669	7,225	31,835,382	674,419
9	Great Northern Ry.....	8,164.14	9,408,687	83,524	9,492,211	10,799,303	701,383	17,144	21,010,041	819,872
10	Illinois Central R. R.....	4,904.59	20,831,954	299,887	21,131,841	15,352,377	390,958	14,341	36,889,517	502,465
11	Manchester & Oneida Ry.....									
12	Minneapolis & St. Louis R. R.....	1,626.80	2,515,875	6,718	2,522,593	1,723,901	238,164	1,004	4,485,662	42,229
13	Tabor & Northern Ry.....									
14	Union Pacific R. R.....	3,713.33	11,109,002	276,742	11,385,744	11,807,556	845,871	5,026	24,044,197	528,483
15	Wabash Railway.....	2,524.20	8,200,660	125,957	8,326,617	5,844,078	535,538	4,304	14,710,537	192,708
	Total.....	70,236.52	143,085,528	1,265,493	144,351,021	*140,185,538	*9,898,375	114,071	294,549,005	6,992,703

*Freight proportion 77% or 7,621,749.
Passenger proportion 23% or 2,276,626.
Figured on average of roads 3, 5, 8, 9 and 10.
*Includes motor train miles 7,579,263.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.....	17,615,213	1,712,956	1,201,374	20,529,543	20,796,688	770,521	533,240	22,100,449
2	Atlantic Northern Ry.....								
3	Chicago, Burlington & Quincy R. R.....	17,412,671	738,892	775,115	18,926,678	17,372,557	144,475	380,842	17,897,874
4	Chicago Great Western R. R.....	3,125,574	434,778	202,376	3,762,728	2,756,384	8,132	35,609	2,800,125
5	Chicago, Milwaukee & St. Paul Ry.....	18,281,433	1,243,881	1,235,200	20,760,514	16,181,215	211,368	314,587	16,707,170
6	Chicago & North Western Ry.....	16,136,621	704,686	317,619	17,158,926	17,380,995	21,547	247,613	17,650,155
7	Chicago, St. Paul, Minn. & Omaha Ry.....	3,500,968	159,396	167,098	3,827,460	3,397,966	18,515	66,060	3,482,531
8	Chicago, Rock Island & Pacific Ry.....	15,564,056	681,109	166,447	16,411,612	14,622,750	218,999	175,985	15,017,734
9	Great Northern Ry.....	9,492,211	338,029	592,564	10,422,804	9,500,492	67,241	254,081	9,821,814
10	Illinois Central R. R.....	21,131,841	202,030	544,058	21,877,929	12,702,202	106,378	205,109	13,013,689
11	Manchester & Oneida Ry.....								
12	Minneapolis & St. Louis R. R.....	2,522,593	253,401	130,387	2,906,381	1,723,901	4,010	8,357	1,736,268
13	Tabor & Northern Ry.....								
14	Union Pacific R. R.....	11,389,347	342,155	618,346	12,349,848	10,428,518	50,372	192,388	10,671,278
15	Wabash Railway.....	8,326,617	395,026	143,061	8,864,714	5,749,213	80,725	91,169	5,921,107
	Total.....	144,499,143	7,206,349	6,093,645	157,799,137	132,612,901	1,702,283	2,505,010	136,820,194

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles								Train switching
		Mixed Train				Special Train				
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	
1	Atchison, Topeka & Santa Fe Ry.	1,929,216	3,698	27,667	1,960,581	22,661	2,262	910	25,833	809,584
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	702,870	7,993	7,697	718,560	13,704	1,439	1,121	16,264	983,735
4	Chicago Great Western R. R.	94,395		1,330	95,725	883	121	395	1,399	272,928
5	Chicago, Milwaukee & St. Paul Ry.	1,725,923	15,437	27,091	1,768,451	15,234	1,607	324	17,165	2,851,619
6	Chicago & North Western Ry.	1,194,318	3,708	8,347	1,206,373	11,525	355	89	11,969	602,880
7	Chicago, St. Paul, Minn. & Omaha Ry.	488,144	383	14,536	503,063	1,197	241	62	1,500	360,135
8	Chicago, Rock Island & Pacific Ry.	1,056,522	11,875	23,599	1,091,996	7,238	1,042		8,280	1,428,125
9	Great Northern Ry.	701,383	1,484	10,047	712,914	17,144	648	2,943	20,735	1,335,060
10	Illinois Central R. R.	390,958		2,516	393,474	14,341			14,341	1,359,135
11	Manchester & Onida Ry.									
12	Minneapolis & St. Louis R. R.	238,164		6,150	244,314	1,004	235	98	1,337	314,319
13	Tabor & Northern Ry.									
14	Union Pacific R. R.	845,918	1,670	16,618	864,206	5,026	228	2,063	7,287	674,622
15	Wabash Railway.	535,538	385	6,248	542,171	4,304	506	245	5,054	348,004
	Total	9,903,349	46,633	151,846	10,101,828	114,261	8,683	8,220	131,164	11,430,146

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 4—LOCOMOTIVE MILES CONCLUDED AND CAR MILES

Number	Railway Companies	Locomotive Miles					Car Miles			
		Yard Switching			Total transportation service	Work service	Freight Train			
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty	Caboose
1	Atchison, Topeka & Santa Fe Ry.	7,068,244	643,088	7,711,332	53,227,322	1,155,437	594,823,162	346,166,362	940,989,524	18,496,732
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	7,500,695	682,353	8,183,048	46,726,159	1,308,822	529,191,200	315,807,941	844,999,231	16,513,116
4	Chicago Great Western R. R.	1,333,683	92,340	1,426,023	8,358,928	80,745	98,313,174	56,203,527	154,516,701	3,380,866
5	Chicago, Milwaukee & St. Paul Ry.	9,930,911	735,249	10,666,160	52,771,079	1,886,616	564,290,704	312,132,599	876,423,303	18,767,315
6	Chicago & North Western Ry.	9,184,508	868,494	10,053,002	46,683,306	1,070,589	421,555,980	243,971,794	665,527,774	16,736,639
7	Chicago, St. Paul, Minn. & Omaha Ry.	1,658,510	143,781	1,802,291	9,976,980	154,775	77,340,398	37,025,236	114,365,544	3,388,042
8	Chicago, Rock Island & Pacific Ry.	6,297,845	504,991	6,802,836	40,760,583	1,029,125	406,907,840	244,627,401	651,535,241	15,799,247
9	Great Northern Ry.	4,221,503	302,815	4,524,318	25,837,645	833,552	353,994,475	186,863,313	540,857,788	10,044,295
10	Illinois Central R. R.	7,688,526	784,900	8,473,426	45,131,994	930,750	585,162,000	364,656,000	949,818,000	22,380,000
11	Manchester & Onida Ry.									
12	Minneapolis & St. Louis R. R.	798,226	31,136	829,362	6,031,981	42,229	51,222,512	26,845,215	78,067,727	2,522,503
13	Tabor & Northern Ry.									
14	Union Pacific R. R.	3,254,223	299,778	3,554,001	28,121,242	538,009	452,316,461	213,135,394	665,451,855	11,173,932
15	Wabash Railway.	4,201,241	141,482	4,342,723	20,023,773	254,132	260,085,856	144,431,172	404,517,028	8,447,287
	Total	63,138,115	5,230,407	68,368,522	384,650,991	9,279,781	4,395,203,762	2,491,865,954	6,887,069,716	147,650,064

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Freight Train		Passenger Train					Mixed Train—Freight	
		Exclusive work equipment	Total	Passenger	Sleeping, parlor, and observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.	2,149,190	961,635,446	32,808,930	81,849,627	6,478,096	52,522,223	173,658,876	14,055,193	7,006,574
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	2,559,507	864,071,854	39,141,934	31,083,902	5,350,380	41,824,749	117,400,965	2,562,119	1,424,303
4	Chicago Great Western R. R.	154,336	158,051,903	5,837,094	5,810,561	380,763	5,061,520	17,089,938	1,139,168	354,351
5	Chicago, Milwaukee & St. Paul Ry.	2,530,644	897,721,262	30,316,052	33,046,921	5,314,601	35,193,361	103,870,935	7,396,643	4,111,559
6	Chicago & North Western Ry.	896,673	683,161,086	39,808,338	32,073,912	3,724,310	41,211,705	116,818,265	6,219,241	3,665,345
7	Chicago, St. Paul, Minn. & Omaha Ry.	285,857	118,039,443	6,536,151	5,572,461	666,259	7,220,916	19,995,787	1,479,586	856,131
8	Chicago, Rock Island & Pacific Ry.	1,329,740	668,664,228	31,511,758	33,638,963	4,944,209	26,458,210	96,553,140	5,767,370	2,867,055
9	Great Northern Ry.	1,302,387	552,204,470	17,383,209	17,895,884	3,874,493	27,299,601	66,453,187	3,015,157	1,699,300
10	Illinois Central R. R.	982,000	973,180,000	36,910,683	25,567,218	3,685,193	32,234,591	98,397,685	1,030,044	480,236
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.		80,590,320	2,910,703	649,241	1,400	2,902,040	6,463,384	893,054	502,814
13	Tabor & Northern Ry.									
14	Union Pacific R. R.	835,043	677,460,830	15,674,926	42,254,922	6,017,467	32,447,932	96,395,247	7,165,749	4,833,219
15	Wabash Railway	600,979	413,565,294	13,191,360	11,067,088	2,004,837	9,254,327	35,517,612	1,888,774	846,221
	Total	13,626,356	7,048,346,136	*272,031,138	320,510,700	42,442,008	†313,631,175	948,615,021	52,612,098	28,737,158

*Includes motor car miles 12,370,566.
†Includes motor trailer miles 2,537,024.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Mixed Train						Special Train—Freight		
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor, and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.	47,794	122,947	2,021,159	20,486	234	942,522	24,306,909	262,092	22,377
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	4,966	62,396	801,854	12,290		327,965	5,195,883	173,984	17,993
4	Chicago Great Western R. R.	5,848		106,400			2,974	1,608,741	13,304	
5	Chicago, Milwaukee & St. Paul Ry.	133,164	160,411	1,953,657	4,499	512	1,070,417	14,830,862	215,305	408
6	Chicago & North Western Ry.	90,658	88,993	1,203,587			137,264	11,405,088	158,540	
7	Chicago, St. Paul, Minn. & Omaha Ry.		19,760	730,657			152,809	3,238,993	15,868	
8	Chicago, Rock Island & Pacific Ry.	198,655	21,418	949,795	7,322		501,112	10,312,727	107,319	335
9	Great Northern Ry.	42,059	50,982	814,468			337,183	5,959,149	251,098	
10	Illinois Central R. R.	83,572	11,289	517,489	98		332,720	2,455,448	153,355	
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.			235,108						
13	Tabor & Northern Ry.						81,112	1,712,088	13,525	
14	Union Pacific R. R.	52,649	120,847	804,451			114,924	13,091,849	75,975	2,290
15	Wabash Railway		25,402	690,394	5,932	136	538,271	3,995,130	62,946	436
	Total	659,355	684,445	10,829,019	50,627	882	4,539,283	96,112,867	1,513,311	43,839

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 7—CAR MILES—Concluded

Number	Railway Companies	Car Miles							Total trans- portation service	Work service
		Special Train								
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor, and observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Ry.....	15,135	81	93,160	4,387	210	6,368	406,810	1,160,008,041	9,901,434
2	Atlantic Northern Ry.....									
3	Chicago, Burlington & Quincy R. R.....	13,795		62,447	978		1,630	270,827	986,939,529	2,596,216
4	Chicago Great Western R. R.....	883		5,034				19,221	176,769,803	330,164
5	Chicago, Milwaukee & St. Paul Ry.....	15,160		2,401	61,382	9,224	1,442	305,322	1,016,728,381	13,751,930
6	Chicago & North Western Ry.....	10,618		52,272	11,454		4,890	237,774	811,622,213	3,307,667
7	Chicago, St. Paul, Minn. & Omaha Ry.....	1,020		409	5,247		110	22,654	141,296,877	407,661
8	Chicago, Rock Island & Pacific Ry.....	6,600		28,787	11,237		1,427	155,795	775,685,890	3,293,849
9	Great Northern Ry.....	16,694		81,462			1,443	360,697	624,977,503	3,595,497
10	Illinois Central R. R.....	11,397		54,014				218,766	1,074,251,899	4,318,315
11	Manchester & Oneida Ry.....									
12	Minneapolis & St. Louis R. R.....	1,004		1,423	3,659	30	322	19,963	88,785,755	117,638
13	Tabor & Northern Ry.....									
14	Union Pacific R. R.....	5,858		31,437				115,560	787,063,486	9,100,808
15	Wabash Railway.....	4,451		19,148	744			87,725	453,165,761	892,971
	Total.....	106,705	81	431,994	99,088	9,464	17,632	2,221,114	8,097,295,138	51,704,148

RAILROAD COMMISSIONERS' REPORT

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service					Passenger Service		
		Tons			Ton Miles		Passengers carried— revenue	Passenger miles— revenue	
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight			Total
1	Atchison, Topeka & Santa Fe Ry.....	37,111,996	10,518,144	47,630,140	11,417,020,723	1,698,965,304	13,115,986,027	4,388,870	1,202,587,128
2	Atlantic Northern Ry.....								
3	Chicago, Burlington & Quincy R. R.....	42,182,667	9,819,527	52,002,194	11,942,859,045	2,107,842,855	14,050,701,900	15,149,391	811,600,215
4	Chicago Great Western R. R.....	6,897,361	1,324,713	8,222,074	1,997,300,610	136,213,965	2,133,514,575	889,997	106,603,023
5	Chicago, Milwaukee & St. Paul Ry.....	49,289,106	8,104,532	57,393,638	12,529,704,365	1,775,559,129	14,305,263,494	8,128,139	652,315,726
6	Chicago & Northwestern Ry.....	58,537,279	7,614,742	66,152,021	8,590,153,514	1,291,244,128	9,881,397,642	27,720,619	960,233,284
7	Chicago, St. Paul, Minn. & Omaha Ry.....	10,340,900	1,109,320	11,450,220	1,639,503,670	167,484,270	1,806,987,940	1,620,214	141,934,724
8	Chicago, Rock Island & Pacific Ry.....	32,951,266	6,249,458	39,200,724	8,191,174,364	1,074,239,661	9,265,414,025	14,063,979	736,297,460
9	Great Northern Ry.....	33,843,008	4,440,419	38,283,427	8,958,349,961	1,023,067,508	9,981,417,469	3,108,427	400,566,250
10	Illinois Central R. R.....	54,763,771	8,635,663	63,399,434	14,831,621,933	1,740,790,067	16,572,412,000	35,674,456	859,752,679
11	Manchester & Oneida Ry.....								
12	Minneapolis & St. Louis R. R.....	6,468,551	767,620	7,236,171	1,203,997,423	161,131,129	1,365,128,552	605,275	33,952,237
13	Tabor & Northern Ry.....								
14	Union Pacific R. R.....	19,070,799	4,532,760	23,603,559	8,119,129,613	1,409,945,141	9,529,074,754	1,847,985	527,940,225
15	Wabash Railway.....	20,408,437	3,283,105	23,691,542	5,089,310,031	446,613,847	5,535,923,878	2,565,915	266,924,409
	Total.....	371,865,141	66,400,008	438,265,149	94,510,125,252	13,033,097,004	107,543,222,256	115,763,267	6,680,707,360

STATISTICS OF STEAM RAILWAYS

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Revenues and Expenses					Net operating revenues
		Freight revenue	Passenger revenue	Passenger service train revenue	Operating revenues	Operating expenses	
1	Atchison, Topeka & Santa Fe Ry.....	\$ 150,943,614.32	\$ 38,278,584.29	\$ 51,519,249.50	\$ 206,293,928.89	\$ 142,754,972.65	\$ 63,538,956.24
2	Atlantic Northern Ry.....	118,497,414.02	22,058,572.19	31,878,695.38	156,320,453.81	111,917,508.16	44,402,950.65
3	Chicago, Burlington & Quincy R. R.....	19,189,732.40	3,248,333.34	4,582,185.06	24,444,752.97	19,722,209.94	4,722,543.03
4	Chicago Great Western R. R.....	127,804,440.00	19,206,260.41	29,087,251.67	162,936,371.91	133,490,949.17	29,445,422.74
5	Chicago, Milwaukee & St. Paul Ry.....	108,330,428.43	25,183,382.18	35,843,722.77	150,132,959.69	116,994,267.10	33,138,692.59
6	Chicago & North Western Ry.....	20,071,438.70	4,647,981.65	6,214,631.23	26,847,104.70	21,800,245.96	5,046,859.34
7	Chicago, St. Paul, Minn. & Omaha Ry.....	99,556,239.01	21,806,085.63	28,768,380.60	132,927,925.36	98,270,642.51	34,657,282.85
8	Chicago, Rock Island & Pacific Ry.....	94,405,029.88	12,716,615.99	18,619,851.94	117,904,004.83	78,355,579.49	39,548,425.34
9	Great Northern Ry.....	121,455,079.21	23,114,970.67	30,069,640.57	155,822,064.32	118,082,761.72	36,839,302.60
10	Illinois Central R. R.....	12,589,120.11	1,054,144.38	1,602,828.21	14,413,216.69	12,842,315.42	1,570,901.27
11	Manchester & Onida Ry.....	88,165,831.17	15,581,061.88	22,026,859.69	113,383,608.51	73,235,234.23	40,148,374.28
12	Minneapolis & St. Louis R. R.....	53,992,504.52	8,153,605.96	10,758,788.20	67,108,153.52	51,379,146.87	15,729,006.65
13	Tabor & Northern Ry.....						
14	Union Pacific R. R.....						
15	Wabash Railway.....						
	Total.....	\$ 1,015,001,471.77	\$ 195,109,598.57	\$ 270,972,084.82	\$ 1,328,534,545.20	\$ 979,745,827.62	\$ 348,788,717.58

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service car miles	Passenger service car miles	Revenue	
											Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.....	1,868	2,219	205	2	4,294	113	5,646	104,290	18,747	\$16,009.90	\$ 5,464.41
2	Atlantic Northern Ry.....	1,991	2,093	641	1	3,847	71	4,976	93,044	12,953	12,697.26	3,481.41
3	Chicago, Burlington & Quincy R. R.....	2,141	2,132	63	1	4,157	40	5,589	109,330	12,240	13,148.25	3,259.86
4	Chicago Great Western R. R.....	1,631	1,538	162	1	3,246	132	4,708	81,191	10,047	11,405.96	2,731.78
5	Chicago, Milwaukee & St. Paul Ry.....	1,906	2,098	141	1	4,146	96	5,515	81,912	13,966	12,797.22	4,234.27
6	Chicago & North Western Ry.....	1,986	1,943	277	1	4,157	82	5,712	68,943	11,958	11,492.18	3,558.27
7	Chicago, St. Paul, Minn. & Omaha Ry.....	2,056	2,009	140	1	4,206	89	5,385	89,523	12,954	13,152.50	3,800.63
8	Chicago, Rock Island & Pacific Ry.....	1,300	1,520	608	2	2,573	100	3,287	68,261	8,498	11,563.38	2,337.61
9	Great Northern Ry.....	4,308	3,130	80	3	7,521	102	9,202	198,783	20,247	24,763.68	6,130.92
10	Illinois Central R. R.....	1,550	1,059	146	1	2,756	26	3,706	50,375	4,168	7,733.82	984.66
11	Manchester & Onida Ry.....	3,066	3,180	228	1	6,475	142	7,573	185,741	26,215	23,743.06	5,931.83
12	Minneapolis & St. Louis R. R.....	3,299	2,315	212	2	5,828	76	7,933	146,961	14,568	21,389.96	4,262.26
13	Tabor & Northern Ry.....											
14	Union Pacific R. R.....											
15	Wabash Railway.....											
	Grand Average.....	2,055	1,965	140	2	4,194	99	5,476	101,553	13,733	\$14,451.19	\$ 3,857.99

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 11—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road					Averages Per Train Mile						
		Operating revenues	Operating expenses	Net operating revenues	Ton Miles		Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles		
					Revenue freight	All freight	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight	
1	Atchison, Topeka & Santa Fe Ry.	\$21,880.66	\$15,141.37	\$ 6,739.29	1,210,952	1,391,153	127,553	33.77	7.29	19.66	3.68	508.30	681.58
2	Atlantic Northern Ry.	16,647.55	11,918.80	4,728.75	1,279,704	1,505,565	88,633	30.40	3.65	18.14	2.03	665.64	783.12
3	Chicago, Burlington & Quincy R. R.	16,343.57	13,186.12	3,157.45	1,368,492	1,461,822	75,839	31.46	12.07	17.98	3.75	621.60	663.99
4	Chicago Great Western R. R.	14,536.75	11,909.71	2,627.04	1,118,218	1,276,679	61,263	30.89	4.29	17.08	2.38	637.89	728.28
5	Chicago, Milwaukee & St. Paul Ry.	17,735.42	13,829.70	3,914.72	1,014,767	1,167,303	113,434	26.14	5.21	15.13	3.07	499.90	575.04
6	Chicago & North Western Ry.	15,371.68	12,482.03	2,889.65	938,721	1,034,616	81,267	22.87	3.05	10.95	1.77	439.12	483.98
7	Chicago, St. Paul, Minn. & Omaha Ry.	17,561.27	12,982.65	4,578.62	1,082,146	1,224,065	97,273	26.14	5.46	15.72	2.71	497.81	563.10
8	Chicago, Rock Island & Pacific Ry.	14,441.69	9,597.53	4,844.16	1,007,280	1,222,593	50,289	37.29	4.30	19.69	2.42	890.77	992.50
9	Great Northern Ry.	31,770.66	24,259.47	7,511.19	3,024,029	3,378,960	171,218	27.69	2.63	17.26	1.23	696.26	777.98
10	Illinois Central R. R.	8,854.41	7,889.37	965.04	739,647	838,634	20,858	20.31	3.75	10.64	2.11	443.17	502.48
11	Manchester & Oneida Ry.	30,534.21	19,722.25	10,811.96	2,186,482	2,566,180	142,174	39.73	8.47	18.72	5.71	667.05	782.85
12	Minneapolis & St. Louis R. R.	26,585.91	20,354.63	6,231.28	2,016,207	2,193,140	105,746	31.24	3.53	17.35	1.58	585.27	636.63
13	Tabor & Northern Ry.												
14	Union Pacific R. R.												
15	Wabash Railway												
	Grand Average	\$18,915.15	\$13,949.24	\$ 4,965.91	1,345,598	1,531,158	95,117	30.45	5.32	17.26	2.90	621.89	707.65

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 12—AVERAGES PER TRAIN MILE—Concluded—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile							Averages Per Locomotive Mile								
		Passenger Train Car Miles		Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating		Net operating revenue	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains
		Passenger trains	Mixed trains				Revenues	Expenses									
1	Atchison, Topeka & Santa Fe Ry.	8.30	1.55	56.68	\$ 7.84	\$ 2.43	\$ 5.10	\$ 3.53	\$ 1.57	.86	46.84	.94	7.85	.93	12.40	.88	15.75
2	Atlantic Northern Ry.	6.52	1.63	44.66	6.60	1.75	4.33	3.10	1.23	.92	45.65	.97	6.51	.98	7.23	.84	16.05
3	Chicago, Burlington & Quincy R. R.	5.70	1.16	35.50	5.97	1.53	3.93	3.17	.76	.83	42.00	.98	5.95	.99	16.81	.63	13.74
4	Chicago Great Western R. R.	6.34	1.76	38.99	6.51	1.74	4.48	3.67	.81	.88	43.24	.98	6.22	.98	8.39	.89	17.79
5	Chicago, Milwaukee & St. Paul Ry.	6.58	1.12	53.63	6.30	2.00	4.28	3.33	.95	.94	39.81	.98	6.59	.99	9.45	.96	19.87
6	Chicago & North Western Ry.	5.89	1.82	40.36	5.38	1.76	3.70	3.00	.70	.88	30.84	.97	5.74	.96	6.44	.68	15.10
7	Chicago, St. Paul, Minn. & Omaha Ry.	6.35	1.38	47.89	6.05	1.87	4.18	3.09	1.09	.95	40.74	.97	6.35	.97	9.44	.87	18.82
8	Chicago, Rock Island & Pacific Ry.	6.15	1.64	36.63	9.39	1.70	5.61	3.73	1.88	.91	52.98	.97	6.52	.98	8.36	.83	17.40
9	Great Northern Ry.	6.41	2.17	53.92	5.70	1.93	4.22	3.22	1.00	.97	44.48	.98	6.83	.99	6.24	1.00	15.25
10	Illinois Central R. R.	3.75	1.33	19.20	4.63	.91	3.21	2.86	.35	.87	27.73	.99	3.72	.97	7.01	.75	14.03
11	Manchester & Oneida Ry.	8.16	1.09	44.40	7.24	1.86	4.72	3.05	1.67	.92	54.86	.98	8.81	.98	15.15	.69	15.86
12	Minneapolis & St. Louis R. R.	6.08	2.31	44.41	6.21	1.79	4.56	3.49	1.07	.94	46.65	.99	6.00	.99	7.37	.85	17.36
13	Tabor & Northern Ry.																
14	Union Pacific R. R.																
15	Wabash Railway																
	Grand Average	6.77	1.56	46.89	\$ 6.78	\$ 1.90	\$ 4.51	\$ 3.33	\$ 1.18	.91	44.67	*1.02	*6.03		9.71	.87	16.03

*Motor train miles of 7,579,263 taken into account.
*Motor car-miles of 12,370,506 taken into account.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 13—AVERAGES PER LOADED FREIGHT CAR MILE AND PER CAR MILE PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Average Per Loaded Freight Car-Mile		Averages Per Car-Mile Passenger		Miscellaneous Averages								Operating ratio per cent	
		Ton-Miles		Freight revenue	Passenger-revenue	Passenger revenue	Miles Hauled			Miles carried revenue passengers	Revenue Per				
		Revenue freight	All freight				Revenue freight	Non-revenue freight	All freight		Ton of freight	Ton-mile of freight	Passenger		Passenger-mile
1	Atchison, Topeka & Santa Fe Ry.	18.75	21.54	\$.24790	10.30	\$.32801	307.64	161.53	275.37	274.01	\$4.06725	\$.01322	\$8.72174	\$.03183	69.20
2	Atlantic Northern Ry.	22.46	26.42	.22284	11.42	.31051	283.13	214.66	270.20	53.57	2.80915	.00992	1.45607	.02718	71.60
3	Chicago, Burlington & Quincy R. R.	20.08	21.45	.19295	9.07	.27636	289.57	102.83	259.49	119.78	2.78218	.00961	3.64983	.03047	80.68
4	Chicago Great Western R. R.	21.92	25.02	.22355	9.99	.29408	254.21	219.08	249.25	80.25	2.59296	.01020	2.36293	.02944	81.93
5	Chicago, Milwaukee & St. Paul Ry.	20.08	23.10	.25324	13.14	.34457	146.75	169.57	149.37	34.64	1.85062	.01261	.90847	.02623	77.93
6	Chicago & North Western Ry.	20.80	22.93	.25465	11.05	.36201	158.55	150.98	157.81	87.60	1.94097	.01224	2.86874	.03275	81.20
7	Chicago, St. Paul, Minn. & Omaha Ry.	19.85	22.45	.24125	11.14	.33076	248.58	171.89	236.86	52.35	3.02132	.01215	1.55476	.02970	73.93
8	Chicago, Rock Island & Pacific Ry.	25.09	27.96	.26443	11.10	.35232	264.70	230.40	260.72	128.86	2.78050	.01054	4.09101	.03175	66.46
9	Great Northern Ry.	25.30	28.27	.20719	13.33	.36693	270.83	201.58	261.40	23.54	2.21781	.00819	.64794	.02753	76.36
10	Illinois Central R. R.	23.10	26.19	.24156	8.95	.27777	186.13	209.91	188.65	56.09	1.94620	.01046	1.74160	.03105	89.10
11	Manchester & Oneida Ry.	17.67	20.74	.19188	8.99	.26528	425.74	311.06	403.71	285.68	4.62308	.01086	8.43138	.02951	64.59
12	Minneapolis & St. Louis R. R.	19.43	21.13	.20610	10.70	.32674	249.37	136.03	233.67	104.03	2.64560	.01061	3.17766	.03065	76.56
13	Tabor & Northern Ry.														
14	Union Pacific R. R.														
15	Wabash Railway														
	Grand Average	21.25	24.18	\$.22820	11.07	\$.32334	254.15	196.28	245.38	57.22	\$2.72949	\$.01074	\$1.68542	\$.02920	73.75

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE
PART 1—AVERAGE MILES OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles							Total transportation service	Work service
			Freight			Passenger	Mixed	Special			
			Ordinary	Light	Total						
1	Atchison, Topeka & Santa Fe Ry.	19.93	112,072	1,354	113,426	142,581	7,298	17	263,322	21,814	
2	Atlantic Northern Ry.	1,445.28	2,107,234	7,105	2,114,339	2,953,290	160,340	2,125	5,230,084	113,152	
3	Chicago, Burlington & Quincy R. R.	776.41	1,652,614	1,233	1,653,847	1,524,758	94,135	601	3,273,341	27,630	
4	Chicago Great Western R. R.	1,929.10	4,302,875	9,006	4,311,881	3,020,354	245,619	3,513	7,581,367	281,186	
5	Chicago, Milwaukee & St. Paul Ry.	1,634.09	3,967,870	7,458	3,975,328	4,072,277	331,220	822	8,379,647	91,568	
6	Chicago & North Western Ry.	101.76	231,006	448	231,454	258,306	14,640	85	504,485	2,127	
7	Chicago, St. Paul, Minn. & Omaha Ry.	2,260.31	3,897,034	23,412	3,920,446	3,734,235	519,972	1,747	8,176,400	111,153	
8	Chicago, Rock Island & Pacific Ry.	76.86	103,276	116	103,392	106,227		228	209,847	2,327	
9	Great Northern Ry.	718.04	2,159,781	11,150	2,170,940	1,358,060		919	3,529,919	52,773	
10	Illinois Central R. R.	877.17	1,832,637	3,004	1,835,641	830,815	156,145	677	2,323,278	22,657	
11	Manchester & Oneida Ry.	2.48	20,112	660	20,772	12,116			32,888	43,845	
12	Minneapolis & St. Louis R. R.	208.87	297,291	9,408	306,699	279,654	26,280	156	612,789	3,763	
13	Tabor & Northern Ry.										
14	Union Pacific R. R.										
15	Wabash Railway										
	Total	10,050.30	20,183,792	74,363	20,258,155	*18,292,673	*1,555,649	10,800	40,117,367	776,000	

*Freight proportion 77% or 1,197,850.
Passenger proportion 23% or 357,799.
(See note Table 10 Part 1.)
*Includes motor train miles 872,692.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	113,426	6,794	29,870	150,090	142,581	3,756	22,119	168,456
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.	2,114,611	163,259	95,357	2,373,227	2,832,033	19,597	38,672	2,890,302
4	Chicago Great Western R. R.	1,653,945	176,303	106,332	1,936,580	1,370,272	4,095	15,502	1,389,869
5	Chicago, Milwaukee & St. Paul Ry.	4,311,914	175,669	174,490	4,662,073	2,908,493	22,513	33,889	2,964,895
6	Chicago & North Western Ry.	3,975,921	182,174	24,846	4,182,941	3,939,128	1,987	35,902	3,977,017
7	Chicago, St. Paul, Minn. & Omaha Ry.	233,850	8,690	7,279	249,819	259,366	1,015	7,262	267,643
8	Chicago, Rock Island & Pacific Ry.	3,920,446	107,870	58,342	4,086,658	3,463,611	25,399	20,808	3,509,818
9	Great Northern Ry.	163,392	183	960	104,535	68,562		2,811	71,373
10	Illinois Central R. R.	2,170,940	8,562	5,126	2,184,628	1,358,060	11,751	20,747	1,390,558
11	Manchester & Oneida Ry.								
12	Minneapolis & St. Louis R. R.	1,335,641	184,680	56,329	1,576,650	830,815	762	976	832,553
13	Tabor & Northern Ry.								
14	Union Pacific R. R.	20,772	4,715	14,249	39,736	12,116		21,980	34,096
15	Wabash Railway	306,699	129,184	5,258	441,141	279,654	9,708	8,616	297,978
	Total	20,261,557	1,148,083	578,438	21,988,078	17,464,691	100,583	229,234	17,794,558

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles								
		Mixed Train				Special Train				Train switching
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	
1	Atchison, Topeka & Santa Fe Ry.	7,298	17	814	8,129	17		3	19	
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	160,349	4,554	1,708	166,701	2,125	507	337	2,969	112,518
4	Chicago Great Western R. R.	94,135		1,330	95,465	601	74		675	121,365
5	Chicago, Milwaukee & St. Paul Ry.	245,619	578	8,293	254,490	3,513	558	47	4,118	372,705
6	Chicago & North Western Ry.	331,242	28	526	331,796	822	41		863	84,785
7	Chicago, St. Paul, Minn. & Omaha Ry.	14,283		1,666	15,949	85	3	5	93	762
8	Chicago, Rock Island & Pacific Ry.	519,972	10,042	20,780	550,794	1,747	440		2,187	505,408
9	Great Northern Ry.					228			228	8,456
10	Illinois Central R. R.					919			919	120,522
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.	156,145		4,348	160,493	677	235	63	975	169,005
13	Tabor & Northern Ry.									
14	Union Pacific R. R.							10	10	
15	Wabash Railway	26,280			26,280	156	96		252	21,217
	Total	1,555,323	15,219	39,555	1,610,097	10,890	1,954	464	13,308	1,516,743

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles					Car-Miles		
		Yard Switching			Total transportation service	Work service	Freight Train		
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty
1	Atchison, Topeka & Santa Fe Ry.....	174,067	8,610	182,677	509,371	22,628	5,040,403	3,221,289	8,261,692
2	Atlantic Northern Ry.....	826,103	86,730	912,833	6,458,550	163,382	55,137,649	34,682,878	89,820,527
3	Chicago, Burlington & Quincy R. R.....	529,207	32,284	561,491	4,105,445	46,304	50,219,223	29,287,123	79,506,346
4	Chicago Great Western R. R.....	1,135,723	63,334	1,199,057	9,457,338	281,186	116,554,343	77,202,578	193,756,921
5	Chicago, Milwaukee & St. Paul Ry.....	1,105,214	99,463	1,204,677	9,782,079	146,623	118,004,967	68,722,036	186,727,003
6	Chicago & North Western Ry.....	221,870	34,724	256,594	790,860	2,335	4,772,124	3,079,087	7,851,211
7	Chicago, St. Paul, Minn. & Omaha Ry.....	1,122,766	120,956	1,243,722	9,898,587	176,388	93,646,575	51,000,453	144,647,028
8	Chicago, Rock Island & Pacific Ry.....	102,737	9,649	112,386	296,978	2,327	2,878,192	1,974,243	4,852,435
9	Great Northern Ry.....	467,154	45,386	512,540	4,209,167	80,121	42,129,000	31,158,000	73,287,000
10	Illinois Central R. R.....	294,275	20,700	314,975	3,054,651	22,657	25,953,167	14,323,941	40,277,108
11	Manchester & Oneida Ry.....	424,994	58,116	483,110	556,952	3,743	635,049	294,179	929,228
12	Minneapolis & St. Louis R. R.....	61,877	1,400	63,337	850,305	5,763	4,816,322	2,735,326	7,551,648
13	Tabor & Northern Ry.....								
14	Union Pacific R. R.....								
15	Wabash Railway.....								
	Total.....	6,465,987	581,412	7,047,399	49,970,183	953,457	519,787,014	317,681,133	837,468,147

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles									
		Freight Train			Passenger Train					Mixed Train—Freight	
		Caboose	Exclusive work equipment	Total	Passenger	Sleeping, parlor, and observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.....	117,015	8,346	8,387,053	309,217	658,269	84,010	469,072	1,420,568	51,907	4,656
2	Atlantic Northern Ry.....	1,847,494	266,308	91,934,329	5,080,715	3,962,127	613,296	7,936,061	17,592,109	564,399	327,384
3	Chicago, Burlington & Quincy R. R.....	1,772,320	92,061	81,370,727	3,055,822	3,028,200	141,386	2,554,507	8,779,915	1,136,215	354,351
4	Chicago Great Western R. R.....	4,430,411	464,740	198,652,072	4,647,938	4,692,914	370,644	5,198,823	14,910,319	785,509	538,515
5	Chicago, Milwaukee & St. Paul Ry.....	4,177,754	186,177	191,090,934	5,322,559	13,215,344	1,697,228	11,149,713	31,384,844	1,759,625	1,099,983
6	Chicago & North Western Ry.....	231,341	18,589	8,099,141	567,390	556,322	106,284	609,886	1,839,882	9,413	6,415
7	Chicago, St. Paul, Minn. & Omaha Ry.....	4,007,054	258,918	148,913,000	7,257,775	7,451,219	1,065,156	6,579,052	22,353,202	3,176,102	1,241,086
8	Chicago, Rock Island & Pacific Ry.....	112,095		4,964,530	132,813	312		114,861	247,966		
9	Great Northern Ry.....	2,226,000	135,000	75,648,000	3,626,382	1,288,057	107,578	2,331,912	7,353,929		
10	Illinois Central R. R.....	1,335,641		41,612,749	1,297,047	275,560	388	1,360,459	2,933,454	519,961	330,560
11	Manchester & Oneida Ry.....	20,004	423	949,655	21,630	14,960	9,161	45,574	91,325		
12	Minneapolis & St. Louis R. R.....	307,045	42,782	7,901,475	463,116	237,928	1,088	441,680	1,143,812	83,636	60,161
13	Tabor & Northern Ry.....										
14	Union Pacific R. R.....										
15	Wabash Railway.....										
	Total.....	20,584,174	1,471,344	859,523,665	*31,682,404	35,381,212	4,196,129	**38,791,600	110,061,345	8,086,767	3,963,111

*Includes 1,073,710 motor car miles.

**Includes 231,086 motor trailer miles.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles							Special Train—Freight	
		Mixed Train						Total	Loaded	Empty
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train			
1	Atchison, Topeka & Santa Fe Ry.	52	113	7,726		3	17,116	81,573	99	
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	265	6,721	165,813	150		44,554	1,112,286	30,045	42
4	Chicago Great Western R. R.	5,588		104,985			2,974	1,604,113	9,005	
5	Chicago, Milwaukee & St. Paul Ry.	5,029	17,475	313,788	207		58,166	1,718,680	49,290	336
6	Chicago & North Western Ry.	60,733	32,882	286,644			81,525	3,321,302	11,700	
7	Chicago, St. Paul, Minn. & Omaha Ry.		670	17,747				34,245	1,129	
8	Chicago, Rock Island & Pacific Ry.	53,223	5,276	451,081	462		211,624	5,138,854	28,202	21
9	Great Northern Ry.								3,600	
10	Illinois Central R. R.								10,737	
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.			152,196				1,002,717	10,057	
13	Tabor & Northern Ry.									
14	Union Pacific R. R.									
15	Wabash Railway		630	52,612			248	197,287	2,968	
	Total	124,890	63,767	1,555,592	819	3	406,207	14,211,156	156,841	399

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 7—CAR MILES—Continued

Number	Railway Companies	Car Miles							Total transportation service	Work service
		Special Train								
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Ry.	20		25				144	9,889,338	126,213
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	2,123		11,319				43,529	110,682,253	479,813
4	Chicago Great Western R. R.	601		3,632				13,228	91,767,983	150,228
5	Chicago, Milwaukee & St. Paul Ry.	3,517		863	13,508	2,184	328	70,116	215,351,196	1,931,378
6	Chicago & North Western Ry.	802		3,005	2,368		1,039	18,923	225,816,093	676,603
7	Chicago, St. Paul, Minn. & Omaha Ry.	85		3	592			1,809	9,975,077	9,583
8	Chicago, Rock Island & Pacific Ry.	1,747		5,426	5,030		316	40,742	176,445,798	528,776
9	Great Northern Ry.	228		1,275				5,103	5,217,619	2,492
10	Illinois Central R. R.	620		4,144				15,501	83,017,430	837,685
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.	677		902	2,892	30	215	14,773	45,563,693	53,542
13	Tabor & Northern Ry.									
14	Union Pacific R. R.								1,040,980	43,335
15	Wabash Railway	156		858				3,982	9,246,556	11,414
	Total	10,576		31,442	24,480	2,214	1,898	227,850	984,014,016	4,851,152

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton Miles			Passengers carried—Revenue	Passenger miles—Revenue
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total		
1	Atchison, Topeka & Santa Fe Ry.....	4,607,720	845,748	5,453,468	90,815,458	9,107,622	99,923,080	464,021	8,975,281
2	Atlantic Northern Ry.....	9,266,871	1,767,055	11,033,926	1,030,282,430	244,484,170	1,274,766,600	1,482,036	94,477,500
3	Chicago, Burlington & Quincy R. R.....	5,619,767	1,070,736	6,690,503	1,037,446,447	90,889,385	1,128,336,432	568,257	55,941,311
4	Chicago Great Western R. R.....	12,797,632	1,293,715	14,091,347	2,413,189,794	163,823,535	2,577,013,329	1,061,442	77,519,281
5	Chicago, Milwaukee & St. Paul Ry.....	10,621,219	1,653,606	12,274,885	2,068,271,932	239,443,015	2,307,714,947	1,259,409	168,896,900
6	Chicago & North Western Ry.....	1,605,009	130,898	1,735,907	130,967,422	8,906,561	139,873,983	218,885	10,665,650
7	Chicago, St. Paul, Minn. & Omaha Ry.....	12,302,657	48,458	12,351,115	1,783,067,250	1,783,067,250	1,783,067,250	1,879,925	159,066,993
8	Chicago, Rock Island & Pacific Ry.....	848,432	48,458	896,890	62,436,700	2,904,266	65,030,975	20,389	961,037
9	Great Northern Ry.....	4,453,085	740,170	5,193,255	850,015,595	93,332,281	943,347,876	606,555	44,602,184
10	Illinois Central R. R.....	4,093,406	596,945	4,690,351	625,405,569	94,250,156	719,655,725	306,108	14,656,589
11	Manchester & Oneida Ry.....	4,840,443	246,615	5,087,058	10,974,759	589,942	11,564,701	316,261	695,757
12	Minneapolis & St. Louis R. R.....	1,663,662	115,296	1,778,958	109,570,471	3,763,025	113,333,496	132,825	6,964,533
13	Tabor & Northern Ry.....								
14	Union Pacific R. R.....								
15	Wabash Railway.....								
	Total.....	72,719,903	8,509,302	81,229,205	10,212,443,836	951,184,558	11,163,628,394	8,347,013	642,823,016

RAILROAD COMMISSIONERS' REPORT

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Revenues and Expenses					Net operating revenue
		Freight revenue	Passenger revenue	Passenger service—train revenue	Operating revenue	Operating expense	
1	Atchison, Topeka & Santa Fe Ry.....	\$ 1,114,909.39	\$ 292,363.30	\$ 410,734.64	\$ 1,566,555.80	\$ 1,510,833.03	\$ 55,722.83
2	Atlantic Northern Ry.....	12,341,895.18	2,996,808.08	4,905,117.05	17,715,877.42	14,513,066.89	3,202,810.53
3	Chicago, Burlington & Quincy R. R.....	9,880,285.41	1,778,248.75	2,434,344.51	12,579,412.56	10,383,743.54	2,195,669.02
4	Chicago Great Western R. R.....	23,663,980.54	2,493,617.16	3,987,086.36	28,152,506.08	22,716,017.15	5,466,488.93
5	Chicago, Milwaukee & St. Paul Ry.....	23,180,943.76	5,628,167.01	7,969,813.36	31,872,690.83	24,408,385.65	7,464,305.18
6	Chicago & North Western Ry.....	1,798,849.69	353,743.12	492,115.58	2,327,475.40	1,430,282.32	897,193.08
7	Chicago, St. Paul, Minn. & Omaha Ry.....	20,912,196.96	5,283,688.55	7,013,229.15	28,388,381.16	22,299,482.69	6,088,898.47
8	Chicago, Rock Island & Pacific Ry.....	808,039.12	33,506.35	65,809.41	893,546.97	716,318.68	177,228.29
9	Great Northern Ry.....	7,861,374.26	1,447,856.34	2,041,112.72	10,099,107.32	9,807,236.80	291,870.52
10	Illinois Central R. R.....	5,645,158.07	457,316.04	721,776.86	6,443,733.32	6,250,309.95	193,423.37
11	Manchester & Oneida Ry.....	136,042.21	18,698.69	26,232.58	165,442.30	228,640.40	*63,198.10
12	Minneapolis & St. Louis R. R.....	1,045,747.71	224,578.24	334,400.39	1,447,501.94	1,981,726.48	*534,224.54
13	Tabor & Northern Ry.....						
14	Union Pacific R. R.....						
15	Wabash Railway.....						
	Total.....	\$108,389,422.30	\$ 21,008,591.63	\$ 30,461,772.61	\$ 141,682,231.16	\$ 116,336,043.58	\$ 25,346,187.58

*Deficit.

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Averages Per Mile of Road										
		Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive transportation miles	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.	5,691	7,154	366	1	13,212	1,095	25,558	423,678	72,526	\$ 55,941.26	\$ 20,608.86
2	Atlantic Northern Ry.											
3	Chicago, Burlington & Quincy R. R.	1,568	2,257	733	2	3,619	78	4,469	64,387	12,328	8,557.09	3,435.40
4	Chicago Great Western R. R.	2,130	1,964	121		4,216	36	5,288	106,743	11,452	12,725.60	3,135.39
5	Chicago, Milwaukee & St. Paul Ry.	2,235	1,568	127	2	3,930	146	4,902	103,702	7,941	12,266.85	2,069.40
6	Chicago & North Western Ry.	2,433	2,492	203		5,128	56	5,986	118,755	19,436	14,185.84	4,877.22
7	Chicago, St. Paul, Minn. & Omaha Ry.	2,275	2,538	144	1	4,958	21	7,772	79,765	18,261	17,677.38	4,836.04
8	Chicago, Rock Island & Pacific Ry.	1,734	1,652	230	1	3,617	49	4,379	67,875	10,188	9,251.92	3,102.77
9	Great Northern Ry.	1,328	1,364		3	2,695	30	3,814	63,811	3,201	10,378.10	845.23
10	Illinois Central R. R.	3,024	1,891		1	4,916	73	5,862	105,369	10,247	10,948.38	2,842.62
11	Manchester & Oneida Ry.											
12	Minneapolis & St. Louis R. R.	1,523	947	178	1	2,649	26	3,482	48,422	3,522	6,435.65	822.85
13	Tabor & Northern Ry.											
14	Union Pacific R. R.	8,376	4,885			13,261	17,679	224,577	382,925	36,825	54,855.73	10,577.65
15	Wabash Railway	1,468	1,339	126	1	2,934	28	4,070	38,536	5,733	5,006.69	1,601.00
	Grand Averages	2,016	1,820	155	1	3,992	77	4,972	86,767	11,151	\$ 10,784.70	\$ 3,030.93

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 11—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road						Averages Per Train Mile					
		Operating revenues	Operating expenses	Net operating revenues	Ton Miles		Passenger miles—Revenue	Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles	
					Revenue freight	All freight		Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry.	\$78,602.90	\$75,806.97	\$ 2,795.93	4,556,721	5,013,702	450,340	44.44	7.11	28.40	.64	770.01	847.23
2	Atlantic Northern Ry.												
3	Chicago, Burlington & Quincy R. R.	12,257.75	10,041.70	2,216.05	714,333	883,843	65,370	26.08	3.52	16.40	2.04	459.76	568.89
4	Chicago Great Western R. R.	16,202.02	13,374.04	2,827.98	1,336,210	1,453,274	72,051	30.37	12.07	17.71	37.64	595.71	647.91
5	Chicago, Milwaukee & St. Paul Ry.	14,609.15	11,775.45	2,833.70	1,250,941	1,335,863	40,234	27.03	3.20	17.90	2.19	535.26	571.60
6	Chicago & North Western Ry.	19,504.86	14,935.99	4,568.87	1,265,703	1,412,232	103,358	29.68	5.31	17.29	3.22	484.39	540.47
7	Chicago, St. Paul, Minn. & Omaha Ry.	22,872.30	14,055.45	8,816.85	1,287,023	1,374,548	104,812	20.63	.64	13.30	.44	540.96	577.75
8	Chicago, Rock Island & Pacific Ry.	12,559.51	9,865.67	2,693.84	788,860		70,374	23.89	6.11	13.01	2.39	408.47	
9	Great Northern Ry.	11,476.33	9,300.09	2,276.24	801,910	835,230	12,343	27.84		19.09		603.88	628.97
10	Illinois Central R. R.	14,064.83	13,783.69	281.14	1,183,800	1,313,782	62,117	19.41		14.35		391.54	434.53
11	Manchester & Oneida Ry.												
12	Minneapolis & St. Louis R. R.	7,346.05	7,125.54	220.51	712,981	820,429	16,025	19.43	3.33	10.72	2.12	436.00	490.20
13	Tabor & Northern Ry.												
14	Union Pacific R. R.	66,710.61	92,193.71	*25,483.10	4,425,306	4,463,186	280,547	30.57		14.16		528.34	556.74
15	Wabash Railway	6,930.16	9,487.85	*2,557.69	524,587	542,603	33,344	15.70	3.18	8.92	2.29	336.19	347.74
	Grand Averages	\$14,097.31	\$11,575.38	\$ 2,521.93	1,016,133	1,110,776	63,960	25.66	5.20	15.68	2.55	475.97	520.30

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 12—AVERAGES PER TRAIN MILE—Continued—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile							Averages Per Locomotive Mile								
		Passenger Train Car Miles		Revenue passenger miles	Freight revenue	Passenger revenue	Operating		Net operating revenues	Train miles—Freight trains	Car miles—Freight trains	Train miles—Passenger trains	Car miles—Passenger trains	Train miles—Mixed trains	Car miles—Mixed trains	Train miles—Special trains	Car miles—Special trains
		Passenger trains	Mixed trains				Revenues	Expenses									
1	Atchison, Topeka & Santa Fe Ry.	9.96	3.40	61.74	\$ 9.45	\$ 2.83	\$ 5.95	\$ 5.74	\$.21	.76	55.58	.85	8.43	.90	10.03	.80	7.58
2	Atlantic Northern Ry.	5.26	1.33	31.63	5.51	1.66	3.39	2.77	.67	.89	38.74	.98	6.03	.96	6.67	.72	14.66
3	Chicago, Burlington & Quincy R. R.	5.76	1.15	36.53	5.67	1.59	3.84	3.17	.67	.85	42.02	.99	6.10	.99	16.80	.89	19.60
4	Chicago Great Western R. R.	4.94	1.52	25.26	5.25	1.30	3.72	3.00	.72	.92	42.61	1.02	5.03	.97	6.75	.85	17.03
5	Chicago, Milwaukee & St. Paul Ry.	7.71	1.11	41.10	5.43	1.94	3.80	2.91	.89	.95	45.68	.99	7.85	1.00	10.01	.95	21.93
6	Chicago & North Western Ry.	7.12	1.21	40.66	7.43	1.88	4.61	2.84	1.77	.93	32.42	.96	6.87	.92	2.15	.91	19.45
7	Chicago, St. Paul, Minn. & O. Ry.	5.99	1.28	41.76	4.79	1.84	3.47	2.73	.74	.96	36.44	.99	6.22	.94	9.33	.80	18.63
8	Chicago, Rock Island & Pacific Ry.	2.33		9.05	7.82	.62	4.26	3.41	.85	.99	47.49	.96	2.43			1.00	22.38
9	Great Northern Ry.	5.42		32.84	3.62	1.50	2.86	2.80	.06	.99	34.63	.98	5.29			1.00	16.87
10	Illinois Central R. R.	3.53	.97	16.45	3.85	.84	2.77	2.69	.08	.85	26.39	1.00	3.52	.97	6.25	.69	15.15
11	Manchester & Oneida Ry.	7.54		57.42	6.55	2.17	5.03	6.95	*1.92	.52	23.90	.36	2.68				
12	Minneapolis & St. Louis R. R.	4.09	2.01	24.29	3.21	1.17	2.36	3.23	*.87	.70	17.91	.94	3.84	1.00	7.51	.62	15.80
13	Tabor & Northern Ry.																
14	Union Pacific R. R.																
15	Wabash Railway																
	Grand Averages	6.02	1.26	34.47	\$ 5.05	\$ 1.63	\$ 3.53	\$ 2.96	\$.63	.92	39.09	*1.03	**6.18	.97	8.31	.82	17.12

*Deficit.
*Motor train miles of 872,892 taken into account.
**Motor car miles of 1,073,710 taken into account.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued
PART 13—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE—PASSENGER AND MISCELLANEOUS

Number	Railway Companies	Averages Per Loaded Freight Car Mile			Averages Per Car Mile—Passenger		Miscellaneous Averages								
		Ton Miles		Freight revenue	Passenger miles—Revenue	Passenger revenue	Miles Hauled			Miles carried revenue passengers	Revenue Per				Operating ratio per cent
		Revenue freight	All freight				Revenue freight	Non-revenue freight	All freight		Ton of freight	Ton mile of freight	Passenger	Passenger mile	
1	Atchison, Topeka & Santa Fe Ry.	17.83	19.62	\$.21894	10.25	\$.33405	19.71	10.77	18.32	19.30	\$.24197	\$.01228	\$.62885	\$.03257	96.44
2	Atlantic Northern Ry.	18.50	22.89	.22157	10.26	.32532	111.17	138.36	115.54	63.75	1.33183	.01198	2.02213	.03172	81.98
3	Chicago, Burlington & Quincy R. R.	20.20	21.97	.19239	9.04	.28732	184.61	84.89	168.65	93.51	1.75813	.00952	2.97238	.03179	82.55
4	Chicago Great Western R. R.	20.57	21.96	.20167	8.00	.25828	188.57	126.63	182.88	73.03	1.84909	.00981	2.34927	.03217	80.60
5	Chicago, Milwaukee & St. Paul Ry.	17.27	19.27	.19355	8.97	.29898	194.73	144.80	188.00	134.11	2.18251	.01121	4.46890	.03332	76.58
6	Chicago & North Western Ry.	27.39	29.25	.37621	9.34	.30990	81.60	68.04	80.58	48.73	1.12077	.01374	1.61611	.03317	61.45
7	Chicago, St. Paul, Minn. & O. Ry.	18.42		.21598	10.49	.34852	144.93			84.61	1.69981	.01173	2.81058	.03322	78.55
8	Chicago, Rock Island & Pacific Ry.	21.69	22.59	.28075	7.22	.25169	73.59	53.54	72.51	47.14	.95239	.01294	1.64335	.03486	80.17
9	Great Northern Ry.	20.18	22.39	.18660	9.08	.29461	190.88	126.10	181.65	73.53	1.76538	.00925	2.38702	.03246	98.00
10	Illinois Central R. R.	23.62	27.18	.21324	8.15	.26514	152.78	157.89	153.43	45.92	1.37909	.00903	1.49396	.03253	97.00
11	Manchester & Oneida Ry.	17.28	18.21	.21422	19.01	.51103	2.27	2.39	2.27	2.20	.02811	.01240	.05912	.02688	138.20
12	Minneapolis & St. Louis R. R.	22.36	23.13	.21342	9.24	.29799	65.86	32.64	63.71	52.43	.62858	.00954	1.69078	.03225	126.91
13	Tabor & Northern Ry.														
14	Union Pacific R. R.														
15	Wabash Railway														
	Grand Averages	19.35	21.15	\$.20533	9.37	\$.30616	140.43	111.78	137.43	77.01	\$ 1.49061	\$.01061	\$ 2.51690	\$.03268	82.11

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	50,407	2,028,766	3,019	126,104	53,426	2,154,870	7,847	286,781	2,281	88,465	10,128	375,246
2	Chicago, Burlington & Quincy R. R.	46,775	1,979,398	7,541	319,989	54,316	2,299,387	37,739	1,490,310	7,096	275,379	44,835	1,765,689
3	Chicago Great Western R. R.	857	31,525	6,536	277,024	7,393	308,549	2,807	99,861	1,600	62,264	4,407	162,125
4	Chicago, Milwaukee & St. Paul Ry.	45,113	1,983,302	2,531	104,233	47,644	2,087,535	23,295	902,270	3,804	145,937	27,099	1,048,207
5	Chicago & North Western Ry.	17,003	758,321	7,118	304,313	24,121	1,062,634	26,805	1,008,667	11,005	404,487	37,810	1,503,154
6	Chicago, St. Paul, Minn. & O. Ry.	7,278	310,458	9,288	400,121	16,566	710,579	5,399	205,722	2,207	85,802	7,606	291,524
7	Chicago, Rock Island & Pacific Ry.	32,999	1,416,215	4,442	182,494	37,441	1,598,709	21,825	849,187	4,932	173,618	26,757	1,022,805
8	Great Northern Ry.	65,446	2,832,629	5,654	237,127	71,100	3,069,756	3,333	118,945	1,138	40,263	4,471	159,208
9	Illinois Central R. R.	5,670	233,062	3,235	132,436	8,905	365,488	32,746	1,341,758	5,318	205,615	38,064	1,547,373
10	Minneapolis & St. Louis R. R.	8,661	357,325	4,377	185,596	13,038	542,921	7,559	286,663	661	23,463	8,220	310,126
11	Union Pacific R. R.	23,694	1,246,266	4,367	212,903	28,061	1,459,129	15,206	627,132	2,698	103,554	17,904	730,686
12	Wabash Railway	8,613	353,667	2,449	100,936	11,062	454,603	14,129	561,818	3,364	133,657	17,493	695,475
	Total	313,116	13,530,884	60,557	2,583,276	373,673	16,114,160	198,690	7,869,114	46,104	1,742,504	244,794	9,611,618

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2,292	67,080	1,611	50,280	3,903	117,360	5,786	203,228	2,260	79,512	8,046	282,740
2	Chicago, Burlington & Quincy R. R.	7,145	209,095	4,601	142,769	11,746	351,864	3,817	141,895	958	32,558	4,775	174,453
3	Chicago Great Western R. R.	1,720	53,811	724	22,138	2,444	75,949	1,510	53,073	389	13,533	1,899	66,606
4	Chicago, Milwaukee & St. Paul Ry.	16,481	552,331	1,596	51,109	18,077	603,440	11,491	462,175	1,297	44,245	12,698	506,420
5	Chicago & North Western Ry.	13,487	443,036	11,463	377,416	24,950	820,452	8,285	330,976	5,625	216,034	13,910	547,010
6	Chicago, St. Paul, Minn. & O. Ry.	7,216	237,185	2,855	92,634	10,071	329,819	7,285	294,457	3,721	153,421	11,006	447,878
7	Chicago, Rock Island & Pacific Ry.	13,773	439,296	2,040	59,120	15,813	498,416	5,945	180,625	782	23,664	6,727	204,289
8	Great Northern Ry.	4,828	158,390	328	10,635	5,156	169,025	15,806	655,862	514	19,848	16,320	675,710
9	Illinois Central R. R.	14,991	448,568	6,354	190,212	21,345	638,780	1,136	33,721	2,165	60,181	3,301	93,902
10	Minneapolis & St. Louis R. R.	7,880	264,115	242	7,916	8,122	272,031	1,875	70,027	129	3,168	2,004	73,135
11	Union Pacific R. R.	1,055	32,629	494	13,524	1,549	46,153	1,428	59,728	260	7,683	1,688	67,411
12	Wabash Railway	4,017	123,608	1,899	57,970	5,916	181,578	714	26,468	733	23,550	1,447	50,018
	Total	94,885	3,029,144	34,207	1,075,723	129,092	4,104,867	65,078	2,512,235	18,743	677,337	83,821	3,189,572

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	33,185	837,893	2,464	63,916	35,649	901,809	13,602	324,673	1,991	49,781	15,593	374,454
2	Chicago, Burlington & Quincy R. R.....	19,913	516,244	9,137	236,953	29,050	753,197	17,671	386,309	9,487	209,816	27,158	596,125
3	Chicago Great Western R. R.....	8,658	227,074	2,167	58,959	10,825	286,033	4,019	93,969	1,930	38,031	5,949	132,000
4	Chicago, Milwaukee & St. Paul Ry.....	27,860	711,915	4,961	131,187	32,821	843,102	23,832	546,462	3,827	83,717	27,659	630,179
5	Chicago & North Western Ry.....	4,347	102,563	17,734	452,542	22,081	555,105	6,328	142,675	19,728	446,592	26,056	589,267
6	Chicago, St. Paul, Minn. & O. Ry.....	9,626	243,051	1,565	39,372	11,191	282,423	11,589	278,524	1,009	22,062	12,598	300,586
7	Chicago, Rock Island & Pacific Ry.....	30,587	777,754	4,830	119,243	35,417	896,997	26,499	596,513	2,944	61,329	29,443	657,842
8	Great Northern Ry.....	15,644	408,982	1,538	40,800	17,182	444,782	6,505	165,106	952	20,217	7,457	185,323
9	Illinois Central R. R.....	4,758	104,075	14,298	345,861	19,056	449,936	14,032	302,550	12,587	271,756	26,619	574,306
10	Minneapolis & St. Louis R. R.....	16,334	417,141	1,684	42,677	18,018	459,818	4,609	113,963	1,122	24,916	5,731	138,879
11	Union Pacific R. R.....	11,416	289,212	3,140	89,514	14,556	378,726	4,282	96,883	2,242	45,784	6,524	142,167
12	Wabash Railway.....	5,349	141,257	9,965	264,098	15,314	405,355	6,375	139,183	7,695	163,774	14,070	302,957
	Total.....	187,677	4,772,161	73,843	1,885,122	261,160	6,657,283	139,343	3,186,310	65,514	1,437,775	204,857	4,624,085

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	21,346	283,287	1,298	17,362	22,644	300,649						
2	Chicago, Burlington & Quincy R. R.....	9,552	123,442	7,206	96,227	16,758	219,669	336	3,965	107	1,460	443	5,445
3	Chicago Great Western R. R.....	1,693	22,224	1,225	15,992	2,918	38,216	20	213	6	105	26	318
4	Chicago, Milwaukee & St. Paul Ry.....	9,339	127,132	5,078	66,934	14,417	194,066	2,384	37,207	402	6,401	2,786	43,608
5	Chicago & North Western Ry.....	12,809	163,173	3,628	47,972	16,437	211,145	406	6,216	204	2,616	610	8,832
6	Chicago, St. Paul, Minn. & O. Ry.....	1,583	20,537	3,379	44,062	4,962	64,589	109	1,959	67	1,057	176	3,016
7	Chicago, Rock Island & Pacific Ry.....	5,141	66,537	4,675	60,561	9,816	127,098			1	12	1	12
8	Great Northern Ry.....	8,180	114,407	1,662	23,635	9,842	137,442	11	148	3	69	14	217
9	Illinois Central R. R.....	5,357	66,577	3,822	49,537	9,179	116,114	3,584	44,215	1,169	13,998	4,753	58,213
10	Minneapolis & St. Louis R. R.....	445	5,196	547	7,489	992	12,685						
11	Union Pacific R. R.....	13,845	181,804	1,658	24,044	15,503	205,848						
12	Wabash Railway.....	8,069	102,383	2,522	34,495	10,591	136,878	30	538	6	161	6	161
	Total.....	97,359	1,276,699	36,700	487,700	134,059	1,764,399	6,880	94,481	2,146	27,844	9,026	122,325

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cottonseed Oil and Products—Except Oil					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	3,098	37,496	675	9,208	3,768	46,704	4,448	106,129	3,375	77,834	7,823	183,963
2	Chicago, Burlington & Quincy R. R.....	20	284	743	11,098	763	11,377	137	2,697	2,091	48,527	2,228	51,224
3	Chicago Great Western R. R.....			306	4,414	306	4,414	33	739	563	12,314	596	13,053
4	Chicago, Milwaukee & St. Paul Ry.....	3	28	394	5,084	397	5,112	12	241	445	10,686	457	10,927
5	Chicago & North Western Ry.....	27	428	225	2,999	252	3,427	42	1,125	1,231	29,401	1,273	30,526
6	Chicago, St. Paul, Minn. & O. Ry.....	11	159	46	598	57	757	3	88	90	2,176	93	2,264
7	Chicago, Rock Island & Pacific Ry.....	12,263	153,924	4,351	54,413	16,614	208,337	10,394	260,467	3,876	88,666	14,270	349,133
8	Great Northern Ry.....	8	104	148	2,964	156	3,068	9	137	197	4,719	206	4,856
9	Illinois Central R. R.....	15,749	163,134	19,389	213,711	35,138	376,845	10,029	242,898	8,838	223,521	18,867	466,419
10	Minneapolis & St. Louis R. R.....			11	130	11	130	1	11	58	1,231	59	1,242
11	Union Pacific R. R.....			113	1,851	113	1,851	16	357	1,278	29,683	1,294	30,040
12	Wabash Railway.....	1	14	3,238	37,319	3,239	37,333	103	2,227	875	21,714	978	23,941
	Total.....	31,175	355,571	29,639	342,784	60,814	698,355	25,227	617,116	22,917	550,472	48,144	1,167,588

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrous Fruits						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	29,646	521,786	3,149	57,235	32,795	579,021	36,338	503,822	9,443	134,515	45,781	638,337
2	Chicago, Burlington & Quincy R. R.....	78	1,035	7,035	121,037	7,113	122,072	2,372	30,096	21,221	310,214	23,593	340,310
3	Chicago Great Western R. R.....	13	167	2,100	37,213	2,113	37,380	197	2,482	8,369	126,585	8,566	129,067
4	Chicago, Milwaukee & St. Paul Ry.....	531	16,333	4,776	83,711	5,307	100,044	1,004	16,720	20,941	299,083	21,945	315,803
5	Chicago & North Western Ry.....	36	475	2,676	46,583	2,712	47,058	2,185	27,374	32,725	474,503	34,910	501,877
6	Chicago, St. Paul, Minn. & O. Ry.....	6	85	1,224	21,275	1,230	21,360	264	4,118	5,684	90,237	5,948	94,355
7	Chicago, Rock Island & Pacific Ry.....	22	324	12,350	213,505	12,372	213,829	1,564	20,947	26,253	327,740	27,817	348,687
8	Great Northern Ry.....	24	292	969	16,295	993	16,587	17,569	316,560	3,281	43,764	20,850	360,324
9	Illinois Central R. R.....	68	921	6,472	102,283	6,540	103,204	34,794	374,215	25,052	361,725	59,846	735,940
10	Minneapolis & St. Louis R. R.....			613	10,603	613	10,603	43	558	2,944	50,722	2,987	51,280
11	Union Pacific R. R.....	8	96	12,854	224,729	12,862	224,827	199	2,602	73,788	1,079,008	73,987	1,081,610
12	Wabash Railway.....	96	1,172	4,940	84,985	5,036	86,157	977	12,363	17,287	239,144	18,264	251,507
	Total.....	30,528	542,688	59,158	1,019,454	89,686	1,562,142	97,506	1,311,857	246,988	3,537,240	344,494	4,849,007

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	6,925	113,705	6,709	111,213	13,634	224,918	12,260	142,979	3,077	39,417	15,337	182,396
2	Chicago, Burlington & Quincy R. R.....	4,927	80,780	14,695	257,123	19,622	337,903	1,296	17,127	12,485	157,169	13,781	174,296
3	Chicago Great Western R. R.....	81	1,474	3,037	51,969	3,118	53,443	257	3,924	2,277	28,366	2,534	32,290
4	Chicago, Milwaukee & St. Paul Ry.....	3,408	61,417	3,766	65,330	7,174	126,747	3,398	48,173	4,886	75,199	8,284	123,372
5	Chicago & North Western Ry.....	8,154	147,752	17,947	314,111	26,101	461,863	3,745	53,484	8,975	114,868	12,720	168,352
6	Chicago, St. Paul, Minn. & O. Ry.....	2,333	42,000	7,354	130,678	9,687	172,678	657	10,108	1,273	17,880	1,930	27,983
7	Chicago, Rock Island & Pacific Ry.....	1,957	32,781	9,111	157,321	11,068	190,102	1,366	17,987	24,295	298,456	25,661	316,443
8	Great Northern Ry.....	23,150	414,548	616	10,782	23,766	425,330	1,042	15,805	1,063	13,548	2,105	29,353
9	Illinois Central R. R.....	2,100	30,584	15,579	260,495	17,679	291,079	8,725	101,361	13,884	171,883	22,609	273,244
10	Minneapolis & St. Louis R. R.....	472	7,591	8,435	148,591	8,907	156,182	45	640	1,099	14,064	1,144	14,704
11	Union Pacific R. R.....	6,982	107,215	15,822	270,900	22,804	378,115	2,022	27,258	24,557	300,170	26,579	327,428
12	Wabash Railway.....	739	10,890	6,329	107,319	7,068	118,299	1,797	27,180	16,775	208,650	18,572	235,830
	Total.....	61,228	1,050,737	109,400	1,885,832	170,628	2,936,569	36,610	466,021	114,646	1,439,670	151,256	1,905,691

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruit and Vegetables						Other Products of Agriculture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	6,745	192,485	1,593	41,240	8,338	233,721	17,141	437,313	1,771	35,599	18,912	472,912
2	Chicago, Burlington & Quincy R. R.....	1,387	34,607	1,554	42,098	2,941	76,705	27,779	1,274,534	8,393	221,562	36,172	1,496,096
3	Chicago Great Western R. R.....	12	183	543	17,814	555	17,997	3,017	83,028	1,278	30,246	4,295	113,274
4	Chicago, Milwaukee & St. Paul Ry.....	788	18,102	1,653	48,900	2,441	67,002	14,427	472,079	5,561	118,600	19,988	590,679
5	Chicago & North Western Ry.....	285	7,283	1,328	40,293	1,613	47,576	8,894	322,571	7,823	194,853	16,717	517,424
6	Chicago, St. Paul, Minn. & O. Ry.....	24	601	327	8,614	351	9,215	3,101	96,496	2,931	93,089	6,032	186,585
7	Chicago, Rock Island & Pacific Ry.....	962	19,797	1,313	35,969	2,275	55,766	6,107	145,967	3,255	56,730	9,362	202,727
8	Great Northern Ry.....	78	1,842	325	10,017	403	11,859	10,620	381,274	1,234	27,358	11,854	408,632
9	Illinois Central R. R.....	502	9,742	1,461	33,067	1,963	42,809	6,500	121,178	5,462	99,032	11,962	220,210
10	Minneapolis & St. Louis R. R.....	2	30	133	4,223	135	4,253	2,567	79,729	1,782	49,894	4,349	129,623
11	Union Pacific R. R.....	1,595	41,101	5,075	171,522	6,670	212,623	30,190	1,551,595	3,548	66,149	33,738	1,617,744
12	Wabash Railway.....	287	7,022	1,405	34,666	1,692	41,688	1,933	52,604	3,100	55,767	5,033	108,371
	Total.....	12,677	332,795	16,710	488,429	29,377	821,224	132,276	5,015,398	46,138	1,048,879	178,414	6,064,277

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 9—TOTAL PRODUCTS OF AGRICULTURE

Number	Railway Companies	Total Products of Agriculture							
		Originating on Road				Received from Connecting Carriers		Total	
		Carloads	% of carloads originating on road	Tons	% of tons originating on road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	251,061	27.63	6,087,423	22.18	44,716	981,687	295,777	7,069,110
2	Chicago, Burlington & Quincy R. R.	180,944	20.80	6,291,838	23.85	114,350	2,483,974	295,294	8,775,812
3	Chicago Great Western R. R.	24,894	23.16	673,747	29.77	33,050	796,967	57,944	1,470,714
4	Chicago, Milwaukee & St. Paul Ry.	183,366	17.41	5,955,887	18.43	65,828	1,340,356	249,194	7,296,243
5	Chicago & North Western Ry.	113,438	10.60	3,606,119	16.74	149,435	3,469,583	262,873	7,075,702
6	Chicago, St. Paul, Minn. & Omaha Ry.	56,484	27.53	1,742,543	31.77	43,020	1,203,068	99,504	2,945,611
7	Chicago, Rock Island & Pacific Ry.	171,404	25.43	4,978,351	26.50	109,450	1,912,841	280,854	6,891,192
8	Great Northern Ry.	172,253	24.21	5,580,031	19.39	19,622	521,441	191,875	6,101,472
9	Illinois Central R. R.	160,741	17.91	3,618,549	11.14	145,085	2,735,313	305,826	6,353,862
10	Minneapolis & St. Louis R. R.	50,493	41.73	1,602,989	48.99	23,837	574,623	74,330	2,177,612
11	Union Pacific R. R.	111,938	37.91	4,263,340	43.98	151,900	2,641,179	263,838	6,904,519
12	Wabash Railway	53,229	20.03	1,562,394	21.43	82,757	1,570,009	135,986	3,132,403
	Total	1,530,245		45,963,211		983,050	20,231,041	2,513,295	66,194,252
13	Atlantic Northern Ry.			2,012			434		2,446
14	Manchester & Onida Ry.			43			2,549		2,592
15	Tabor & Northern Ry.			8,667			54		8,721
	Total 13 to 15 inclusive—tons only			10,722			3,037		13,759
	Total Tons of Products of Agriculture			45,973,933			20,234,078		66,208,011

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 10—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses and Mules						Cattle and Calves					
		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.	3,473	40,790	514	6,073	3,987	46,863	55,356	659,905	24,833	277,711	80,189	937,616
2	Chicago, Burlington & Quincy R. R.	3,543	41,000	1,401	16,434	4,944	57,434	71,966	835,496	15,940	191,952	87,906	1,027,448
3	Chicago Great Western R. R.	172	2,021	92	1,271	264	3,292	9,647	110,169	1,333	15,618	10,980	125,787
4	Chicago, Milwaukee & St. Paul Ry.	2,440	28,413	684	8,126	3,124	36,539	56,292	645,308	9,420	109,076	65,712	754,384
5	Chicago & North Western Ry.	2,146	24,516	757	8,751	2,903	33,267	55,027	627,625	11,627	134,075	66,654	761,701
6	Chicago, St. Paul, Minn. & O. Ry.	910	9,590	756	8,570	1,666	18,160	16,070	184,122	6,480	73,864	22,550	257,986
7	Chicago, Rock Island & Pacific Ry.	2,377	27,503	856	10,166	3,233	37,669	42,426	484,674	14,709	158,992	57,135	643,666
8	Great Northern Ry.	1,838	21,534	237	2,735	2,075	24,269	16,504	189,338	2,491	28,475	18,995	217,813
9	Illinois Central R. R.	1,245	14,699	747	8,770	1,992	23,469	17,461	203,090	5,541	64,069	23,002	267,159
10	Minneapolis & St. Louis R. R.	190	2,251	95	1,191	285	3,442	7,891	87,190	675	7,855	8,566	95,045
11	Union Pacific R. R.	1,587	18,512	542	6,721	2,129	25,233	31,877	375,051	9,529	118,610	41,406	493,661
12	Wabash Railway	566	6,820	474	5,607	1,040	12,427	7,960	96,307	2,117	24,397	10,077	129,704
	Total	20,487	237,649	7,155	84,415	27,642	322,064	388,477	4,498,276	104,695	1,204,694	493,172	5,702,970

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Sheep and Goats						Hogs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	7,559	81,463	4,614	46,208	12,173	127,666	9,481	88,024	8,541	31,782	13,022	119,806
2	Chicago, Burlington & Quincy R. R.....	9,070	85,909	4,662	50,781	13,732	136,690	76,873	696,617	7,818	78,611	84,691	775,228
3	Chicago Great Western R. R.....	978	8,704	209	2,165	1,187	10,869	12,480	114,761	1,380	14,601	13,860	129,362
4	Chicago, Milwaukee & St. Paul Ry.....	5,048	45,269	2,252	24,630	7,300	69,899	71,797	645,366	6,253	64,592	78,050	709,958
5	Chicago & North Western Ry.....	5,181	49,688	3,740	40,889	8,921	90,577	73,023	715,515	10,891	104,494	83,914	820,009
6	Chicago, St. Paul, Minn. & O. Ry.....	908	8,365	912	9,620	1,820	17,985	16,446	157,454	6,076	61,074	22,522	218,528
7	Chicago, Rock Island & Pacific Ry.....	2,936	24,535	996	9,634	3,932	34,169	46,121	420,507	2,841	25,662	48,962	446,169
8	Great Northern Ry.....	4,282	42,973	616	6,379	4,898	49,352	13,366	123,678	1,062	9,842	14,425	133,520
9	Illinois Central R. R.....	1,645	13,730	438	4,091	2,083	17,821	24,447	236,039	4,141	40,659	28,588	276,698
10	Minneapolis & St. Louis R. R.....	384	2,663	78	721	462	3,384	15,756	140,028	407	3,554	16,163	143,582
11	Union Pacific R. R.....	6,145	67,461	13,447	152,829	19,592	220,290	17,411	153,084	3,192	27,594	20,603	180,678
12	Wabash Railway.....	1,650	15,215	564	5,624	2,214	20,839	13,061	136,389	4,577	47,996	17,638	184,385
	Total.....	45,786	445,975	32,528	353,566	78,314	799,541	390,262	3,627,462	52,179	510,461	442,441	4,137,923

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Fresh Meats						Other Packing House Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	8,345	101,519	139	1,862	8,484	103,381	2,192	34,015	881	13,797	3,073	47,812
2	Chicago, Burlington & Quincy R. R.....	19,540	248,819	1,673	21,407	21,213	270,226	5,965	94,558	842	14,313	6,807	108,871
3	Chicago Great Western R. R.....	7,996	97,769	748	10,194	8,744	107,963	4,718	76,076	1,498	29,073	6,216	105,149
4	Chicago, Milwaukee & St. Paul Ry.....	28,430	370,346	624	8,375	29,054	378,721	6,498	114,636	360	5,875	6,858	120,511
5	Chicago & North Western Ry.....	19,191	240,299	6,939	88,527	26,130	328,826	5,087	88,901	1,872	21,020	6,959	119,921
6	Chicago, St. Paul, Minn. & O. Ry.....	5,820	73,746	331	4,472	6,151	78,218	3,739	52,164	246	4,178	3,985	56,342
7	Chicago, Rock Island & Pacific Ry.....	10,100	114,011	287	3,321	10,387	117,332	7,661	130,096	841	13,944	8,502	144,040
8	Great Northern Ry.....	2,865	36,914	84	1,270	2,949	38,184	626	10,436	46	785	672	11,221
9	Illinois Central R. R.....	14,187	181,351	4,552	61,786	18,739	243,137	7,873	125,784	4,946	78,215	12,819	208,999
10	Minneapolis & St. Louis R. R.....	3,034	45,322	179	2,162	3,213	47,484	1,449	26,450	222	2,970	1,671	29,420
11	Union Pacific R. R.....	811	11,550	789	12,436	1,600	23,986	1,393	24,615	794	13,822	2,187	38,437
12	Wabash Railway.....	11,336	135,588	2,997	38,076	14,333	173,664	6,961	112,482	2,890	51,709	9,821	164,191
	Total.....	131,655	1,657,234	19,342	253,888	150,997	1,911,122	54,132	890,213	15,438	259,701	69,570	1,149,914

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry						Eggs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1,902	21,484	1,292	12,803	3,194	34,287	3,392	37,150	835	10,321	4,227	47,471
2	Chicago, Burlington & Quincy R. R.	4,136	44,401	848	9,717	4,984	54,118	5,590	61,955	1,536	19,067	7,126	81,022
3	Chicago Great Western R. R.	496	5,191	111	1,117	607	6,308	814	8,967	776	9,623	1,590	18,590
4	Chicago, Milwaukee & St. Paul Ry.	1,540	17,741	1,291	14,858	2,831	32,599	3,862	45,775	1,262	15,321	5,124	61,096
5	Chicago & North Western Ry.	3,577	40,871	1,378	15,502	4,955	56,373	4,201	47,288	2,381	28,924	6,582	76,212
6	Chicago, St. Paul, Minn. & O. Ry.	447	5,163	229	2,570	676	7,733	739	8,168	276	3,140	1,015	11,308
7	Chicago, Rock Island & Pacific Ry.	3,206	35,603	611	6,601	3,817	42,204	3,983	44,176	666	7,594	4,649	51,770
8	Great Northern Ry.	550	6,861	5	62	555	6,923	881	11,150	37	473	918	11,623
9	Illinois Central R. R.	847	9,288	2,023	21,207	2,870	30,495	1,745	19,936	1,803	21,117	3,548	41,053
10	Minneapolis & St. Louis R. R.	550	6,374	12	160	562	6,534	796	8,966	142	1,879	938	10,845
11	Union Pacific R. R.	1,073	11,817	471	5,090	1,544	16,907	2,028	21,960	1,682	23,008	3,710	44,968
12	Wabash Railway	1,719	19,551	4,875	54,297	6,594	73,848	2,314	25,630	7,352	84,419	9,666	110,049
	Total	20,037	224,345	13,146	143,984	33,183	368,329	30,345	341,121	18,748	224,886	49,093	566,007

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter and Cheese						Wool					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	860	10,284	527	6,798	1,387	17,082	543	9,156	154	2,447	697	11,603
2	Chicago, Burlington & Quincy R. R.	4,112	50,358	853	10,408	4,965	60,766	574	8,380	458	7,542	1,032	15,922
3	Chicago Great Western R. R.	1,649	20,197	162	2,097	1,811	22,294	93	1,461	79	764	172	2,225
4	Chicago, Milwaukee & St. Paul Ry.	6,634	87,074	2,438	30,721	9,122	117,795	712	10,825	551	9,525	1,263	20,350
5	Chicago & North Western Ry.	10,108	128,167	2,911	38,209	13,019	166,376	359	4,981	906	15,128	1,265	20,109
6	Chicago, St. Paul, Minn. & O. Ry.	2,785	35,130	489	5,923	3,274	41,053	30	365	215	8,558	245	3,923
7	Chicago, Rock Island & Pacific Ry.	2,600	31,281	541	7,053	3,141	38,334	95	1,369	102	1,542	197	2,911
8	Great Northern Ry.	2,129	28,392	20	253	2,149	28,645	399	6,149	18	272	417	6,421
9	Illinois Central R. R.	1,528	17,788	2,004	23,872	3,532	41,660	58	657	126	1,853	184	2,510
10	Minneapolis & St. Louis R. R.	910	11,223	21	255	931	11,478	6	74	15	250	21	324
11	Union Pacific R. R.	298	3,690	342	4,985	640	8,675	295	5,666	1,115	19,260	1,410	24,926
12	Wabash Railway	1,148	13,685	3,504	45,373	4,742	59,058	975	14,208	527	8,264	1,502	22,467
	Total	34,811	437,269	13,902	175,947	48,713	613,216	4,139	63,286	4,266	70,405	8,405	133,691

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 15—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hides and Leather						Other Animals and Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	905	21,499	94	2,172	999	23,671	1,030	23,838	316	7,289	1,346	31,127
2	Chicago, Burlington & Quincy R. R.	1,133	25,672	379	7,426	1,512	33,098	2,800	58,598	1,627	39,125	4,427	97,723
3	Chicago Great Western R. R.	1,040	23,899	184	4,116	1,224	28,015	772	15,480	527	12,595	1,299	28,075
4	Chicago, Milwaukee & St. Paul Ry.	2,707	65,118	2,034	44,101	4,741	109,219	5,217	112,074	1,683	36,166	6,900	148,240
5	Chicago & North Western Ry.	1,128	26,936	1,301	28,764	2,429	55,700	2,988	74,059	2,379	47,801	5,367	121,860
6	Chicago, St. Paul, Minn. & O. Ry.	179	4,047	54	1,180	233	5,227	620	10,816	345	7,146	965	17,962
7	Chicago, Rock Island & Pacific Ry.	1,037	24,701	270	6,230	1,307	30,931	1,189	25,334	1,452	36,409	2,641	61,743
8	Great Northern Ry.	244	5,041	18	491	262	5,532	1,153	18,470	254	5,328	1,407	23,796
9	Illinois Central R. R.	709	16,900	514	10,632	1,223	27,532	1,238	29,653	2,305	56,602	3,543	86,255
10	Minneapolis & St. Louis R. R.	25	496	17	350	42	846	214	3,800	159	3,508	373	7,308
11	Union Pacific R. R.	168	4,376	320	6,668	488	11,044	108	2,036	456	10,717	564	12,753
12	Wabash Railway	1,362	32,946	1,372	28,462	2,734	61,408	644	12,378	1,353	27,361	1,997	39,739
	Total	10,637	251,631	6,557	140,592	17,194	392,223	17,973	386,536	12,856	290,045	30,829	676,581

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 16—TOTAL ANIMALS AND PRODUCTS

Number	Railway Companies	Total Animal and Products							
		Originating on Road				Received from Connecting Carriers		Total	
		Carloads	% of carloads originating on road	Tons	% of tons originating on road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	95,038	10.46	1,129,127	4.11	37,740	419,258	132,778	1,548,385
2	Chicago, Burlington & Quincy R. R.	205,302	23.60	2,251,763	8.54	38,037	466,783	243,339	2,718,546
3	Chicago Great Western R. R.	40,849	38.01	484,695	21.42	7,099	108,234	47,948	587,929
4	Chicago, Milwaukee & St. Paul Ry.	191,227	18.16	2,187,945	6.77	28,852	371,306	220,079	2,559,311
5	Chicago & North Western Ry.	182,016	17.01	2,068,847	5.71	47,082	582,084	229,098	2,650,931
6	Chicago, St. Paul, Minn. & Omaha Ry.	48,696	23.73	549,130	10.00	16,409	185,295	65,102	734,425
7	Chicago, Rock Island & Pacific Ry.	123,731	18.37	1,363,790	7.26	24,172	287,148	147,903	1,650,938
8	Great Northern Ry.	44,837	6.30	500,936	1.74	4,888	56,363	49,725	557,299
9	Illinois Central R. R.	72,983	8.13	868,915	2.68	29,140	392,873	102,123	1,261,788
10	Minneapolis & St. Louis R. R.	31,295	25.79	334,837	10.23	2,022	24,855	33,227	350,692
11	Union Pacific R. R.	63,194	21.40	699,818	7.22	32,679	401,740	95,873	1,101,558
12	Wabash Railway	49,666	18.68	621,194	8.52	32,692	421,585	82,358	1,042,779
	Total	1,148,741		13,060,997		300,812	3,712,584	1,449,553	16,778,581
13	Atlantic Northern Ry.			5,633			274		5,907
14	Manchester & Onelda Ry.			3,059			846		3,905
15	Tabor & Northern Ry.			1,596			421		2,017
	Total 13 to 15 inclusive—Tons only			10,288			1,541		11,829
	Total tons animals and products			13,071,285			3,714,125		16,785,410

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 17—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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1,253	43,285	155	4,817	1,408	48,102	50,082	2,001,819	26,655	1,190,529	76,737	3,282,348
2	Chicago, Burlington & Quincy R. R.	61	2,171	1,240	43,260	1,301	45,431	165,283	7,932,977	62,919	2,880,491	228,202	10,813,468
3	Chicago Great Western R. R.	279	11,315	1,103	45,825	1,382	57,140	1,316	53,889	20,584	967,961	21,900	1,021,850
4	Chicago, Milwaukee & St. Paul Ry.	6,413	227,865	1,648	71,765	8,061	299,630	96,986	4,296,967	87,283	4,341,291	184,369	8,638,258
5	Chicago & Northwestern Ry.	3,741	130,642	5,649	235,856	9,390	366,498	38,411	1,606,487	121,739	5,842,727	160,150	7,449,214
6	Chicago, St. Paul, Minn. & Omaha Ry.	4,917	164,586	157	5,682	5,074	170,268	24,910	958,440	8,382	387,120	33,292	1,340,560
7	Chicago, Rock Island & Pacific Ry.	98	3,636	615	22,101	713	25,737	22,352	1,009,761	68,631	3,143,168	90,983	4,152,929
8	Great Northern Ry.	4,816	165,545	5	192	4,821	165,737	64,648	2,422,942	16,565	657,786	81,213	3,080,728
9	Illinois Central R. R.	36	1,185	570	21,810	606	22,995	337,808	17,094,709	101,721	5,121,169	439,550	22,215,878
10	Minneapolis & St. Louis R. R.			716	22,156	716	22,156	4,480	201,886	19,123	800,090	23,603	1,061,976
11	Union Pacific R. R.			474	14,660	474	14,660	54,715	2,284,381	19,676	845,798	74,391	3,130,179
12	Wabash Railway			7,118	292,649	7,118	292,649	22,713	1,122,042	64,994	3,266,905	87,707	4,388,947
	Total	21,614	750,230	19,450	780,773	41,064	1,531,008	883,734	41,071,300	618,272	29,505,035	1502,006	70,576,335

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	128	3,922	1,173	44,943	1,301	48,865	6,377	367,042	4	171	6,381	367,213
2	Chicago, Burlington & Quincy R. R.	3,437	95,971	4,064	129,878	7,501	225,849	5	182	8,326	492,066	8,331	492,248
3	Chicago Great Western R. R.	296	7,581	950	27,878	1,246	35,459	1	28	1	28	1	28
4	Chicago, Milwaukee & St. Paul Ry.	15,574	469,412	3,465	114,671	19,039	584,083	34,328	1,795,470	38	1,430	34,366	1,796,900
5	Chicago & Northwestern Ry.	8,308	249,382	5,944	179,364	14,247	428,746	175,704	9,987,497	3,707	194,127	179,411	10,131,624
6	Chicago, St. Paul, Minn. & Omaha Ry.	107	2,588	1,294	37,760	1,401	40,348			9	307	9	307
7	Chicago, Rock Island & Pacific Ry.	1,043	33,879	1,624	52,256	2,667	86,135	5	116	13	422	18	588
8	Great Northern Ry.	3,244	92,484	608	19,197	3,852	111,681	239,990	14,279,453	5,171	268,460	245,161	14,547,913
9	Illinois Central R. R.	1,346	40,328	3,305	99,088	4,651	139,416	3,273	189,791	835	52,120	4,108	232,911
10	Minneapolis & St. Louis R. R.	62	1,957	866	24,418	928	26,375						
11	Union Pacific R. R.	358	18,029	940	28,214	1,298	46,243						
12	Wabash Railway	1,381	41,817	2,289	73,048	3,670	114,865			2	46	2	46
	Total	35,249	1,057,350	26,522	830,715	61,771	1,888,065	459,683	26,560,579	21,862	1,229,371	481,545	27,780,950

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates						Base Bullion and Matte					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	68,585	3,678,712	1,669	78,442	70,254	3,757,154	1,701	80,631	383	19,940	2,084	100,571
2	Chicago, Burlington & Quincy R. R.	53	1,917	752	35,024	805	36,941			2,302	104,057	2,302	104,057
3	Chicago Great Western R. R.			101	4,451	101	4,451			17	855	17	855
4	Chicago, Milwaukee & St. Paul Ry.	3,064	145,743	11,092	593,162	14,156	738,905	4	159	844	41,399	848	41,558
5	Chicago & Northwestern Ry.	2,205	96,715	344	14,957	2,549	111,672	13	553	414	21,261	427	21,814
6	Chicago, St. Paul, Minn. & Omaha Ry.	1	18	97	4,017	98	4,035			10	359	10	359
7	Chicago, Rock Island & Pacific Ry.	207	7,474	4,318	199,822	4,525	207,296	11	529	1,005	47,138	1,016	47,668
8	Great Northern Ry.	3,821	187,720	3,882	202,998	7,703	390,718						
9	Illinois Central R. R.	736	30,973	3,871	202,421	4,607	233,394			150	8,617	150	8,617
10	Minneapolis & St. Louis R. R.			120	5,066	120	5,066						
11	Union Pacific R. R.	5,810	330,736	667	31,342	6,477	362,078	12	601	3,505	167,133	3,517	167,734
12	Wabash Railway	335	15,476	1,430	63,850	1,765	79,326			1,010	49,993	1,010	49,993
	Total	84,817	4,495,484	28,343	1,435,552	113,160	5,931,036	1,741	82,464	9,640	460,752	11,381	543,216

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 20—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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	64,427	3,435,801	21,566	1,077,932	85,993	4,513,733	7,553	280,123	13,826	462,623	21,379	742,756
2	Chicago, Burlington & Quincy R. R.	77,802	3,930,452	16,415	792,295	94,217	4,722,747	2,737	100,861	7,338	230,721	10,075	331,582
3	Chicago Great Western R. R.	6,864	313,181	2,310	108,252	9,174	421,433	1	8	22	665	23	673
4	Chicago, Milwaukee & St. Paul Ry.	107,453	5,590,447	14,151	673,148	121,604	6,263,595	4,215	136,311	1,513	45,740	5,728	182,051
5	Chicago & Northwestern Ry.	156,395	8,611,209	19,788	948,897	176,183	9,560,106	2,556	91,066	983	32,505	3,539	123,571
6	Chicago, St. Paul, Minn. & Omaha Ry.	8,462	414,204	3,528	175,943	11,990	590,147	1	21	33	954	34	975
7	Chicago, Rock Island & Pacific Ry.	90,052	4,317,573	21,908	1,075,646	111,960	5,393,219	44,181	1,486,199	4,946	159,659	49,127	1,645,858
8	Great Northern Ry.	12,622	623,942	1,858	86,249	14,480	710,191	2,450	84,912	4,662	174,448	7,112	259,360
9	Illinois Central R. R.	82,870	4,360,779	23,250	1,021,627	106,120	5,382,406	62	2,214	975	32,421	1,037	34,635
10	Minneapolis & St. Louis R. R.	12,649	536,257	1,899	90,387	13,948	626,644						
11	Union Pacific R. R.	12,438	653,490	2,359	114,060	14,797	767,550	9,167	358,397	1,479	52,668	10,646	411,065
12	Wabash Railway	23,662	1,330,511	11,753	496,181	35,415	1,826,692			5,521	191,677	5,521	191,677
	Total	655,096	34,117,846	140,785	6,660,617	795,881	40,778,463	72,923	2,540,122	41,298	1,384,081	114,221	3,924,203

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt						Originating on Road	
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total		Other Products of Mines	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	A., T. & S. F. Ry.	1,506	49,594	1,163	47,765	2,669	97,359	7,291	212,136	1,364	41,885	8,655	254,021	508	22,126
2	C., B. & Q. R. R.	1,067	41,131	768	26,294	1,835	67,425	103	2,685	4,984	141,548	5,087	144,233	384	15,141
3	C. G. W. R. R.	15	336	648	23,280	663	23,616	39	941	1,305	40,981	1,344	41,922	7	182
4	C., M. & St. P. Ry.	140	5,893	1,203	43,749	1,343	49,642	492	13,143	4,428	120,473	4,920	133,616	45	1,243
5	C. & N. W. Ry.	1,550	52,757	1,328	45,958	2,878	98,715	481	13,580	4,387	121,312	4,868	134,892	194	7,240
6	C., St. P., M. & O. Ry.	9	242	490	19,391	499	19,633	133	3,270	1,659	52,973	1,792	56,243	26	1,651
7	C., R. I. & P. Ry.	88	2,415	2,041	74,603	2,129	77,018	3,834	104,613	2,716	84,811	6,550	189,424	292	10,550
8	Gt. N. Ry.	18	370	689	27,279	707	27,649	672	16,161	902	23,418	1,574	39,574	849	37,816
9	I. C. R. R.	2,653	119,302	9,276	358,084	11,929	477,386	379	9,898	8,247	229,017	8,626	238,910	2,817	112,888
10	M. & St. L. R. R.			156	5,507	156	5,507	4	84	785	23,293	789	23,377		
11	U. P. R. R.	24	623	329	9,903	353	10,526	4,165	151,898	1,705	47,616	5,874	199,514	263	10,736
12	Wabash Ry.	114	3,042	1,703	61,779	1,817	64,821	5,374	180,182	1,058	28,125	6,432	208,307	311	8,309
	Total	7,184	275,705	19,794	743,592	26,978	1,019,297	22,967	708,586	33,544	955,447	56,511	1,664,033	5,191	227,882

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 22—PRODUCTS OF MINES—Continued—AND TOTAL PRODUCTS OF MINES

Number	Railway Companies	Other Products of Mines				Total Products of Mines							
		Received from Connecting Carriers		Total		Originating on Road				Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	Tons
1	A., T. & S. F. Ry.	4,576	200,386	5,079	222,512	209,406	23.04	10,265,201	37.41	72,534	3,169,433	281,940	13,434,634
2	C., B. & Q. R. R.	1,421	56,147	1,805	71,288	250,932	28.85	12,123,488	45.96	110,529	4,931,781	361,461	17,055,269
3	C. G. W. R. R.	73	2,655	80	2,837	8,788	8.18	387,461	17.12	27,113	1,222,803	35,901	1,610,264
4	C., M. & St. P. Ry.	826	32,022	871	33,265	268,714	25.52	12,682,653	39.24	126,491	6,078,850	395,205	18,761,503
5	C. & N. W. Ry.	1,402	49,825	1,596	57,065	389,553	36.41	20,797,128	57.44	165,685	7,686,789	555,238	28,483,917
6	C., St. P., M. & O. Ry.	26	1,063	52	2,714	38,566	18.79	1,540,020	28.06	15,685	685,569	54,251	2,225,589
7	C., R. I. & P. Ry.	1,600	67,196	1,892	77,746	162,163	24.07	6,976,736	37.14	109,417	4,926,822	271,580	11,903,558
8	Gt. N. Ry.	100	3,874	949	41,690	333,190	46.33	17,911,345	62.23	34,442	1,463,896	367,572	19,375,241
9	I. C. R. R.	2,154	84,629	4,471	197,517	431,516	48.09	21,953,062	67.59	154,354	7,231,008	585,864	29,184,065
10	M. & St. L. R. R.	44	1,559	44	1,559	16,520	13.72	740,184	22.62	23,709	1,032,476	40,304	1,772,690
11	U. P. R. R.	696	29,614	959	40,350	86,952	29.44	3,808,891	39.29	31,826	1,341,054	118,788	5,149,945
12	Wabash Ry.	1,048	39,504	1,359	47,813	53,890	20.27	2,701,379	37.06	101,681	4,774,983	155,571	7,476,312
	Total	13,966	568,474	19,157	796,356	2,250,190		111,887,548		973,476	44,545,409	3,223,675	156,432,957
13	A. N. Ry.										7,636		7,636
14	M. & O. Ry.										15,386		15,432
15	T. & N. Ry.										3,687		3,687
	Total 13 to 15 inclusive—Tons only							66			26,709		26,775
	Total tons products of mines							111,887,614			44,572,118		156,459,732

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 23—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Posts, Poles and Cordwood						Ties					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	16,082	390,640	2,109	56,406	18,191	447,046	265	8,908	760	23,832	1,025	32,830
2	Chicago, Burlington & Quincy R. R.	5,881	121,618	5,431	134,926	11,312	256,544	1,726	52,061	1,721	50,009	3,447	102,040
3	Chicago Great Western R. R.	378	9,311	1,636	39,440	2,014	48,751	52	985	585	18,256	637	19,241
4	Chicago, Milwaukee & St. Paul Ry.	132,695	4,855,037	6,371	173,521	139,066	5,034,558	1,168	36,491	1,276	41,594	2,444	78,085
5	Chicago & Northwestern Ry.	50,723	1,860,518	6,326	175,905	56,949	2,036,513	610	16,240	1,737	49,912	2,347	66,152
6	Chicago, Rock Island & Pacific Ry.	13,260	390,450	2,672	65,396	15,932	455,846	264	7,201	83	1,662	347	8,863
7	Great Northern Ry.	8,678	224,647	3,117	73,696	11,795	298,343	1,090	37,817	1,770	52,636	2,869	90,453
8	Illinois Central R. R.	43,412	1,514,933	3,073	86,405	46,485	1,601,338	1,493	42,833	687	18,495	2,180	61,348
9	Minneapolis & St. Louis R. R.	21,147	603,141	10,127	281,162	31,274	884,303	9,766	333,583	11,374	357,727	21,140	691,310
10	Union Pacific R. R.	184	4,063	1,666	40,849	1,850	44,912	825	25,124	1,696	55,221	2,521	80,345
11	Wabash Railway	492	12,065	1,296	29,966	1,788	42,031	78	2,368	266	9,593	344	11,961
12	Wabash Railway	1,427	39,072	1,995	55,394	3,363	94,466	1,249	39,279	1,966	60,554	3,215	99,833
	Total	294,359	10,025,495	45,660	1,219,156	340,019	11,244,651	19,595	602,970	23,921	739,491	42,516	1,342,461

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 24—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings						Other Products of Forests	
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total		Originating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	A., T. & S. F. Ry.	6	137	375	14,863	381	15,000	16,575	432,862	30,599	784,786	47,174	1,217,148	521	12,180
2	C., B. & Q. R. R.	1	15	91	2,365	92	2,380	3,900	87,375	77,596	2,010,191	81,586	2,097,596	213	4,446
3	C., G. W. R. R.	3,894	132,815	4,279	154,751	8,173	287,566	886	22,426	14,616	371,899	15,502	394,325	71	1,606
4	C. & N. W. Ry.	21,718	868,144	12,890	475,630	34,608	1,343,664	51,698	1,498,436	48,920	1,300,357	100,618	2,798,793	2,549	59,750
5	C. St. P., M. & O. Ry.	7,237	290,659	2,533	94,509	9,790	355,168	25,677	743,073	62,337	1,651,484	88,014	2,394,557	4,453	81,024
6	C., R. I. & P. Ry.	5	113	19	543	24	656	11,180	230,392	21,284	563,242	32,473	843,634	1,049	20,537
7	Gt. N. Ry.	3,780	138,142	1,251	42,101	5,031	180,243	23,107	631,112	38,254	1,007,649	61,361	1,638,761	338	9,325
8	I. O. R. R.	29	867	45	1,472	74	2,339	49,586	1,267,650	20,346	565,057	69,932	1,832,707	342	6,302
9	M. & St. L. R. R.			118	2,940	118	2,940	49,332	1,807,943	123,695	3,254,506	173,027	4,562,449	806	23,087
10	U. P. R. R.							119	2,528	12,219	312,140	12,338	314,668	7	147
11	Wabash Ry.							788	20,210	65,444	1,755,107	66,232	1,775,377	66	1,550
12	Wabash Ry.							3,085	70,775	31,604	816,306	34,689	887,081	274	5,952
	Total	36,670	1,400,892	21,621	789,064	58,291	2,189,956	236,032	6,374,232	546,914	14,382,784	782,946	20,757,066	10,781	225,955

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 25—OTHER PRODUCTS OF FORESTS—Continued—AND TOTAL PRODUCTS OF FORESTS

Number	Railway Companies	Other Products of Forests				Total Products of Forests							
		Received from Connecting Carriers		Total		Originating on Road				Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	% of carloads originating on road	Tons	% of tons originating on road	Carloads	Tons	Carloads	Tons
1	A., T. & S. F. Ry.....	453	8,072	974	21,152	33,443	3.68	844,180	3.08	33,921	873,096	67,364	1,718,176
2	C., B. & Q. R. R.....	689	14,530	902	18,997	11,816	1.36	265,628	1.01	85,812	2,224,519	97,628	2,490,147
3	C. G. W. R. R.....	142	2,526	213	4,132	1,388	1.29	34,343	1.52	17,070	434,486	18,458	468,829
4	C., M. & St. P. Ry.....	2,359	54,362	4,908	114,112	192,004	18.23	6,582,529	20.37	63,205	1,730,585	255,209	8,313,114
5	C. & N. W. Ry.....	1,816	37,250	6,269	118,274	103,181	9.64	3,568,909	9.86	85,006	2,300,161	188,187	5,959,160
6	C., St. P., M. & O. Ry.....	254	5,936	1,303	26,473	32,969	16.08	969,239	17.66	26,846	720,745	59,845	1,689,984
7	C., R. I. & P. Ry.....	463	8,160	801	17,485	33,227	4.93	903,014	4.80	43,623	1,142,684	76,850	2,045,698
8	Gt. N. Ry.....	112	2,363	454	8,666	98,613	13.86	2,969,881	10.32	25,469	714,421	124,682	3,684,302
9	I. C. R. R.....	2,505	61,868	3,403	84,935	81,172	9.05	2,268,621	6.98	147,746	3,956,735	228,918	6,225,356
10	M. & St. L. R. R.....	128	2,618	135	2,765	1,135	.94	31,862	.97	15,827	413,768	16,962	445,630
11	U. P. R. R.....	323	6,734	389	8,284	1,424	.48	36,193	.37	67,329	1,801,460	68,753	1,837,653
12	Wabash Ry.....	1,153	22,357	1,427	28,309	6,035	2.27	155,078	2.13	36,659	954,611	42,694	1,109,689
	Total.....	10,397	227,676	21,178	453,604	506,437		18,629,567		648,513	17,358,171	1,244,950	35,987,738
13	A. N. Ry.....							33			732		765
14	M. & O. Ry.....							21			870		891
15	T. & N. Ry.....							143			540		683
	Total 13 to 15 inclusive—Tons only.....							197			2,142		2,339
	Total tons of forest products.....							18,629,764			17,360,313		35,990,077

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 26—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	Atchison, Topeka & Santa Fe Ry.....	177,076	5,170,541	37,142	1,070,990	214,218	6,241,531	1,294	38,429	813	24,146	2,107	62,575
2	Chicago, Burlington & Quincy R. R.....	60,669	1,634,374	40,659	1,117,267	101,328	2,751,641	697	18,225	1,330	41,228	2,027	59,453
3	Chicago Great Western R. R.....	913	24,073	82,819	906,378	33,732	930,451	720	19,109	321	9,382	1,041	28,491
4	Chicago, Milwaukee & St. Paul Ry.....	9,102	247,425	64,547	1,821,760	73,649	2,069,185	1,303	34,396	4,028	107,637	5,331	142,033
5	Chicago & Northwestern Ry.....	38,128	1,036,010	49,048	1,410,088	87,176	2,446,068	569	18,187	1,825	51,674	2,394	69,861
6	Chicago, St. Paul, Minn. & Omaha Ry.....	1,449	36,255	17,971	491,813	19,420	528,068	508	13,815	198	5,869	706	19,684
7	Chicago, Rock Island & Pacific Ry.....	53,218	1,496,621	56,408	1,520,657	109,621	3,017,278	1,504	42,374	1,007	30,227	2,511	72,601
8	Great Northern Ry.....	17,133	506,431	21,646	593,804	38,779	1,100,235	633	18,034	277	8,969	910	27,008
9	Illinois Central R. R.....	14,010	395,166	78,121	2,245,428	92,131	2,640,594	1,907	59,891	2,583	73,877	4,490	133,768
10	Minneapolis & St. Louis R. R.....	144	3,958	9,246	258,331	9,390	262,289	365	14,360	298	10,515	663	24,875
11	Union Pacific R. R.....	7,977	226,017	24,321	653,184	32,298	879,201	29	788	2,079	61,345	2,108	62,133
12	Wabash Railway.....	2,771	75,461	41,499	1,209,190	44,270	1,284,651	358	12,592	955	27,970	1,313	40,562
	Total.....	382,590	10,852,332	473,422	13,298,890	856,012	24,151,222	9,887	290,200	15,714	452,839	25,601	748,039

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 27—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses					Boat and Vessel Supplies						
		Originating on Road		Received from Connecting Carriers		Total	Originating on Road		Received from Connecting Carriers		Total		
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons		
1	Atchison, Topeka & Santa Fe Ry.....	4,298	148,978	2,789	93,540	7,087	242,518	3	17	9	78	12	95
2	Chicago, Burlington & Quincy R. R.....	10,338	353,396	6,073	212,337	16,411	565,733	9	229	31	860	40	1,089
3	Chicago Great Western R. R.....	650	15,029	1,382	46,310	2,032	61,339			6	106	6	106
4	Chicago, Milwaukee & St. Paul Ry.....	3,875	99,893	5,366	179,417	9,241	279,310	29	868	24	244	53	1,112
5	Chicago & Northwestern Ry.....	2,481	67,354	8,065	248,339	10,546	315,693	22	272	30	207	52	479
6	Chicago, St. Paul, Minn. & Omaha Ry.....	245	6,606	1,468	48,798	1,713	55,404	6	36	2	37	8	73
7	Chicago, Rock Island & Pacific Ry.....	3,698	95,557	4,046	129,598	7,744	225,155	5	40	10	129	15	169
8	Great Northern Ry.....	1,084	30,964	2,134	64,999	3,218	95,963	10	54	3	15	13	69
9	Illinois Central R. R.....	7,112	208,250	12,702	368,345	19,814	576,595	12	139	36	312	48	451
10	Minneapolis & St. Louis R. R.....	492	13,562	778	23,827	1,270	37,389						
11	Union Pacific R. R.....	6,360	236,216	7,165	268,118	13,525	504,334			10	75	10	75
12	Wabash Railway.....	4,921	127,654	3,816	115,201	8,737	242,855	3	17	10	105	13	122
	Total.....	45,554	1,403,459	55,814	1,798,829	101,368	3,202,288	99	1,672	171	2,168	270	3,840

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 28—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom					Rails and Fastenings						
		Originating on Road		Received from Connecting Carriers		Total	Originating on Road		Received from Connecting Carriers		Total		
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons		
1	Atchison, Topeka & Santa Fe Ry.....	104	4,732	350	18,466	454	23,198	790	33,798	115	4,507	905	38,305
2	Chicago, Burlington & Quincy R. R.....	960	47,328	1,899	94,750	2,859	142,078	271	8,003	1,841	79,838	2,112	87,841
3	Chicago Great Western R. R.....	32	1,186	879	45,739	911	46,925	13	350	76	3,312	89	3,662
4	Chicago, Milwaukee & St. Paul Ry.....	4,503	215,077	3,776	188,968	8,279	404,045	496	16,503	694	31,354	1,190	47,857
5	Chicago & Northwestern Ry.....	818	40,510	5,421	276,802	6,239	317,312	475	16,874	1,326	58,705	1,801	75,579
6	Chicago, St. Paul, Minn. & Omaha Ry.....	145	7,170	487	25,356	632	32,526	159	6,759	76	3,147	235	9,906
7	Chicago, Rock Island & Pacific Ry.....	451	21,630	1,172	59,593	1,623	81,223	179	6,896	1,285	63,836	1,464	70,732
8	Great Northern Ry.....	424	22,179	685	37,497	1,109	59,676	236	9,602	956	42,781	1,192	52,383
9	Illinois Central R. R.....	1,138	55,871	2,588	117,271	3,726	173,142	951	35,945	2,123	96,078	3,074	132,023
10	Minneapolis & St. Louis R. R.....			665	29,764	665	29,764			112	5,024	112	5,024
11	Union Pacific R. R.....	5	122	73	3,384	78	3,507	49	1,485	821	39,917	870	41,402
12	Wabash Railway.....	856	41,796	997	48,199	1,853	89,995	190	6,139	476	18,983	666	25,122
	Total.....	9,436	457,602	18,992	945,786	28,422	1,403,391	3,809	142,354	9,901	447,482	13,710	539,836

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe						Other Metals, Pig, Bar and Sheet					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	7,891	250,728	13,241	454,696	21,132	705,424	1,342	58,626	310	12,612	1,652	71,238
2	Chicago, Burlington & Quincy R. R.....	4,241	110,024	13,572	425,624	17,813	535,648	2,487	82,759	3,700	155,276	6,187	238,035
3	Chicago Great Western R. R.....	700	15,638	3,816	124,971	4,516	140,609	75	2,173	639	27,070	714	29,243
4	Chicago, Milwaukee & St. Paul Ry.....	5,221	148,103	10,343	332,207	15,564	480,310	4,678	131,066	15,047	573,227	19,725	704,283
5	Chicago & Northwestern Ry.....	7,848	229,727	17,034	594,821	24,882	824,548	1,329	31,461	3,632	141,912	4,961	173,373
6	Chicago, St. Paul, Minn. & Omaha Ry.....	273	6,204	2,278	78,886	2,551	85,090	384	18,822	547	25,145	931	43,967
7	Chicago, Rock Island & Pacific Ry.....	8,185	265,462	19,517	674,945	27,702	940,407	1,114	36,886	1,505	50,057	2,619	86,943
8	Great Northern Ry.....	826	21,274	2,701	89,393	3,527	110,667	3,399	156,091	93	3,124	3,492	159,215
9	Illinois Central R. R.....	5,919	146,272	14,969	482,796	20,888	629,068	910	25,671	2,355	92,740	3,265	118,411
10	Minneapolis & St. Louis R. R.....	88	1,861	3,388	117,470	3,476	119,331	1	19	339	13,012	340	13,031
11	Union Pacific R. R.....	458	11,921	2,801	97,256	3,259	109,177	10	224	2,472	100,211	2,482	100,435
12	Wabash Railway.....	3,697	103,273	14,594	479,827	18,291	583,100	855	23,948	3,986	144,150	4,841	168,098
	Total.....	45,347	1,310,487	118,254	3,952,892	168,601	5,263,379	16,584	567,736	34,625	1,356,536	51,209	1,924,272

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,591	53,592	3,507	71,721	6,098	125,313	31,097	1,136,793	4,242	166,449	35,339	1,303,242
2	Chicago, Burlington & Quincy R. R.....	6,864	123,655	4,169	87,807	11,033	211,462	22,616	811,848	7,702	279,847	30,318	1,091,695
3	Chicago Great Western R. R.....	473	8,239	926	15,758	1,399	23,997	3,773	128,041	2,271	92,413	6,044	220,454
4	Chicago, Milwaukee & St. Paul Ry.....	14,763	277,437	4,282	81,471	19,045	358,908	17,017	636,690	10,002	375,403	27,019	1,012,093
5	Chicago & Northwestern Ry.....	11,968	243,856	5,741	104,615	17,709	348,471	13,754	497,500	17,154	703,967	30,908	1,201,467
6	Chicago, St. Paul, Minn. & Omaha Ry.....	325	5,294	1,162	19,325	1,487	24,619	1,293	39,409	5,323	180,096	6,616	219,505
7	Chicago, Rock Island & Pacific Ry.....	4,062	69,007	5,214	100,401	9,276	169,408	13,504	506,781	10,003	368,626	23,507	875,407
8	Great Northern Ry.....	1,306	25,716	1,109	23,718	2,415	49,434	6,576	267,009	5,568	186,371	12,144	453,380
9	Illinois Central R. R.....	3,205	58,549	5,645	102,006	8,850	160,555	16,490	619,157	10,120	379,920	26,610	999,077
10	Minneapolis & St. Louis R. R.....	392	5,438	1,355	22,506	1,747	27,944	4,838	164,107	919	30,137	5,757	194,244
11	Union Pacific R. R.....	505	9,589	4,182	89,813	4,687	99,402	2,280	75,370	4,075	135,399	6,355	210,769
12	Wabash Railway.....	3,637	69,691	5,749	113,806	9,386	183,494	6,343	226,876	4,069	142,400	10,412	369,276
	Total.....	50,118	950,063	43,041	832,944	93,159	1,783,007	139,581	5,109,581	81,418	3,041,028	220,999	8,150,609

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 31—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	11,680	400,608	3,251	115,508	14,931	516,116	2,597	70,133	3,577	94,154	6,174	164,287
2	Chicago, Burlington & Quincy R. R.....	10,218	355,428	3,242	109,537	13,460	464,965	1,802	44,700	3,190	74,490	4,992	119,190
3	Chicago Great Western R. R.....	1,299	39,854	1,673	55,257	2,972	95,111	2,271	60,420	617	14,572	2,888	74,992
4	Chicago, Milwaukee & St. Paul Ry.....	10,954	369,829	9,103	297,496	20,057	667,325	5,068	118,113	4,438	126,411	9,506	244,524
5	Chicago & Northwestern Ry.....	7,792	274,128	14,169	501,773	21,961	775,901	6,541	145,879	7,007	198,235	13,548	344,114
6	Chicago, St. Paul, Minn. & Omaha Ry.....	1,171	39,367	824	29,437	1,995	68,804	207	4,374	318	7,158	525	11,532
7	Chicago, Rock Island & Pacific Ry.....	8,130	277,598	6,777	240,216	14,907	517,814	1,623	51,520	4,339	115,329	5,962	166,849
8	Great Northern Ry.....	1,912	67,199	1,473	50,796	3,385	117,995	627	15,585	1,073	32,541	1,700	48,126
9	Illinois Central R. R.....	8,705	325,805	7,164	249,148	15,869	574,953	2,791	72,733	3,852	100,825	6,643	173,558
10	Minneapolis & St. Louis R. R.....	3,250	99,412	1,439	41,887	4,689	141,299	1,685	48,398	887	21,497	2,572	69,895
11	Union Pacific R. R.....	874	31,573	1,431	48,519	2,305	80,092	2,846	83,961	874	22,331	3,720	106,292
12	Wabash Railway.....	5,774	203,602	3,129	114,326	8,903	317,928	1,153	25,140	2,029	52,798	3,182	77,938
	Total.....	71,759	2,484,403	53,675	1,853,900	125,434	4,338,303	29,211	740,956	32,301	860,341	61,412	1,601,297

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	1,198	19,776	586	9,698	1,784	29,474	2,662	37,374	5,009	66,845	7,671	104,219
2	Chicago, Burlington & Quincy R. R.....	7,183	124,573	1,120	22,583	8,303	147,156	13,758	199,117	5,120	84,038	18,878	283,155
3	Chicago Great Western R. R.....	2,655	45,905	1,143	25,206	3,798	71,111	769	10,532	1,688	22,457	2,452	32,989
4	Chicago, Milwaukee & St. Paul Ry.....	4,205	88,713	3,162	61,767	7,367	150,480	15,333	209,922	3,471	51,810	18,854	261,732
5	Chicago & Northwestern Ry.....	3,989	73,354	5,760	103,216	9,749	176,570	11,156	159,747	4,867	66,109	16,023	225,856
6	Chicago, St. Paul, Minn. & Omaha Ry.....	308	8,659	695	14,639	1,003	23,298	1,532	21,073	3,707	54,003	5,239	75,076
7	Chicago, Rock Island & Pacific Ry.....	2,736	52,581	2,600	47,473	5,336	100,054	9,866	150,412	4,224	75,229	14,090	225,641
8	Great Northern Ry.....	900	15,969	668	11,860	1,568	27,829	4,319	60,175	4,750	72,868	9,069	133,043
9	Illinois Central R. R.....	2,696	51,162	4,395	77,896	7,091	129,058	5,549	83,156	4,903	75,784	10,452	158,940
10	Minneapolis & St. Louis R. R.....	2,085	38,871	232	4,129	2,317	43,000	840	10,281	2,028	27,486	2,868	37,767
11	Union Pacific R. R.....	357	5,444	165	2,830	522	8,274	1,213	16,875	2,929	41,130	4,242	58,005
12	Wabash Railway.....	974	16,724	1,186	22,132	2,160	38,856	3,378	58,462	9,345	140,182	12,723	198,644
	Total.....	29,286	541,731	21,712	403,429	50,998	945,160	70,525	1,017,126	52,036	777,941	122,561	1,795,067

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second Hand Furniture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,794	18,719	20,502	130,560	23,296	149,279	1,508	16,235	969	10,263	2,477	26,498
2	Chicago, Burlington & Quincy R. R.....	6,478	43,201	14,516	103,570	20,994	146,771	2,238	22,975	1,065	10,495	3,243	33,470
3	Chicago Great Western R. R.....	540	3,953	14,651	107,174	15,191	111,127	433	4,552	330	3,475	763	8,027
4	Chicago, Milwaukee & St. Paul Ry.....	17,776	114,789	23,004	177,548	40,780	292,337	1,352	15,865	356	4,152	1,708	20,017
5	Chicago & Northwestern Ry.....	36,164	236,081	21,847	192,383	58,011	428,464	2,666	28,257	1,419	14,412	4,085	42,669
6	Chicago, St. Paul, Minn. & Omaha Ry.	362	2,692	7,430	48,112	7,792	50,804	539	6,429	652	6,777	1,191	13,206
7	Chicago, Rock Island & Pacific Ry.....	7,633	50,343	20,571	137,221	28,204	187,564	2,355	23,856	1,381	14,460	3,736	38,316
8	Great Northern Ry.....	764	6,864	9,788	67,168	10,552	74,032	1,347	15,234	538	6,362	1,885	21,596
9	Illinois Central R. R.....	6,041	52,837	27,686	294,763	33,727	347,600	851	7,793	699	6,624	1,550	14,417
10	Minneapolis & St. Louis R. R.....	227	1,262	5,461	41,870	5,688	43,132	375	3,810	227	2,388	602	6,198
11	Union Pacific R. R.....	637	4,236	35,861	292,960	36,498	297,196	706	7,281	1,213	13,254	1,916	20,535
12	Wabash Railway.....	22,271	194,151	56,700	551,026	78,971	745,177	448	4,276	436	4,252	884	8,528
	Total.....	101,687	729,128	258,017	2,144,355	359,704	2,873,483	14,815	156,563	9,225	96,914	24,040	253,477

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture (New)						Beverages					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	1,101	10,521	2,388	22,085	3,489	32,606	849	17,070	490	8,986	1,339	26,056
2	Chicago, Burlington & Quincy R. R.....	2,560	23,550	3,360	31,433	5,920	54,983	1,515	26,391	357	6,806	1,872	33,197
3	Chicago Great Western R. R.....	264	2,423	520	4,988	754	7,411	1,843	34,105	243	4,211	2,086	38,316
4	Chicago, Milwaukee & St. Paul Ry.....	4,213	40,515	3,199	31,498	7,412	72,013	3,719	74,712	471	9,833	4,190	84,545
5	Chicago & Northwestern Ry.....	10,703	116,274	1,678	15,066	12,381	131,340	1,291	25,501	773	14,197	2,064	39,698
6	Chicago, St. Paul, Minn. & Omaha Ry.	66	665	537	5,074	603	5,739	270	4,803	111	2,263	381	7,066
7	Chicago, Rock Island & Pacific Ry.....	1,842	17,543	2,675	24,411	4,517	41,954	1,463	28,664	489	9,327	1,952	37,991
8	Great Northern Ry.....	356	2,951	372	3,710	728	6,661	338	5,623	157	3,090	495	8,713
9	Illinois Central R. R.....	5,321	47,095	3,751	32,255	9,072	79,350	686	11,960	606	10,329	1,286	22,289
10	Minneapolis & St. Louis R. R.....	29	233	458	4,045	487	4,278	192	3,170	125	2,314	317	5,484
11	Union Pacific R. R.....	123	954	2,931	30,724	3,054	31,678	32	539	634	13,793	666	14,332
12	Wabash Railway.....	860	7,412	2,738	27,469	3,598	34,881	321	5,503	465	8,066	786	13,569
	Total.....	27,438	270,136	24,607	232,758	52,045	502,894	12,519	238,041	4,915	93,215	17,434	331,256

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1,927	39,050	6	152	1,933	39,202	3,332	92,291	671	18,905	4,003	111,196
2	Chicago, Burlington & Quincy R. R.	5,841	196,142	16	483	5,857	196,625	1,906	63,337	1,188	45,663	3,094	109,000
3	Chicago Great Western R. R.	349	11,217	8	319	357	11,536	594	15,375	311	9,432	905	24,807
4	Chicago, Milwaukee & St. Paul Ry.	4,283	155,006	98	2,924	4,381	157,930	2,266	57,379	855	19,216	3,121	76,595
5	Chicago & Northwestern Ry.	2,981	101,557	88	3,197	3,069	104,754	2,001	70,241	885	19,891	2,886	90,132
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,081	34,110			1,081	34,110	395	9,768	170	3,444	565	13,212
7	Chicago, Rock Island & Pacific Ry.	2,701	57,179	333	7,298	3,034	64,477	2,186	53,494	1,104	28,410	3,290	81,904
8	Great Northern Ry.	2,892	99,371	22	831	2,914	100,202	1,207	41,242	198	4,061	1,405	45,303
9	Illinois Central R. R.	2,926	68,052	108	2,842	3,034	70,894	7,952	265,605	3,708	106,322	11,660	371,927
10	Minneapolis & St. Louis R. R.	1,064	31,741	48	1,655	1,112	33,396	208	3,787	373	9,541	581	13,328
11	Union Pacific R. R.	904	27,276	2	50	906	27,326	52	2,333	55	1,528	107	3,861
12	Wabash Railway	338	7,752	192	5,698	530	13,450	2,220	58,639	1,612	50,742	3,832	109,381
	Total	27,287	228,453	921	25,449	28,208	853,902	24,319	733,491	11,130	317,155	35,449	1,050,646

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway 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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	314	8,522	1,882	47,734	2,196	56,256	5,454	181,137	2,287	68,792	7,741	249,929
2	Chicago, Burlington & Quincy R. R.	370	7,286	4,276	110,518	4,646	117,804	4,262	110,274	3,885	124,253	8,147	234,527
3	Chicago Great Western R. R.	228	4,480	2,390	63,268	2,618	67,748	112	2,347	807	23,243	919	25,590
4	Chicago, Milwaukee & St. Paul Ry.	948	23,447	3,821	98,189	4,769	121,636	1,145	28,338	4,413	125,568	5,558	153,906
5	Chicago & Northwestern Ry.	6,845	173,321	7,097	182,707	13,942	356,028	2,939	96,907	6,328	180,861	9,267	277,768
6	Chicago, St. Paul, Minn. & Omaha Ry.	582	14,568	2,640	66,122	3,222	80,690	1,441	39,845	804	27,484	2,245	67,329
7	Chicago, Rock Island & Pacific Ry.	130	2,573	4,294	114,119	4,424	116,692	3,575	119,815	3,147	94,100	6,722	213,915
8	Great Northern Ry.	1,657	41,727	2,415	62,725	4,072	104,452	355	8,505	1,034	30,112	1,389	38,617
9	Illinois Central R. R.	1,022	20,513	2,893	70,592	3,915	91,105	3,652	101,720	5,331	149,775	8,983	251,495
10	Minneapolis & St. Louis R. R.	9	132	2,026	50,992	2,035	51,124	61	1,045	700	21,877	761	22,922
11	Union Pacific R. R.	6	115	1,667	43,195	1,673	43,310	127	3,148	1,784	54,806	1,911	58,044
12	Wabash Railway	508	10,654	6,072	147,139	6,580	157,793	4,093	144,054	3,805	112,053	7,898	256,107
	Total	12,619	1,364,638	41,473	1,057,300	54,092	1,364,638	27,216	837,135	34,325	1,013,014	61,541	1,850,149

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 37—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods (All Canned Food Products)						Other Manufactures and Miscellaneous	
		Originating On Road		Received From Connecting Carriers		Total		Originating On Road		Received From Connecting Carriers		Total		Originating On Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	A., T. & S. F. Ry.	57	1,240	211	3,259	268	4,499	5,311	150,603	3,672	94,448	8,983	245,051	52,580	1,154,824
2	C., B. & Q. R. R.	159	2,693	760	9,850	919	12,543	1,833	37,830	3,184	89,797	5,017	127,627	51,636	999,691
3	C. G. W. R. R.	21	376	171	2,605	192	2,981	781	16,400	1,343	37,529	2,124	53,929	12,054	217,169
4	C., M. & St. P. Ry.	60	1,094	284	5,308	344	6,492	11,925	268,000	3,395	91,036	15,320	359,036	73,378	1,536,880
5	C. & N. W. Ry.	64	944	603	8,120	667	9,064	11,369	261,513	5,970	148,422	17,339	409,935	97,919	2,219,070
6	C., St. P., M. & O. Ry.	9	162	109	1,530	118	1,692	2,727	58,789	904	24,071	3,631	82,860	12,986	392,245
7	C., R. I. & P. Ry.	134	2,524	719	11,646	853	14,170	1,622	35,696	3,402	92,971	5,024	128,667	51,156	1,099,360
8	G. N. Ry.	109	2,457	76	1,126	185	3,583	2,187	65,454	1,436	39,960	3,623	105,414	11,938	316,112
9	I. C. R. R.	965	17,118	3,085	40,230	4,050	57,348	3,134	64,546	4,210	98,383	7,344	162,929	47,021	977,686
10	M. & St. L. R. R.	3	67	209	4,204	212	4,271	1,024	23,215	850	22,781	1,874	45,996	4,188	93,706
11	U. P. R. R.	4	76	323	6,844	327	6,920	1,201	30,908	6,610	213,019	7,811	243,927	4,946	109,388
12	Wabash Ry.	29	347	914	10,567	943	10,914	2,188	44,978	3,392	78,830	5,580	123,808	34,805	780,929
	Total	1,614	29,068	7,464	105,379	9,078	134,477	45,302	1,057,932	38,368	1,031,247	83,670	2,089,179	454,607	9,806,960

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

PART 38—MANUFACTURES AND MISCELLANEOUS—Continued—AND TOTAL

Number	Railway Companies	Other Manufactures and Miscellaneous				Total Manufactures and Miscellaneous							
		Received From Connecting Carriers		Total		Originating On Road				Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	Tons
1	A., T. & S. F. Ry.	22,044	437,025	74,624	1,591,849	319,850	35.19	9,114,337	33.22	130,063	3,045,619	449,913	12,159,956
2	C., B. & Q. R. R.	35,833	758,015	87,489	1,757,706	220,911	25.39	5,447,029	20.65	162,048	4,076,365	382,959	9,523,394
3	C. G. W. R. R.	9,932	191,784	21,086	408,953	31,562	29.37	682,946	30.18	78,957	1,836,959	110,519	2,519,905
4	C., M. & St. P. Ry.	47,659	1,017,095	121,037	2,553,975	217,662	20.67	4,910,050	15.19	225,838	5,811,629	443,500	10,721,679
5	C. & N. W. Ry.	44,137	981,814	142,056	3,200,884	281,812	26.34	6,164,525	17.03	231,934	6,221,533	513,746	12,386,058
6	C., St. P., M. & O. Ry.	17,862	403,182	30,848	705,427	28,463	13.87	687,919	12.53	66,275	1,571,768	94,738	2,259,687
7	C., R. I. & P. Ry.	30,653	577,705	81,809	1,676,965	183,102	27.18	4,564,312	24.30	186,870	4,596,984	369,972	9,161,296
8	G. N. Ry.	11,272	277,325	23,210	598,437	62,532	8.79	1,821,822	6.33	70,444	1,715,206	132,976	3,537,028
9	I. C. R. R.	47,990	957,232	95,011	1,934,918	150,966	16.82	3,772,692	11.61	251,617	6,231,773	402,583	10,094,465
10	M. & St. L. R. R.	8,641	177,039	12,829	270,745	21,560	17.82	562,435	17.19	40,804	944,291	62,364	1,506,726
11	U. P. R. R.	20,976	431,710	25,922	541,098	31,798	10.77	885,840	9.14	125,454	2,674,485	157,252	3,560,325
12	Wabash Ry.	45,271	914,501	80,076	1,695,430	102,991	38.75	2,250,070	30.86	213,407	4,539,600	316,398	6,789,679
	Total	342,290	7,124,427	796,897	16,931,387	1,653,209		40,863,977		1,783,711	43,206,221	3,436,920	84,130,198
13	A. N. Ry.							277			2,361		2,638
14	M. & O. Ry.							580			4,396		4,976
15	T. & N. Ry.							10			2,749		2,759
	Total 13 to 15 inclusive—tons only							867			9,506		10,373
	Total tons Manufactures and Miscellaneous							40,864,844			43,275,727		84,140,571

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 39—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Originating On Road				Received From Connecting Carriers		Total	
		Carloads	% of total carload traffic	Tons	% of total tons carload traffic	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	908,798	74.02	27,440,268	76.37	318,974	8,489,998	1,227,772	35,930,261
2	Chicago, Burlington & Quincy R. R.....	869,905	63.01	26,379,746	65.08	510,776	14,183,422	1,380,681	40,563,168
3	Chicago Great Western R. R.....	107,481	39.69	2,263,192	33.90	163,289	4,394,449	270,770	6,657,641
4	Chicago, Milwaukee & St. Paul Ry.....	1,052,973	67.36	32,319,064	67.82	510,214	15,332,786	1,563,187	47,651,850
5	Chicago & North Western Ry.....	1,070,000	61.17	36,205,618	64.02	679,142	20,350,150	1,749,142	56,555,768
6	Chicago, St. Paul, Minn. & Omaha Ry.....	205,205	54.95	5,488,851	55.69	168,235	4,366,445	373,440	9,855,296
7	Chicago, Rock Island & Pacific Ry.....	673,627	58.72	18,786,203	59.35	473,532	12,866,479	1,147,159	31,652,682
8	Great Northern Ry.....	711,365	82.12	28,784,015	86.55	154,865	4,471,327	866,230	33,255,342
9	Illinois Central R. R.....	897,372	55.21	32,481,839	61.25	727,942	20,547,697	1,625,314	53,029,536
10	Minneapolis & St. Louis R. R.....	120,988	53.25	3,272,307	52.25	106,199	2,990,013	227,187	6,262,320
11	Union Pacific R. R.....	295,306	41.92	9,694,082	52.25	409,198	8,859,918	704,504	18,554,000
12	Wabash Railway.....	265,811	36.26	7,290,115	37.29	467,196	12,260,747	733,007	19,550,862
	Total carload traffic.....	7,178,831	60.49	230,405,300	64.09	4,689,562	129,113,426	11,868,393	350,518,726

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued
PART 40—ALL L.C.L. FREIGHT AND GRAND TOTAL CARLOAD AND L.C.L. TRAFFIC

Number	Railway Companies	All L.C.L. Traffic—Tons				Grand Total Carload and L.C.L. Freight—Tons		
		Originating on road—Tons	% of total tons all traffic originating on road	Received from connecting carriers—Tons	Total—Tons	Originating on road—Tons	Received from connecting carriers—Tons	Grand total all traffic—Tons
1	Atchison, Topeka & Santa Fe Ry.....	920,629	3.25	261,106	1,181,735	28,360,897	8,751,099	37,111,996
2	Chicago, Burlington & Quincy R. R.....	1,044,088	3.81	575,461	1,619,499	27,423,784	14,758,883	42,182,667
3	Chicago Great Western R. R.....	181,863	7.44	57,857	239,720	2,445,055	4,452,306	6,897,361
4	Chicago, Milwaukee & St. Paul Ry.....	1,297,878	3.86	339,378	1,637,256	33,616,942	15,672,164	49,289,106
5	Chicago & North Western Ry.....	1,122,410	3.01	859,101	1,981,511	37,328,028	21,209,251	58,537,279
6	Chicago, St. Paul, Minn. & Omaha Ry.....	319,767	5.51	165,837	485,604	5,808,618	4,532,282	10,340,900
7	Chicago, Rock Island & Pacific Ry.....	992,868	5.02	305,716	1,298,584	19,779,071	13,172,195	32,951,266
8	Great Northern Ry.....	491,643	1.68	96,023	587,666	29,275,658	4,567,350	33,843,008
9	Illinois Central R. R.....	1,060,930	3.16	673,305	1,734,235	33,542,769	21,221,092	54,763,771
10	Minneapolis & St. Louis R. R.....	137,014	4.02	69,217	206,231	3,409,321	3,059,230	6,468,551
11	Union Pacific R. R.....	272,593	2.74	244,206	516,799	9,966,675	9,104,124	19,070,799
12	Wabash Railway.....	497,105	6.38	360,470	857,575	7,787,220	12,621,217	20,408,437
	Total.....	8,338,738	3.49	4,007,677	12,346,415	238,744,038	133,121,103	371,865,141
13	Atlantic Northern Ry.....	826		1,059	1,885	8,781	12,496	21,277
14	Manchester & Oneida Ry.....	391		875	1,266	4,160	24,922	29,082
15	Tabor & Northern Ry.....	26		1,325	1,351	10,442	8,776	19,218
	Total 13 to 15 inclusive—Tons only.....	1,243		3,259	4,502	23,383	46,194	69,577
	Total all traffic—Tons.....	8,339,981		4,010,936	12,350,917	238,767,421	133,167,297	371,934,718

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	44	3,720	156,087	3,721	156,131			425	16,531	425	16,531
2	Chicago, Burlington & Quincy R. R.	4,569	202,409	5,318	221,864	9,887	424,273	7,176	282,597	5,919	236,300	13,095	508,957
3	Chicago Great Western R. R.	180	6,437	4,072	170,994	4,252	177,431	2,579	92,490	1,209	46,145	3,788	138,635
4	Chicago, Milwaukee & St. Paul Ry.	977	41,439	5,693	246,700	6,670	288,139	12,881	506,013	5,717	220,688	18,598	726,701
5	Chicago & North Western Ry.	3,375	145,094	1,543	66,508	4,918	311,602	15,186	623,813	7,735	289,999	22,921	913,112
6	Chicago, St. Paul, Minn. & O. Ry.	49	1,898	2,578	110,146	2,627	112,044	394	15,244	833	31,816	1,227	47,060
7	Chicago, Rock Island & Pacific Ry.	2,552	105,970	4,236	180,355	6,788	286,325	10,416	407,782	2,339	87,048	12,755	494,830
8	Great Northern Ry.	3	105			3	105	1,053	37,250			1,053	37,250
9	Illinois Central R. R.	582	24,440	837	35,022	1,419	59,462	5,025	200,699	837	32,086	5,862	232,785
10	Minneapolis & St. Louis R. R.	176	6,301	4,144	174,632	4,320	180,933	6,344	242,916	655	25,413	6,999	268,329
11	Union Pacific R. R.	235	10,648			235	10,648	1,313	48,215			1,213	48,215
12	Wabash Railway	1,076	44,924	1,698	71,537	2,774	116,461	2,461	91,450	1,587	60,402	4,048	151,852
	Total	13,775	589,709	33,839	1,433,845	47,614	2,023,554	64,728	2,548,469	27,256	1,035,788	91,984	3,584,257

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued
PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			22	584	22	584	1	36	570	29,779	571	29,815
2	Chicago, Burlington & Quincy R. R.	1,483	42,777	3,128	97,609	4,611	140,386	529	20,122	302	10,197	828	30,319
3	Chicago Great Western R. R.	1,432	45,162	691	21,407	2,123	66,569	222	8,301	381	12,280	603	20,581
4	Chicago, Milwaukee & St. Paul Ry.	6,586	218,800	4,281	147,772	10,867	366,572	688	25,406	1,330	50,827	2,018	76,233
5	Chicago & North Western Ry.	7,487	251,220	7,501	251,406	14,988	502,716	790	29,817	577	21,285	1,367	51,102
6	Chicago, St. Paul, Minn. & O. Ry.	258	8,157	301	10,001	559	18,158	47	1,741	81	2,849	128	4,590
7	Chicago, Rock Island & Pacific Ry.	8,284	264,396	3,237	109,270	11,521	373,665	1,033	39,336	886	30,679	1,919	70,015
8	Great Northern Ry.	188	6,258			188	6,258	28	1,016			28	1,016
9	Illinois Central R. R.	3,412	108,120	1,716	55,971	5,128	164,091	275	9,679	170	5,695	445	15,374
10	Minneapolis & St. Louis R. R.	4,295	144,161	2,037	68,926	6,332	213,087	237	8,471	287	9,795	524	18,266
11	Union Pacific R. R.	192	5,879			192	5,879	12	498			12	498
12	Wabash Railway	534	14,908	739	23,181	1,273	38,089	135	4,880	190	6,149	325	11,029
	Total	34,151	1,109,837	23,653	786,217	57,804	1,896,054	3,994	149,303	4,774	170,535	8,768	319,838

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			12,201	331,261	12,201	331,261	3	65	1,265	30,191	1,268	30,256
2	Chicago, Burlington & Quincy R. R.	426	10,138	3,263	77,129	3,689	87,267	1,509	32,769	4,675	108,534	6,184	136,303
3	Chicago Great Western R. R.	40	793	10,013	267,191	10,053	267,984	137	2,549	4,735	105,432	4,872	107,981
4	Chicago, Milwaukee & St. Paul Ry.	2,412	62,250	9,364	239,806	11,776	302,056	6,643	145,210	5,679	126,989	12,322	272,199
5	Chicago & North Western Ry.	1,282	28,957	2,085	50,503	3,367	79,460	3,027	71,164	5,407	121,105	8,434	192,269
6	Chicago, St. Paul, Minn. & O. Ry.	194	4,427	491	12,958	685	17,385	84	1,754	846	18,944	930	20,698
7	Chicago, Rock Island & Pacific Ry.	2,593	64,140	11,121	302,436	13,714	366,576	8,493	189,229	6,186	134,662	14,679	323,891
8	Great Northern Ry.	23	458			23	458	19	415			19	415
9	Illinois Central R. R.	498	11,389	2,451	62,185	2,949	73,574	2,134	47,846	1,944	42,299	4,078	90,145
10	Minneapolis & St. Louis R. R.	17	283	13,419	349,130	13,436	349,413	1,657	44,088	2,558	59,229	4,215	108,267
11	Union Pacific R. R.							48	1,010			48	1,010
12	Wabash Railway	48	1,036	2,468	62,980	2,516	64,016	59	1,178	1,232	29,186	1,291	30,364
	Total	7,533	183,871	66,876	1,755,579	74,409	1,939,450	23,813	537,227	34,527	771,571	58,340	1,308,798

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco						Cotton	
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	5	63	3,210	49,405	3,215	49,468								
2	Chicago, Burlington & Quincy R. R.	851	10,876	3,934	52,018	4,785	62,894	3	50	7	116	10	166	1	14
3	Chicago Great Western R. R.	391	4,662	1,461	21,335	1,852	25,997			8	149	8	149		
4	Chicago, Milwaukee & St. Paul Ry.	958	12,005	2,977	40,163	3,935	52,168	6	103	97	1,853	103	1,956		
5	Chicago & North Western Ry.	1,465	17,816	2,604	34,168	4,069	51,984			27	594	27	594		
6	Chicago, St. Paul, Minn. & Omaha Ry.	93	1,124	2,372	31,120	2,465	32,244	5	83	8	198	13	281		
7	Chicago, Rock Island & Pacific Ry.	659	8,345	1,732	22,769	2,391	31,114			1	12	1	12		
8	Great Northern Ry.	89	1,114			89	1,114								
9	Illinois Central R. R.	325	4,033	725	9,572	1,050	13,605			16	330	16	330		
10	Minneapolis & St. Louis R. R.	231	2,447	351	4,886	582	7,333								
11	Union Pacific R. R.														
12	Wabash Railway	46	631	504	6,722	550	7,353			2	58	2	58		
	Total	5,113	63,116	19,870	272,158	24,983	335,274	14	236	166	3,310	180	3,546	1	14

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton				Cotton Seed and Products, Except Oil						Citrous Fruits			
		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	476	5,888	476	5,888			126	2,770	126	2,770			14,642	258,290
2	Chicago, Burlington & Quincy R. R.	74	1,058	75	1,072	2	45	392	9,344	394	9,389	7	67	1,056	17,981
3	Chicago Great Western R. R.	300	4,318	300	4,318			499	10,784	499	10,784	12	101	2,156	38,270
4	Chicago, Milwaukee & St. Paul Ry.	195	2,702	195	2,702	1	25	282	6,583	283	6,608	20	385	4,406	77,580
5	Chicago & North Western Ry.	9	144	9	144	6	139	424	9,866	430	10,005	6	53	1,983	35,440
6	Chicago, St. Paul, Minn. & Omaha Ry.	38	490	38	490			28	705	28	705			1,117	19,509
7	Chicago, Rock Island & Pacific Ry.	1,180	14,756	1,180	14,756			1,049	23,179	1,049	23,179			5,310	101,475
8	Great Northern Ry.														
9	Illinois Central R. R.	32	461	32	461	12	232	132	3,079	144	3,311	9	68	2,773	47,558
10	Minneapolis & St. Louis R. R.					1	11	55	1,161	56	1,172			149	2,408
11	Union Pacific R. R.														
12	Wabash Railway	20	264	20	264	1	20	92	2,225	93	2,245			381	6,169
	Total	2,324	30,081	2,325	30,065	23	472	3,079	69,696	3,102	70,168	54	674	33,970	604,680

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrous Fruits		Other Fresh Fruits				Potatoes							
		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	14,642	258,290	1	13	30,675	431,472	30,676	431,485			1,013	15,176	1,013	15,176
2	Chicago, Burlington & Quincy R. R.	1,063	18,048	271	3,310	4,401	64,684	4,672	67,994	47	702	3,045	53,235	3,092	53,937
3	Chicago Great Western R. R.	2,168	38,371	103	1,145	8,125	122,886	8,228	124,011	33	862	3,032	51,618	3,065	52,480
4	Chicago, Milwaukee & St. Paul Ry.	4,423	77,065	64	796	18,668	265,527	18,732	266,323	23	523	2,605	44,780	2,628	45,303
5	Chicago & North Western Ry.	1,989	35,493	97	1,134	23,569	346,409	23,666	347,543	37	617	6,085	105,980	6,122	106,597
6	Chicago, St. Paul, Minn. & O. Ry.	1,117	19,509	5	73	2,897	42,156	2,902	42,229	12	218	1,326	23,681	1,338	23,899
7	Chicago, Rock Island & Pacific Ry.	5,310	101,475	310	3,723	10,152	138,472	10,462	142,195	127	1,993	6,518	124,922	6,645	126,915
8	Great Northern Ry.			1	8			1	8	10	173			10	173
9	Illinois Central R. R.	2,782	47,636	148	1,585	18,456	270,441	18,604	272,026	111	1,776	1,990	34,552	2,101	36,328
10	Minneapolis & St. Louis R. R.	149	2,408	19	220	1,520	25,983	1,539	26,203	20	309	6,557	115,297	6,577	115,606
11	Union Pacific R. R.			3	35			3	35						
12	Wabash Railway	351	6,169	2	27	2,618	41,338	2,620	41,365	3	35	2,434	42,776	2,437	42,811
	Total	34,024	605,354	1,024	12,069	121,081	1,749,368	122,105	1,761,437	433	7,208	34,605	612,017	35,038	619,225

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Other Fresh Vegetables						Dried Fruits and Vegetables						Other Products of Agriculture	
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			5,898	67,735	5,898	67,735			1,001	34,207	1,001	34,207	1,073	20,752
2	Chicago, Burlington & Quincy R. R.	229	2,990	5,368	68,057	5,597	71,047	24	397	494	13,178	518	13,575	384	9,026
3	Chicago Great Western R. R.	33	524	2,465	31,275	2,498	31,799	5	64	541	17,760	546	17,824	1,041	29,402
4	Chicago, Milwaukee & St. Paul Ry.	319	4,235	4,048	61,227	4,367	65,462	6	112	1,330	41,015	1,336	41,127	512	15,929
5	Chicago & North Western Ry.	48	707	6,895	86,997	6,943	87,704	4	50	1,053	33,593	1,057	33,643	23	474
6	Chicago, St. Paul, Minn. & Omaha Ry.	4	63	864	12,202	868	12,265			181	5,361	181	5,361	1,599	46,855
7	Chicago, Rock Island & Pacific Ry.	447	6,150	15,595	191,286	16,042	197,436	36	445	739	18,382	775	18,827	3	50
8	Great Northern Ry.	2	27			2	27							78	1,866
9	Illinois Central R. R.	819	11,527	1,923	24,895	2,742	36,422	110	1,892	601	14,081	711	15,473	548	19,498
10	Minneapolis & St. Louis R. R.	17	270	848	11,155	865	11,425	1	15	104	3,405	105	3,420	5	125
11	Union Pacific R. R.									143	3,262	143	3,262	221	2,446
12	Wabash Railway	11	135	1,135	14,643	1,146	14,778								
	Total	1,929	25,628	45,039	569,472	46,968	596,100	180	2,475	6,187	184,244	6,373	186,719	5,487	146,423

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 8—PRODUCTS OF AGRICULTURE AND TOTAL

Number	Railway Companies	Other Products of Agriculture				Total Products of Agriculture									
		All Other Revenue Freight Carried		Total		Originating on Road				All Other Revenue Freight Carried				Total	
		Carloads	Tons	Carloads	Tons	Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	Tons		
1	Atchison, Topeka & Santa Fe Ry.	3,352	64,625	3,352	64,625	11	.94	221	.91	78,596	1,485,001	78,607	1,485,222		
2	Chicago, Burlington & Quincy R. R.	1,433	32,754	2,506	53,506	18,197	20.38	630,015	33.64	42,809	1,049,118	61,006	1,679,133		
3	Chicago Great Western R. R.	3,118	79,953	3,502	88,979	5,551	14.56	172,116	20.56	42,806	1,001,797	48,357	1,173,913		
4	Chicago, Milwaukee & St. Paul Ry.	4,813	120,096	5,854	149,509	32,635	23.07	1,046,704	30.84	71,482	1,694,310	104,117	2,741,014		
5	Chicago & North Western Ry.	2,093	53,671	2,605	69,600	33,322	26.78	1,186,510	38.65	69,590	1,507,058	102,912	2,693,568		
6	Chicago, St. Paul, Minn. & O. Ry.	474	9,253	497	9,727	1,168	17.99	35,256	32.69	14,435	331,389	15,603	366,645		
7	Chicago, Rock Island & Pacific Ry.	3,068	69,338	4,697	116,193	36,549	22.57	1,138,363	28.77	73,379	1,549,041	109,928	2,687,404		
8	Great Northern Ry.			3	50	1,419	33.70	46,874	45.66			1,419	46,874		
9	Illinois Central R. R.	899	16,292	977	18,158	13,538	22.72	424,652	34.95	35,502	654,519	49,040	1,079,171		
10	Minneapolis & St. Louis R. R.	956	22,877	1,504	42,375	13,563	24.54	468,940	30.79	33,640	874,297	47,208	1,343,237		
11	Union Pacific R. R.			5	125	1,708	76.69	66,410	88.47			1,708	66,410		
12	Wabash Railway	350	6,077	571	8,523	4,597	40.21	161,670	45.70	15,593	376,969	20,190	538,639		
	Total	20,586	474,938	26,073	621,361	162,258		5,377,731		477,832	10,523,499	640,090	15,901,230		
13	A. N. Ry.							2,012			434		2,446		
14	M. & O. Ry.							43			2,549		2,592		
15	T. & N. Ry.							8,667			54		8,721		
	Total 13 to 15 inclusive—tons only							10,722			3,037		13,759		
	Total Tons of Products of Agriculture							5,388,453			10,526,536		15,914,989		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued
PART 9—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses and Mules						Cattle and Calves					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	18	206	586	6,987	604	7,193	52	561	4,965	60,515	5,017	61,076
2	Chicago, Burlington & Quincy R. R.....	475	5,358	402	4,749	877	10,107	12,077	139,036	5,121	60,901	17,198	199,937
3	Chicago Great Western R. R.....	102	1,195	101	1,372	203	2,567	4,278	48,237	3,675	43,474	7,953	91,711
4	Chicago, Milwaukee & St. Paul Ry.....	384	4,432	769	9,010	1,153	13,442	17,141	196,355	16,734	192,838	33,875	389,193
5	Chicago & North Western Ry.....	292	3,344	441	5,218	733	8,562	15,496	176,201	8,847	102,589	24,343	278,790
6	Chicago, St. Paul, Minn. & O. Ry.....	59	559	195	2,083	245	2,633	1,687	20,044	5,327	61,076	7,014	81,120
7	Chicago, Rock Island & Pacific Ry.....	442	5,108	329	3,896	771	9,004	16,291	184,525	7,323	85,266	23,614	269,791
8	Great Northern Ry.....	4	45			4	45	518	5,730			518	5,730
9	Illinois Central R. R.....	167	1,921	169	2,024	336	3,945	7,553	88,802	2,239	26,962	9,792	115,764
10	Minneapolis & St. Louis R. R.....	95	1,142	74	985	169	2,127	3,693	40,697	700	8,121	4,393	48,818
11	Union Pacific R. R.....	2				2		4	45			4	45
12	Wabash Railway.....	28	301	303	4,581	421	4,882	675	8,699	716	7,670	1,391	16,369
	Total.....	2,057	23,604	3,459	40,905	5,516	64,509	79,465	908,932	55,647	649,412	135,112	1,558,344

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued
PART 10—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Sheep and Goats						Hogs					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	14	87	523	4,571	537	4,658	26	234	657	6,766	683	7,000
2	Chicago, Burlington & Quincy R. R.....	1,672	13,330	581	6,168	2,253	19,498	21,272	190,619	2,532	21,929	23,804	211,948
3	Chicago Great Western R. R.....	343	2,611	363	3,750	706	6,361	6,066	61,677	3,206	34,106	10,172	95,783
4	Chicago, Milwaukee & St. Paul Ry.....	1,061	9,143	2,449	24,403	3,510	33,546	27,017	241,477	12,019	115,978	39,036	357,455
5	Chicago & North Western Ry.....	829	7,570	1,440	14,772	2,269	22,342	28,797	282,897	5,567	51,856	34,364	334,753
6	Chicago, St. Paul, Minn. & O. Ry.....	98	861	349	3,240	447	4,101	1,521	14,086	7,131	67,590	8,652	81,676
7	Chicago, Rock Island & Pacific Ry.....	1,393	10,778	854	9,147	2,247	19,925	31,423	288,922	6,040	57,204	37,463	346,126
8	Great Northern Ry.....	46	342			46	342	1,139	9,717			1,139	9,717
9	Illinois Central R. R.....	376	3,127	200	2,040	576	5,167	12,542	116,295	2,475	25,241	15,017	141,536
10	Minneapolis & St. Louis R. R.....	207	1,476	66	628	273	2,104	8,618	73,997	507	3,396	9,125	77,393
11	Union Pacific R. R.....												
12	Wabash Railway.....	116	911	187	2,007	303	2,918	1,331	11,975	3,389	40,486	4,720	52,461
	Total.....	6,155	50,236	7,012	70,726	13,167	120,962	140,632	1,291,296	43,523	424,552	184,175	1,715,848

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Fresh Meats						Other Packing House Products						Poultry	
		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			6,561	78,279	6,561	78,279			915	14,961	915	14,961		
2	Chic., Bur. & Quincy R. R.	4,098	59,221	855	10,846	4,953	70,067	1,592	25,651	727	10,598	2,319	36,249	1,487	15,463
3	Chicago Great Western R. R.	481	6,738	7,958	98,141	8,439	104,879	835	13,732	4,941	85,172	5,776	98,904	271	2,906
4	Chic., Milwaukee & St. Paul Ry.	11,802	149,962	9,466	126,133	21,268	276,095	734	13,018	4,475	77,166	5,209	90,184	392	4,460
5	Chicago & North Western Ry.	6,173	75,591	777	10,228	6,950	85,819	1,720	29,523	487	8,225	2,207	37,748	1,254	14,658
6	Chic., St. P., Minn. & Omaha Ry.	492	5,970	189	2,793	681	8,763	370	6,263	165	2,747	535	9,010	5	67
7	Chicago, Rock Island & Pac. Ry.	1,310	14,697	7,867	89,886	9,177	104,583	2,912	52,389	2,840	47,267	5,752	99,656	1,289	14,411
8	Great Northern Ry.	188	2,348			188	2,348	34	579			34	579	1	12
9	Illinois Central R. R.	5,998	75,074	5,701	67,995	11,699	143,069	3,346	56,360	1,119	19,912	4,465	76,272	437	5,085
10	Minneapolis & St. Louis R. R.	1,607	23,146	447	7,226	2,054	30,372	1,114	21,573	226	3,538	1,340	25,111	301	3,392
11	Union Pacific R. R.							2	45			2	45		
12	Wabash Railway	185	2,492	2,115	26,810	2,300	29,302	329	5,471	2,441	40,151	2,770	45,622	52	506
	Total	32,244	415,239	41,936	518,337	74,180	933,576	12,988	224,604	18,336	309,737	31,324	534,341	5,489	60,960

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry				Eggs				Butter and Cheese					
		All Other Revenue Freight Carried		Total		Originating On Road		All Other Revenue Freight Carried		Originating On Road		All Other Revenue Freight Carried			
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons		
1	Atchison, Topeka & Santa Fe Ry.	2,347	24,886	2,347	24,886	3	34	2,251	25,475	2,254	25,509	200	2,680	761	9,085
2	Chic., Bur. & Quincy R. R.	52	646	1,539	16,109	1,782	20,092	155	1,769	1,937	21,861	728	8,733	133	1,662
3	Chicago Great Western R. R.	307	3,120	578	6,026	533	5,909	1,013	12,207	1,546	18,116	539	6,810	1,023	12,682
4	Chic., Milwaukee & St. Paul Ry.	1,385	15,628	1,777	20,088	1,210	13,392	2,294	25,909	3,504	39,391	944	11,980	2,481	31,244
5	Chicago & North Western Ry.	666	7,447	1,920	22,105	1,659	18,781	1,288	16,138	2,947	34,919	1,186	14,544	670	7,632
6	Chic., St. P., Minn. & Omaha Ry.	46	621	51	688	17	194	96	927	113	1,121	79	1,002	64	963
7	Chicago, Rock Island & Pac. Ry.	1,947	21,407	3,236	35,818	1,663	18,545	1,805	20,091	3,468	38,636	911	11,328	1,483	18,380
8	Great Northern Ry.			1	12	16	183			16	183	48	806		
9	Illinois Central R. R.	356	4,079	793	9,164	748	8,488	602	7,701	1,350	16,189	583	7,214	411	5,488
10	Minneapolis & St. Louis R. R.	106	1,345	407	4,737	441	4,842	138	1,688	579	6,530	135	1,571	531	6,850
11	Union Pacific R. R.														
12	Wabash Railway	104	1,683	156	1,589	92	1,018	74	909	166	1,927	1	15	39	784
	Total	7,316	80,262	12,805	141,222	8,164	91,478	9,716	112,904	17,880	204,382	5,354	66,683	7,490	94,760

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter and Cheese		Wool				Hides and Leather							
		Total		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	961	11,765			250	4,137	250	4,137			377	8,000	377	8,000
2	Chic., Bur. & Quincy R. R.	861	10,395	91	1,161	70	1,318	161	2,479	193	4,417	116	2,317	309	6,734
3	Chicago Great Western R. R.	1,562	19,492	18	214	87	1,517	105	1,731	31	631	1,006	23,190	1,037	23,830
4	Chic., Milwaukee & St. Paul Ry.	3,425	43,224	94	1,586	437	7,968	531	9,554	405	9,282	885	20,480	1,290	29,762
5	Chicago & North Western Ry.	1,756	22,176	29	370	643	11,207	672	11,577	249	5,825	272	6,116	521	11,941
6	Chic., St. P., Minn. & Omaha Ry.	143	1,955		4	3	43	3	47	10	201	11	290	21	491
7	Chicago, Rock Island & Pac. Ry.	2,394	29,708	41	532	119	1,834	160	2,366	124	2,629	794	19,365	918	21,994
8	Great Northern Ry.	48	800							3	61			3	61
9	Illinois Central R. R.	994	12,702	16	239	88	1,523	104	1,762	277	6,798	74	1,822	351	8,620
10	Minneapolis & St. Louis R. R.	666	8,421	3	37	1	12	4	49	6	57	18	398	24	455
11	Union Pacific R. R.														
12	Wabash Railway	40	799	14	188	72	1,315	86	1,503	7	221	231	5,542	238	5,763
	Total	12,850	161,443	300	4,831	1,770	30,874	2,076	35,205	1,306	30,122	3,784	87,529	5,089	117,651

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 14—ANIMALS AND PRODUCTS—Continued—AND TOTAL ANIMALS AND PRODUCTS

Number	Railway Companies	Other Animals and Products						Total Animals and Products							
		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road			All Other Revenue Freight Carried			Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	4	73	488	11,262	492	11,335	317	27.36	3,875	16.01	20,681	254,924	20,998	258,799
2	Chic., Bur. & Quincy R. R.	383	7,103	745	16,746	1,128	23,849	45,850	51.35	489,584	26.14	11,480	139,649	57,339	629,233
3	Chicago Great Western R. R.	76	1,298	950	21,488	1,026	22,786	14,473	37.97	151,958	18.16	24,630	340,228	39,103	492,186
4	Chic., Milwaukee & St. Paul Ry.	338	7,518	1,207	27,577	1,545	35,095	61,522	43.47	662,605	19.54	54,601	674,424	116,123	1,337,029
5	Chicago & North Western Ry.	470	8,918	911	17,351	1,381	26,269	58,154	46.72	638,222	20.79	21,909	258,779	80,063	897,001
6	Chic., St. P., Minn. & Omaha Ry.	7	160	55	984	62	1,144	4,336	66.78	49,402	45.81	13,631	143,347	17,967	192,749
7	Chicago, Rock Island & Pac. Ry.	560	11,694	1,219	29,970	1,779	41,664	58,359	36.05	615,558	15.56	32,620	403,713	90,979	1,019,271
8	Great Northern Ry.	10	158			10	158	2,007	47.66	19,981	19.46			2,007	19,981
9	Illinois Central R. R.	300	5,599	425	9,518	725	15,117	32,253	54.12	375,002	30.86	13,859	174,305	46,112	549,307
10	Minneapolis & St. Louis R. R.	89	1,634	169	3,679	258	5,313	16,309	29.51	173,564	11.40	2,983	37,866	19,292	211,450
11	Union Pacific R. R.	1	31			1	31	7	.31	123	.16			7	123
12	Wabash Railway	8	143	175	4,417	183	4,560	2,828	24.82	31,940	9.03	9,936	135,755	12,774	167,695
	Total	2,246	44,329	6,344	142,992	8,590	187,321	296,425		3,211,814		206,339	2,562,990	502,764	5,774,804
13	Atlantic Northern Ry.									5,633			274		5,907
14	Manchester & Oneida Ry.									3,059			846		3,905
15	Tabor & Northern Ry.									1,596			421		2,017
	Total 13 to 15 inclusive—Tons only									10,288			1,541		11,829
	Total tons animals and products									3,222,102			2,564,531		5,786,633

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 15—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal						Coke	
		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			6	231	6	231			1,000	48,716	1,000	48,716		
2	Chic., Bur. & Quincy R. R.	1	40	238	8,400	239	8,440	3,785	167,241	25,126	1,201,437	28,911	1,368,678	2	51
3	Chicago Great Western R. R.	214	8,963	791	34,793	1,005	43,756	985	38,278	18,634	800,191	17,619	838,469	4	81
4	Chic., Milwaukee & St. Paul Ry.	47	1,788	1,028	37,434	1,075	39,222	9,032	397,795	33,343	1,672,718	42,375	2,070,513	11	311
5	Chicago & North Western Ry.	36	1,793	767	25,013	803	26,806	2,565	122,843	21,507	1,027,022	24,072	1,149,865	7	243
6	Chic., St. P., Minn. & Omaha Ry.			548	17,255	548	17,255	10	506	2,653	111,414	2,663	111,920		
7	Chicago, Rock Island & Pac. Ry.			334	10,918	334	10,918	5,620	238,387	33,805	1,602,323	39,425	1,840,710	8	176
8	Great Northern Ry.							2	39			2	39		
9	Illinois Central R. R.			108	3,636	108	3,636	189	9,503	19,449	949,565	19,638	959,068	3	61
10	Minneapolis & St. Louis R. R.			134	4,290	134	4,290	1,069	43,778	13,784	651,811	14,853	695,589	10	418
11	Union Pacific R. R.														
12	Wabash Railway			110	4,770	110	4,770	2,826	132,588	4,574	215,960	7,400	348,548		
	Total	298	12,584	4,064	146,740	4,362	159,324	26,083	1,150,958	171,875	8,281,157	197,958	9,432,115	45	1,341

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 16—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke				Iron Ore				Other Ores and Concentrates			
		All Other Revenue Freight Carried		Total		Originating On Road		All Other Revenue Freight Carried		Originating On Road		All Other Revenue Freight Carried	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	109	2,985	109	2,985								
2	Chic., Bur. & Quincy R. R.	1,472	42,246	1,474	42,297			2	68	2	68		
3	Chicago Great Western R. R.	871	25,291	875	25,372			4	137	4	137		
4	Chic., Milwaukee & St. Paul Ry.	2,293	66,758	2,304	67,069	6	195	1	28	1	28		
5	Chicago & North Western Ry.	889	25,229	896	25,472			27	858	33	1,053	3	93
6	Chic., St. P., Minn. & Omaha Ry.	199	5,983	199	5,983			2	81	2	81	1	32
7	Chicago, Rock Island & Pac. Ry.	893	25,460	901	25,636			5	109	5	109		
8	Great Northern Ry.												
9	Illinois Central R. R.	1,024	29,465	1,027	29,526			9	214	9	214		
10	Minneapolis & St. Louis R. R.	645	18,424	655	18,842								
11	Union Pacific R. R.												
12	Wabash Railway	735	21,295	735	21,295			10	162	10	162		
	Total	9,130	263,136	9,175	264,477	6	195	60	1,657	66	1,852	4	125

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ICWA—Continued

PART 17—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates		Base Bullion and Matte						Clay, Gravel, Sand and Stone					
		Total		Originating On Road		All Other Revenue Freight Carried		Total		Originating On Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1,238	56,142			382	19,889	382	19,889	25	1,336	1,187	46,514	1,212	47,850
2	Chic., Bur. & Quincy R. R.	2	38			163	8,193	163	8,193	4,162	213,520	7,918	406,877	12,080	620,397
3	Chicago Great Western R. R.	99	4,351			15	767	15	767	2,205	114,723	1,300	55,200	3,505	169,923
4	Chic., Milwaukee & St. Paul Ry.	676	32,952			845	41,409	845	41,409	10,740	566,231	6,768	340,637	17,508	906,868
5	Chicago & North Western Ry.	188	8,131	4	152	395	20,828	399	20,980	10,751	595,401	5,408	276,907	16,159	872,308
6	Chic., St. P., Minn. & Omaha Ry.									41	1,860	1,216	61,719	1,257	63,579
7	Chicago, Rock Island & Pac. Ry.	933	42,796			248	13,661	248	13,661	28,898	1,233,918	7,806	347,400	36,704	1,581,318
8	Great Northern Ry.									537	30,284			537	30,284
9	Illinois Central R. R.	84	3,527			147	8,554	147	8,554	3,811	193,666	2,420	115,756	6,231	309,422
10	Minneapolis & St. Louis R. R.	25	954							10,269	451,876	1,123	55,350	11,392	507,226
11	Union Pacific R. R.									1	50			1	50
12	Wabash Railway	20	845							144	6,838	585	26,162	729	33,000
	Total	3,265	149,736	4	152	2,195	113,301	2,199	113,453	71,584	3,409,706	35,731	1,732,522	107,315	5,142,225

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Crude Petroleum						Asphaltum					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			1,725	60,687	1,725	60,687	4	103	160	5,286	164	5,389
2	Chicago, Burlington & Quincy R. R.			48	1,613	48	1,613	3	51	432	16,552	435	16,603
3	Chicago Great Western R. R.	1	8	6	210	7	218			578	20,376	578	20,376
4	Chicago, Milwaukee & St. Paul Ry.	22	398	736	21,530	758	21,928	3	71	587	20,828	590	20,899
5	Chicago & North Western Ry.			37	1,217	37	1,217	2	54	150	4,426	152	4,480
6	Chicago, St. Paul, Minn. & O. Ry.			27	756	27	756			99	3,889	99	3,889
7	Chicago, Rock Island & Pacific Ry.			1,551	51,238	1,551	51,238	11	298	946	34,203	957	34,501
8	Great Northern Ry.												
9	Illinois Central R. R.	1	13	9	284	10	297	6	242	225	7,427	231	7,669
10	Minneapolis & St. Louis R. R.									100	3,602	100	3,602
11	Union Pacific R. R.												
12	Wabash Railway			3	80	3	80			35	1,225	35	1,225
	Total	24	419	4,142	137,615	4,166	138,034	29	819	3,312	117,814	3,341	118,633

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Salt					Other Products of Mines						
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			511	14,839	511	14,839			2,380	102,708	2,380	102,708
2	Chicago, Burlington & Quincy R. R.	15	354	1,079	29,931	1,094	30,285	9	253	203	7,446	212	7,702
3	Chicago Great Western R. R.	12	246	1,207	39,013	1,219	39,259	1	18	65	2,310	66	2,328
4	Chicago, Milwaukee & St. Paul Ry.	20	386	2,057	59,120	2,077	59,506	2	122	650	26,081	652	26,203
5	Chicago & North Western Ry.	32	760	775	19,569	807	20,329	4	40	194	7,316	198	7,356
6	Chicago, St. Paul, Minn. & O. Ry.			907	31,008	907	31,008			15	682	15	682
7	Chicago, Rock Island & Pacific Ry.	27	791	2,887	87,738	2,914	88,529	3	69	921	34,011	924	34,080
8	Great Northern Ry.	2	75			2	75						
9	Illinois Central R. R.	11	205	947	25,889	958	26,094	2	75	51	1,668	53	1,743
10	Minneapolis & St. Louis R. R.	3	69	652	19,700	655	19,778			7	323	7	323
11	Union Pacific R. R.							2	36			2	36
12	Wabash Railway	7	207	88	2,426	95	2,633			25	573	25	573
	Total	129	3,063	11,110	329,242	11,239	332,335	23	616	4,511	183,118	4,534	183,734

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 20—TOTAL PRODUCTS OF MINES

Number	Railway Companies	Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	29	2.50	1,439	5.94	8,700	358,065	8,729	359,504
2	Chicago, Burlington & Quincy R. R.	7,977	8.93	331,513	20.37	36,685	1,722,870	44,662	2,104,383
3	Chicago Great Western R. R.	3,422	8.98	162,317	19.40	21,567	982,530	24,969	1,144,847
4	Chicago, Milwaukee & St. Paul Ry.	19,886	14.06	967,390	28.50	49,007	2,320,232	68,893	3,287,622
5	Chicago & North Western Ry.	13,402	10.77	721,318	23.50	30,311	1,415,707	43,713	2,137,025
6	Chicago, St. P., Minn. & O. Ry.	51	.79	2,366	2.19	5,664	232,706	5,715	235,072
7	Chicago, Rock Island & Pacific Ry.	34,567	21.35	1,473,639	37.24	50,329	2,249,857	84,896	3,723,496
8	Great Northern Ry.	541	12.85	30,398	29.61			541	30,398
9	Illinois Central R. R.	4,023	6.75	203,765	16.77	24,473	1,145,965	28,496	1,349,750
10	Minneapolis & St. Louis R. R.	11,351	20.54	496,141	32.58	16,470	754,463	27,821	1,250,604
11	Union Pacific R. R.	3		86				3	86
12	Wabash Railway	2,977	26.04	139,633	39.47	6,185	273,498	9,162	413,131
	Total	98,229		4,580,005		249,391	11,455,913	347,620	16,035,918
13	Atlantic Northern Ry.						7,636		7,636
14	Manchester & Oneida Ry.			66			15,336		15,452
15	Tabor & Northern Ry.						3,687		3,687
	Total 13 to 15 inclusive—Tons only			66			26,709		26,775
	Total tons of products of mines			4,580,071			11,482,622		16,062,693

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 21—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Poles, Posts and Cordwood						Ties						Pulp Wood	
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2	32	80	1,062	82	1,994			6	226	6	226		
2	Chicago, Burlington & Quincy R. R.....	714	17,392	1,502	36,016	2,216	53,408	24	619	76	2,041	100	2,660		
3	Chicago Great Western R. R.....	111	2,527	1,614	39,944	1,725	42,471	1	15	106	2,722	107	2,737		
4	Chicago, Milwaukee & St. Paul Ry.....	804	21,723	1,779	41,820	2,583	63,543	43	1,107	236	8,006	279	9,113	3	57
5	Chicago & North Western Ry.....	329	7,759	1,168	25,145	1,497	32,904	53	1,096			53	1,095	4	148
6	Chicago, St. P., Minn. & O. Ry.....	6	114	651	14,803	657	14,917			*5	*200	*5	*200		
7	Chicago, Rock Island & Pacific Ry.....	870	22,547	1,839	40,734	2,709	63,281	19	497	125	3,665	144	4,162		
8	Great Northern Ry.....	3	59			3	59								
9	Illinois Central R. R.....	108	2,526	960	24,738	1,068	27,264	23	806	90	2,774	113	3,580	2	60
10	Minneapolis & St. Louis R. R.....	81	1,729	1,034	24,984	1,115	26,713	1	21	50	1,213	51	1,234		
11	Union Pacific R. R.....														
12	Wabash Railway.....	99	2,755	379	10,552	478	13,307	1	25	200	6,298	201	6,323		
	Total.....	3,127	79,163	11,026	360,698	14,153	339,861	165	4,185	884	26,745	1,049	30,930	9	265

*Credits.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 22—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood				Lumber, Timber,		Box Shooks, Staves and Headings				Other Products of Forests	
		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....												
2	Chicago, Burlington & Quincy R. R.....	14	340	14	340	521	10,846	8,498	231,528	9,014	232,374	52	1,265
3	Chicago Great Western R. R.....	58	1,438	58	1,438	291	7,791	13,548	342,588	13,839	350,379	16	371
4	Chicago, Milwaukee & St. Paul Ry.....	52	1,994	55	2,051	313	6,764	32,015	827,100	32,328	833,864	89	2,040
5	Chicago & North Western Ry.....	16	408	20	556	170	4,077	15,827	420,090	15,997	424,167	11	256
6	Chicago, St. P., Minn. & O. Ry.....	24	585	24	585	9	160	3,583	92,170	3,592	92,330	1	16
7	Chicago, Rock Island & Pacific Ry.....	4	99	4	99	317	7,047	17,026	447,842	17,343	454,889	53	1,044
8	Great Northern Ry.....					5	95			5	95		
9	Illinois Central R. R.....	3	61	5	121	114	2,412	12,095	316,158	12,179	318,570	6	99
10	Minneapolis & St. Louis R. R.....	64	1,476	64	1,476	72	1,665	6,222	157,150	6,294	158,815	1	24
11	Union Pacific R. R.....					4	80			4	80	2	27
12	Wabash Railway.....					28	730	3,316	83,642	3,344	84,372		
	Total.....	235	6,401	244	6,666	1,844	41,667	123,347	3,195,596	125,191	3,237,263	231	5,142

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 23—PRODUCTS OF FORESTS—Continued—AND TOTAL PRODUCTS OF FORESTS

Number	Railway Companies	Other Products of Forests				Total Products of Forests							
		All Other Revenue Freight Carried		Total		Originating on Road				All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	144	3,515	144	3,515	2	.17	32	.13	11,482	293,031	11,484	293,063
2	Chicago, Burlington & Quincy R. R.....	94	1,874	146	3,139	1,311	1.47	30,122	1.61	10,179	261,799	11,490	291,921
3	Chicago Great Western R. R.....	140	2,604	156	2,975	419	1.10	10,704	1.28	15,466	389,296	15,885	400,000
4	Chicago, Milwaukee & St. Paul Ry.....	452	9,119	541	11,159	1,252	.89	31,691	.93	34,534	888,039	35,786	919,730
5	Chicago & North Western Ry.....	256	4,112	267	4,368	567	.46	13,335	.43	17,267	449,755	17,834	463,090
6	Chicago, St. P., Minn. & O. Ry.....	185	2,909	186	2,925	16	.25	290	.27	4,438	110,267	4,454	110,557
7	Chicago, Rock Island & Pacific Ry.....	271	4,921	324	5,965	1,259	.78	31,135	.79	19,265	497,261	20,524	528,396
8	Great Northern Ry.....					8		154				8	154
9	Illinois Central R. R.....	118	2,883	124	2,982	253	.42	5,903	.49	13,256	346,614	13,509	352,517
10	Minneapolis & St. Louis R. R.....	77	1,452	78	1,476	155	.28	3,439	.23	7,447	186,275	7,602	189,714
11	Union Pacific R. R.....			2	27	6		107				6	107
12	Wabash Railway.....	65	1,377	65	1,377	128	1.12	3,510	.99	3,960	101,869	4,088	105,379
	Total.....	1,802	34,766	2,033	39,908	5,376		130,422		137,294	3,524,206	142,670	3,654,628
13	Atlantic Northern Ry.....							33			732		765
14	Manchester & Oneida Ry.....							21			870		891
15	Tabor & Northern Ry.....							143			540		683
	Total 13 to 15 inclusive—Tons only.....							197			2,142		2,339
	Total tons of products of forests.....							130,619			3,526,348		3,656,967

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 24—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and Its Products						Vegetable Oils					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			34,870	999,979	34,870	999,979			615	13,201	615	13,201
2	Chicago, Burlington & Quincy R. R.....	137	2,671	31,624	861,565	31,761	864,236	65	1,899	375	10,854	440	12,753
3	Chicago Great Western R. R.....	75	1,303	32,370	803,263	32,445	804,566	18	312	994	27,187	1,012	27,499
4	Chicago, Milwaukee & St. Paul Ry.....	111	2,373	54,944	1,552,150	55,055	1,554,523	50	1,131	2,065	57,346	2,135	58,477
5	Chicago & North Western Ry.....	98	1,827	26,064	723,886	26,162	725,713	141	4,070	707	21,331	848	25,401
6	Chicago, St. P., Minn. & O. Ry.....	8	155	15,332	420,368	15,340	420,423			137	3,593	137	3,593
7	Chicago, Rock Island & Pacific Ry.....	246	5,518	37,759	1,047,062	38,005	1,052,580	190	4,223	813	21,796	993	26,019
8	Great Northern Ry.....	3	68			3	68						
9	Illinois Central R. R.....	67	1,092	5,244	142,913	5,311	143,915	17	323	234	7,848	301	8,171
10	Minneapolis & St. Louis R. R.....	29	367	7,534	205,979	7,554	206,346			108	3,039	108	3,039
11	Union Pacific R. R.....	67	1,279			67	1,279						
12	Wabash Railway.....	3	60	2,996	84,923	2,999	84,983	13	399	194	5,690	207	6,089
	Total.....	835	16,623	248,737	6,931,993	249,572	6,948,616	494	12,357	6,312	176,885	6,796	189,242

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 25—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Boat and Vessel Supplies						Iron, Pig and Bloom	
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			541	18,838	541	18,838			5	41	5	41		
2	Chicago, Burlington & Quincy R. R.	1,752	51,869	3,407	116,472	5,159	168,341			2	55	2	55	170	8,511
3	Chicago Great Western R. R.	233	5,561	1,647	51,660	1,880	57,221			6	106	6	106	5	70
4	Chicago, Milwaukee & St. Paul Ry.	2,088	54,572	3,655	122,074	5,743	176,646			7	98	7	98	13	297
5	Chicago & North Western Ry.	1,378	36,038	4,843	148,127	6,221	184,165	3	97	10	67	13	164	1	53
6	Chicago, St. P., Minn. & O. Ry.	33	888	880	28,726	913	29,614								
7	Chicago, Rock Island & Pacific Ry.	1,409	35,055	2,964	92,290	4,373	127,335	1	18	9	88	10	106	89	4,759
8	Great Northern Ry.	1	13			1	13								
9	Illinois Central R. R.	561	16,591	1,394	46,454	1,955	63,045							8	165
10	Minneapolis & St. Louis R. R.	211	6,428	591	17,130	802	23,558								
11	Union Pacific R. R.														
12	Wabash Railway	1	5	512	15,531	513	15,536			5	45	5	45		
	Total	7,667	207,020	20,434	657,292	28,101	864,312	2	115	44	500	48	615	286	13,855

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 26—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom				Rails and Fastenings						Bar and Sheet Iron, Structural Iron and Iron Pipe			
		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	41	1,859	41	1,859			58	2,007	58	2,007	4	135	7,587	266,847
2	Chicago, Burlington & Quincy R. R.	271	13,392	441	21,908	9	167	50	1,519	59	1,686	340	9,464	2,002	62,847
3	Chicago Great Western R. R.	838	44,183	843	44,253	2	54	79	3,459	81	3,513	213	4,283	3,873	125,520
4	Chicago, Milwaukee & St. Paul Ry.	640	29,645	662	29,942	19	442	330	14,335	349	14,777	199	4,721	4,228	130,589
5	Chicago & North Western Ry.	81	3,634	82	3,687	13	313	545	26,620	561	26,933	97	2,232	2,478	82,169
6	Chicago, St. P., Minn. & O. Ry.	69	3,401	69	3,401			1	42	1	42	7	145	76	2,277
7	Chicago, Rock Island & Pacific Ry.	764	39,895	853	44,654	35	1,369	127	5,417	162	6,786	358	9,535	9,851	341,172
8	Great Northern Ry.											3	69		
9	Illinois Central R. R.	203	10,205	211	10,370	2	106	176	10,760	178	10,866	162	2,687	1,342	37,479
10	Minneapolis & St. Louis R. R.	421	18,575	421	18,575			66	3,178	66	3,178	31	573	1,109	34,800
11	Union Pacific R. R.											2	37		
12	Wabash Railway	84	4,385	84	4,385			28	862	28	862	26	721	631	17,186
	Total	3,421	169,174	3,707	183,029	80	2,451	1,463	68,199	1,543	70,650	1,442	34,593	33,177	1,101,886

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 27—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe		Other Metals, Pig, Bar and Sheet				Castings, Machinery and Boilers							
		Total		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry....	7,591	266,982			407	17,772	407	17,772	12	257	2,288	45,962	2,300	46,209
2	Chicago, Burlington & Quincy R. R....	2,342	72,311	53	1,656	517	22,631	570	24,287	508	9,739	1,137	21,672	1,645	31,411
3	Chicago Great Western R. R....	4,086	129,803	4	63	637	26,594	641	26,657	173	2,194	1,005	19,175	1,178	21,369
4	Chicago, Milwaukee & St. Paul Ry....	4,427	135,310	141	3,622	2,305	74,159	2,446	77,781	380	6,832	5,088	94,788	5,468	101,620
5	Chicago & North Western Ry....	2,575	85,401	25	661	516	21,212	541	21,873	201	3,700	2,303	45,959	2,504	49,659
6	Chicago, St. P., Minn. & O. Ry....	83	2,422			46	1,531	46	1,531	8	127	102	1,682	110	1,809
7	Chicago, Rock Island & Pacific Ry....	10,209	350,707	4	86	1,606	68,823	1,700	68,909	1,057	16,230	3,019	52,846	4,076	69,076
8	Great Northern Ry....	3	60							4	98			4	98
9	Illinois Central R. R....	1,504	40,166	5	109	480	19,272	485	19,381	201	3,105	1,249	21,325	1,450	24,430
10	Minneapolis & St. Louis R. R....	1,140	35,373			237	8,738	237	8,738	55	761	645	10,426	700	11,187
11	Union Pacific R. R....	2	37							3	65			3	65
12	Wabash Railway....	657	17,907			240	9,091	240	9,091	27	673	170	3,370	197	4,043
	Total	34,619	1,136,479	232	6,197	7,081	269,823	7,313	276,020	2,629	43,781	17,006	317,195	19,635	360,976

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 28—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Cement						Brick and Artificial Stone					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry....			340	12,194	340	12,194	1	36	385	13,271	386	13,307
2	Chicago, Burlington & Quincy R. R....	677	22,937	3,370	121,063	4,047	143,970	825	25,277	1,481	51,101	2,306	76,378
3	Chicago Great Western R. R....	3,252	112,815	1,231	40,338	4,483	153,153	1,065	33,020	1,126	36,521	2,211	69,541
4	Chicago, Milwaukee & St. Paul Ry....	7,108	262,514	2,047	70,784	9,155	333,298	5,049	146,982	3,001	90,625	8,050	237,607
5	Chicago & North Western Ry....	6,065	218,870	1,633	60,156	7,698	279,026	1,869	61,017	1,891	59,141	3,760	120,158
6	Chicago, St. P., Minn. & O. Ry....			533	16,841	533	16,841	900	6,505	112	3,536	312	10,031
7	Chicago, Rock Island & Pacific Ry....	6,684	239,897	2,225	76,667	8,909	316,564	2,145	59,614	2,235	72,750	4,380	132,364
8	Great Northern Ry....							81	2,734			81	2,734
9	Illinois Central R. R....	87	3,912	1,832	62,335	1,919	66,247	767	21,914	447	13,091	1,214	34,915
10	Minneapolis & St. Louis R. R....	4,823	163,646	468	15,585	5,291	179,231	2,463	74,471	1,198	34,068	3,661	108,539
11	Union Pacific R. R....												
12	Wabash Railway....	68	2,574	1,256	40,533	1,324	43,107	76	2,194	813	27,714	889	29,908
	Total	28,764	1,027,165	14,935	516,466	43,699	1,543,631	14,561	433,764	12,639	401,718	27,250	835,482

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Lime and Plaster						Sewer Pipe and Drain Tile					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	20	508	15,986	509	16,006			14	209	14	209
2	Chicago, Burlington & Quincy R. R.	239	6,103	1,588	42,503	1,827	48,606	537	10,613	663	13,011	1,200	23,624
3	Chicago Great Western R. R.	2,238	60,074	425	9,995	2,663	70,069	1,957	34,549	863	16,875	2,820	51,415
4	Chicago, Milwaukee & St. Paul Ry.	74	1,918	3,715	108,427	3,789	110,345	1,904	39,294	1,317	27,770	3,221	67,064
5	Chicago & North Western Ry.	119	4,900	3,686	118,705	3,805	123,605	2,098	36,086	1,252	23,068	3,345	59,154
6	Chicago, St. P., Minn. & O. Ry.			79	1,496	79	1,496	12	259	83	2,092	95	2,261
7	Chicago, Rock Island & Pacific Ry.	379	11,940	2,373	68,943	2,752	80,883	2,178	41,519	1,448	27,316	3,626	68,835
8	Great Northern Ry.							6	90			6	90
9	Illinois Central R. R.	2,298	55,633	190	4,126	2,488	59,759	956	17,802	998	16,942	1,954	34,744
10	Minneapolis & St. Louis R. R.	1,639	47,536	846	20,515	2,485	68,051	1,918	35,904	211	3,647	2,129	39,551
11	Union Pacific R. R.												
12	Wabash Railway			288	6,760	288	6,760	22	414	66	1,487	88	1,901
	Total	6,987	188,124	13,698	397,456	20,685	585,580	11,583	216,521	6,915	132,327	18,498	348,848

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Agricultural Implements and Vehicles Other Than Automobiles						Automobiles and Auto Trucks					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	20	348	2,009	29,151	2,059	29,499	3	17	12,409	81,239	12,412	81,256
2	Chicago, Burlington & Quincy R. R.	1,095	18,419	2,355	32,605	3,450	51,024	223	2,205	4,008	26,480	4,231	28,685
3	Chicago Great Western R. R.	278	3,331	2,008	26,869	2,281	30,200	321	2,061	14,491	106,477	14,812	108,538
4	Chicago, Milwaukee & St. Paul Ry.	895	12,109	7,675	102,271	8,570	114,380	278	3,660	21,829	135,337	22,107	138,997
5	Chicago & North Western Ry.	380	5,261	3,395	47,998	3,775	53,254	252	1,527	13,590	93,909	13,842	95,436
6	Chicago, St. P., Minn. & O. Ry.	98	1,103	220	3,227	318	4,330	1	5	333	2,069	334	2,074
7	Chicago, Rock Island & Pacific Ry.	1,169	17,596	6,282	118,324	7,451	135,920	469	2,763	17,337	112,968	17,806	115,731
8	Great Northern Ry.	3	116			3	116	5	37			5	37
9	Illinois Central R. R.	269	2,962	2,758	36,703	3,018	39,665	45	344	5,955	75,963	6,000	76,277
10	Minneapolis & St. Louis R. R.	73	859	966	13,245	1,039	14,095	189	979	1,756	14,421	1,945	15,400
11	Union Pacific R. R.	342	4,557			342	4,557	1	6			1	6
12	Wabash Railway	192	2,732	334	4,286	526	7,018	79	551	2,937	18,354	3,016	18,966
	Total	4,805	69,684	28,027	414,674	32,832	484,358	1,866	14,155	94,645	667,187	96,511	681,342

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 31—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Household Goods and Secondhand Furniture					Furniture (New)						
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	8	71	635	6,825	643	6,896	12	101	1,315	13,116	1,327	13,217
2	Chicago, Burlington & Quincy R. R.....	527	5,470	467	4,967	994	10,437	1,027	9,519	989	9,440	2,016	18,959
3	Chicago Great Western R. R.....	206	2,095	452	4,821	658	6,916	66	650	658	6,182	724	6,832
4	Chicago, Milwaukee & St. Paul Ry.....	340	3,684	346	3,920	686	7,584	428	4,337	2,181	22,518	2,609	26,855
5	Chicago & North Western Ry.....	458	4,855	1,060	11,730	1,518	16,585	167	1,548	2,000	22,323	2,167	23,871
6	Chicago, St. P., Minn. & O. Ry.....	32	353	154	1,799	186	2,152	2	27	53	549	55	576
7	Chicago, Rock Island & Pacific Ry.....	917	9,357	984	11,478	1,851	20,835	769	6,962	1,940	19,432	2,709	26,394
8	Great Northern Ry.....	46	535			46	535	1	6			1	6
9	Illinois Central R. R.....	196	1,940	224	2,377	420	4,317	39	429	585	5,709	624	6,138
10	Minneapolis & St. Louis R. R.....	259	2,620	198	2,061	457	4,681	2	14	242	2,025	244	2,039
11	Union Pacific R. R.....	2	26			2	26	2	13			2	13
12	Wabash Railway.....	67	679	118	1,240	185	1,919	4	41	190	1,836	194	1,877
	Total.....	3,058	31,665	4,588	51,218	7,646	82,883	2,519	23,647	10,153	103,130	12,672	126,777

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Beverages					Ice						
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			254	5,182	254	5,182	18	556			18	556
2	Chicago, Burlington & Quincy R. R.....	26	412	769	14,101	795	14,513	570	19,028	1,169	41,568	1,739	60,596
3	Chicago Great Western R. R.....	38	1,090	1,105	19,327	1,143	20,417	183	5,312	21	606	204	5,918
4	Chicago, Milwaukee & St. Paul Ry.....	26	493	1,163	21,872	1,189	22,365	306	10,086	65	1,896	371	11,979
5	Chicago & North Western Ry.....	14	238	715	13,582	729	13,820	479	14,745	51	1,664	530	16,409
6	Chicago, St. P., Minn. & O. Ry.....	3	45	122	2,205	125	2,250	1	19	26	537	27	556
7	Chicago, Rock Island & Pacific Ry.....	50	1,246	977	16,939	1,027	18,185	563	14,098	57	1,407	620	15,505
8	Great Northern Ry.....	1	17			1	17	5	139			5	139
9	Illinois Central R. R.....	36	551	130	2,476	166	3,027	443	12,779	38	1,156	481	13,935
10	Minneapolis & St. Louis R. R.....	10	216	216	3,687	226	3,903	28	849	51	1,713	79	2,562
11	Union Pacific R. R.....							56	1,582			56	1,582
12	Wabash Railway.....	4	56	73	1,273	77	1,329	4	129	5	143	9	272
	Total.....	208	4,364	5,524	100,644	5,732	105,008	2,656	79,322	1,483	50,687	4,139	130,009

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Fertilizers (All Kinds)						Paper, Printed Matter and Books					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			148	4,264	148	4,264			1,045	26,295	1,045	26,295
2	Chicago, Burlington & Quincy R. R.	185	8,746	285	7,917	470	16,663	19	404	766	19,933	785	20,337
3	Chicago Great Western R. R.	203	5,144	491	13,227	694	18,371	16	321	2,520	66,547	2,536	66,868
4	Chicago, Milwaukee & St. Paul Ry.	297	3,811	873	18,803	1,080	22,614	8	173	1,914	48,830	1,922	49,003
5	Chicago & North Western Ry.	479	21,966	181	4,295	660	26,261	14	333	1,103	27,896	1,117	28,229
6	Chicago, St. P., Minn. & O. Ry.	80	1,463	56	1,429	136	2,892	14	294	909	23,952	923	24,246
7	Chicago, Rock Island & Pacific Ry.	594	16,794	1,120	26,663	1,714	43,457	75	1,568	3,657	98,190	3,732	99,758
8	Great Northern Ry.	29	559			29	559						
9	Illinois Central R. R.	192	6,176	364	9,995	556	16,171	7	108	500	12,476	507	12,584
10	Minneapolis & St. Louis R. R.	108	1,879	378	9,447	486	11,326	4	70	1,691	42,828	1,695	42,898
11	Union Pacific R. R.												
12	Wabash Railway	3	53	353	8,380	356	8,433	14	200	855	22,199	869	22,399
	Total	2,080	66,591	4,249	104,420	6,329	171,011	171	3,471	14,900	389,146	15,131	392,617

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued

PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Chemicals and Explosives						Textiles					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	7	175	1,178	37,341	1,185	37,516			82	1,284	82	1,284
2	Chicago, Burlington & Quincy R. R.	1,149	20,874	1,094	32,854	2,243	53,728	6	72	58	714	64	786
3	Chicago Great Western R. R.	9	225	862	24,142	871	24,367	2	57	185	2,850	187	2,907
4	Chicago, Milwaukee & St. Paul Ry.	25	394	1,688	48,477	1,713	48,871	4	81	94	2,097	98	2,178
5	Chicago & North Western Ry.	24	519	1,123	35,117	1,147	35,636	7	113	64	1,044	71	1,157
6	Chicago, St. P., Minn. & O. Ry.			190	6,152	190	6,152			4	74	4	74
7	Chicago, Rock Island & Pacific Ry.	371	8,381	2,364	63,216	2,635	71,597	10	190	132	2,435	142	2,625
8	Great Northern Ry.												
9	Illinois Central R. R.	15	256	511	14,592	529	14,848	4	51	201	4,136	205	4,187
10	Minneapolis & St. Louis R. R.	1	26	465	13,261	466	13,287	1	25	107	2,116	108	2,141
11	Union Pacific R. R.												
12	Wabash Railway	48	1,416	202	5,488	250	6,904			37	716	37	716
	Total	1,652	32,266	9,577	280,640	11,229	312,906	34	589	964	17,466	998	18,055

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Canned Goods (All Canned Food Products)						Other Manufactures and Miscellaneous					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			1,777	49,705	1,777	49,705	713	16,924	13,889	265,421	14,602	282,345
2	Chicago, Burlington & Quincy R. R.	278	5,235	846	21,117	1,122	26,352	5,541	100,311	10,754	203,886	16,295	304,197
3	Chicago Great Western R. R.	493	10,770	1,456	39,313	1,949	50,083	3,183	54,359	14,860	285,544	18,043	339,903
4	Chicago, Milwaukee & St. Paul Ry.	399	8,952	3,261	86,597	3,660	95,549	6,104	113,049	24,405	463,770	30,509	576,819
5	Chicago & North Western Ry.	377	7,676	2,192	61,392	2,569	69,068	4,264	81,818	16,604	319,913	20,868	401,731
6	Chicago, St. P., Minn. & O. Ry.	38	916	541	12,604	579	13,520	385	8,222	2,929	65,306	3,314	73,528
7	Chicago, Rock Island & Pacific Ry.	1,222	27,418	1,732	48,457	2,954	75,875	10,182	161,908	26,985	559,533	37,167	721,441
8	Great Northern Ry.							48	785			48	785
9	Illinois Central R. R.	253	5,344	612	17,889	865	23,233	2,903	51,443	7,984	151,510	10,887	202,963
10	Minneapolis & St. Louis R. R.	729	16,780	670	16,901	1,399	33,681	1,321	26,965	6,264	116,453	7,585	143,418
11	Union Pacific R. R.							28	471			28	471
12	Wabash Railway	5	83	430	10,262	435	11,045	237	4,051	3,731	73,390	3,968	77,441
	Total	3,792	83,174	13,517	364,937	17,309	448,111	34,909	620,306	128,405	2,504,726	163,314	3,125,032

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—Continued

PART 36—TOTAL MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	799	69.00	18,640	77.00	82,430	1,932,979	83,229	1,951,619
2	Chicago, Burlington & Quincy R. R.	15,966	17.87	341,601	18.24	70,047	1,754,237	86,008	2,095,838
3	Chicago Great Western R. R.	14,253	37.39	339,704	40.60	84,198	1,890,781	98,451	2,230,485
4	Chicago, Milwaukee & St. Paul Ry.	26,156	18.49	685,507	20.20	148,865	3,329,175	175,021	4,014,682
5	Chicago & North Western Ry.	19,018	15.28	510,463	16.63	88,090	1,975,933	107,108	2,486,396
6	Chicago, St. P., Minn. & O. Ry.	922	14.20	20,526	19.03	22,987	605,288	23,909	625,814
7	Chicago, Rock Island & Pacific Ry.	31,156	19.24	698,044	17.64	128,700	2,994,007	159,856	3,692,141
8	Great Northern Ry.	236	5.60	5,257	5.12			236	5,257
9	Illinois Central R. R.	9,527	15.90	205,732	16.93	33,701	727,612	43,228	933,344
10	Minneapolis & St. Louis R. R.	13,885	25.13	330,959	25.01	26,438	613,838	40,323	904,797
11	Union Pacific R. R.	503	22.58	8,336	10.82			503	8,336
12	Wabash Railway	898	7.81	17,031	4.81	16,548	365,849	17,441	382,880
	Total	133,304		3,231,800		702,004	16,189,789	835,368	19,421,589
13	Atlantic Northern Ry.			277			2,361		2,638
14	Manchester & Oneida Ry.			580			4,396		4,976
15	Tabor & Northern Ry.			10			2,749		2,759
	Total 13 to 15 inclusive—Tons only			867			9,506		10,373
	Total tons manufactures and miscellaneous			3,232,667			16,199,295		19,431,962

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued
PART 37—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Total Originating on Road				All Other Revenue Freight Carried				Total All Carload Traffic			
		Carloads	% of total carloads all carload traffic	Tons	% of total tons all carload traffic	Carloads	% of total carloads all carload traffic	Tons	% of total tons all carload traffic	Carloads	Per cent	Tons	Per cent
1	Athlison, Topeka & Santa Fe Ry.	1,158	.57	24,207	.56	201,889	99.43	4,324,000	99.44	203,047	100	4,348,207	100
2	Chicago, Burlington & Quincy R. R.	89,291	34.28	1,872,835	27.54	171,209	65.72	4,927,673	72.46	260,500	100	6,800,508	100
3	Chicago Great Western R. R.	38,118	16.81	896,799	15.38	188,667	83.19	4,604,632	84.62	226,785	100	5,441,431	100
4	Chicago, Milwaukee & St. Paul Ry.	141,451	28.29	3,393,897	27.59	358,489	71.71	8,906,180	72.41	499,940	100	12,300,077	100
5	Chicago & North Western Ry.	124,463	35.40	3,069,848	35.38	227,167	64.60	5,607,232	64.62	351,630	100	8,677,080	100
6	Chicago, St. P., Minn. & O. Ry.	6,493	9.60	107,840	7.95	61,155	90.40	1,422,997	92.95	67,648	100	1,590,645	100
7	Chicago, Rock Island & Pacific Ry.	161,890	34.73	3,956,739	33.96	304,293	65.27	7,693,969	66.04	466,183	100	11,650,708	100
8	Great Northern Ry.	See below											
9	Illinois Central R. R.	59,594	33.04	1,215,054	28.50	120,791	66.96	3,049,635	71.50	180,385	100	4,264,089	100
10	Minneapolis & St. Louis R. R.	55,263	38.85	1,523,043	38.17	86,978	61.15	2,466,739	61.83	142,241	100	3,989,782	100
11	Union Pacific R. R.	See below											
12	Wabash Railway	11,433	17.96	353,784	22.01	52,222	82.04	1,253,940	77.99	63,655	100	1,607,724	100
	Total	689,154		16,354,046		1,772,860		44,256,397		2,462,014		60,610,443	
8	Great Northern	4,211	12.50	102,664	12.23	*29,484	8,750	*736,750	87.77	33,695	100	839,414	100
11	Union Pacific	2,227	.95	75,662	1.55	*231,802	99.05	*4,762,604	98.45	234,029	100	4,837,666	100
	Total all carload traffic	695,592	25.48	16,531,772	24.94	2,034,146	74.52	49,755,751	75.06	2,729,738		66,287,529	
13	Atlantic Northern Ry.			7,955				11,437				19,392	
14	Manchester & Oneida Ry.			3,769				24,047				27,816	
15	Tabor & Northern Ry.			10,416				7,451				17,867	
	Total 13 to 15 inclusive—Tons only			22,140				42,935				65,075	
	Total tons carload traffic			16,553,912				49,798,686				66,352,598	

*Carloads and tons, all other revenue freight carried, on Great Northern Ry. and Union Pacific R. R. were not distributed to the 69 classes of commodities in Table 941, annual reports to this commission.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA—
Continued
PART 38—ALL L.C.L. FREIGHT-TONS AND GRAND TOTAL TONS CARLOAD AND L.C.L. TRAFFIC

Number	Railway Companies	All L. C. L. Tons						Grand Total Carload and L. C. L. Traffic—Tons					
		Originating on road—Tons	% of total tons originating on road	All other revenue freight carried—Tons	% of total tons all other revenue freight carried	Total L. C. L. freight—Tons	% of total tons all traffic	Total originating on road—Tons	% of total tons all traffic	Total all other freight carried—Tons	% of total tons all traffic	Total tons all traffic	Per cent
1	Athlison, Topeka & Santa Fe Ry.	3,781	13.51	255,732	5.58	259,513	5.63	27,988	.61	4,579,732	99.39	4,607,720	100
2	Chicago, Burlington & Quincy R. R.	111,663	5.63	218,595	4.25	330,258	4.63	1,984,498	27.83	5,146,268	72.17	7,130,766	100
3	Chicago Great Western R. R.	73,832	8.11	105,629	2.24	179,461	3.19	910,631	16.20	4,710,261	83.80	5,630,892	100
4	Chicago, Milwaukee & St. Paul Ry.	215,287	5.96	282,268	3.07	497,555	3.89	3,609,184	28.20	9,188,448	71.80	12,797,632	100
5	Chicago & North Western Ry.	129,863	4.06	234,574	4.01	364,437	4.03	3,199,711	35.39	5,841,806	64.61	9,041,517	100
6	Chicago, St. P., Minn. & O. Ry.	34,808	24.40	39,364	2.69	74,172	4.62	142,648	8.89	1,462,361	91.11	1,605,009	100
7	Chicago, Rock Island & Pacific Ry.	278,738	6.54	375,211	4.65	653,949	5.30	4,233,477	34.41	8,069,180	65.59	12,302,657	100
8	Great Northern Ry.	9,018	8.08			9,018	10.63	111,682	13.16	736,750	86.84	848,432	100
9	Illinois Central R. R.	96,571	7.29	93,425	2.97	188,996	4.24	1,310,625	29.43	3,142,460	70.57	4,453,085	100
10	Minneapolis & St. Louis R. R.	50,364	3.20	53,260	2.11	103,624	2.53	1,573,407	38.44	2,519,969	61.56	4,093,406	100
11	Union Pacific R. R.	2,777	3.57			2,777	5.74	77,839	1.61	4,762,604	98.39	4,840,443	100
12	Wabash Railway	13,690	3.55	42,908	3.31	56,598	3.36	266,814	32.05	1,296,848	77.95	1,663,662	100
	Total	1,016,732	5.79	1,700,966	3.31	2,717,698	3.94	17,548,564	25.43	51,456,717	74.57	69,005,221	
13	Atlantic Northern Ry.	826		1,059		1,885		8,781		12,496		21,277	
14	Manchester & Oneida Ry.	391		675		1,066		4,160		24,922		29,082	
15	Tabor & Northern Ry.	26		1,325		1,351		10,442		8,776		19,218	
	Total 13 to 15 inclusive—Tons only	1,243		3,259		4,502		23,383		46,194		69,577	
	Grand total tons carload and L.C.L. traffic	1,017,975		1,704,225		2,722,200		17,571,887		51,502,911		69,074,798	
	C., B. & Q.—Tons trans-state traffic											2,136,105	
	C. & N. W.—Tons trans-state traffic											1,579,702	
	Grand total tons carried within the state											72,790,605	

Note—C., B. & Q. and C. N. W. did not distribute trans-state tons to the 69 classes shown in table 941 of annual reports.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE
PART 1—STEAM AND ELECTRIC LOCOMOTIVES, FREIGHT AND PASSENGER TRAIN CARS, AND COMPANY SERVICE EQUIPMENT

Number	Railway Companies	Steam Locomotives				Electric Locomotives			Freight Train Cars			Passenger Train Cars					Company Service Equipment							
		Number of Units				Number of Units			Number of Units			Number of Units					Number of Units							
		Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Number of passenger carrying coaches	Total seating capacity	Average seating capacity per coach	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year
1	A., T. & S. F. Ry.	1,825	82	128	1,779				83,030	3,231	3,506	82,755	1,474	131	149	1,456	722	54,178	75	4,727	647	415	4,959	
2	A. N. Ry.	1			1				1														1	
3	C., B. & Q. R. R.	1,940	19	165	1,794				66,765	3,183	4,352	65,596	1,357	94	111	1,340	817	50,885	62	4,332	810	642	4,500	
4	C. G. W. R. R.	272		7	265	*1			9,139	280	363	9,056	205	2	2	205	120	6,779	56	870	6	125	751	
5	C., M. & St. P. Ry.	1,043	3	85	1,861	63			72,734	2,373	6,517	68,590	1,617	49	244	1,422	857	49,601	58	3,905	844	837	3,912	
6	C. & N. W. Ry.	1,998	20	69	1,949	b2	1		69,399	4,449	5,322	68,526	2,281	142	209	2,214	1,443	89,107	62	3,723	404	382	3,745	
7	C., St. P., M. & O. Ry.	379		26	353				11,531	500	1,072	10,959	329		28	301	195	10,960	56	566	67	56	577	
8	C., R. I. & P. Ry.	1,513	50	71	1,492				45,827	2,789	4,016	44,600	1,032	80	35	1,077	705	50,139	71	3,303	589	578	3,314	
9	St. P. & K. C. S. L. R. R.																							
10	D., R. I. & N. W. Ry.	11	2	2	11				34		4	30												
11	G. N. Ry.	1,297	48	102	1,243	6	2	4	49,498	1,564	2,674	48,388	991	36	50	977	398	26,537	67	2,108	792	323	2,577	
12	I. C. R. R.	1,796	16	83	1,729				64,910	4,281	3,553	65,638	2,101	6	170	1,937	989	69,359	70	2,332	66	230	2,168	
13	D. & S. C. Ry.																							
14	M. & O. Ry.	2		1	1								2	1	1	2								
15	M. & St. L. R. R.	213			213				7,082	2	82	7,002	124		1	123	76	4,316	57	323	3	4	322	
16	T. & N. Ry.	1			1								3	4	2	5								
17	U. P. R. R.	877	50	68	859				32,410	20	136	32,294	748	76	44	780	348	19,660	57	2,439	83	189	2,333	
18	Wabash Ry.	999		14	985				25,564	1,047	366	26,245	356	53	14	425	259	15,232	50	840	52	13	870	
	Total	14,767	290	821	14,236	72	3	4	537,924	23,719	31,963	529,680	12,652	674	1,060	12,266	6,929	446,753	64	29,469	4,363	3,794	30,038	

*Gasoline locomotive. *Gas electric locomotives.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE—Continued
PART 2—ALL CLASSES OF CARS AND COMPANY SERVICE AND FLOATING EQUIPMENT AND NUMBER UNITS
FREIGHT AND PASSENGER CARS—CLASSIFIED

Number	Railway Companies	All Classes of Cars and Company Service Equipment				Number of units floating equipment	Number of Units of Freight and Passenger Train Cars at Close of Year, Classified																	
		Number of Units					Freight Train Cars								Passenger Train Cars									
		Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year		Box	Flat	Stock	Coal	Tank	Refrigerator	Caboose	Other	Coaches	Combination	Other combination	Parlor	Sleeping	Dining	Baggage and express	Postal	Other	
1	A., T. & S. F. Ry.	89,231	4,009	4,070	89,170	11	35,997	2,372	7,629	13,794	3,270	18,115	982	596	629	85	119	18		58	425	63	59	
2	A. N. Ry.	4			4										1	1								
3	C., B. & Q. R. R.	72,454	4,087	5,105	71,436	1	31,223	1,395	6,484	25,239	346		750	159	651	153	116	13		49	300	36	22	
4	C. G. W. R. R.	10,214	288	490	10,012		6,374	305	734	1,085			436	122	78	31	15	14		6	58	3		
5	C., M. & St. P. Ry.	78,256	3,366	7,598	73,924	9	36,545	5,450	3,975	17,684			2,235	988	1,713	570	122	119	15	150	43	362	13	28
6	C. & N. W. Ry.	75,403	4,995	5,913	74,485		37,067	3,322	4,929	13,960			2,070	967	6,211	1,179	204	109	60		39	328	38	257
7	C., St. P., M. & O. Ry.	12,426	567	1,156	11,837		7,715	520	416	1,721			409	178		153	30	24	12		7	66	9	
8	C., R. I. & P. Ry.	50,162	3,458	4,629	48,991		29,657	1,927	3,235	7,526			1,565	690		592	103	110	10		45	183	34	
9	St. P. & K. C. S. L. R. R.																							
10	D., R. I. & N. W. Ry.	34		4	30		2	13		14					1									
11	G. N. Ry.	52,597	2,392	3,047	51,942		28,598	3,468	3,085	2,892	69		565	9,711	306	50	116	21	21	42	403	14	4	
12	I. C. R. R.	69,343	4,353	3,963	69,743		24,076	2,415	1,807	30,650	10	5,683	997		915	51	87	21	2	47	221	54	539	
13	D. & S. C. Ry.																							
14	M. & O. Ry.	2	1	1	2										1								1	
15	M. & St. L. R. R.	7,529	5	87	7,447		4,838	42	317	1,553			98	114	40	64	12				35	2	10	
16	T. & N. Ry.	3	4	2	5																		4	
17	U. P. R. R.	35,597	179	369	35,407		16,650	1,789	2,735	6,522	1,005		570	3,070	289	58	37	1		77	229	49	40	
18	Wabash Ry.	26,790	1,152	393	27,549	5	18,156	481	1,212	6,018			378		187	66	21	6		26	101	18		
	Total	580,045	28,756	36,817	571,984	26	276,898	23,450	36,558	128,061	4,700	30,611	7,302	21,500	5,615	966	873	191	173	439	2,712	333	964	

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 —All tracks		
		Line Owned		Line Operated Under				Miles of									
		Main line	Branch lines	Of proprietary companies	Lease	Contract	Trackage Rights	Total mileage operated—Single track	First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks		Yard tracks and sidings	Total mileage operated—All tracks
1	A., T. & S. F. Ry.	4,560.35	2,578.39	1,132.67	969.56		208.38	9,449.25	9,449.25	1,638.49	44.88	9.80		688.53	3,637.97	15,468.92	304.51
2	A. N. Ry.	17.07						17.07	17.07						1.68	18.75	
3	C., B. & Q. R. R.	4,669.54	4,293.55	50.26	29.66		334.20	9,377.21	9,377.21	1,193.88	48.02	6.60		927.91	2,950.62	14,504.24	*19.41
4	C. G. W. R. R.	929.19	104.92	375.23			85.93	1,495.27	1,495.27	106.23	11.24	11.24		25.66	571.94	2,221.58	*.23
5	C., M. & St. P. Ry.	6,323.02	3,839.14		361.31		729.25	11,252.72	11,252.72	1,245.88	24.19	20.08		855.26	3,440.31	16,838.44	475.26
6	C. & N. W. Ry.	3,364.78	5,023.19				75.26	8,463.23	8,463.23	930.23	100.78	91.67		840.73	2,968.15	13,394.79	70.33
7	C., St. P., M. & O. Ry.	1,673.97					72.56	1,746.53	1,746.53	193.69	16.64	12.77		114.64	582.01	2,666.28	*.60
8	C., R. I. & P. Ry.	3,332.96	1,993.42	34.92	1,762.72	3.98	447.70	7,575.00	7,575.00	530.93	14.13	1.72		366.09	2,337.32	10,825.19	177.73
9	D., R. I. & N. W. Ry.	41.72	5.08				2.24	49.04	49.04	1.06				19.05	26.57	95.72	.74
10	G. N. Ry.	3,709.98	3,427.65	630.27	.89		403.78	8,163.57	8,163.57	631.94	18.32	14.35		324.26	2,491.28	11,643.72	*13.17
11	I. C. R. R.	2,258.69		909.33	1,544.86		202.35	4,915.23	4,915.23	889.06	73.51	33.29	203.71	425.56	2,399.66	8,940.02	90.41
12	M. & O. Ry.	8.03					.12	8.15	8.15					.75	8.90		
13	M. & St. L. R. R.	1,359.06	154.48		.05		114.21	1,627.80	1,627.80	28.25				79.27	330.53	2,065.85	*3.45
14	T. & N. Ry.	8.79					1.96	10.75	10.75					1.00	11.75		
15	U. P. R. R.	1,934.05	1,759.42			1.30	16.81	3,711.58	3,711.58	1,093.81	2.07	2.07		368.73	1,278.47	6,456.73	25.40
16	Wabash Ry.	1,840.00	105.85	88.83	72.65		416.87	2,524.20	2,524.20	551.79	13.38			151.88	1,196.83	4,438.08	23.56
	Total year 1927	36,021.50	23,285.09	3,221.51	4,741.70	5.28	3,111.52	70,386.60	70,386.60	9,035.24	367.16	303.59	203.71	5,187.57	24,215.09	109,598.96	1,131.08
	Total year 1926	36,023.39	23,277.07	2,969.49	4,839.60	6.36	3,051.78	70,168.29	70,168.29	8,935.93	368.59	308.41	168.86	5,119.81	23,494.99	108,467.88	593.37
	Increase or decrease year 1927	*1.89	7.42	252.02	*97.90	1.08	59.74	218.31	218.31	96.31	*1.43	*4.82	34.85	67.76	720.10	1,131.08	

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—Continued
PART 2—MILEAGE OF ROAD OWNED—ALL TRACKS

Number	Railway Companies	Miles of							Total mileage owned —All tracks	Changes during year mileage owned —All tracks
		First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings, Etc.		
1	Atchison, Topeka & Santa Fe Ry.	7,151.79	1,287.81	30.83	9.80		573.79	3,027.24	12,081.26	160.26
2	Atlantic Northern Ry.	17.07						1.68	18.75	
3	Chicago, Burlington & Quincy R. R.	8,965.27	1,067.28	47.36	5.84		792.32	2,674.86	13,552.83	*3.38
4	Chicago Great Western R. R.	1,409.34	58.86				25.66	504.72	1,998.58	.17
5	Chicago, Milwaukee & St. Paul Ry.	10,210.84	1,050.31	24.19	20.08		791.78	3,847.16	14,950.36	11.12
6	Chicago & North Western Ry.	8,387.97	872.44	100.78	91.67		801.77	2,877.75	13,132.38	70.27
7	Chicago, St. Paul, Minneapolis & Omaha Ry.	1,676.71	182.80	6.37	2.50		114.64	570.79	2,553.81	*.60
8	Chicago, Rock Island & Pacific Ry.	5,325.68	382.57	10.51	.50		193.76	1,655.50	7,568.42	70.79
9	St. Paul & Kansas City Short Line R. R.	345.27					22.25	62.13	429.65	*2.21
10	Davenport, Rock Island & Northwestern Ry.	46.80	1.06				19.05	26.57	93.48	.74
11	Great Northern Ry.	7,129.75	389.97	13.17	13.18		281.81	2,122.16	9,950.04	*8.20
12	Illinois Central R. R.	2,263.61	469.41	73.51	33.29	102.19	224.33	1,312.55	4,478.89	29.48
13	Dubuque & Sioux City R. R.	764.22	2.75		9.84		34.85	248.82	1,060.48	32.32
14	Manchester & Oneida Ry.	8.03						.75	8.78	
15	Minneapolis & St. Louis R. R.	1,513.54	9.54				79.27	300.01	1,902.36	*3.39
16	Tabor & Northern Ry.	8.79						1.00	9.79	
17	Union Pacific R. R.	3,695.04	1,089.47	2.07	2.07		367.58	1,257.05	6,413.28	55.06
18	Wabash Ry.	1,046.14	360.17				145.47	877.67	3,329.45	26.99
	Total year 1927	60,871.86	7,224.44	308.69	188.67	102.19	4,468.33	21,368.41	93,533.59	433.42
	Total year 1926	60,847.25	7,122.60	304.49	183.86	67.34	4,434.53	20,139.10	93,099.17	518.62
	Increase or decrease year 1927	24.61	101.84	4.20	4.81	34.85	33.80	229.31	433.42	

*Decrease.

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 MILEAGE OWNED—SINGLE TRACK AND ALL TRACKS, AND CHANGES DURING YEAR SINGLE TRACK AND ALL TRACKS OWNED

Number	Railway Companies	Mileage of Road Operated—Single Track					Total Mileage Owned		Mileage Operated—All Tracks						Total Mileage Owned			
		Line Owned		Line Operated			Single track	Changes during year—Single track	Miles of						All tracks	Changes during year—All tracks		
		Main line	Branches and spurs	Lease	Contract, Etc.	Trackage rights			Total mileage operated—Single track	First main track	Second main track	All other main tracks	Industrial tracks	Yard tracks and sidings			Total mileage operated—All tracks	Increase or decrease mileage operated—All tracks
1	A. T. & S. F. Ry.	19.99				.04	20.03	19.99	.10	20.03	19.99		1.52	41.28	82.82	.82	82.74	.78
2	A. N. Ry.	17.07					17.07	17.07		17.07				1.68	18.75		18.75	
3	C., B. & Q. R. R.	373.45	997.91			73.76	1,445.12	1,371.36	*.23	1,445.12	248.49		79.38	338.89	2,111.88	.18	1,981.57	.12
4	C. G. W. R. R.	725.48	45.11			5.82	776.41	770.59		776.41	20.06		13.56	243.55	1,053.58	.37	1,033.91	.37
5	C., M. & St. P. Ry.	1,201.90	658.10			69.96	1,929.96	1,858.98	*.01	1,929.96	316.57	11.72	78.82	472.63	2,809.70	50.51	2,656.97	.74
6	C. & N. W. Ry.	363.78	1,253.32			16.99	1,634.09	1,617.10		1,634.09	361.31		75.78	494.18	2,565.36	*17.34	2,500.34	*17.34
7	C., St. P., M. & O. Ry.	74.26				27.50	101.76	74.26		101.76			4.72	48.86	155.34	.27	124.04	.27
8	C., R. I. & P. Ry.	997.52	838.76	335.75		88.28	2,260.31	1,836.28		2,260.31	109.59		86.65	557.19	3,013.74	*1.61	2,465.32	.60
9	St. P. & K. C. S. L. R. R.							345.27									429.65	*2.21
10	D., R. I. & N. W. Ry.	34.54				.79	35.33	34.54		35.33	1.06		11.51	12.53	60.43	1.28	59.64	1.28
11	G. N. Ry.	77.86					77.86	77.86		77.86			9.72	27.24	114.82	*.24	113.28	*.05
12	I. C. R. R.				716.36	1.68	718.04			718.04	2.75	7.21	25.58	231.00	984.58	.98		
13	D. & S. C. R. R.							715.78									974.29	.98
14	M. & O. Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
15	M. & St. L. R. R.	635.86	154.48	.05		86.78	877.17	790.34		877.17	4.75		42.62	151.11	1,075.65	*1.71	978.00	*1.71
16	T. & N. Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
17	U. P. R. R.	2.48					2.48	2.48		2.48	2.25		7.93	56.75	69.41	*.12	69.41	*.12
18	Wabash Ry.	203.31				5.56	208.87	203.31		208.87	2.20		8.57	63.33	282.97		245.12	
	Total year 1927	4,744.32	3,947.68	335.80	716.36	379.24	10,123.40	9,752.03	*.14	10,123.40	1,080.02	18.93	446.36	2,741.97	14,419.68	33.39	13,751.60	*16.29
	Total year 1926	4,744.22	3,947.91	335.80	716.36	378.02	10,122.31	9,752.17	*11.65	10,122.31	1,088.77	18.93	420.66	2,735.62	14,386.29	*76.87	13,767.89	.56
	Increase or decrease 1927	.10	*.23			1.22	1.09	*.14		1.09	.25		25.70	6.35	33.39		*16.29	

*Includes 2.32 miles single track owned jointly with C., R. I. & P., C., M. & St. P., C. & N. W., C. G. W., Des M. Transfer and M. & St. L.
 †Includes 12.04 miles all tracks owned jointly with C., R. I. & P., C., M. & St. P., C. & N. W., C. G. W., Des M. Transfer and M. & St. L.
 ‡Includes 1.99 miles single track owned jointly with C., St. P., M. & O., Ill. Central and C., R. I. & P.
 §Includes 6.55 miles all tracks owned jointly with C., St. P., M. & O., Ill. Central, C., R. I. & Pac., C. & N. W., Great Northern, C., B. & Q. and Ft. Dodge Des Moines & So.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE
 PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year						Number Added During Year								
		Total						Total								
		With interlocking devices	With derailling appliances	With gates—and or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total	With interlocking devices	With derailling appliances	With gates—and or watchman	With automatic crossing signals	Protected	Unprotected	Grand total	
1	Atchison, Topeka & Santa Fe Ry.	1				1		1								
2	Chicago, Burlington & Quincy R. R.	8	3		1	14	52	66								
3	Chicago Great Western R. R.	29				38	21	59								
4	Chicago, Milwaukee & St. Paul Ry.	33	2		5	52	60	112								
5	Chicago & Northwestern Ry.	30			5	36	46	82								
6	Chicago, St. P., Minn. & O. Ry.	1				3	35	38								
7	Chicago, Rock Island & Pacific Ry.	37	1		15	70	59	129								
8	Dav., R. I. & Northwestern Ry.	1				1	9	10								
9	Great Northern Ry.	1				3	6	9								
10	Illinois Central R. R.	17			2	20	53	73								
11	Minneapolis & St. Louis R. R.	17			1	24	29	53								
12	Union Pacific R. R.					9	12	21								
13	Wabash Railway	3	1			9	12	21								
	Total	178	7	57	29	271	392	663	2		13	8	23	6	29	

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued
PART 2—RAILWAY WITH RAILWAY—Continued

Number	Railway Companies	Number Eliminated During Year						Number at End of Year							
		Total						Total							
		With interlocking devices	With derailing appliances	With gates and— or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total	With interlocking devices	With derailing appliances	With gates and— or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total
1	Atchison, Topeka & Santa Fe Ry.														
2	Chicago, Burlington & Quincy R. R.			1		1	7	8					15	49	64
3	Chicago Great Western R. R.	1				1		1					28	21	59
4	Chicago, Milwaukee & St. Paul Ry.	3				3	3	6					55	57	112
5	Chicago & Northwestern Ry.						2	2					38	44	82
6	Chicago, St. P., Minn. & O. Ry.			2		2		2					1	35	36
7	Chicago, Rock Island & Pacific Ry.	1				1	11	12		1	22	17	78	48	126
8	Dav., R. I. & Northwestern Ry.									1			1	9	10
9	Great Northern Ry.			1		1		1					3	6	9
10	Illinois Central R. R.												21	55	76
11	Minneapolis & St. Louis R. R.						1	1					24	28	52
12	Union Pacific R. R.													10	10
13	Wabash Railway							2					10	10	20
	Total	5		4		9	36	83		4	60	37	285	372	657

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued
PART 3—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year										Number Added During Year												
		Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total	
1	Atchison, Topeka & Santa Fe Ry.			1							15													
2	Chicago, Burlington & Quincy R. R.	7	13	11	40		10	315	1,223		1,624													
3	Chicago Great Western R. R.	8	11	17	22			70	774		982													
4	Chicago, Milwaukee & St. Paul Ry.	1	10	10	16		5	62	2,160	29	2,369													
5	Chicago & Northwestern Ry.	19	6	12	20		1	200	1,333		1,737													
6	Chicago, St. P., Minn. & O. Ry.				4			90	90		101													
7	Chicago, Rock Island & Pacific Ry.	4	14	5	53		26	59	2,409		2,649				6									
8	Dav., R. I. & Northwestern Ry.				2			32	32		36													
9	Great Northern Ry.	1			4			1	85		93													
10	Illinois Central R. R.		1	1	13		13	1	818		871								1					
11	Minneapolis & St. Louis R. R.		1		5		1		1,074		1,084													
12	Union Pacific R. R.								20		20													
13	Wabash Railway				1		4		244		249													
	Total	38	44	51	176	282	144	34	712	10,320	29,11,830	8	1	37	3	11	19							79

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued
PART 4—RAILWAY WITH HIGHWAY—Continued

Number	Railway Companies	Number Eliminated During Year										Number at End of Year													
		Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total		
1	Atchison, Topeka & Santa Fe Ry.				1		2				3				13	10	54	4			8				12
2	Chicago, Burlington & Quincy R. R.				1		4		8	23				7				1	10	318	1,208				1,621
3	Chicago Great Western R. R.						1							6	11	3	17	74	28	70	774				983
4	Chicago, Milwaukee & St. Paul Ry.						1							1	10	10	38	17	31	5	68	2,160	29	2,309	
5	Chicago & Northwestern Ry.	6	4	3	5		4			46	68	13	2	17	16	85	21	1	200	1,342				1,697	
6	Chicago, St. P., Minn. & O. Ry.						1							1		7		3	1		90			101	
7	Chicago, Rock Island & Pacific Ry.									10	12	4	14	8	53	64	26	17	59	2,400				2,645	
8	Dav., R. I. & Northwestern Ry.				1					5				1	2						27			30	
9	Great Northern Ry.													1		4				1	85			93	
10	Illinois Central R. R.									2	2			2	1	13	23	13	2		817			871	
11	Minneapolis & St. Louis R. R.				1					1				1		7	1			1,074				1,083	
12	Union Pacific R. R.																			20				20	
13	Wabash Railway																1	4			245			250	
	Total	6	4	3	11		13		8	89	134	32	40	55	167	319	131	37	715	10,250	29		11,775		

There were eleven crossings, with highways, eliminated by separation of grades—2 on C., B. & Q.—1 on C. & N. W.—1 on C., R. I. & P.—6 on D. R. I. & N. W.—1 on Ill. Central.

TABLE 14 1/4—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE
PART 1—STANDARD GAUGE OF TRACK 4 FEET 8 1/2 INCHES—NARROW GAUGE 3 FEET

Weight of Rail Per Yard (Pounds)	A., T. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	C., Mil. & St. P. Ry.		C. & N. W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	D., R. I. & N. W. Ry.	Gt. Nor. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry.	Total Miles of Main Track
				Standard Gauge	Narrow Gauge										
110	18.10					92.82		35.57							146.49
100		149.15	60.91	144.94		625.17		519.62	1.12				4.55	.03	1,505.49
90	21.88	464.61	83.76	948.91		400.73	56.16	216.79	2.82	.08	516.27	12.13	.18	.02	2,724.34
85		174.15	279.77	169.02				183.26	22.60		81.23	250.63		.02	1,160.68
80		1.70		1.67		164.45	.64	368.51		34.30		69.01		154.18	794.46
77.5			46.99												46.99
75		227.50	234.68	262.29				.13	9.06	43.42	69.55			10.45	857.17
72						429.34									429.34
70		8.94		44.77				241.30				285.15		1.88	582.04
67								7.81							7.81
66								42.19				19.67			61.86
O. P. 66		256.16													256.16
N. P. 66		70.02													70.02
65		38.24		300.30	1.00	*263.50	.22	91.48						2.94	697.68
63													33.63		33.63
60		111.85	48.79	188.03	13.87		1.99	290.45		.06	59.27	118.16			832.47
56		108.93	15.69	40.67	18.68			241.24				35.64		.16	461.01
52								36.88							36.88
50				10.43	2.17		15.25								27.85
48		5.29													5.29
Total miles of track	39.98	1,616.63	770.59	2,111.03	35.72	1,976.01	74.26	2,275.23	35.60	77.86	726.32	790.39	4.73	203.31	10,737.66

*65 pounds and less.

TABLE 14 1/2—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE
PART 1—USED BY RESPONDENT AND LEASED LINE OFF RESPONDENT

Number	Railway Companies	Fully Owned and Operated Exclusively by Respondent			Used by Respondent But Owned Exclusively by Other Companies			Owned Jointly by Respondent and Other Companies and Used by Respondent		Leased Line Off Line of Respondent	
		Miles of			Miles of			Miles of		Miles of	
		Pole line	Telegraph wire	Telephone wire	Pole line	Telegraph wire	Telephone wire	Pole line	Telegraph wire	Telegraph wire	Telephone wire
1	Atchison, Topeka & Santa Fe Ry.		100.30	81.72				19.00	19.00		
2	Chicago, Burlington & Quincy R. R.	1,113.95	3,469.33	1,320.74	281.78	949.78				29.25	6.00
3	Chicago, Great Western R. R.	94.10	725.00	893.20	488.50	1,157.00					
4	Chicago, Milwaukee & St. Paul Ry.	46.94	1,104.27	1,932.29	1,076.26	2,265.27	1,786.60				
5	Chicago & North Western Ry.	369.91		841.26	1,584.53	5,089.55					
6	Chicago, St. P., Minn. & O. Ry.				99.86	99.86					
7	Chicago, Rock Island & Pacific Ry.	68.00	1,171.00	2,308.00	13.00	4,168.00	317.00	2,012.00			
8	Davenport, R. I. & N. W. Ry.	34.50	34.50								
9	Great Northern Ry.	76.95	384.75								
10	Illinois Central R. R.		94.15	1,715.07	721.33	1,754.37	222.93				
11	Minneapolis & St. Louis R. R.		11.52	25.46	512.92	2,158.18		270.88	348.38		
12	Union Pacific R. R.		6.60	18.30	2.20				4.40	347.00	
13	Wabash Ry.*										
	Total	1,804.35	7,092.42	9,036.04	4,780.38	17,642.01	2,326.53	2,302.78	372.68	376.25	6.00

*Information not available.

TABLE 14 1/2—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE—
Continued
PART 2—USED BY RESPONDENT AND OTHER COMPANIES

Number	Railway Companies	Fully Owned by Respondent and Used Jointly With Other Companies		Total Used by Respondent			Fully owned by respondent but used exclusively by other companies	Owned jointly by respondent and other companies and used exclusively by other companies	Long-distance message or conversation tele- phone lines (not including phantom)
		Miles of		Miles of			Miles of		
		Pole line	Telegraph wire	Pole line	Telegraph wire	Telephone wire	Telegraph wire	Telegraph wire	Telephone wire
1	Atchison, Topeka & Santa Fe Ry.			19.00	120.20	81.72			
2	Chicago, Burlington & Quincy R. R.			1,395.73	4,439.78	1,326.74			439.40
3	Chicago, Great Western R. R.	187.20	187.20	769.80	2,069.20	893.20			73.90
4	Chicago, Milwaukee & St. Paul Ry.	714.10	71.10	1,837.30	3,440.64	3,718.89	456.12		
5	Chicago & North Western Ry.			1,954.44	5,089.55	841.26			
6	Chicago, St. P., Minn. & O. Ry.			99.86	99.86				
7	Chicago, Rock Island & Pacific Ry.	120.00	188.00	2,212.00	5,527.00	2,525.00			217.00
8	Davenport, R. I. & N. W. Ry.			34.50	34.50				
9	Great Northern Ry.			76.95	384.75				
10	Illinois Central R. R.			721.33	1,848.52	1,938.00			758.62
11	Minneapolis & St. Louis R. R.			783.60	2,518.08	25.46			
12	Union Pacific R. R.			2.20	358.00	18.30	6.60		17.60
13	Wabash Ry.*								
	Total	1,021.30	446.30	9,908.61	25,930.06	11,368.57	462.72		1,506.52

*Information not available.

TABLE 14½—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE—
Continued

PART 3—MILES OF ROAD DISPATCHED AND BLOCKED

Number	Railway Companies	Miles of Road Dispatched			Percentage of Dispatched Mileage			Miles of Road Blocked		
		Total	By telegraph	By telephone	Total	By telegraph	By telephone	Total	By telegraph	By telephone
1	Atchison, Topeka & Santa Fe Ry.	19.99		19.99	100		100.00	19.99		19.99
2	Chicago, Burlington & Quincy R. R.	1,445.12	1,154.30	290.82	100	80.00	20.00	1,445.12	1,445.12	
3	Chicago, Great Western R. R.	783.90	342.10	441.80	100	43.64	56.36			
4	Chicago, Milwaukee & St. Paul Ry.	1,927.69	989.37	938.32	100	51.00	49.00	1,075.15	303.45	771.70
5	Chicago & North Western Ry.	1,599.27	1,325.79	273.48	100	82.90	17.10	420.78	420.78	
6	Chicago, St. P., Minn. & O. Ry.	95.57	95.57		100	100.00		56.30		56.30
7	Chicago, Rock Island & Pacific Ry.	2,198.00	1,400.00	798.00	100	63.69	36.31	123.00		123.00
8	Davenport, R. I. & N. W. Ry.	34.50	34.50		100	100.00		34.50	34.50	
9	Great Northern Ry.	77.86	77.86		100	100.00				
10	Illinois Central R. R.	721.62	173.20	548.42	100	24.00	76.00			
11	Minneapolis & St. Louis R. R.	775.01	775.01		100	100.00		11.30	11.30	
12	Union Pacific R. R.	2.48		2.48	100		100.00			
13	Wabash Ry.*									
	Total	9,681.01	6,567.70	3,313.31				3,186.14	2,215.15	970.99

*Information not available.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed by						Gallons Fuel Oil Consumed by					
		Freight train	Passenger train	Transportation	Work train	Grand total tons consumed	Average cost per ton	Freight train	Passenger train	Transportation	Work train	Grand total gallons consumed	Average cost per gallon
1	A., T. & S. Fe Ry.	1,325,882	596,235	2,186,482	44,715	2,231,197	3.12	158,910,674	90,485,926	305,429,363	4,650,996	310,080,359	.0273
2	C., B. & Q. R. R.	2,158,104	812,174	3,613,732	26,754	3,640,486	2.68	18,817,837	4,206,403	26,802,001	175,033	26,976,034	.0263
3	C. G. W. R. R.	433,850	128,599	663,341	6,130	669,471	3.139	69,449	30,397	125,622	1,227	126,849	.046
4	C., M. & St. P. Ry.	2,128,005	665,256	3,555,124	107,837	3,662,961	2.752	15,823,457	5,769,585	25,232,874	546,562	25,779,436	.03
5	C. & N. W. Ry.	1,534,213	924,532	3,185,858	57,811	3,243,669	2.802	34,884,184	10,937,849	53,580,793	892,450	54,473,243	.036
6	C., St. P., M. & O. Ry.	312,452	142,083	586,271	9,836	596,107	4.644	47,841	314,771	1,150,216	1,643	1,151,859	.042
7	C., R. I. & P. Ry.	1,694,176	654,495	2,856,283	89,140	2,945,423	2.944	27,909,102	11,316,563	48,503,280	2,295,913	50,799,193	.0257
8	D., R. I. & N. W. Ry.			5,971	150	6,121	4.47						
9	Great Northern Ry.	833,756	213,297	1,378,508	39,073	1,417,581	4.14	78,013,146	34,448,862	123,175,294	3,664,239	126,839,533	.0332
10	Illinois Central R. R.	2,742,713	778,016	4,260,384	88,600	4,349,584	2.083	59,951	15,988	96,648	363	97,011	.052
11	M. & St. L. R. R.	307,223	59,642	428,037	5,675	433,712	3.22						
12	U. P. R. R.	1,538,285	551,600	2,371,241	33,738	2,404,979	2.75	475,553	113,828	971,947	4,237	976,184	.03641
13	Wabash Ry.	1,013,916	252,581	1,592,290	36,754	1,629,044	2.52	129,561	50,131	280,129	1,440	281,569	.04
	Total	16,096,574	5,775,510	26,684,122	546,213	27,230,335		335,140,755	157,690,303	585,348,167	12,233,103	597,581,270	

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—
Continued
PART 2—TOTAL TONS FUEL CONSUMED AND GALLONS GASOLINE & OIL

Number	Railway Companies	Grand Total Fuel Tons Consumed by					Gasoline Consumed by Motor Rail Cars in						
		Freight train	Passenger train	Transportation	Work train	Grand total tons consumed	Average cost per ton	Transportation	Work train	Grand total	Average cost per gallon	Gallons distillate and headlight oil	Average cost per gallon
1	Atchison, Topeka & Santa Fe Ry.	2,336,192	1,167,487	4,122,910	74,332	4,197,242	\$ 3.68	41,821		41,821	\$.0722		
2	Chicago, Burlington & Quincy R. R.	2,307,452	845,656	3,826,544	28,135	3,854,679	2.715	374,563		374,563	.0807		
3	Chicago, Great Western R. R.	434,676	129,010	684,838	6,147	670,985	3.146	88,491	27	88,518	.092		
4	Chicago, Milwaukee & St. Paul Ry.	2,453,588	711,046	3,755,384	112,175	3,867,559	2.61	80,416	34,217	114,633	.15		
5	Chicago & North Western Ry.	1,806,466	1,043,008	3,638,449	65,771	3,704,220	2.868	181,909	30,964	202,873	.1515		
6	Chicago, St. P., Minn. & O. Ry.	313,187	144,517	594,230	9,859	604,089	4.674						
7	Chicago, Rock Island & Pacific Ry.	1,863,066	723,478	3,151,509	102,806	3,254,315	3.123	148,385		148,385	.1373	237,361	\$.0739
8	Davenport, R. I. & N. W. Ry.			5,993	152	6,145	3.99						
9	Great Northern Ry.	1,474,190	489,708	2,374,668	66,858	2,441,526	4.13	746,471		746,471	.1219		
10	Illinois Central R. R.	2,748,228	780,717	4,272,395	88,811	4,361,206	2.09	64,984		64,984	.139		
11	Minneapolis & St. Louis R. R.	307,610	59,866	428,763	5,679	434,442	3.22						
12	Union Pacific R. R.	1,541,739	552,428	2,378,340	33,783	2,412,123	2.76	286,104	26,725	312,829	.0834	391,189	.0506
13	Wabash Ry.	1,015,521	353,206	1,595,767	36,772	1,632,539	2.53	48,515		48,515	.16		
	Total	18,601,915	6,900,126	30,809,790	631,230	31,441,070		2,061,659	81,933	2,143,592		628,550	

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE
PART 1—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Replacement				Rails Laid in Replacement			
		Cross Ties		Switch and Bridge Ties		Total charges on account of ties laid during year	Total number of tons—(2240 lbs.) of rails laid	Total cost of rail applied during year	Average cost per ton of 2240 lbs.
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per M. feet at distributing point—board measure				
1	Atchison, Topeka & Santa Fe Ry.	8,835	\$ 1.54	22,958	\$ 62.16	\$ 15,632.88	1,549.80	\$ 66,328.53	\$ 42.80
2	Chicago, Burlington & Quincy R. R.	276,711	1.32	714,760	49.82	400,101.98	15,605.21	634,588.26	40.67
3	Chicago Great Western R. R.	333,720	1.14	531,671	42.30	289,070.45	7,176.44	267,040.59	37.21
4	Chicago, Milwaukee & St. Paul Ry.	760,768	1.10	1,952,519	23.26	883,486.93	14,679.00	498,666.09	33.97
5	Chicago & North Western Ry.*								
6	Chicago, St. Paul, Minneapolis & Omaha Ry.	25,662	1.22	102,997	52.76	36,714.54	306.76	6,157.44	29.78
7	Chicago, Rock Island & Pacific Ry.								
8	Davenport, Rock Island & Northwestern Ry.	2,375	1.88	29,409	50.66	5,955.86	440.32	13,417.55	30.47
9	Great Northern Ry.	27,513	1.67	85,870	32.39	48,714.38	153.39	4,666.15	30.03
10	Illinois Central R. R.*								
11	Minneapolis & St. Louis R. R.	303,367	1.29	441,281	41.25	279,862.76	1,882.68	54,183.33	28.78
12	Union Pacific R. R.	17,922	1.11	123,694	36.51	24,398.74	247.00	5,734.61	23.22
13	Wabash Ry.*								
	Total	1,556,873	\$ 1.19	4,004,659	\$ 34.30	\$ 1,983,338.52	41,942.60	\$ 1,550,732.55	\$ 36.97

*Not compiled.

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS—WITHIN THE STATE

PART 1—TIES AND RAILS APPLIED DURING YEAR AND ADDITIONS AND BETTERMENTS

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions				Rails Laid in Additional Tracks and in New Lines and Extensions			Additions and Betterments	
		Total number of ties applied	Average cost per tie at distributing point	Switch and Bridge Ties		Total number of tons (2240 lbs.) of rails applied	Total cost of rails laid during year	Average cost per ton of 2240 lbs.	Buildings and structures	
				Number of feet applied—board measure	Average cost per M. feet at distributing point—board measure					
1	Atchison, Topeka & Santa Fe Ry.	2,333	1.44	4,977	23.16	3,477.10	87.08	3,603.66	41.41	61,794.08
2	Chicago, Burlington & Quincy R. R.	3,176	1.15	19,132	43.51	4,496.41	168.28	4,729.12	28.10	98,952.41
3	Chicago Great Western R. R.	1,728	1.15	7,529	42.60	2,300.30	90.55	2,020.50	22.30	4,229.09
4	Chicago Milwaukee & St. Paul Ry.	7,336	1.24	81,109	32.84	11,765.65	866.00	11,203.27	30.61	98,385.83
5	Chicago & North Western Ry.*									
6	Chicago, St. Paul, Minn. & Omaha Ry.*									
7	Chicago, Rock Island & Pacific Ry.*									
8	Davenport, Rock Island & N. W. Ry.	1,644	1.86	3,013	50.66	3,210.44	134.20	4,313.24	32.14	
9	Great Northern Ry.	118	1.97	3,072	44.27	369.08	5.44	178.54	32.80	2,785.33
10	Illinois Central R. R.*									
11	Minneapolis & St. Louis R. R.	2,768	1.31	43,533	46.23	5,631.77	148.66	3,561.30	23.06	38,348.31
12	Union Pacific R. R.	63	1.21			76.50				58,466.46
13	Wabash Ry.*									
	Total	19,166	1.31	162,365	38.39	31,327.20	1,000.16	29,609.63	29.60	357,961.51

*Not compiled.

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE PART 1—FOR THE YEAR 1927 COMPARED WITH 1926

Number	Railway Companies	Average Number of Employees in Service		Total Compensation Year Ended		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		December 31, 1927	December 31, 1926	December 31, 1927	December 31, 1926	1927	1926	1927	1926	1927	1926
		1	Atchison, Topeka & Santa Fe Ry.	57,388	53,759	\$ 98,282,248.00	\$ 87,779,514.00	\$ 1,625.47	\$ 1,632.83	\$ 135.46	\$ 136.07	$ 4.54	$ 4.54
2	Atlantic Northern Ry.	19	16	20,112.47	19,763.00	1,058.55	1,111.12	88.21	92.59	3.09	3.08
3	Chicago, Burlington & Quincy R. R.	43,244	45,068	70,611,833.00	72,724,082.00	1,632.87	1,613.65	136.07	134.47	4.48	4.46
4	Chicago Great Western R. R.	7,376	7,555	12,412,221.00	12,525,171.00	1,682.78	1,657.86	140.23	138.15	4.67	4.60
5	Chicago, Milwaukee & St. Paul Ry.	50,872	50,604	83,415,704.00	82,420,520.00	1,639.72	1,628.73	136.64	135.73	4.55	4.52
6	Chicago & North Western Ry.	47,564	48,075	79,224,013.00	79,653,532.00	1,665.63	1,656.86	138.80	138.07	4.63	4.60
7	Chicago, St. Paul, Minn. & Omaha Ry.	8,167	8,162	13,674,107.00	13,372,732.00	1,674.31	1,638.41	139.53	136.53	4.65	4.55
8	Chicago, Rock Island & Pacific Ry.	36,658	36,415	61,582,893.00	59,558,148.00	1,679.93	1,635.54	139.99	136.29	4.67	4.54
9	Davenport, Rock Island & Northwestern Ry.	240	234	310,232.04	302,906.00	1,292.63	1,294.04	107.72	107.83	3.59	3.59
10	Great Northern Ry.	27,763	28,135	47,746,270.00	47,539,542.00	1,719.78	1,689.69	143.32	140.81	4.78	4.69
11	Illinois Central R. R.	48,837	53,508	79,558,200.00	84,083,419.00	1,629.06	1,571.56	135.76	130.96	4.53	4.36
12	Manchester & Onelda Ry.	10	10	8,329.33	8,590.24	832.93	859.02	69.41	71.58	2.31	2.38
13	Minneapolis & St. Louis R. R.	5,026	5,090	7,894,122.00	7,969,271.00	1,570.66	1,565.67	130.89	130.47	4.36	4.35
14	Tabor & Northern Ry.	7	7.14	9,127.76	9,785.00	1,303.97	1,370.45	106.66	114.20	3.62	3.80
15	Union Pacific R. R.	25,514	26,044	44,166,487.00	44,450,774.00	1,731.07	1,706.75	144.26	142.23	4.81	4.73
16	Wabash Railway	17,608	18,213	29,715,975.00	30,427,602.00	1,687.64	1,670.65	140.64	139.22	4.69	4.64
	Total 1927 and 1926	376,293	380,890.14	\$ 623,631,874.60	\$ 622,845,351.24	\$ 1,657.30	\$ 1,635.24	\$ 138.11	\$ 136.27	\$ 4.60	\$ 4.53
	Total 1925		376,825.80		612,064,782.00		1,624.25		135.35		4.51
	Total 1924		388,651		619,597,991.26		1,594.23		132.85		4.33
	Total 1923		418,817.50		661,426,155.40		1,579.27		131.60		4.38
	Total 1922		361,959		602,112,658.16		1,663.48		138.62		4.62
	Total 1921		371,835.50		625,513,675.68		1,682.23		140.18		4.67
	Total 1920		457,529		822,173,311.37		1,796.98		149.74		4.99
	Total 1919		427,553		634,054,673.80		1,482.98		123.58		4.12
	Total 1918		414,589		576,538,582.74		1,390.63		115.89		3.86
	Total 1917		382,119		390,345,389.33		1,021.82		85.15		2.84
	Total 1916		364,703		330,129,079.57		905.20		75.43		2.51

TABLE 19—RAILWAY ACCIDENTS DURING YEAR ENDED DECEMBER 31, 1927—WITHIN THE STATE
PART 1—COLLISIONS AND DERAILMENTS AND OTHER TRAIN SERVICE ACCIDENTS

Number	Railway Companies	Collisions and Derailments								Other Train Service Accidents											
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total					
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured				
STEAM ROADS																					
1	Atchison, Topeka & Santa Fe Ry.																10				
2	Chicago, Burlington & Quincy R. R.		7		5		1		1		12		8		3	108	6	9	9	125	
3	Chicago, Great Western R. R.		2		7						9		1		21	6	6	7	27		
4	Chicago, Milwaukee & St. Paul Ry.				1		1		9		1		4		7	89	17	15	24	108	
5	Chicago & North Western Ry.				1		2		1		3		16		2	109	13	17	15	136	
6	Chicago, St. Paul, Minneapolis & Omaha Ry.												1		1	10	1	1	2	12	
7	Chicago, Rock Island & Pacific Ry.		10		3						13		1		10	1	119	17	15	19	144
8	Davenport, Rock Island & North Western Ry.																1		1	1	
9	Great Northern Ry.														1	2				2	
10	Illinois Central R. R.												4			57	6	8	6	69	
11	Minneapolis & St. Louis R. R.		2								2		2			40	1		1	42	
12	Union Pacific R. R.															1				1	
13	Wabash Ry.															3				3	
	Total Steam Railways—Killed				1		2		3		3		1		16		68		25		
	Total Steam Railways—Injured		21		18		10		49		40		40		568		71		679		
ELECTRIC INTERURBAN RAILWAYS																					
1	Clinton, Davenport & Muscatine Ry.																1		1		
2	Des Moines & Central Iowa R. R.															4				4	
3	Ft. Dodge, Des Moines & Southern R. R.															4				4	
4	Iowa Southern Utilities Co.																				
5	Waterloo, Cedar Falls & Northern Ry.						1		1		1					1				1	
	Total Electric Interurban Railways—Killed								1		1						1		1		
	Total Electric Interurban Railways—Injured						1		1		1					9				9	
TERMINAL RAILWAYS																					
1	Des Moines Union Ry.																1			1	
	Total Terminal Railways																1			1	
	Grand Total Accidents 1927	21	1	18	2	11	3	50	1	40	16	578	69	71	86	689					
	Grand Total Accidents 1926	47	3	21	1	9	4	77	1	53	21	657	79	79	101	789					
	Grand Total Accidents 1925	10	1	23	1	5	2	38		45	23	611	69	90	92	762					
	Grand Total Accidents 1924	33	5	38		20	5	91	2	47	30	726	70	97	102	870					
	Grand Total Accidents 1923	77	3	27		12	3	116	4	52	21	917	68	119	93	1,088					
	Grand Total Accidents 1922	128	2	32	2	22	4	182		66	14	814	68	85	82	965					
	Grand Total Accidents 1921	50	10	50	1	4	11	104	1	64	23	754	90	102	114	920					
	Grand Total Accidents 1920	9	198	9	70	3	3	21	271	2	74	53	963	54	122	109	1,158				
	Grand Total Accidents 1919	3	117	9	79	2	17	14	213	1	30	28	842	72	127	101	990				
	Grand Total Accidents 1918	4	136	19	84	5	17	26	227	2	61	53	885	73	104	128	1,050				
	Grand Total Accidents 1917	2	246	0	46	2	27	10	320	1	29	17	453	40	79	64	520				

TABLE 19—RAILWAY ACCIDENTS DURING YEAR ENDED DECEMBER 31, 1927—WITHIN THE STATE—Continued
PART 2—AT HIGHWAY CROSSINGS AND TOTAL

Number	Railway Companies	At Highway Crossings				Total						Grand Total			
		Automobiles		Other Vehicles		Passengers		Employees		Other Persons		Killed	Injured		
		Other Persons Total		Other Persons Total		Killed	Injured	Killed	Injured	Killed	Injured				
		Killed	Injured	Killed	Injured							Killed	Injured	Killed	Injured	Killed	Injured
STEAM ROADS															
1	Atchison, Topeka & Santa Fe Ry.													1	11
2	Chicago, Burlington & Quincy R. R.													15	147
3	Chicago Great Western R. R.		10											3	47
4	Chicago, Milwaukee & St. Paul Ry.		4											7	134
5	Chicago & North Western Ry.		8											90	165
6	Chicago, St. Paul, Minneapolis & Omaha Ry.		1											111	12
7	Chicago, Rock Island & Pacific Ry.		1											10	195
8	Davenport, Rock Island & North Western Ry.		25											1	
9	Great Northern Ry.		8											1	3
10	Illinois Central R. R.		37											1	96
11	Minneapolis & St. Louis R. R.		1											2	52
12	Union Pacific R. R.		27											4	1
13	Wabash Ry.		4											1	6
	Total Steam Railways—Killed		20											17	117
	Total Steam Railways—Injured			135		6		61		586		99		222	869
ELECTRIC INTERURBAN RAILWAYS															
1	Clinton, Davenport & Muscatine Ry.													1	2
2	Des Moines & Central Iowa R. R.													4	12
3	Ft. Dodge, Des Moines & Southern R. R.													4	8
4	Iowa Southern Utilities Co.		1											2	3
5	Waterloo, Cedar Falls & Northern Ry.		2											1	5
	Total Electric Interurban Railways—Killed		5											6	6
	Total Electric Interurban Railways—Injured			20						9				21	30
TERMINAL RAILWAYS															
1	Des Moines Union Ry.													1	1
	Total Terminal Railways													1	1
	Grand Total Accidents 1927	34	155		6	1	61	17	566	105	243	123	900		
	Grand Total Accidents 1926	61	148	1	4	1	100	24	678	142	240	167	1,018		
	Grand Total Accidents 1925	44	130	1	3		55	24	634	115	234	139	923		
	Grand Total Accidents 1924	46	155	5	5	2	80	35	764	121	277	158	1,121		
	Grand Total Accidents 1923	58	172	2	12	4	129	24	344	128	315	156	1,388		
	Grand Total Accidents 1922	65	191	6	12		194	16	846	141	310	157	1,350		
	Grand Total Accidents 1921	66	177	5	7	1	114	33	805	162	290	196	1,309		
	Grand Total Accidents 1920	30	190	6	19	10	272	62	1,632	111	336	183	1,640		
	Grand Total Accidents 1919	45	131	5	9	4	147	37	921	124	284	165	1,332		
	Grand Total Accidents 1918	54	104	16	20	6	187	73	969	147	245	226	1,401		
	Grand Total Accidents 1917	44	92	4	27	7	275	28	501	96	228	122	1,004		

TABLE 19—NON-TRAIN ACCIDENTS—IOWA
PART 3—YEAR ENDED DECEMBER 31, 1927

Railroads	Killed (K) Injured (I)	Total persons in non-train accidents	Shop machinery	Portable machinery on wheels	Transmission of power apparatus	Use of hand tools, apparatus	Flying particles	Explosives and chemicals	Electric currents	Collapse or fall of objects	Handling rails, ties, timbers, etc.	M. W. & S. hand cars	M. W. & S. motor cars	Handling freight or supplies	Falls of employees not included in above	Miscellaneous	Total accidents, employees	Other persons
STEAM ROADS																		
Atchison, Topeka & Santa Fe Ry.	K I	69	4			10	2	3		12	8		1	4	6	17	67	2
Atlantic Northern Ry.	K I	3				1							2				3	
Chicago, Burlington & Quincy R. R.	K I	247	4	6	3	18	13	7		7	9		25	25	18	101	236	11
Chicago Great Western R. R.	K I	12					1			2	2		1		1	4	11	1
Chicago, Milwaukee & St. Paul Ry.	K I	1			1					29	37	3	16	18	28	34	241	2
Chicago & North Western Ry.	K I	201	1	1		26	9	3		13	35	6	17	15	24	48	197	4
Chicago, St. Paul, Minneapolis & O. Ry.	K I	22	3			4		1		2			1	6	1	4	22	
Chicago, Rock Island & Pacific Ry.	K I	3											1		1		2	1
Davenport, Rock Island & N. W. Ry.	K I	381	5	1	1	34	43	11		47	40		24	9	44	111	370	11
Great Northern Ry.	K I	8				1					1		3	1	1	1	8	
Illinois Central Ry.	K I	7	1			1				1					2	2	7	
Minneapolis & St. Louis R. R.	K I	107	2			10	2	3		11	17	1	9	14	16	17	102	5
Union Pacific Ry.	K I	77				5	3	1		8	7		9	3	7	31	74	3
Wabash Ry.	K I	2	1							1							2	
Total—Steam	K I	6 1,385	1 30	1 10	1 5	150	80	35	1	133	156	10	109	96	148	373	1,345	40

ELECTRIC ROADS																		
Des Moines & Central Iowa R. R.	K I	3				1				1					1		3	
Ft. Dodge, Des Moines & Southern R. R.	K I	16					4		1	1		1		3	1	6	16	
Waterloo, Cedar Falls & Northern Ry.	K I	8	1	1		3			1					1	1		8	
Total—Electric	K I	1 27	1	1		4	4		2	2		1		4	3	5	27	
TERMINAL COMPANIES																		
Des Moines Union Ry.	K I	15			1	4	1			2				2	4	1	15	
Grand total—	K I	6 1,427	1 31	1 11	1 6	158	94	35	3	137	156	11	109	102	155	379	1,387	40
1926	K I	6 1,807																
1925	K I	5 1,863																
1924	K I	6 2,254																
1923	K I	13 2,807																
1922	K I	13 2,275																
1921	K I	18 2,199																
1920	K I	20 3,182																
1919	K I	12 2,847																
1918	K I	12 3,233																
1917	K I	5 1,483																

TABLE 20—COST OF COLLISIONS AND DERAILMENTS DURING YEAR 1927—WITHIN THE STATE
PART 1—COST OF COLLISIONS AND DERAILMENTS AND NUMBER OF STATIONS WITHIN THE STATE

Number	Railway Companies	Average miles of road operated—Single track	Damage to			Total cost	Average Cost of Collisions and Derailments Per Mile of Road Operated—Single Track—		Within the State of Iowa 1927		
			Equipment	Way and structures	Clearing wreck		In 1927	In 1926	Where an agent is employed	Where no agent is employed	
1	Atchison, Topeka & Santa Fe Ry.....	\$ 19.99	\$ 5,647.00	\$ 263.44	\$ 437.33	\$ 6,347.77	\$ 317.54	\$ 617.29	3	3	
2	Chicago, Burlington & Quincy R. R.....	1,445.12	44,499.11	5,563.59	7,218.51	57,281.21	39.70	16.09	218	91	
3	Chicago Great Western R. R.....	776.41	28,110.70	9,727.84	6,146.95	42,985.49	55.36	55.95	107	35	
4	Chicago, Milwaukee & St. Paul Ry.....	1,928.99	46,377.85	3,324.28	3,424.53	53,126.66	27.54	40.53	301	75	
5	Chicago & North Western Ry.....	1,634.09	35,150.68	5,313.57	3,344.01	43,808.26	26.80	33.87	276	50	
6	Chicago, St. Paul, Minneapolis & Omaha Ry.....	101.76	84.00	230.00	11.00	315.00	3.09	181.01	15	69	
7	Chicago, Rock Island & Pacific Ry.....	2,260.31	50,396.28	12,426.81	6,287.03	69,110.12	30.57	40.79	310	1	
8	Davenport, Rock Island & North Western Ry.....	35.33	25.00	405.62	300.00	630.62	17.85	11.32	11	41	
9	Great Northern Ry.....	718.04	5,042.01	1,181.33	1,498.08	7,721.42	10.75	39.81	125	19	
10	Illinois Central R. R.....	877.17	24,423.49	4,988.43	6,324.50	35,736.42	40.74	33.60	132	21	
11	Minneapolis & St. Louis R. R.....	2.48	360.00	2,021.31	1,232.14	3,600.00	145.16	145.97	38	405	
12	Union Pacific R. R.....	208.87	5,589.99	2,021.31	1,232.14	8,853.44	42.34	10.50	38	21	
13	Wabash Railway.....	208.87	5,589.99	2,021.31	1,232.14	8,853.44	42.34	10.50	38	21	
	Total	10,008.56	\$ 245,716.11	\$ 44,436.22	\$ 36,124.08	\$ 326,276.41			1,536	405	
	Grand average cost per mile of road operated.....						\$ 32.60	\$ 38.38			
	ELECTRIC INTERURBANS										
1	Des Moines & Central Iowa B. R.....	67.64	\$ 295.00	\$ 192.99	\$ 15.75	\$ 503.74	\$ 7.45	\$ 11.65			
2	Ft. Dodge, Des Moines & Southern B. R.....	152.02	100.00	8,000.00	685.00	8,785.00	57.78				
	Total	219.66	\$ 395.00	\$ 8,192.99	\$ 700.75	\$ 9,288.74					
	Grand average per mile of road operated.....						\$ 42.28	\$ 19.02			

Electric Interurban Railway Companies

For the Year Ended December 31, 1927

STATISTICS

OF

Line	Miles of Road Operated	Passenger Miles	Freight Miles	Revenue	Operating Expenses	Net Income
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TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE

PART 1—MILEAGE OF ROAD OPERATED SINGLE TRACK, ALL TRACKS AND MILEAGE OWNED ALL TRACKS AND CHANGES DURING YEAR

Number	Electric Interurban Railway Companies	Mileage of Road Operated—Single Track					Mileage of Road Operated—All Tracks					Mileage of Road Owned—All Tracks							
		Line Owned		Line Operated Under			First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, Etc.	Total mileage operated— all tracks	Changes during year— all tracks	First Track		Second track	Sidings and turnouts	Track in car houses, shops, Etc.	Total mileage of road owned— all tracks	Changes during year— mileage owned— all tracks
		Main line	Branches and spurs	Lease	Contract	Trackage rights							Total mileage operated— single track	Changes during year— single track						Main line	Branches and spurs
1	C. R. & M. C. Ry.	2.80					2.80				2.80		2.80					2.80	
2	Charles City Ry.	21.32				.23	21.55	5.18		26.73		21.32			5.18			26.50	
3	C. D. & M. Ry.	67.84				6.71	74.55	8.77	7.31	1.18	86.81		67.84		7.31	1.18		76.33	
4	Colfax Springs Ry.	1.00					1.00				1.00		1.00					1.00	
5	D. M. & C. I. R. R.	59.72				7.92	67.64	7.70	23.99	.04	99.37	.03	59.72		3.26	21.22		84.20	.03
6	Ft. D., D. M. & So. Ry.	144.91	4.90	1.37		.84	152.02		41.89	.04	193.95	.32	144.91	4.90		39.21	.04	189.06	.32
7	Ia. Ry. & Light Corp.	44.49					44.49		14.68	.06	59.23	.91	44.49			14.68	.06	59.23	.91
8	Ia. So. Utilities Co.	29.62			.81		30.43		3.31	.13	33.87		29.62			3.31	.13	33.06	
9	M. C. & C. L. R. R.	15.53					15.53		5.23	.31	21.07		15.53			5.23	.31	21.07	
10	Tama & Toledo R. R.	3.50					3.50				3.95		3.50					3.95	
11	W., C. F. & N. Ry.	108.12	2.83			1.04	111.99	5.49	21.01	.34	138.83	.16	108.12	2.83	5.49	19.96	.34	136.74	.16
	Total year 1927.	498.85	7.73	1.37	.81	16.74	525.50		525.50	16.96	123.05	2.10	667.61	7.73	8.75	116.55	2.06	633.94	1.42
	Total year 1926.	498.85	7.73	1.37	.81	16.74	525.50		525.50	16.96	121.63	2.10	666.19	7.73	8.75	115.13	2.00	633.52	
	Increase or decrease, 1927.										1.42					1.42			1.42

TABLE 2—CAPITAL STOCK
PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value							Total par value nominally issued and nominally outstanding at close of year— in treasury			
		Par Value of Amount Authorized			Total Par Value Outstanding at Close of Year							
		Common	Preferred	Total	Common	Preferred	Receipts outstanding for installments paid—preferred	Total				
1	Cedar Rapids & Marion City Ry.			\$ 300,000			\$ 290,400					
2	Charles City Western Ry.			2,000,000			2,000,000					
3	Clinton, Davenport & Muscatine Ry.			25,000			25,000					
4	Colfax Springs Ry.			1,200,000			1,160,000					
5	Des Moines & Central Iowa R. R.			3,500,000	\$ 2,000,000	5,500,000	2,634,000	\$ 1,363,100.00				
6	Ft. Dodge, Des Moines & So. R. R.			20,000,000	15,000,000	35,000,000	8,500,000	7,291,898.34	\$ 42,312.25			
7	Iowa Railway & Light Corporation			1,000,000	15,000,000	15,000,000	5,750,000.00	9,863.41				
8	Iowa Southern Utilities Co.			100,000		1,000,000	400,000					
9	Mason City & Clear Lake R. R.			100,000		100,000	23,300					
10	Tama & Toledo R. R.			3,335,000	1,665,000	5,000,000	2,333,050	664,000.00				
11	Waterloo, Cedar Falls & Northern Ry.											
	Total.			\$ 31,460,000	\$ 33,665,000	\$ 65,125,000	\$ 17,340,750	\$ 15,068,988.34	\$ 52,175.66		\$ 32,461,924.00	\$ 275,000

TABLE 2—CAPITAL STOCK—Continued
PART 2—WITH PAR VALUE—Continued—WITHOUT PAR VALUE, AND STOCK ISSUED DURING YEAR

Number	Electric Interurban Railway Companies	A—With Par Value				Par value of amount nominally but not actually issued to close of year—common	B—Without Par Value		Stocks Issued During Year	
		Total Par Value Actually Outstanding at Close of Year					Number of shares outstanding at close of year—common	Cash value of consideration received for stocks actually outstanding—common	Par value preferred—total	Cash received as consideration for issue—preferred—total
		Common	Preferred	Receipts outstanding for installments paid—preferred	Total					
1	Cedar Rapids & M. C. Ry.	\$ 290,400			\$ 290,400.00					
2	Charles City Western Ry.	1,725,000			1,725,000.00	\$ 275,000				
3	Clin., Dav. & Mus. Ry.	25,000			25,000.00					
4	Colfax Springs Ry.	1,160,000			1,160,000.00					
5	D. M. & Central Iowa R. R.									
6	Pt. D., D. M. & So. Ry.	8,500,000	\$ 7,291,898.34	\$ 42,312.25	15,834,210.59			\$ 719,370.43	\$ 719,370.43	
7	Iowa Ry. & Light Corporation		5,750,000.00	9,863.41	5,759,863.41	\$ 100,000	\$ 1,000,000	1,020,000.00	1,020,000.00	
8	Iowa Southern Utilities Co.									
9	Mason City & Clear Lake R. R.	23,300			23,300.00					
10	Tama & Toledo R. R.	2,333,050	664,000.00		2,997,050.00					
11	Waterloo, C. F. & No. Ry.									
	Total	\$ 14,056,750	\$13,705,898.34	\$ 52,175.66	\$27,814,824.00	\$ 275,000	\$ 1,000,000	\$ 1,739,370.43	\$ 1,739,370.43	

TABLE 3—UNMATURED FUNDED DEBT
PART 1—INDEBTEDNESS AUTHORIZED AND ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Extent of Indebtedness Authorized				Total Par Value Actually Outstanding at Close of Year			
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total	Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.	\$ 1,000,000			\$ 1,000,000.00	\$ 174,415	\$ 140,600		\$ 314,415.00
3	Clinton, Davenport & Muscatine Ry.								
4	Colfax Springs Ry.								
5	Des Moines & Central Iowa R. R.	2,500,000	\$ 633,500		3,133,500.00	562,500	633,500		1,196,000.00
6	Ft. Dodge, Des Moines & So. R. R.	6,550,000	200,000	\$ 523,854.00	7,273,854.00	5,350,000	200,000	\$ 364,246.75	5,914,246.75
7	Iowa Railway & Light Corporation	*10,000,000		*33,664.55	*10,033,664.55	13,568,500		472,647.99	14,040,547.99
8	Iowa Southern Utilities Co.	12,524,200		1,691,300.00	14,215,500.00	11,682,700		1,559,800.00	13,242,500.00
9	Mason City & Clear Lake R. R.	2,500,000			2,500,000.00	316,000			316,000.00
10	Tama & Toledo R. R.	150,000			150,000.00	25,000			25,000.00
11	Waterloo, Cedar Falls & Northern Ry.	21,000,000	1,260,000		22,260,000.00	5,773,000	1,260,000		7,033,000.00
	Total	\$ 56,224,200	\$ 2,093,500	\$ 2,248,818.55	\$60,566,518.55	\$ 37,452,115	\$ 2,233,500	\$ 2,396,694.74	\$42,081,700.74

*And unlimited.

TABLE 3—UNMATURED FUNDED DEBT—Continued

PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurban Railway Companies	Amount Bearing Interest Rate Per Annum of							Grand total un-matured funded debt	Funded debt matured unpaid
		5%	5½%	6%	6½%	7%	7½%	8%		
1	Cedar Rapids & M. C. Ry.									
2	Charles City Western Ry.				\$ 314,415.00				\$ 314,415.00	
3	Clin., Dav. & Mus. Ry.									\$ 41,063,000
4	Colfax Springs Ry.									
5	D. M. & Central Iowa R. R.				633,500.00			\$ 562,500	1,196,000.00	*250,000
6	Ft. D., D. M. & So. Ry.	\$ 5,850,000			200,000.00		\$ 384,246.75		5,914,246.75	
7	Iowa Ry. & Light Corporation	8,072,000	*4,448,200		17,288.38	\$ 3,615.09	501,944.52	\$ 997,500	\$14,040,547.99	
8	Iowa Southern Utilities Co.	1,548,500	6,022,100	\$ 14,000	4,026,700.00		*20,800.00	*1,610,400	13,242,500.00	
9	Mason City & Clear Lake R. R.				316,000.00				316,000.00	
10	Tama & Toledo R. R.				25,000.00				25,000.00	
11	Waterloo, O. F. & No. Ry.	\$ 5,773,000			1,260,000.00				7,033,000.00	
	Total	\$ 20,743,500	\$ 10,470,300	\$ 14,000	\$ 6,792,903.38	\$ 3,615.09	\$ 886,991.27	\$ 562,500	\$ 42,081,709.74	\$ 2,313,000

*Includes \$445,200 which bears interest rate per annum of 5½% to 7% not separated.
 †Bears interest rate of 6% and 8% per annum—not separated.
 ‡No interest rate given.
 §Bears 5% interest rate per annum.
 ¶Bears 6% interest rate per annum.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 1—TOTAL INVESTMENT IN ROAD AND EQUIPMENT DURING THE YEAR

Number	Electric Interurban Railway Companies	Total Expenditures for				Total
		Way and structures	Equipment	Power	General and miscellaneous	
1	Cedar Rapids & Marion City Ry.					
2	Charles City Western Ry.					
3	Clinton, Davenport & Muscatine Ry.	\$ 63.00				\$ 63.00
4	Colfax Springs Ry.	13,422.74	\$ 7,847.40	\$ 11,105.85	\$ 977.00	\$ 33,352.99
5	Des Moines & Central Iowa R. R.					
6	Ft. Dodge, Des Moines & Southern R. R.	1,174.92	*2,401.23	506.77		*719.54
7	Iowa Railway & Light Corporation	24,524.40	*26,555.79	119,265.35	*1,946.44	115,287.52
8	Iowa Southern Utilities Co.	156,181.36	35,990.04	744,507.92	118,065.95	1,054,745.27
9	Mason City & Clear Lake R. R.	*3,137.41	193.71			*2,943.70
10	Tama & Toledo R. R.	628.27	159.66		11.40	799.33
11	Waterloo, Cedar Falls & Northern Ry.	*845.23		*660.60		*1,505.83
	Total	\$ 191,784.49	\$ 15,917.21	\$ 874,150.90	\$ 117,207.91	\$ 1,199,060.51

*Credit.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—Continued
PART 2—TOTAL INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Investment				Investment in road and equipment at close of year 1925	Length of road owned—miles	Average investment in road and equipment per mile of road owned 1925
		December 31, 1908	From December 31, 1908 to June 30, 1914	Since June 30, 1914	Total investment in road and equipment at close of year 1927			
1	Cedar Rapids & Marion City Ry.*		\$ 426,174.95	\$ 267,832.42	\$ 694,007.37	\$ 693,944.37	21.32	\$ 32,551.94
2	Charles City Western Ry.			315,970.53	2,718,024.80	2,684,671.81	58.32	46,606.37
3	Clinton, Davenport & Muscatine Ry.	\$ 1,363,394.91	1,038,659.36		26,753.52	26,753.52	1.00	26,753.52
4	Colfax Springs Ry.	26,566.82	186.70		3,420,199.75	3,420,919.29	59.72	57,270.59
5	Des Moines & Central Iowa R. R.	2,460,382.92	346,516.30	613,300.53	10,944,501.69	10,829,214.17	149.81	73,056.88
6	Ft. Dodge, Des Moines & So. R. R.		7,327,458.01	3,617,043.68	27,523,347.11	26,468,601.84	44.49	618,641.20
7	Iowa Railway & Light Corporation			27,523,347.11	1,170,292.82	1,173,236.52	29.62	39,510.22
8	Iowa Southern Utilities Co.		289,148.70	881,144.12	1,087,329.00	1,086,529.67	15.53	70,014.75
9	Mason City & Clear Lake R. R.		764,338.84	322,990.16	131,636.99	133,142.82	3.50	37,610.57
10	Tama & Toledo R. R.			131,636.99	9,467,083.38	9,467,101.91	110.95	85,327.47
11	Waterloo, Cedar Falls & Northern Ry.	2,441,886.86	4,653,505.83	2,371,690.69				
	Total	\$ 6,292,231.51	\$ 14,845,988.69	\$ 36,044,956.23	\$ 57,183,176.43	\$ 55,984,115.92	494.26	\$ 115,694.52

*No separation of investment between city lines and interurban lines.

TABLE 5—INCOME ACCOUNT
PART 1—OPERATING AND NON-OPERATING AND GROSS INCOME

Number	Electric Interurban Railway Companies	Railway Operating		Net Revenue		Net operating revenue	Taxes assignable to railway operations	Operating income	Total non-operating income	Gross income
		Revenue	Expenses	Railway operations	Auxiliary operations					
1	Cedar Rapids & M. C. Ry.	\$ 47,950.98	\$ 34,714.64	\$ 13,236.29		\$ 13,236.29	\$ 3,754.00	\$ 9,482.29		\$ 9,482.29
2	Charles City Western Ry.	115,559.84	76,467.19	39,092.65		39,092.65	7,066.22	32,026.43		32,026.43
3	Clin., Dav. & Mus. Ry.	375,060.82	359,584.98	15,465.84	\$ 16,151.67	31,617.51	24,888.29	6,729.22	\$ 4,697.41	11,426.63
4	Colfax Springs Ry.		57.56	*57.56		*57.56		*57.56	25.20	*32.36
5	D. M. & Central Iowa R. R.	420,159.52	454,924.33	*34,764.81		*34,764.81	22,800.00	*57,564.81	1,434.62	*56,130.19
6	Ft. D., D. M. & So. Ry.	1,400,648.29	1,210,562.22	190,086.07	182,307.51	372,393.58	66,000.00	306,393.58	8,532.79	314,926.37
7	Iowa Ry. & Light Corporation	651,661.95	515,316.37	136,345.58	2,013,496.35	2,149,841.93	25,490.00	2,124,351.93	128,670.13	2,253,022.06
8	Iowa Southern Utilities Co.	121,851.92	117,295.41	4,556.51		4,556.51	9,499.02	*4,942.51	1,402,787.28	1,397,844.75
9	Mason City & Clear Lake R. R.	157,299.77	117,138.86	40,160.91		40,160.91	4,299.30	35,861.61	38.80	35,900.41
10	Tama & Toledo R. R.	14,118.31	15,811.24	*1,692.93		*1,692.93	1,075.00	*2,767.93	682.00	*2,085.93
11	Waterloo, C. F. & No. Ry.	980,909.98	834,008.96	146,901.02		146,901.02	39,880.74	107,020.28	2,538.06	109,558.34
	Total	\$ 4,285,211.33	\$ 3,735,881.76	\$ 549,329.57	\$ 2,211,955.53	\$ 2,761,285.10	\$ 204,752.57	\$ 2,556,532.53	\$ 1,549,406.27	\$ 4,105,938.80

*Deficit.

TABLE 5—INCOME ACCOUNT—Continued

PART 2—DEDUCTIONS FROM GROSS INCOME AND INCOME BALANCE TRANSFERRED TO PROFIT AND LOSS

Number	Electric Interurban Railway Companies	Rent for leased road	Miscellaneous		Interest on		Amortization of dis- count on funded debt	Miscellaneous debits	Total deductions from gross income	Income balance trans- ferred to profit and loss
			Rents	Taxes	Funded debt	Unfunded debt				
1	Cedar Rapids & Marion City Ry.									\$ 9,482.29
2	Charles City Western Ry.		\$ 12.00		\$ 19,440.00	\$ 97.81		\$ 965.80	\$ 20,515.61	11,510.82
3	Clinton, Davenport & Muscatine Ry.					164,489.92	\$ 2,322.53		166,812.45	*155,385.82
4	Colfax Springs Ry.									*32.86
5	Des Moines & Central Iowa R. R.				98,902.25	21,876.94	2,080.68	874.16	123,743.03	*179,873.22
6	Ft. Dodge, Des Moines & So. R. R.	\$ 11,846.59	4,999.92	*1,306.33	308,350.83	7,431.47	11,906.73	5,760.38	351,662.25	*36,735.88
7	Iowa Railway & Light Corporation			178,488.22	722,519.47	*8,813.46	75,457.52		967,651.75	1,285,370.81
8	Iowa Southern Utilities Co.				758,422.54	2,512.88	54,081.39	4,939.66	819,956.47	577,888.28
9	Mason City & Clear Lake R. R.			*1,707.02	38,706.21			252.00	40,665.23	*4,764.82
10	Tama & Toledo R. R.				1,500.00				1,500.00	*3,585.93
11	Waterloo, Cedar Falls & Northern Ry.		105.00		364,250.00	46,796.49	50,094.36		461,245.85	*351,687.51
	Total	\$ 11,846.59	\$ 5,116.92	\$ 181,561.57	\$ 2,312,091.30	\$ 234,392.05	\$ 195,952.21	\$ 12,792.00	\$ 2,953,752.64	\$ 1,152,182.16

*Net loss on miscellaneous physical property.
 *Deficit.
 *Credit.

TABLE 6—PROFIT AND LOSS STATEMENT

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance		Appropriations of surplus to sinking fund and other reserves	Dividend appropria- tions of surplus	Appropriations of sur- plus for investment in physical property	Stock discount ex- tinguished through surplus	Debt discount ex- tinguished through surplus	Miscellaneous appropria- tions of surplus	Loss on road and equipment retired	Miscellaneous debits
		At beginning of year	Transferred from income account								
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.	\$ 80,872.14									
3	Clinton, Davenport & Muscatine Ry.	978,568.38	\$ 155,385.82						\$ 390.73		
4	Colfax Springs Ry.	5,569.75									
5	Des Moines & Central Iowa R. R.	466,178.13	179,873.22								
6	Ft. Dodge, Des Moines & So. R. R.		36,735.88					\$ 1,430.10			\$ 4,058.65
7	Iowa Railway & Light Corporation			\$ 310,736.10	\$ 907,661.66						50,889.60
8	Iowa Southern Utilities Co.				484,414.42	\$ 642.09	\$ 4,186.08		101,130.89		10,579.28
9	Mason City & Clear Lake R. R.		4,764.82						300.00		962.83
10	Tama & Toledo R. R.	141,934.82	3,585.93								
11	Waterloo, Cedar Falls & Northern Ry.	2,956,433.53	351,687.51							\$20,407.21	
	Total	\$ 4,629,556.75	\$ 732,033.18	\$ 310,736.10	\$ 1,392,076.08	\$ 642.09	\$ 4,186.08	\$ 1,430.10	\$101,821.62	\$20,407.21	\$66,480.36

TABLE 6—PROFIT AND LOSS STATISTICS—Continued

PART 2—DEBITS—Continued—AND CREDITS

Number	Electric Interurban Railway Companies	Debits		Credits						
		Balance carried forward to balance sheet	Total	Credit Balance		Profit on road and equipment sold	Donations	Miscellaneous credits	Balance carried forward from balance sheet	Total
				At beginning of year	Transferred from income account					
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.		\$ 80,872.14		\$ 11,510.82			\$ 3,708.25	\$ 65,653.07	\$ 80,872.14
3	Clinton, Davenport & Muscatine Ry.		1,134,344.93					294.58	1,134,050.35	1,134,344.93
4	Colfax Springs Ry.		5,569.75		*32.36				5,602.11	5,569.75
5	Des Moines & Central Iowa R. R.		646,051.35						646,051.35	646,051.35
6	Ft. Dodge, Des Moines & So. R. R.	\$ 450,013.79	492,238.42	\$ 489,219.14		\$ 1,649.30		1,369.98	492,238.42	492,238.42
7	Iowa Railway & Light Corporation	212,947.17	1,482,234.59	180,874.47	1,255,370.31		\$ 5,084.41	10,905.40		1,482,234.59
8	Iowa Southern Utilities Co.	403,927.87	1,004,880.63	426,350.26	577,888.28		642.00			1,004,880.63
9	Mason City & Clear Lake R. R.	203.31	6,220.96	6,220.96						6,220.96
10	Tama & Toledo R. R.		145,520.75					596.02	144,924.73	145,520.75
11	Waterloo, Cedar Falls & Northern Ry.		3,328,528.25					2,408.80	476.07	3,325,643.38
	Total	\$ 1,067,092.14	\$ 8,326,461.77	\$ 1,102,664.83	\$ 1,874,737.05	\$ 1,649.30	\$ 8,135.30	\$ 17,350.90	\$ 5,321,924.09	\$ 8,326,461.77

*Debit.

TABLE 7—RAILWAY OPERATING REVENUES

PART 1—REVENUE FROM TRANSPORTATION

Number	Electric Interurban Railway Companies	Revenue from									
		Passenger	Baggage	Parlor, sleeping, dining and special car	Mail	Express	Milk	Freight	Switching	Miscellaneous	Total revenue from transportation
1	Cedar Rapids & Marion City Ry.	\$ 41,978.53				\$ 5,703.52					\$ 47,682.05
2	Charles City Western Ry.	3,199.53	15.47		566.82		191.75	108,915.78	117.00		113,006.35
3	Clinton, Davenport & Muscatine Ry.	212,532.64	847.45	900.50	3,049.50	11.00	1,558.32	144,732.54	1,200.33	109.90	304,942.27
4	Colfax Springs Ry.										
5	Des Moines & Central Iowa R. R.	68,026.92	209.14	680.34	908.00	3,974.76	1,197.84	278,060.15	21,966.29	604.35	375,623.49
6	Ft. Dodge, Des Moines & So. R. R.	162,769.67	1,216.84	53.50	3,533.44	5,894.37		980,105.74	34,775.30		1,188,353.86
7	Iowa Railway & Light Corporation	266,067.46	928.13		1,222.78	3,080.14	4,524.12	345,989.77	15,437.59	998.84	638,238.83
8	Iowa Southern Utilities Co.	38,781.94	217.00		2,402.02	3,270.00	1,615.57	66,789.72	7,665.77		120,842.02
9	Mason City & Clear Lake R. R.	63,895.96	53.24		225.68		2.31	79,142.48	7,867.27		151,186.34
10	Tama & Toledo R. R.	13.60				2,115.87		11,742.81			13,872.28
11	Waterloo, Cedar Falls & Northern Ry.	425,565.93	1,066.75			7,376.89	2,668.27	493,999.25	8,330.15		939,097.24
	Total	\$ 1,282,821.58	\$ 4,554.02	\$ 1,634.34	\$ 11,908.24	\$ 31,526.55	\$ 11,758.18	\$ 2,509,478.24	\$ 97,360.40	\$ 1,713.18	\$ 3,952,754.73

TABLE 7—RAILWAY OPERATING REVENUES—Continued
PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS

Number	Electric Interurban Railway Companies	Revenue from										
		Station and car privileges	Parcel room receipts	Storage	Demurrage	Rent of			Power	Miscellaneous	Total revenue from other railway operations	Total operating revenues
						Tracks and facilities	Equipment	Buildings and other property				
1	Cedar Rapids & M. C. y.	\$ 175.00								\$ 93.88	\$ 268.88	\$ 47,950.98
2	Charles City Western Ry.			\$ 13.77	\$ 274.00	\$ 2,006.39	\$ 259.33				2,553.49	115,559.84
3	Clm., Dav. & Mus. Ry.	1,407.24		122.08	985.00	4,108.01	2,522.40	754.76		209.06	10,108.55	375,050.82
4	Colfax Springs Ry.											
5	D. M. & Central Iowa R. R.	660.83		169.46	1,885.00	5,870.85	408.00	\$35,535.60		11.29	44,536.03	420,159.52
6	Ft. D., D. M. & So. Ry.	904.43	\$ 149.60	592.18	2,614.80	205,544.90	1,541.88			946.64	212,294.43	1,400,648.29
7	Iowa Ry. & Light Corporation	1,521.38		460.94	3,825.00	1,725.00	2,784.54			1,555.84	13,423.12	651,661.96
8	Iowa Southern Utilities Co.	217.50	43.10	1.05	516.00	116.25	116.00				1,009.90	121,851.92
9	Mason City & Clear Lake R. R.	330.00		17.28	177.00	600.00	4,294.65			694.50	6,113.43	157,299.77
10	Tama & Toledo R. R.				29.00					217.03	246.03	14,118.31
11	Waterloo, C. F. & No. Ry.	1,909.87	634.60	201.22	2,491.00	36.00	13,467.68	1,788.12	21,373.65	.60	41,902.74	980,909.98
	Total	\$ 7,126.25	\$ 827.30	\$ 1,577.98	\$12,796.80	\$ 6,294.43	\$ 231,253.47	\$11,942.28	\$56,909.25	\$ 3,728.84	\$ 332,459.60	\$ 4,285,211.33

TABLE 8—RAILWAY OPERATING EXPENSES

Number	Electric Interurban Railway Companies	Recapitulation of Expenses							Operating ratio %
		Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous	Grand total operating expenses	
1	Cedar Rapids & Marion City Ry.	\$ 7,531.81	\$ 5,227.38	\$ 4,448.97	\$ 11,530.94	\$ 57.34	\$ 5,918.20	\$ 34,714.64	72.306
2	Charles City Western Ry.	23,276.58	6,194.73	5,000.00	11,740.26	2,424.00	27,831.62	76,467.19	66.17
3	Clinton, Davenport & Muscatine Ry.	54,098.40	34,228.89	68,965.90	109,785.44	5,052.85	87,453.50	359,584.98	98.57
4	Colfax Springs Ry.								
5	Des Moines & Central Iowa R. R.	83,580.96	53,242.38	75,113.93	118,542.69	11,844.97	112,599.43	454,924.33	108.27
6	Ft. Dodge, Des Moines & So. R. R.	184,983.59	278,191.60	210,614.21	339,022.35	28,414.20	169,336.27	1,210,562.22	86.43
7	Iowa Railway & Light Corporation	108,133.54	52,759.80	57,005.36	147,051.62	14,657.00	135,709.06	515,316.37	79.08
8	Iowa Southern Utilities Co.	28,608.70	12,790.89	15,121.09	31,031.10	2,624.07	27,119.50	117,296.41	96.26
9	Mason City & Clear Lake R. R.	11,165.65	15,602.28	13,862.08	41,239.78	1,840.82	33,428.15	117,138.86	74.47
10	Tama & Toledo R. R.	4,450.84	1,216.30	1,509.25	4,269.25	256.24	4,109.36	15,811.24	113.74
11	Waterloo, Cedar Falls & Northern Ry.	116,089.04	134,121.44	144,770.91	235,064.94	24,298.07	179,664.56	834,008.96	85.02
	Total	\$ 621,919.08	\$ 593,575.79	\$ 596,411.70	\$ 1,049,278.37	\$ 91,469.56	\$ 783,169.70	\$ 3,735,824.20	
	Grand average, combined railways								87.17

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS

PART 1—TAXES and TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—INVESTMENTS

Number	Electric Interurban Railway Companies	Other than U. S. government taxes	U. S. government taxes	Total taxes	Miles of road owned Single track	Taxes, other than U. S. government taxes, per mile of road owned—Single track	Comparative General Balance Sheet—Asset Side—Investments		
							Table 10, Part 1—Total Investments		
							December 31, 1927	December 31, 1926	Increase or decrease 1927
1	Cedar Rapids & Marion City Ry.	\$ 3,754.00		\$ 3,754.00	2.80	\$ 1,340.71			
2	Charles City Western Ry.	5,581.87	\$ 1,484.35	7,066.22	21.32	261.81	\$ 694,007.37	\$ 693,944.37	\$ 63.00
3	Clinton, Davenport & Muscatine Ry.	24,888.29		24,888.29	67.84	366.86	4,220,332.37	4,186,979.38	33,352.99
4	Colfax Springs Ry.						26,753.52	26,753.52	
5	Des Moines & Central Iowa R. R.	22,800.00		22,800.00	50.72	381.78	3,422,651.92	3,423,371.46	*719.54
6	Ft. Dodge, Des Moines & So. R. R.	65,202.42	797.58	66,000.00	149.81	435.23	11,333,012.53	11,199,663.00	133,349.53
7	Iowa Railway & Light Corporation	25,490.00		25,490.00	44.49	572.95	29,928,517.33	28,202,031.76	1,726,485.57
8	Iowa Southern Utilities Co.	9,499.02		9,499.02	29.62	320.69	19,890,799.79	18,961,771.84	929,027.95
9	Mason City & Clear Lake R. R.	6,822.73	*2,523.43	4,299.30	15.53	439.32	1,068,453.08	1,092,613.25	839.83
10	Tama & Toledo R. R.	1,075.00		1,075.00	3.50	307.14	133,112.14	136,023.52	*2,911.38
11	Waterloo, Cedar Falls & Northern Ry.	39,880.74		39,880.74	110.95	359.44	9,468,773.38	9,468,591.91	181.47
	Total	\$ 204,904.07	\$ *241.50	\$ 204,752.57	505.58		\$80,211,413.43	\$77,391,744.01	\$ 2,819,669.42
	Grand average tax (all roads)					\$ 405.46			

*Credit.

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 2—CURRENT ASSETS, DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Electric Interurban Railway Companies	Total Current Assets			Total Deferred Assets			Total Unadjusted Debits		
		December 31, 1927	December 31, 1926	Increase or Decrease 1927	December 31, 1927	December 31, 1926	Increase or Decrease 1927	December 31, 1927	December 31, 1926	Increase or Decrease 1927
		1	Cedar Rapids & Marion City Ry.							
2	Charles City Western Ry.	\$ 43,026.75	\$ 29,682.35	\$ 13,344.38			\$ 1,682.02	\$ 1,904.35	\$ *222.33	
3	Clinton, Dav. & Mus. Ry.	89,444.66	94,133.91	*4,689.25			34,662.96	38,273.29	*3,610.43	
4	Colfax Springs Ry.	550.00	554.60	*4.60						
5	D. M. & Central Iowa R. R.	87,600.00	91,228.29	*3,628.29			44,675.14	47,600.19	*2,925.05	
6	Ft. D., D. M. & Southern Ry.	444,552.33	500,461.23	*55,908.90	\$ 102.00	\$ 102.00	513,250.63	515,711.00	*2,460.37	
7	Iowa Railway & Light Corporation	1,361,024.68	1,332,327.47	28,697.21			763,828.34	742,433.50	21,394.84	
8	Iowa Southern Utilities Co.	1,341,410.45	1,560,987.68	*219,577.23			894,534.90	950,226.96	*55,692.06	
9	Mason City & Clear Lake R. R.	36,822.33	71,602.24	*34,779.91			8,070.94	6,187.48	1,883.46	
10	Tama & Toledo R. R.	5,633.04	3,354.52	1,698.52			2.26	673.45	*671.19	
11	Waterloo, Cedar Falls & No. Ry.	518,234.50	406,232.74	112,001.76			608,747.64	657,452.44	*48,704.80	
	Total	\$ 3,928,318.75	\$ 4,091,165.03	\$* 162,846.28	\$ 102.00	\$ 102.00	\$ 2,869,454.73	\$ 2,960,462.66	\$ *91,007.93	

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued
PART 5—UNADJUSTED CREDITS, CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities			
	December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927	December 31, 1927	December 31, 1926	Increase or decrease 1927	
Electric Interurban Railway Companies										
1	Cedar Rapids & M. C. Ry.	\$ 38,844.61	\$ 35,611.56	\$ 3,233.05	\$ *65,653.07	\$ *80,872.14	\$ *15,219.07	\$ 738,716.12	\$ 725,531.07	\$ 13,185.05
2	Charles City Western Ry.	105,580.72	85,684.37	19,896.35	*1,125,341.29	*973,917.41	*151,423.88	4,344,439.89	4,319,386.58	25,053.31
3	Clin., Dav. & Mus. Ry.				*5,602.11	*5,569.75	*32.36	27,303.52	27,308.12	*4.60
4	Colfax Springs Ry.				*646,051.35	*466,178.13	*179,873.22	3,554,927.09	3,562,199.94	*7,272.85
5	D. M. & Central Iowa R. R.	1,296,812.48	1,167,968.34	128,844.14	550,013.79	589,219.14	*39,205.35	12,290,917.49	12,215,937.23	74,980.26
6	Ft. D., D. M. & So. R. R.	1,025,833.91	1,046,793.31	*20,959.40	299,844.59	248,930.34	*50,914.25	32,053,370.35	30,276,792.73	1,776,577.62
7	Iowa Ry. & Light Corporation	963,484.54	714,337.08	249,147.46	505,815.58	527,595.88	*21,780.30	22,126,745.14	21,474,566.48	652,178.66
8	Iowa Southern Utilities Co.	100,816.60	97,226.26	3,590.34	203.31	6,220.96	*6,017.65	1,138,346.35	1,170,402.97	*32,056.62
9	Mason City & Clear Lake R. R.	5,070.77	5,061.73	9.04	*144,924.73	*141,934.82	*2,989.91	138,767.44	140,651.49	*1,884.05
10	Tama & Toledo R. R.	195,443.89	179,717.95	15,725.94	*3,325,643.38	*2,954,891.35	*370,752.03	10,595,755.52	10,532,277.09	63,478.43
11	Waterloo, C. F. & No. Ry.									
	Total	\$ 4,580,391.34	\$ 4,069,596.40	\$ 490,794.94	\$ *3,967,338.66	\$ *3,251,397.28	\$ *705,941.38	\$ 87,009,288.91	\$ 84,445,053.70	\$ 2,564,235.21

*Deficit.
 †Increase in deficit in 1927 over 1926.
 ‡Decrease in deficit in 1927 under 1926.
 §Decrease 1927.
 ¶Increase.

TABLE 11—MILEAGE TRAFFIC AND MISCELLANEOUS STATISTICS
PART 1—MISCELLANEOUS STATISTICS

Number	Total		Total			Grand total passengers carried	Employees and others carried free	Passenger revenue	Average Fare		Revenue from transportation	
	Car mileage	Car hours	Regular fare passengers carried	Revenue transfer passengers carried	Free transfer passengers carried				Revenue passengers	All passengers, including transfer passengers		
Electric Interurban Railway Companies												
1	Cedar Rapids & M. C. Ry.	232,247	23,437	294,069		294,069		\$ 41,978.53	\$.14275	\$.14275	\$ 47,682.05	
2	Charles City Western Ry.	55,179	5,828	8,675		8,675	150	3,199.53	.36882	.36882	113,006.35	
3	Clin., Dav. & Mus. Ry.	1,210,422	89,205	1,035,299		135,013	57,439	212,532.64	.20529	.18160	364,942.27	
4	Colfax Springs Ry.					7,443						
5	D. M. & Central Iowa R. R.	504,479	25,788	176,137		183,580	30,952	68,026.92	.38622	.37056	375,623.49	
6	Ft. D., D. M. & So. R. R.	3,221,185	900,713	599,720		599,720	73,357	162,769.67	.27555	.27555	1,188,353.86	
7	Iowa Ry. & Light Corporation	1,235,968		842,555	51,856	894,411	59,497	266,057.46	.29747	.29747	638,238.83	
8	Iowa Southern Utilities Co.	298,742	338,864	116,176		116,176	12,642	38,781.94	.33381	.33381	120,842.02	
9	Mason City & Clear Lake R. R.	441,193	45,489	691,667		17,015	48,960	63,895.96	.09238	.09016	151,186.34	
10	Tama & Toledo R. R.	17,255						13.60			13,873.28	
11	Waterloo, C. F. & No. Ry.	2,597,870	267,748	2,301,338		208,737		338,780.86	.15590	.14294	871,817.37	
	Total	9,814,540	1,697,072	6,056,636	51,856	368,208	6,476,700	282,388	\$ 1,216,036.51	\$.20077	\$.18775	\$ 3,885,564.86

*Bus operations not included.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued
PART 2—MISCELLANEOUS STATISTICS—Continued

Number	Electric Interurban Railway Companies	Revenue From Transportation Per		Revenue from other railway operations	Revenue From Other Railway Operations Per		Total operating revenues	Operating Revenues Per		Total operating expenses	Operating Expenses Per	
		Car mile	Car hour		Car mile	Car hour		Car mile	Car hour		Car mile	Car hour
1	Cedar Rapids & M. C. Ry.....	\$.20530	\$ 2.03448	\$ 268.88	\$.00115	\$.01147	\$ 47,950.93	\$.20646	\$ 2.04594	\$ 34,714.64	\$.14947	\$ 1.48119
2	Charles City Western Ry.....	2.04799	19.39024	2,553.49	.04628	.43814	115,559.84	2.06427	19.82838	76,467.19	1.38580	13.12065
3	Clin., Dav. & Mus. Ry.....	.30150	4.09105	10,108.55	.00835	.11331	375,050.82	.30985	4.20437	359,584.98	.29707	4.03111
4	Colfax Springs Ry.....											
5	D. M. & Central Iowa R. R.....	.74457	14.56282	44,536.03	.08828	1.72700	402,159.52	.79718	15.59483	454,924.33	.90177	17.64003
6	Ft. D., D. M. & So. R. R.....	.36892	1.31935	212,294.90	.06591	.23569	1,400,648.29	.43482	1.55504	1,210,562.22	.37581	1.34400
7	Iowa Ry. & Light Corporation.....	.51639		13,423.12	.01086		651,661.95	.52725		515,316.37	.41603	
8	Iowa Southern Utilities Co.....	.40450	.31178	1,009.90	.00338	.00298	121,851.92	.40788	.35958	117,295.41	.39263	.34614
9	Mason City & Clear Lake R. R.....	.34268	3.32358	6,113.43	.01386	.13439	157,299.77	.35653	3.45798	118,845.88	.26937	2.61263
10	Tama & Toledo R. R.....	.80396		246.03	.01426		14,118.31	.81822		15,811.24	.91633	
11	Waterloo, C. F. & No. Ry.....	.33559	3.25611	41,683.41	.01605	.15568	913,500.78	.35163	3.41179	778,357.80	.29961	2.90705
	Total.....	\$.39590	\$ 1.90532	\$ 332,237.74	\$.03385	\$.18771	\$ 4,199,802.13	\$.42791	\$ 2.08242	\$ 3,681,880.06	\$.37515	\$ 1.85659

*Bus operations not included.

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES AND NUMBER OF EMPLOYEES AND AGGREGATE SALARIES AND WAGES PAID DURING YEAR

Number	Electric Interurban Railway Companies	Accidents						General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Aggregate salaries and wages during year			
		Killed			Injured			Officers	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Total employees					
		Passengers	Employees	Other persons	Total	Passengers	Employees										Other persons		Total		
1	Cedar Rapids & M. C. Ry.....																				
2	Charles City Western Ry.....						5	1	1	5	1				1	6	20	43,406.42			
3	Clin., Dav. & Mus. Ry.....			1	1	8	2	10	4	14	3	13			3	68	108	132,710.54			
4	Colfax Springs Ry.....																				
5	D. M. & Central Iowa R. R.....					12	9	23	6	9	2	30	2	9	1	3	62	126	198,397.02		
6	Ft. D., D. M. & So. R. R.....					82	7	89	4	14	2	61	2	69	1	39	5	249	715,891.47		
7	Iowa Ry. & Light Corporation.....								7	85	3	28	1	23	3	54	638	842	1,217,296.18		
8	Iowa Southern Utilities Co.....			1	1			3	3	8	2	10	1	6		1	16	45	58,112.73		
9	Mason City & Clear Lake R. R.....								2	3		6	1	5		2	24	44	69,528.32		
10	Tama & Toledo R. R.....								5							1	1	7	4,003.13		
11	Waterloo, C. F. & No. Ry.....		1	2	3	24	45	17	8	25	6	62	1	58	1	11	6	117	295	454,880.44	
	Total.....	0	1	6	7	29	147	38	214	49	153	18	215	9	173	6	109	20	1,181	1,933	\$ 2,904,226.26

TERMINAL COMPANIES
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1927

Items Reported	Burlington, Muscatine & North-western Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
CAPITAL STOCK—COMMON							
Par value of amount authorized	\$ 100,000.00	\$ 500,000.00	\$ 400,000.00	\$ 300,000.00	\$ 80,500.00	\$ 400,000.00	\$ 1,780,500.00
Total par value outstanding at close of year		327,000.00	400,000.00	151,000.00	80,500.00	400,000.00	1,358,500.00
Total par value actually outstanding at close of year		327,000.00	400,000.00	151,000.00	80,500.00	400,000.00	1,358,500.00
DIVIDEND APPROPRIATIONS							
Par value of amount on which dividend was declared		\$ 327,000.00		\$ 151,000.00	\$ 80,500.00	\$ 400,000.00	\$ 958,500.00
Charged to profit and loss		19,620.00		12,080.00	4,025.00	16,000.00	51,725.00
Rate per cent.		6%		8%	5%	4%	5.396%
INVESTMENT							
Net Charges During Year:							
Road	\$ 36,295.07	\$ *19,629.45	\$ 68.93	\$ *7,876.29	\$ 106.80	\$ 3,661.97	\$ 12,627.03
Equipment	16,241.85		*525.00			24.39	15,741.24
General expenditures	1,730.30					839.42	2,569.72
Total	\$ 54,267.22	\$ *19,629.45	\$ *456.07	\$ *7,876.29	\$ 106.80	\$ 4,525.78	\$ 30,937.99
Investment in Road and Equipment at Close of Year:							
Investment to June 30, 1907		\$ 85,008.80	\$ 1,224,144.18	\$ 185,131.04	\$ *30,862.41		\$ 1,525,236.43
Investment from July 1, 1907 to June 30, 1914		66,971.91	91,634.40	*86,918.39	*2,859.61	134,948.96	209,496.49
Investment since June 30, 1914	\$ 167,126.11	60,023.88	251,192.56	23,982.61	49,724.81	395,843.91	947,893.88
Total investment in road and equipment	\$ 167,126.11	\$ 212,094.59	\$ 1,566,971.14	\$ 122,195.26	\$ 83,446.83	\$ 530,792.87	\$ 2,682,626.80

*Credit. *To December 31, 1908. *From December 31, 1908 to June 30, 1914.

INCOME ACCOUNT							
Operating Income:							
Railway operating revenues	\$ 42,949.56				\$ 88,870.16	\$ 258,400.54	\$ 390,220.26
Railway operating expenses	33,650.72				82,757.13	213,754.77	330,162.62
Net revenue from railway operations	\$ 9,298.84				\$ 6,113.03	\$ 44,645.77	\$ 60,057.64
Railway tax accruals	2,000.00	\$ 6,620.85	\$ 73,928.92		1,942.10	4,533.58	89,025.45
Uncollectible railway revenues			8.00				8.00
Railway operating income	\$ 7,298.84	\$ *6,620.85	\$ *73,936.92		\$ 4,170.93	\$ 40,112.19	\$ *28,975.81
Total operating income	\$ 7,298.84	\$ *6,620.85	\$ *73,936.92		\$ 4,170.93	\$ 40,112.19	\$ *28,975.81
Non-operating Income:							
Joint facility rent income		\$ 10,319.20	\$ 76,465.73				\$ 86,784.93
Income from lease of road				\$ 6,952.53			6,952.53
Miscellaneous rent income			6,204.08				6,204.08
Miscellaneous non-operating physical property		12,723.98	12,500.77	1,128.68			26,353.43
Dividend income			805.00	805.00			1,610.00
Income from unfunded securities and accounts		10.69			\$ 216.26		226.95
Income from sinking and other reserve funds					167.14		167.14
Miscellaneous income						\$ 3,435.12	3,435.12
Total non-operating income		\$ 23,053.87	\$ 95,975.58	\$ 8,886.21	\$ 383.40	\$ 3,435.12	\$ 131,734.18
Gross income	\$ 7,298.84	\$ 16,433.02	\$ 22,088.66	\$ 8,886.21	\$ 4,554.33	\$ 43,547.31	\$ 102,758.37
Deductions From Gross Income:							
Hire of freight cars—debit balance	\$ 1,259.00					\$ 2,209.72	\$ 3,468.72
Joint facility rents			\$ 1,361.67				1,361.67
Rent for leased roads			14,769.96				14,769.96
Miscellaneous rents			2,548.96			34,900.00	37,508.96
Miscellaneous tax accruals			3,877.31				3,877.31
Interest on unfunded debt	924.42	\$ 91.34	37.79	\$ 12.45		110.82	1,176.82
Maintenance of investment organization				2,400.00			2,400.00
Miscellaneous income charges				300.00			300.00
Total deductions from gross income	\$ 2,183.42	\$ 91.34	\$ 22,595.69	\$ 2,612.45		\$ 37,280.54	\$ 64,763.44
Net income	\$ 5,115.42	\$ 16,341.68	\$ *587.03	\$ 6,273.76	\$ 4,554.33	\$ 6,266.77	\$ 37,994.93
Disposition of Net Income:							
Income balance transferred to profit and loss	\$ 5,115.42	\$ 16,341.68	\$ *587.03	\$ 6,273.76	\$ 4,554.33	\$ 6,266.77	\$ 37,994.93

*Deficit.

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1927

Items Reported	Burlington, Muscatine & Western Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
PROFIT AND LOSS ACCOUNT							
Debit Items:							
Debit balance at beginning of year	\$ 5,782.34		\$ 557.03				\$ 5,782.34
Debit balance transferred from income		\$ 19,620.00		\$ 12,080.00	\$ 4,025.00	\$ 16,000.00	557.03
Dividend appropriations of surplus		3,102.10					51,725.00
Surplus appropriated for investment in physical property					905.52		3,102.10
Miscellaneous appropriations of surplus			117.34				905.52
Loss on retired road and equipment		1,099.70	*54.94				117.34
Miscellaneous debits		65,628.06			23,006.98	12.16	1,066.92
Credit balance carried to balance sheet				41,242.54		128,966.06	259,533.64
Total debits	\$ 5,782.34	\$ 89,449.86	\$ 619.43	\$ 53,322.54	\$ 28,627.50	\$ 144,978.22	\$ 322,779.89
Credit Items:							
Credit balance at beginning of year		\$ 59,054.53		\$ 47,048.78	\$ 24,073.17	\$ 138,711.45	\$ 268,887.93
Credit balance transferred from income	\$ 5,115.42	16,341.68		6,273.76	4,554.33	6,266.77	38,551.96
Delayed income credits		13,838.10					13,838.10
Miscellaneous credits	666.92	215.55	619.43				884.98
Debit balance carried to balance sheet							666.92
Total credits	\$ 5,782.34	\$ 89,449.86	\$ 619.43	\$ 53,322.54	\$ 28,627.50	\$ 144,978.22	\$ 322,779.89
RAILWAY OPERATING REVENUES							
Total rail-line transportation (switching)	\$ 42,215.56		\$ 79,024.40			\$ 252,729.92	\$ 373,969.88
Station, train and boat privileges			5,285.12				5,285.12
Parcel room			3,969.80				3,969.80
Storage—freight			2,729.41				2,729.41
Storage—baggage			1,068.48				1,068.48
Demurrage			5,368.00				5,368.00
Telegraph and telephone			216.00			2,404.00	2,404.00
Total	\$ 42,215.56		\$ 90,911.38		\$ 28,627.50	\$ 252,729.92	\$ 300,250.20

*Credit.

Items Reported	Burlington, Muscatine & Western Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
RAILWAY OPERATING EXPENSES							
Maintenance of Way and Structures:							
Superintendence	\$ 125.00		\$ 11,598.17			\$ 3,468.82	\$ 15,191.99
Maintaining roadway and track	821.85		34,318.88		\$ 6,813.81	19,988.68	61,043.22
Maintaining track structures			126.38			1,928.72	2,055.11
Maintaining ancillary structures			11,470.27			545.28	12,015.55
Depreciation of way and structures						2,693.60	2,693.60
Injuries to persons			34.00				34.00
Other way and structure expense	50.60		2,322.78			1,117.82	3,492.21
Maintenance of electric lines						840.64	840.64
Buildings, fixtures and grounds						140.27	140.27
Total	\$ 4,688.28		\$ 69,871.48		\$ 7,794.77	\$ 28,840.94	\$ 101,095.42
Maintaining joint tracks, yard and other facilities—Dr			1,461.05				1,461.05
Maintaining joint tracks, yards and other facilities—Cr			61,332.54				61,332.54
Total maintenance of way and structures	\$ 4,688.28		\$ 7,794.72		\$ 28,840.94	\$ 41,223.94	\$ 82,447.88
Maintenance of Equipment:							
Superintendence	\$ 450.00		\$ 11,680.81			\$ 1,748.23	\$ 13,879.04
Repairs of machinery and other apparatus	480.11		842.62			209.10	1,531.83
Depreciation of machinery and other apparatus			25,725.36			978.90	27,704.26
Locomotive repairs	1,217.71		4,618.62			17,233.43	23,069.76
Locomotive depreciation and retirements			1,421.85			3,981.40	5,403.25
Car repairs			*51.28			138.00	220.28
Car depreciation and retirements			963.34				963.34
Work equipment repairs			72.85				72.85
Work equipment depreciation and retirements						16.08	16.08
Miscellaneous equipment depreciation and retirements			1,100.00				1,100.00
Injuries to persons			1,614.07				1,614.07
Other equipment expenses						1,066.14	1,066.14
Depreciation of equipment							
Total	\$ 5,048.78		\$ 48,056.16		\$ 2,032.81	\$ 24,540.85	\$ 79,678.60
Maintaining joint equipment—Dr			647.05				647.05
Maintaining joint equipment—Cr			48,704.12				48,704.12
Total maintenance equipment	\$ 5,048.78		\$ 48,704.12		\$ 2,032.81	\$ 24,540.85	\$ 80,226.56
Total traffic expense					\$ 2,701.15	\$ 2,701.15	\$ 2,701.15

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1927

Items Reported	Burlington, Muscatine & North-western Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
Transportation—Rail Line:							
Superintendence and dispatching	\$ 1,447.50		\$ 4,693.95		23,889.81	2,700.00	32,731.26
Station service	499.28		147,324.85			5,753.08	153,577.21
Yard enginemen and motormen			35,583.42			24,195.14	59,778.56
Other yard employees	5,179.11		121,486.97			51,607.00	178,273.08
Fuel for yard locomotives	3,779.72		44,157.12			34,996.37	82,933.21
Power purchased					13,193.94		13,193.94
Other yard expense	1,009.28		26,888.70			12,987.50	40,885.48
Injuries to persons			1,035.00			23.47	1,058.47
Loss and damage			144.26				144.26
Other casualty expenses			1,143.37			4,034.62	5,177.99
Other rail transportation expenses	340.00		28,749.73		22,717.20	3,938.55	55,745.48
Conductors, motormen and trainmen					7,377.92		7,377.92
Total	\$ 12,254.89		\$ 411,207.37		\$ 67,178.87	\$ 140,235.73	\$ 630,876.86
Operating joint yards and terminals—Dr.			\$ 13,593.44				\$ 13,593.44
Operating joint yards and terminals—Cr.			424,800.81				424,800.81
Total transportation—Rail line	\$ 12,254.89		\$ 424,800.81		\$ 67,178.87	\$ 140,235.73	\$ 630,876.86
General:							
Administration	\$ 9,751.98		\$ 38,866.24			\$ 10,892.25	\$ 59,510.47
Insurance—General	1,453.02		49.08		\$ 130.68	1,246.83	2,879.61
Valuation expenses			9,170.47			3,430.14	12,600.61
Other general expenses	553.77		1,865.84		2,041.93	1,866.88	6,328.42
Injuries and damages					108.02		108.02
Stationery and printing					911.77		911.77
Rent of tracks and facilities					1,500.00		1,500.00
Rent of equipment					158.33		158.33
Total	\$ 11,758.77		\$ 49,942.63		\$ 4,850.73	\$ 17,436.10	\$ 83,988.23

General joint facility expenses—Dr.			4,150.69				4,150.69
General joint facilities expenses—Cr.			54,093.32				54,093.32
Total general	\$ 11,758.77		\$ 4,150.69		\$ 4,850.73	\$ 17,436.10	\$ 34,045.00
Grand total railway operating expenses	\$ 33,650.72		\$ 424,800.81		\$ 82,757.13	\$ 213,754.77	\$ 330,162.62
COMPARATIVE GENERAL BALANCE SHEET—ASSETS							
Investments:							
Investment in road and equipment	\$ 167,126.11	\$ 212,094.59	\$ 1,565,745.34	\$ 122,195.26	\$ 83,446.83	\$ 530,792.87	\$ 2,681,401.00
Improvements on leased railway property			1,225.80				1,225.80
Miscellaneous physical property	13,202.00	188,378.38	60,380.88	72,320.64			334,290.90
Investments in affiliated companies—Stocks			16,100.00	16,100.00			32,200.00
Other investments—Miscellaneous		2,630.51		6,850.00			9,480.51
Total investments December 31, 1927	\$ 180,328.11	\$ 403,103.48	\$ 1,643,461.02	\$ 217,465.90	\$ 83,446.83	\$ 530,792.87	\$ 3,058,598.21
Total investments December 31, 1926	126,060.89	402,624.74	1,643,917.09	218,662.51	83,340.03	526,267.09	3,000,872.35
Increase or decrease (*) 1927	54,267.22	478.74	*456.07	*1,196.61	106.80	4,525.78	57,725.86
Current Assets:							
Cash (*—Debit)	\$ *53.87	\$ 943.33	\$ 31,067.19	\$ 1,087.16	\$ 16,404.57	\$ 24,459.98	\$ 73,898.36
Special deposits			62,659.98				62,659.98
Loans and bills receivable		2,929.63					2,929.63
Traffic and car service balances receivable			52,779.00			5,619.99	58,398.99
Net balance receivable from agents and conductors	14,935.38		2,281.53				17,216.91
Miscellaneous accounts receivable	2,679.76	3,459.51	136,155.68	3,570.87	8,319.27	24,288.78	178,503.87
Material and supplies		1,611.49	86,986.95	2,292.56	6,153.96	8,269.26	105,314.22
Interest and dividends receivable					2,009.00		2,009.00
Rents receivable			80,577.63				80,577.63
Total current assets December 31, 1927	\$ 17,561.27	\$ 8,973.96	\$ 452,497.96	\$ 6,950.59	\$ 32,886.80	\$ 62,638.01	\$ 581,508.59
Total current assets, December 31, 1926	1,631.95	5,904.54	424,712.21	7,589.55	32,736.43	73,441.94	546,016.62
Increase or decrease (*) 1927	15,929.32	3,069.42	27,785.75	*638.96	150.37	*10,803.93	35,491.97
Deferred Assets:							
Working fund advances			\$ 20.00				\$ 20.00
Insurance and other funds					\$ 4,314.78	\$ 5,349.60	9,664.38
Other deferred assets			207,169.36				207,169.36
Total deferred assets December 31, 1927			\$ 207,189.36		\$ 4,314.78	\$ 5,349.60	\$ 216,853.74
Total deferred assets December 31, 1926			277,606.16		3,409.26	5,349.60	286,365.02
Increase or decrease (*) 1927			*70,416.80		905.52		*69,511.28

*Credit. *Maintenance of cars. *Maintenance of locomotives.

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1927

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RAILROAD COMMISSIONERS' REPORT

Items Reported	Burlington, Muscatine & North- western Rail- way Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
Unadjusted Debits:							
Rents and insurance premiums paid in advance			\$ 1,884.40		\$ 171.45	\$ 386.43	\$ 2,442.28
Other unadjusted debits	\$ 2,491.94		19,017.26	\$ 2,963.87	13.80	1,548.18	26,035.05
Total unadjusted debits December 31, 1927	\$ 2,491.94		\$ 20,901.66	\$ 2,963.87	\$ 185.25	\$ 1,934.61	\$ 28,477.33
Total unadjusted debits December 31, 1926	6,521.27		1,564.73	2,447.27	40.08	2,357.63	12,930.98
Increase or decrease (*) 1927	*4,029.33		19,336.93	516.60	145.17	*423.02	15,546.35
Grand total December 31, 1927	\$ 197,889.38	\$ 414,569.38	\$ 2,324,050.00	\$ 227,380.36	\$ 120,833.66	\$ 600,715.09	\$ 3,885,437.87
Grand total December 31, 1926	127,692.84	415,050.55	2,347,800.19	228,609.33	119,525.80	607,416.26	3,846,184.97
Increase or decrease (*) 1927	70,196.54	*481.17	*23,750.19	*1,318.97	1,307.86	*6,701.17	39,252.90
COMPARATIVE GENERAL BALANCE SHEET— LIABILITIES							
Stock:							
Total stock (capital) December 31, 1927	\$ 100,000.00	\$ 327,000.00	\$ 400,000.00	\$ 151,000.00	\$ 80,500.00	\$ 400,000.00	\$ 1,458,500.00
Total stock (capital) December 31, 1926	100,000.00	327,000.00	400,000.00	151,000.00	80,500.00	400,000.00	1,458,500.00
Increase or decrease (*) 1927							
Long Term Debt:							
Total long term debt (open accounts) December 31, 1927			\$ 894,694.78				\$ 894,694.78
Total long term debt December 31, 1926			946,470.32				946,470.32
Increase or decrease (*) 1927			*51,775.54				*51,775.54
Current Liabilities:							
Loans and bills payable	\$ 35,993.12	\$ 6,500.00					\$ 42,493.12
Traffic and car service balances payable	3,942.00		\$ 14,800.25			\$ 4,322.63	23,064.88
Audited accounts and wages payable	33,567.04		95,100.35		\$ 5,998.12	13,200.45	147,865.96
Miscellaneous accounts payable				\$ 332.69			332.69
Funded debt matured unpaid			671,000.00				671,000.00
Other current liabilities			107.40				107.40
Total current liabilities December 31, 1927	\$ 73,502.16	\$ 6,500.00	\$ 781,908.05	\$ 332.69	\$ 5,998.12	\$ 17,523.08	\$ 884,864.05
Total current liabilities December 31, 1926	25,476.30	5,059.12	791,660.89	384.52	6,036.11	18,213.47	846,830.41
Increase or decrease (*) 1927	48,025.86	1,440.88	*10,652.89	*51.83	*37.99	*690.39	38,033.64

Deferred Liabilities:							
Total deferred liabilities (other) December 31, 1927			\$ 309.17				\$ 309.17
Total deferred liabilities December 31, 1926			1,003.17				1,003.17
Increase or decrease (*) 1927			*694.00				*694.00
Unadjusted Credits:							
Tax liability	\$ 3,306.58	\$ 6,982.58	\$ 80,577.63	\$ 2,300.47	\$ 2,009.00	\$ 4,422.04	\$ 99,598.30
Accrued depreciation—road	6,767.04		77,111.61	12,587.00	*4,314.78	9,538.74	110,319.17
Accrued depreciation—equipment	5,311.33		48,341.04			33,595.83	87,248.20
Accrued depreciation—miscellaneous physical property				17,396.16			17,396.16
Other unadjusted credits	9,669.19		20,799.77			1,819.74	31,788.70
Total unadjusted credits December 31, 1927	\$ 25,054.14	\$ 6,982.58	\$ 226,830.05	\$ 32,283.63	\$ 6,323.78	\$ 48,876.35	\$ 346,350.53
Total unadjusted credits December 31, 1926	7,998.88	18,338.10	208,665.81	27,744.53	5,507.26	45,141.74	313,396.32
Increase or decrease (*) 1927	17,055.26	*11,355.52	18,164.24	4,539.10	816.52	3,734.61	32,954.21
Corporate Surplus:							
Additions to property through income and surplus		\$ 8,458.74	\$ 21,208.00	\$ 2,521.50			\$ 32,188.24
Miscellaneous fund reserves					\$ 4,314.78	\$ 5,349.60	9,664.38
Total appropriated surplus		\$ 8,458.74	\$ 21,208.00	\$ 2,521.50	\$ 4,314.78	\$ 5,349.60	\$ 41,852.62
Profit and loss credit or debit (*) balance	\$ *666.92	65,628.06		41,242.54	23,696.98	128,966.06	258,866.72
Total corporate surplus December 31, 1927	\$ 1,066.92	\$ 74,086.80	\$ 21,208.00	\$ 43,764.04	\$ 28,011.76	\$ 134,315.66	\$ 300,719.34
Total corporate surplus December 31, 1926	15,782.34	64,653.33		49,570.28	27,482.43	144,061.05	279,984.75
Increase or decrease (*) 1927	5,115.42	9,433.47	21,208.00	*5,806.24	529.33	*9,745.39	20,734.59
Grand total December 31, 1927	\$ 197,889.38	\$ 414,569.38	\$ 2,324,050.00	\$ 227,380.36	\$ 120,833.66	\$ 600,715.09	\$ 3,885,437.87
Grand total December 31, 1926	127,692.84	415,050.55	2,347,800.19	228,609.33	119,525.80	607,416.26	3,846,184.97
Increase or decrease (*) 1927	70,196.54	*481.17	*23,750.19	*1,318.97	1,307.86	*6,701.17	39,252.90
MILEAGE OWNED AND OPERATED— DECEMBER 31, 1927							
Main track owned	5.50	.98	6.36	1.47	.21	2.62	17.14
Yard tracks and sidings owned	5.60	11.45	*26.28	3.72	3.74	16.17	66.96
Total mileage owned 1927	11.10	12.43	32.64	5.19	3.95	18.79	84.10
Total mileage owned 1926		12.43	32.646	5.196	3.9538	18.79	73.0158
Net increase or decrease (*)	*11.10		*.006	*.006	*.0038		11.0842

STATISTICS OF TERMINAL COMPANIES

*Deficit.
*Debit balance.
*Includes 3.74 miles of which ownership is in litigation.
*Change due to difference in handling fractions.
*Started switching operations June 21, 1927.
*Decrease.

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TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1927

Items Reported	Burlington, Muscatine & North- western Rail- way Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
GRADE CROSSINGS—IOWA							
Railway with railway							
With other steam railways							
Gates and watchman			1				1
Total protected			1				1
Total unprotected			11				11
With Electric Interurban or Street Railways:							
Derailing appliances on electric lines			2				2
Gates and watchman							
Watchman alone	1						1
Total protected	1		2				3
Total unprotected							
Total railway with railway—protected	1		3				4
Total railway with railway—unprotected			11				11
Railway with Highway:							
Watchmen, alone or with protection other than gates, on duty less than 24 hours per day	1		11			1	13
Standard fixed signs only	8					9	17
Otherwise unprotected	2		30				32
Total railway with highway	11		41			10	62
TRAFFIC AND CAR STATISTICS							
Freight Traffic—Switching Operations:							
Number of cars handled earning revenue—Loaded	5,079		17,989			98,238	121,306
Number of cars handled earning revenue—Empty			17,989			1,839	19,828
Number of cars handled not earning revenue—Loaded	123						123
Number of cars handled not earning revenue—Empty	5,126					92,854	97,980
Total switching operations	10,328		35,978			192,931	239,237

Freight Traffic—Terminal Operations:							
Number of cars handled at cost for tenant companies—Loaded			50,155				50,155
Number of cars handled at cost for tenant companies—Empty			24,136				24,136
Total terminal operations			74,291				74,291
Total freight traffic	10,328		110,269			192,931	313,528
Passenger Traffic—Terminal operations:							
Number of cars handled at cost for tenant companies—Empty			17,004				17,004
Total passenger traffic			17,004				17,004
Grand total cars handled	10,328		127,273			192,931	330,532
Total number of cars handled in work service	123						123
TIES LAID IN REPLACEMENT							
Cross ties—number applied	15,611		4,185			2,500	22,356
Average cost per tie	\$ 1.15		\$ 1.43			\$ 1.24	\$ 1.21
Switch ties—Number of feet	26,723		46,236			26,739	99,698
Average cost (per M. feet)	\$ 62.00		\$ 52.28			\$ 48.74	\$ 53.94
Total cost for ties laid	\$ 19,610.00		\$ 8,393.50			\$ 4,493.74	\$ 32,497.24
RAILS LAID IN REPLACEMENT							
Number of tons (3,240 lb.) applied			33.08			84,4649	117,4949
Average cost per ton			\$ 46.82			\$ 32.61	\$ 38.60
Total cost for rails laid			\$ 1,546.48			\$ 2,754.32	\$ 4,300.80
CONSUMPTION OF FUEL BY LOCOMOTIVES							
Tons of bituminous coal	689.23		8,858			4,723	14,270.73
Average cost per ton	\$ 5.48		\$ 4.799			\$ 6.62	\$ 5.43
STATISTICS OF FUEL PURCHASES AND STOCKS							
Bituminous Coal:							
Quantity received during year	689.73		18,632			4,307	23,628.73
Total cost including transportation charges paid foreign lines	\$ 3,779.72		\$ 89,425.42			\$ 28,505.49	\$ 121,710.59
Average cost including transportation charges paid foreign lines	5.48		4.799			6.61	5.15
Quantity on Hand:							
At beginning of year			9,396			571	9,967
At end of year			1,957			106	2,063

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1927

Items Reported	Burlington, Muscatine & North- western Rail- way Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
EMPLOYEES, SERVICE, AND COMPENSATION							
Average number of employees.....	37	2	368	1	31	80	519
Compensation:							
Straight time.....	\$ 39,009.42	\$ 6,540.00	\$ 577,465.56	\$ 2,400.00	\$ 461,745.48	\$ 137,404.58	\$ 824,655.04
Overtime.....			35,235.98			1,640.85	36,876.83
Total compensation.....	\$ 39,009.42	\$ 6,540.00	\$ 612,701.54	\$ 2,400.00	\$ 461,745.48	\$ 139,135.43	\$ 861,531.87
Average compensation per employee—per year.....							\$ 1,659.98
Average compensation per employee—per month.....							138.33
Average compensation per employee—per day.....							4.55
TAXES ON RAILWAY PROPERTY							
Other Than U. S. Government Taxes:							
Iowa.....	\$ 2,000.00		\$ 73,928.92		\$ 1,464.32	\$ 3,444.00	\$ 80,837.24
U. S. Government Taxes:							
Income tax.....		\$ 6,620.85			477.78	1,080.58	8,188.21
Total taxes.....	\$ 2,000.00	\$ 6,620.85	\$ 73,928.92	*	\$ 1,942.10	\$ 4,533.58	\$ 89,025.45

*General officers served without compensation.
 †President and vice president served without compensation.
 ‡All officers except auditor served without compensation.
 §Not classified as to class of time.
 ¶Reported and paid by lessee.

Railway Bridge Companies

STATISTICS

OF

For the Year Ended December 31, 1927

BRIDGE COMPANIES
CORPORATION REPORT FOR THE YEAR ENDED DECEMBER 31, 1927

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Company	Sioux City Bridge Company	Total
CAPITAL STOCK—COMMON					
Par value of amount authorized	\$ 1,000,000.00	\$ 1,000,000.00	\$ 7,500,000.00	\$ 945,800.00	\$ 10,445,800.00
Total par value outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Total par value actually outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR					
Investment to June 30, 1907—Road	\$ 1,016,862.82	\$ 2,000,000.00	\$ 6,738,391.08	\$ 945,800.00	\$ 10,701,053.90
Investment to June 30, 1907—Equipment			18,785.01		18,785.01
Investment from July 1, 1907 to June 30, 1914—Road	33,141.77		2,559.73	914.60	36,616.10
Investment from July 1, 1907 to June 30, 1914—Equipment			*18,785.01		*18,785.01
Investment since June 30, 1914—Road	20,770.66		256,939.97	15,804.57	293,515.20
Investment since June 30, 1914—General expenditures			450.99		450.99
Total investment in road and equipment	\$ 1,070,775.25	\$ 2,000,000.00	\$ 6,998,341.77	\$ 962,519.17	\$ 11,031,636.19
Length of road owned	1.30	.66	2.03	3.88	7.87
Average investment per mile of road	\$ 823,673.27	\$ 3,030,303.03	\$ 3,447,459.00	\$ 248,071.95	\$ 1,401,732.68
INCOME ACCOUNT					
Railway operating revenues		\$ 85,862.70			\$ 85,862.70
Railway operating expenses		110,882.25		\$ 420.00	111,302.25
Net revenue from railway operations		\$ *25,019.55		\$ *420.00	\$ *25,439.55
Railway tax accruals	\$ 47,949.00	11,100.00		96,100.98	155,149.98
Railway operating income	\$ *47,949.00	\$ *36,119.55		\$ *96,520.98	\$ *180,589.53
Total operating income	\$ *47,949.00	\$ *36,119.55		\$ *96,520.98	\$ *180,589.53
Non-Operating Income:					
Joint facility rent income	\$ 146,937.30	\$ 68,233.77		\$ 158,888.28	\$ 374,059.35
Miscellaneous rent income				876.82	876.82
Income from funded securities				15,508.05	15,508.05

*Deficit.

Income from unfunded securities and accounts		2,145.49		865.30	3,010.79
Total non-operating income	\$ 146,937.30	\$ 70,379.26		\$ 176,138.45	\$ 393,455.01
Gross income	\$ 98,988.30	\$ 34,259.71		\$ 79,617.47	\$ 212,865.48
Deductions from Gross Income:					
Miscellaneous tax accruals				\$ 550.34	\$ 550.34
Interest on unfunded debt		\$ 80,006.25		11,616.24	91,622.49
Total deductions from gross income		\$ 80,006.25		\$ 12,166.58	\$ 92,172.83
Net income	\$ 98,988.30	\$ *45,746.54		67,450.89	120,692.65
Disposition of Net Income:					
Dividend appropriations of income	\$ 98,988.30			\$ 56,748.00	\$ 155,736.30
Total appropriations of income	\$ 98,988.30			\$ 56,748.00	\$ 155,736.30
Income balance transferred to profit and loss		\$ *45,746.54		10,702.89	*35,043.65
PROFIT AND LOSS ACCOUNT					
Debit Items:					
Debit balance at beginning of year		\$ 1,814,577.85			\$ 1,814,577.85
Debit balance transferred from income		45,746.54			45,746.54
Credit balance carried to balance sheet	\$ 32,202.01		\$ 47,695.62	\$ 118,832.42	198,730.05
Total	\$ 32,202.01	\$ 1,860,324.39	\$ 47,695.62	\$ 118,832.42	\$ 2,059,054.44
Credit Items:					
Credit balance at beginning of year	\$ 32,202.01		\$ 47,695.62	\$ 108,129.53	188,027.16
Credit balance transferred from income				10,702.89	10,702.89
Debit balance carried to balance sheet		\$ 1,860,324.39			1,860,324.39
Total	\$ 32,202.01	\$ 1,860,324.39	\$ 47,695.62	\$ 118,832.42	\$ 2,059,054.44
RAILWAY OPERATING EXPENSES					
Maintenance of Way and Structures:					
Superintendence		\$ 3,000.00			\$ 3,000.00
Road maintenance	\$ 16,869.04	47,517.19		\$ 11,999.58	76,385.81
Maintaining buildings, etc.		311.67			311.67
Depreciation of way and structures		10,000.00		10,000.00	20,000.00
Miscellaneous expenses	75.05	3,700.30		275.00	4,050.35
Maintaining joint way and structures—Dr.	727.37				727.37
Maintaining joint way and structures—Cr.	17,671.46			22,274.58	39,946.04
Total maintenance of way and structures		\$ 64,529.16		\$ 34,274.16	\$ 64,529.16

BRIDGE COMPANIES—Continued
CORPORATION REPORT FOR THE YEAR ENDED DECEMBER 31, 1927

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Company	Sioux City Bridge Company	Total
Transportation—Rail Line:					
Superintendence and dispatching	\$ 5,694.00			\$ 6,052.58	\$ 11,746.58
Station service				125.48	125.48
Injuries to persons	54.00				54.00
Other casualty expense	100.00				100.00
Other rail transportation expenses	9,575.92	7,920.00		1,147.18	18,643.10
Operating joint tracks and facilities—Dr.	4,827.61				4,827.61
Operating joint tracks and facilities—Cr.	20,251.53			7,325.24	27,576.77
Total transportation—Rail line		\$ 7,920.00			\$ 7,920.00
Miscellaneous operations—total		6,268.75			6,268.75
General:					
Administration	\$ 3,359.80	\$ 26,764.34		\$ 968.74	\$ 31,092.88
Other general expenses	75.68	5,400.00		421.00	5,896.68
General joint facility expenses—Cr.	3,435.48			969.74	4,405.22
Total general expenses		\$ 32,164.34		\$ 420.00	\$ 32,584.34
Grand total railway operating expenses		\$ 110,882.25		\$ 420.00	\$ 111,302.25
RAILWAY OPERATING REVENUES					
Rents of buildings and other property	\$ 748.30				\$ 748.30
Miscellaneous		\$ 85,862.70			\$ 85,862.70
Total incidental operating revenues	\$ 748.30	\$ 85,862.70			\$ 86,611.00
Total joint facility operating revenue—Dr.	748.30				748.30
Total railway operating revenue		\$ 85,862.70			\$ 85,862.70
TAXES ON RAILWAY PROPERTY					
Other than U. S. Government Taxes:					
Illinois	\$ 12,500.00	\$ 5,833.00			\$ 18,333.00
Iowa	20,000.00	5,267.00			25,267.00
Nebraska				\$ 11,524.68	\$ 11,524.68
				74,597.00	74,597.00
Total other than U. S. government taxes	\$ 32,500.00	\$ 11,100.00		\$ 86,121.68	\$ 129,721.68

U. S. Government Taxes:					
Income tax	\$ 15,449.00			\$ 9,969.30	\$ 25,418.30
Capital stock tax					
Total U. S. government taxes	\$ 15,449.00			\$ 9,969.30	\$ 25,418.30
Grand total taxes	\$ 47,949.00	\$ 11,100.00	*	\$ 96,100.98	\$ 155,149.98
*Included in Illinois Central R. R. Co.					
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE					
Investments:					
Investment in road and equipment	\$ 1,070,775.25	\$ 2,000,000.00	\$ 6,998,341.77	\$ 962,519.17	\$ 11,031,636.19
Investments in affiliated companies—stocks	1.00				1.00
Investments in affiliated companies—bonds				319,830.00	319,830.00
Total investments December 31, 1927	\$ 1,070,776.25	\$ 2,000,000.00	\$ 6,998,341.77	\$ 1,282,349.17	\$ 11,351,467.19
Total investments December 31, 1926	1,070,698.43	2,000,000.00	6,876,951.94	1,256,431.50	11,204,081.87
Increase, 1927	77.82		121,389.83	25,917.67	147,385.32
Current Assets:					
Cash		\$ 17,643.64		\$ 37,980.15	\$ 55,623.79
Demand loans and deposits		50,000.00			50,000.00
Miscellaneous accounts receivable	\$ 37,944.82			27,210.29	65,155.11
Total current assets December 31, 1927	\$ 37,944.82	\$ 67,643.64		\$ 65,190.44	\$ 170,778.90
Total current assets December 31, 1926	34,316.39	67,242.56		9,684.90	111,243.85
Increase, 1927	3,628.43	401.08		55,505.54	59,535.05
Deferred Assets: Working fund advances					
		\$ 1,025.00			\$ 1,025.00
Total deferred assets December 31, 1927		\$ 1,025.00			\$ 1,025.00
Total deferred assets December 31, 1926		None			
Increase, 1927		1,025.00			1,025.00
Unadjusted Debits: Other					
				\$ 12,000.00	\$ 12,000.00
Total unadjusted debits December 31, 1927				\$ 12,000.00	\$ 12,000.00
Total unadjusted debits December 31, 1926				11,850.00	21,850.00
Increase, 1927				150.00	150.00
Grand total assets, December 31, 1927	\$ 1,108,721.07	\$ 2,068,668.64	\$ 6,998,341.77	\$ 1,359,539.61	\$ 11,535,271.09
Grand total assets, December 31, 1926	1,105,014.82	2,067,242.56	6,876,951.94	1,277,966.40	11,327,175.72
Increase, 1927	3,706.25	1,426.08	121,389.83	81,573.21	208,095.37

BRIDGE COMPANIES—Continued
CORPORATION REPORT FOR THE YEAR ENDED DECEMBER 31, 1927

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RAILROAD COMMISSIONERS' REPORT

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Company	Sioux City Bridge Company	Total
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE					
Total capital stock, December 31, 1927	\$ 1,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	\$ 945,800.00	\$ 7,945,800.00
Total capital stock, December 31, 1926	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Governmental grants	None	None	None	None	None
Long Term Debt:					
Notes					
Open accounts			\$ 1,948,021.43		\$ 1,948,021.43
Total long term debt, December 31, 1927			\$ 1,948,021.43		\$ 1,948,021.43
Total long term debt, December 31, 1926			1,826,631.60		1,826,631.60
Increase, 1927			121,389.83		121,389.83
Current Liabilities:					
Loans and bills payable				\$ 60,000.00	\$ 60,000.00
Audited accounts and wages payable	\$ 514.05			4,946.88	5,460.93
Interest matured, unpaid		\$ 1,868,984.02			1,868,984.02
Funded debt matured, unpaid		1,000,000.00			1,000,000.00
Unmatured interest accrued		20,000.00			20,000.00
Total current liabilities, December 31, 1927	\$ 514.05	\$ 2,888,984.02		\$ 64,946.88	\$ 2,954,444.95
Total current liabilities, December 31, 1926	537.65	2,851,417.07		4,226.56	2,856,181.28
Increase or decrease (*) 1927	*23.60	37,566.95		60,720.32	98,263.67
Deferred liabilities	None	None	None	None	None
Unadjusted Credits:					
Tax liability	\$ 55,468.97	\$ 9.01		\$ 22,000.00	\$ 77,477.98
Accrued depreciation—road		40,000.00		205,434.63	245,434.63
Total unadjusted credits, December 31, 1927	\$ 55,468.97	\$ 40,009.01		\$ 227,434.63	\$ 322,912.61
Total unadjusted credits, December 31, 1926	51,739.12	30,403.34		217,284.63	299,427.09
Increase, 1927	3,729.85	9,605.67		10,149.00	23,485.52

Corporate Surplus:					
Additions to property through income and surplus	\$ 20,536.04		\$ 2,624.72	\$ 2,525.68	\$ 25,686.44
Total appropriated surplus, December 31, 1927	\$ 20,536.04		\$ 2,624.72	\$ 2,525.68	\$ 25,686.44
Total appropriated surplus, December 31, 1926	20,536.04		2,624.72	2,525.68	25,686.44
Increase or decrease (*) 1927					
Profit and loss credit or debit (*) balance	\$ 32,202.01	\$ 41,860,324.39	\$ 47,605.62	\$ 118,832.42	\$ 41,661,506.34
Total corporate surplus, December 31, 1927	\$ 52,738.05	\$ 41,860,324.39	\$ 50,230.34	\$ 121,358.10	\$ 41,635,907.90
Total corporate surplus, December 31, 1926	52,738.05	41,814,577.85	50,320.34	110,655.21	41,600,864.25
Increase or decrease (*) 1927		*45,746.54		10,702.89	*35,043.65
Grand total liabilities, December 31, 1927	\$ 1,108,721.07	\$ 2,068,668.64	\$ 6,998,341.77	\$ 1,359,539.61	\$ 11,535,271.09
Grand total liabilities, December 31, 1926	1,105,014.82	2,067,242.56	6,876,951.94	1,277,966.40	11,327,175.72
Increase or decrease (*) 1927	3,706.25	1,426.08	121,389.83	81,573.21	208,095.37

Deficit.

EMPLOYEES AND THEIR COMPENSATION

Average number of employees	7	15			22
Total compensation	\$ 8,625.88	\$ 24,363.75			\$ 32,889.63
Average yearly (365 days) compensation					1,494.98
Average monthly compensation					124.58
Average daily compensation					4.15

DIVIDEND APPROPRIATIONS

Common Stock:					
Rate per cent—regular and average	9.898+			6.000	8.003+
Par value of amount on which dividend was declared	\$ 1,000,000.00			\$ 945,800.00	\$ 1,945,800.00
Amount dividend declared	98,988.30			56,748.00	155,736.30

MILEAGE OWNED—1927

Main Line:					
Illinois	.12	.32			.44
Iowa	1.18	.34	.58	1.74	3.84
Nebraska			1.45	2.14	3.59
Total	1.30	.66	2.03	3.88	7.87
Yard Tracks and Siding:					
Iowa	.99			.09	1.98
Nebraska			26.22	.65	26.87
Total	.99		26.22	1.64	28.86
Grand total mileage, 1927	2.29	.66	28.25	5.52	36.72
Grand total mileage, 1926	2.29	.66	28.25	5.52	36.72

STATISTICS OF BRIDGE COMPANIES

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STATEMENT OF INCOME

Year	1927	1926	1925	1924	1923
Operating Income	1,000,000	950,000	900,000	850,000	800,000
Operating Expenses	(800,000)	(750,000)	(700,000)	(650,000)	(600,000)
Operating Profit	200,000	200,000	200,000	200,000	200,000
Other Income	50,000	50,000	50,000	50,000	50,000
Income Before Taxes	250,000	250,000	250,000	250,000	250,000
Taxes	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Net Income	200,000	200,000	200,000	200,000	200,000

STATEMENT OF INCOME

Year	1927	1926	1925	1924	1923
Operating Income	1,000,000	950,000	900,000	850,000	800,000
Operating Expenses	(800,000)	(750,000)	(700,000)	(650,000)	(600,000)
Operating Profit	200,000	200,000	200,000	200,000	200,000
Other Income	50,000	50,000	50,000	50,000	50,000
Income Before Taxes	250,000	250,000	250,000	250,000	250,000
Taxes	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Net Income	200,000	200,000	200,000	200,000	200,000

STATISTICS

OF

American Railway Express Company

For the Year Ended December 31, 1927

Year	1927	1926	1925	1924	1923
Operating Income	1,000,000	950,000	900,000	850,000	800,000
Operating Expenses	(800,000)	(750,000)	(700,000)	(650,000)	(600,000)
Operating Profit	200,000	200,000	200,000	200,000	200,000
Other Income	50,000	50,000	50,000	50,000	50,000
Income Before Taxes	250,000	250,000	250,000	250,000	250,000
Taxes	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Net Income	200,000	200,000	200,000	200,000	200,000

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1927

Items Reported	Amount
MILEAGE COVERED—ENTIRE LINE	
Steam roads	222,422.78
Electric lines	2,903.71
Coastwise steamboat lines.....	11,388.50
Inland steamboat lines.....	5,000.02
Trans-oceanic steamship lines.....	6,670.00
Stage lines	668.82
Miscellaneous (ferry lines)	10.75
Airplane	4,508.00
Total	254,582.18
MILEAGE COVERED—IOWA	
Steam roads	9,965.74
Electric lines	231.15
Airplane	207.00
Miscellaneous .....	.275
Total	10,594.26
CAPITAL STOCK—COMMON	
Number of shares authorized.....	400,000.00
Par value of one share	\$ 100.00
Par value authorized.....	40,000,000.00
Par value outstanding.....	34,642,000.00
Par value held by respondent in treasury.....	None
Par value not held by respondent.....	\$ 34,643,000.00
Rate of dividend.....	6%
Dividends declared during year.....	2,078,320.00
FUNDED DEBT	
None.....	
COST OF REAL PROPERTY AND EQUIPMENT	
Land	\$ 4,641,261.80
Buildings:	
Buildings and appurtenances on land owned.....	\$ 8,607,115.44
Buildings and appurtenances on land not owned.....	8,762,642.95
Improvements to buildings not owned.....	282,267.23
Total buildings	\$ 12,052,025.82
Equipment:	
Cars	\$ 931,144.22
Horses	1,434,507.84
Automobiles	17,242,670.34
Wagons and sleighs.....	1,705,697.11
Harness and equipment.....	290,358.22
Office furniture and equipment.....	3,020,497.91
Office safes	500,686.27
Trucks	2,415,536.65
Stable equipment	22,791.66
Garage equipment	536,971.85
Line equipment	551,832.58
Shop equipment	234,947.51
Miscellaneous equipment	50,571.57
Total equipment	\$ 28,038,213.75
Total real property and equipment.....	\$ 45,681,501.15
DEPRECIATION—BUILDINGS AND EQUIPMENT	
Buildings and appurtenances on land owned.....	\$ 2,042,878.79
Buildings and appurtenances on land not owned.....	886,487.75
Improvements to buildings not owned.....	210,877.77
Total buildings	\$ 3,140,244.31

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1927—Continued

Items Reported	Amount
Equipment:	
Cars	\$ 546,201.02
Horses	906,365.13
Automobiles	9,463,453.00
Wagons and sleighs.....	1,063,249.37
Harness equipment	223,952.63
Office furniture and equipment.....	1,720,071.27
Office safes	259,587.81
Trucks	1,516,989.40
Stable equipment	13,277.00
Garage equipment	200,406.04
Line equipment	293,851.08
Shop equipment	120,477.46
Miscellaneous equipment	1,931.43
Total equipment	\$ 16,418,813.61
Total real property and equipment Dec. 31, 1927.....	\$ 19,559,057.92
INCOME ACCOUNT	
Operating Income:	
Charges for transportation.....	\$ 284,512,701.01
Express privileges—Dr.	139,493,535.13
Revenue from transportation.....	\$ 145,019,165.88
Revenue from operations other than transportation.....	3,710,279.83
Total operating revenues.....	\$ 148,729,445.71
Operating expenses	145,466,761.76
Net operating revenue.....	\$ 3,262,683.95
Uncollectible revenue from transportation.....	16,145.81
Express taxes	2,196,841.88
Operating income	\$ 1,049,696.26
Other Income:	
Rent from real property and equipment used jointly.....	\$ 122.94
Miscellaneous rent income.....	272,083.56
Income from funded securities.....	395,000.01
Income from unfunded securities and accounts.....	536,939.97
Total other income.....	\$ 1,204,146.48
Gross income	\$ 2,253,842.74
Rent from real property and equipment used jointly.....	\$ 1,065.80
Miscellaneous rents	None
Interest on unfunded debt.....	20,065.40
Miscellaneous income debits.....	26,028.35
Total deductions from gross income.....	\$ 47,159.55
Net income	\$ 2,206,683.19
Disposition of Net Income:	
Dividend appropriations of income.....	2,078,520.00
Income balance transferred to profit and loss.....	\$ 128,163.19
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Dividend appropriations of surplus.....	None
Miscellaneous debits	\$ 16,724.81
Credit balance carried to balance sheet.....	3,233,349.32
Total	\$ 3,350,074.13
Credit Items:	
Credit balance at beginning of year.....	\$ 3,214,860.64
Credit balance transferred from income.....	128,163.19
Profit on real property and equipment sold.....	*15,263.63
Delayed income credits.....	None
Unrefunded overcharges	2,379.99
Miscellaneous credits	19,924.94
Total	\$ 3,350,074.13

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1927—Continued

Items Reported	Amount
OPERATING REVENUES	
Transportation:	
Express, domestic	\$ 284,502,314.55
Miscellaneous	10,386.46
Total	\$ 284,512,701.01
Express privileges—Dr.	139,493,535.13
Revenue from transportation	\$ 145,019,165.88
Operations Other Than Transportation:	
Customs brokerage fees	\$ 209,737.19
Order and commission	4,908.92
Rents of buildings and other property	141,108.97
C. O. D. checks	2,470,018.97
Profit on exchange and other financial revenue	546.71
Miscellaneous	884,229.69
Total other than transportation	\$ 3,710,379.83
Total operating revenues	\$ 148,729,445.71
OPERATING EXPENSES	
Maintenance	\$ 8,292,515.55
Traffic	263,762.90
Transportation	129,130,542.75
General	7,779,940.86
Total operating expenses	\$ 145,466,762.06
Ratio of operating expenses to operating revenues, per cent.	.9781
TAXES AND ASSESSMENTS—ENTIRE LINE	
Total taxes—Entire line	\$ 2,196,841.88
Total taxes—Iowa	39,624.66
COMPARATIVE GENERAL BALANCE SHEET—ASSETS	
Investment:	
Real property and equipment	\$ 45,631,561.15
Other Investments:	
Stocks	1,890.00
Bonds	9,482,973.42
Notes	913.68
Total investments December 31, 1927	\$ 55,107,278.25
Total investments December 31, 1926	53,232,961.16
Increase, 1927	\$ 1,874,317.09
Current Assets:	
Cash	\$ 18,873,927.35
Special deposits	13,222.94
Loans and notes receivable	2,002,284.47
Traffic balances receivable	62,186.90
Net balances receivable from agents and messengers	7,841,901.62
Miscellaneous accounts receivable	836,517.35
*Debit.	
Material and supplies	1,183,894.28
Interest, dividends and rents receivable	112,767.92
Working fund advances	21,910.00
Other current assets	3,982.46
Total current assets December 31, 1927	\$ 30,952,575.07
Total current assets December 31, 1926	34,463,968.56
Decrease, 1927	\$ 3,511,393.49
Deferred Assets:	
Other deferred assets	\$ 356,829.55
Total deferred assets Dec. 31, 1927	\$ 356,829.55
Total deferred assets Dec. 31, 1926	431,989.87
Decrease, 1927	\$ 75,157.32

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1927—Continued

Items Reported	Amount
Unadjusted Assets:	
Rents and insurance premiums paid in advance	\$ 617,983.99
Taxes paid in advance	114,133.23
Other unadjusted debits par value	1,169,631.29
Total unadjusted debits December 31, 1927	\$ 1,901,748.51
Total unadjusted debits December 31, 1926	1,958,554.85
Decrease, 1927	56,806.34
Grand Total Assets:	
Total December 31, 1927	\$ 88,318,431.38
Total December 31, 1926	90,087,351.44
Decrease, 1927	\$ 1,768,920.06
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES	
Capital Stock:	
Common—unqualified	\$ 33,048,000.00
Common—qualified	1,594,000.00
Total December 31, 1927	\$ 34,642,000.00
Total December 31, 1926	\$ 34,642,000.00
Long Term Debt:	
None.	
Current Liabilities:	
Traffic balances payable	\$ 155,410.99
Audited accounts and wages unpaid	5,158,891.89
Miscellaneous accounts payable	1,035,434.58
Matured interest, dividends and rents unpaid	280,717.50
Miscellaneous advances payable	1,250.00
Express privilege liabilities	16,174,931.95
Estimated tax liability	943,480.59
Other current liabilities	553,795.60
Total current liabilities December 31, 1927	\$ 25,212,913.10
Total current liabilities December 31, 1926	28,166,105.04
Decrease, 1927	\$ 2,953,191.94
Deferred Liabilities:	
Other deferred liabilities	\$ 838,128.63
Total deferred liabilities December 31, 1927	\$ 838,128.63
Total deferred liabilities December 31, 1926	1,529,729.65
Decrease, 1927	\$ 691,601.02
Unadjusted Credits:	
Operating and insurance reserves	\$ 4,728,455.49
Accrued depreciation—buildings	3,140,244.31
Accrued depreciation—equipment	16,418,813.61
Other unadjusted credits	4,526.92
Total unadjusted credits December 31, 1927	\$ 24,292,040.33
Total unadjusted credits December 31, 1926	22,534,647.11
Increase, 1927	1,757,393.22
Corporate Surplus:	
Appropriated surplus	None
Profit and loss balance	\$ 3,333,349.52
Total corporate surplus December 31, 1927	\$ 3,333,349.52
Total corporate surplus December 31, 1926	3,214,869.64
Increase, 1927	\$ 118,479.88
Grand total liabilities December 31, 1927	\$ 88,318,431.38
Grand total liabilities December 31, 1926	90,087,351.44
Decrease, 1927	\$ 1,768,920.06

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1927—Continued

Items Reported		Amount
EQUIPMENT OWNED		
	No.	Value
Cars	250	\$ 384,943.20
Horses	7,387	439,742.71
Automobiles:		
Gasoline	4,964	4,688,688.67
Electric	1,676	1,701,414.40
Trailers	357	305,631.48
Batteries (electric power storage)	1,906	960,482.83
Wagons:		
Double	3,355	517,240.06
Single	3,183	100,910.80
Sleighs	1,433	23,948.59
Buggies	22	348.20
Harness equipment		66,405.59
Office furniture and equipment		1,500,426.64
Office safes	17,727	241,098.46
Trucks	64,162	845,252.86
Truck batteries (power storage)	425	53,294.23
Stable equipment		9,514.66
Garage equipment		336,565.81
Line equipment:		
Safes, car	2,462	112,892.30
Safes, messenger	8,497	30,507.40
Trunks, packing	10,754	65,932.29
Other line equipment		48,648.06
Shop equipment		114,470.05
Miscellaneous equipment		48,640.14
Total equipment value December 31, 1927		\$ 12,519,400.12
Total equipment value December 31, 1926		12,754,858.58
Decrease, 1927		\$ 235,458.46
Number of express offices in United States December 31, 1927:		
Joint with railroads		21,556
All others		3,500
Total		25,056
Number of offices in United States at which money orders were on sale at close of year		None
EMPLOYEES, SERVICE AND COMPENSATION		
	1927	1926
Number of employees in service	64,498	64,403
Total compensation during the year	\$ 106,426,121.14	\$ 106,346,065.96
Average yearly compensation	1,650.07	1,651.26
Average monthly compensation	137.51	137.60
Average daily compensation	4.58	4.59
Distribution:		
Maintenance	\$ 2,459,043.53	\$ 2,568,000.60
Per cent of total	2.31	2.42
Traffic	\$ 141,547.27	\$ 151,338.00
Per cent of total	.13	.14
Transportation	\$ 98,249,834.52	\$ 97,912,006.19
Per cent of total	92.32	92.07
General	\$ 5,575,695.82	\$ 5,713,492.17
Per cent of total	5.24	5.37
Total compensation 1927 and 1926	\$ 106,426,121.14	\$ 106,346,065.96

STATISTICS

OF

Passenger and Freight Motor Carriers

For the Year Ended December 31, 1927

Class "1" Motor Carriers are those having Annual Gross Operating Revenues of \$30,000.00 and above.

Class "2" Motor Carriers are those having Annual Gross Operating Revenues under \$30,000.00.

TABLE 1—CLASS 1—PASSENGER CARRIERS
PART 1—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Safety Coach Transit Co., Des Moines	Des Moines & Central Iowa Motor Trans- portation Co., Des Moines	Ft. Dodge, Des Moines & Southern Transporta- tion Co., Boone	Hawkeye Stages, Inc., Des Moines (Jan. 1 to Feb. 28)	Hawkeye Stages, Inc., Boone (Mar. 1 to Dec. 31)	Iowa Transit Co., Shenandoah
Operating Revenues:						
Passenger revenue	\$ 33,872.00	\$ 30,425.04	\$ 163,936.89	\$ 19,251.75	\$ 73,020.29	\$ 30,699.32
Other revenue			1,747.51	775.02	365.42	
Total revenue	\$ 33,872.00	\$ 30,425.04	\$ 165,684.40	\$ 20,026.77	\$ 73,385.71	\$ 30,699.32
Operating Expenses:						
Salaries of officers					\$ 2,077.98	\$ 320.00
Wages of employees	\$ 7,080.00	\$ 8,381.88	\$ 39,129.89	\$ 3,533.78	\$ 19,562.36	\$ 632.00
Gasoline and lubricants	5,790.40	3,868.18	25,489.33	2,837.95	11,516.97	300.00
Tires and tubes	3,734.80	3,648.95	7,556.49	1,884.23	4,020.20	600.00
Repair of cars	8,321.55	3,730.60	20,721.64	3,487.20	17,985.46	1,200.00
Rent	1,986.00	890.25	1,644.39	196.95	4,197.23	1,630.00
Insurance	1,836.00	2,035.22	5,119.31	990.84	2,390.97	1,755.54
Taxes and auto licenses	3,338.00	*3,004.61	11,495.12	175.00	5,158.32	2,291.60
Interest		650.91	600.43	657.95	1,476.98	
Injuries and damages		21.60		224.98		
Miscellaneous	2,040.50	1,004.15	9,668.91	*6,353.12	3,001.73	
Depreciation	3,933.00	4,273.65	33,787.09	4,554.32	20,095.26	3,862.50
Total expense	\$ 38,060.25	\$ 31,510.00	\$ 155,212.60	\$ 24,896.32	\$ 91,473.41	\$ 12,581.64
Net operating revenue	\$ *4,188.25	\$ *1,084.96	\$ 10,471.80	\$ *4,869.55	\$ *18,087.70	\$ 18,117.68
Miscellaneous Statistics:						
Revenue passengers carried	42,106	35,683	464,331	17,247	53,152	
Average fare revenue passengers	\$.72987	\$.80113	\$.35306	\$ 1.11623	\$ 1.37386	
Motor miles	196,564	137,553	806,343	110,904	405,423	145,077
Operating revenue per motor mile	\$.17182	\$.22119	\$.20547	\$.18057	\$.18101	\$.21161
Operating expense per motor mile	\$.19362	\$.22907	\$.19248	\$.22448	\$.22551	\$.08672
Gallons of gasoline consumed	32,791	21,718	100,206	14,094	46,657	18,167
Gallons of oil used	981	590	7,932	1,333.34	3,225	550
Motor miles per gallon of gasoline	6	6.33	8.05	7.87	8.69	7.98
Motor miles per gallon of oil	200.1	233.14	101.66	83.18	125.71	263.66
Ton miles operated	967,468	1,041,963	3,813,108	*4,869.55	*18,087.70	18,117.68

*Deficit. *Excludes automobile licenses. *Includes loss on sale of franchise, \$5,100.78.

TABLE 1—CLASS 1—PASSENGER CARRIERS
PART 2—REVENUES, EXPENSES, MISCELLANEOUS STATISTICS AND TOTAL

Account	Jefferson Highway Transporta- tion Co., Minneapolis	Red Ball Transporta- tion Co., Inc., Mason City	Sioux Falls Traction System, Sioux Falls (a)	W., C. F. & N. Ry. Co., Motor Coach Division Waterloo	Total
Operating Revenues:					
Passenger revenue	\$ 389,657.06	\$ 120,102.77	\$ 99,878.15	\$ 66,785.07	\$ 1,027,623.24
Other revenue	8,504.63	3,024.82		624.13	15,041.58
Total revenue	\$ 398,161.69	\$ 123,127.59	\$ 99,878.15	\$ 67,409.20	\$ 1,042,680.87
Operating Expenses:					
Salaries of officers	\$ 30,250.00	\$ 2,045.01		\$ 4,465.41	\$ 39,188.40
Wages of employees	100,522.45	37,414.18	22,859.89	11,430.77	250,547.30
Gasoline and lubricants	31,677.30	19,732.08	15,314.82	9,600.26	126,127.29
Tires and tubes	15,109.60	6,685.35	6,431.58	3,834.33	53,506.53
Repair of cars	34,109.55	17,716.96		9,863.80	117,126.86
Rent	19,309.71	3,037.40			32,881.98
Insurance	23,946.92	4,868.11	6,556.86	203.34	49,693.11
Taxes and automobile licenses	22,039.98	11,730.70	5,568.75	5,828.74	70,630.82
Interest	2,950.43	134.52	622.23		7,003.40
Injuries and damages	244.98			141.38	632.94
Miscellaneous	52,256.18	5,101.84	18,463.06	2,987.06	100,876.56
Depreciation	47,928.22	23,611.09	26,087.82	13,134.72	181,207.67
Total expense	\$ 280,345.32	\$ 132,077.34	\$ 101,905.01	\$ 61,479.90	\$ 1,029,541.69
Net operating revenue	\$ 17,816.37	\$ *8,949.65	\$ *2,026.86	\$ 5,929.30	\$ 13,128.18
Miscellaneous Statistics:					
Revenue passengers carried	314,746	101,475	72,666	345,001	1,446,407
Average fare revenue passengers	\$ 1.267	\$ 1.1835	\$ 1.32342	\$.19357	\$.68925
Motor miles	1,291,356	630,619	649,394	296,028	4,669,261
Operating revenue per motor mile	\$.308	\$.1952	\$.15380	\$.22771	\$.22008
Operating expense per motor mile	\$.294	\$.2142	\$.15692	\$.20768	\$.22049
Gallons of gasoline consumed	229,353	88,763	90,982	45,633	
Gallons of oil used	5,167	3,215	3,228	2,116	
Motor miles per gallon of gasoline	5.63	7.01	7.13	6.48	
Motor miles per gallon of oil	249.6	196.14	201.14	139.9	
Ton miles operated					

*Deficit. (a) Inter city operations.

TABLE 2—CLASS 2—PASSENGER CARRIERS
PART 1—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Barish Bros. Motor Co., Sioux City	Carl Baldwin, Griswold	A.H. T. Brackey, Lake Mills (Apr. 23 to Dec. 31)	Lyle E. Cook, Ft. Dodge (Jan. 1 to Apr. 1)	Cedar Rapid and Iowa City Railway, Cedar Rapid	F. H. Davis, Ayooca	Des Moines- Stuart Bus Co., Des Moines	Des Moines- Winterset Bus Co., Des Moines
Operating Revenues:								
Passenger revenue	\$ 6,582.66	\$ 3,212.90	\$ 1,476.40	\$ 2,968.25	\$ 15,574.8	\$ 4,576.00	\$ 1,161.80	\$ 13,014.50
Other revenue			1,313.80	56.25	998.8	700.00		
Total revenue	\$ 6,582.66	\$ 3,212.90	\$ 2,790.20	\$ 3,024.50	\$ 16,573.8	\$ 5,276.00	\$ 1,161.80	\$ 13,014.50
Operating Expenses:								
Salaries of officers				\$ 360.00		\$ 1,300.00		\$ 2,000.00
Wages of employees	\$ 2,052.60		\$ 532.00	\$ 525.35	\$ 3,522.1		\$ 450.00	\$ 2,023.98
Gasoline and lubricants	1,577.17	485.34	352.70	750.65	2,296.2	940.00	1,196.66	2,193.75
Tires and tubes	62.50	93.80	22.10	379.81		350.00	167.50	1,065.15
Repair of cars	1,499.12	120.10	36.40	429.68	\$ 5,404.2	550.00	188.39	720.38
Rent	107.50	6.00	12.00	90.00	714.0	240.00	36.00	959.38
Insurance	296.52	219.68	131.64	120.35	1,869.4	194.68	150.00	884.00
Taxes and automobile licenses	551.78	149.87	224.00	366.34	990.0	251.00	201.75	726.06
Interest	260.00			41.81		70.00		
Payments on cars				18.30		166.49		
Miscellaneous	897.40	179.95			1,646.6	125.00	126.50	570.51
Depreciation	857.51	255.12	500.00	567.60	4,573.8	846.24	333.33	933.33
Total expense	\$ 8,162.10	\$ 1,509.86	\$ 1,810.84	\$ 3,649.89	\$ 21,013.5	\$ 4,933.41	\$ 2,800.13	\$ 12,076.54
Net operating revenue	\$ *1,579.44	\$ 1,703.04	\$ 979.36	\$ *625.39	\$ *4,439.7	\$ 342.59	\$ *1,728.33	\$ 937.96
Miscellaneous Statistics:								
Revenue passengers carried	4,739	1,685	1,682		17,17		1,082	12,693
Average fare revenue passengers	\$ 1.39	\$ 1.91	\$ 1.66		.7		1.07	.95
Motor miles	73,048	28,213	22,152	36,726	83,333	34,289	27,161	64,869
Operating revenue per motor mile	\$.13890	\$ 1.91017	\$.87776		\$.1869			
Operating expense per motor mile	\$.17223	\$.90199	\$ 1.07600		\$.2521			
Gallons of gas consumed	7,488	2,135	1,666			3,520	4,022	9,823
Gallons of oil used	306	78	88			145	388	975
Motor miles per gallon of gas	9.8	13.21	13.25				6.59	6.34
Motor miles per gallon of oil	238.7	361	250				70.	66.19

*Deficit. *Includes revenue from charter trips \$3,499.08. *Includes tires and tubes. *Includes revenue from charter trips \$1,000.00.

TABLE 2—CLASS 2—PASSENGER CARRIERS
PART 2—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	F. C. Fowler, Sioux City	J. W. Harris, Spencer	Carl Height, Davenport	M. B. Hildreth, Denison	Otto & Stanley Jackson, Keokuk	Miles R. Lands, Anamosa	Laude & Huntoon Bus Line, Dubuque
Operating Revenues:							
Passenger revenue	\$ 10,464.40	\$ 4,909.75	\$ 7,192.95	\$ 25,652.20	\$ 8,379.13	\$ 13,516.64	\$ *13,120.23
Other revenue							750.00
Total revenue	\$ 10,464.40	\$ 4,909.75	\$ 7,192.95	\$ 25,652.20	\$ 8,379.13	\$ 13,516.64	\$ 13,870.23
Operating Expenses:							
Salaries of officers	\$ 900.00				\$ 3,000.00		
Wages of employees	1,498.45	1,552.00	1,300.00	3,280.00		3,009.63	3,009.63
Gasoline and lubricants	1,932.22	717.19	1,230.52	4,530.50	1,927.50	2,242.52	2,242.53
Tires and tubes	560.01	370.25	446.35	1,600.00	321.00	779.56	779.56
Repair of cars	2,186.53	666.50	1,040.06	2,450.20	450.00	1,697.46	1,697.46
Rent	166.75		57.10	1,008.00	185.00	150.00	300.00
Insurance	364.00	314.04	521.75	960.00	611.00	821.40	821.40
Taxes and automobile licenses	1,373.42	477.99	561.37	2,244.00	775.16	930.45	930.45
Interest	15.96					367.91	367.91
Payments on cars					1,680.00	25.00	*890.00
Miscellaneous	170.61		514.47			810.29	807.29
Depreciation	3,178.68	963.92	1,625.00	3,200.00	1,325.00	1,493.29	1,731.03
Total expense	\$ 12,346.63	\$ 5,061.89	\$ 7,296.62	\$ 19,272.70	\$ 10,274.66	\$ 12,387.51	\$ 13,637.95
Net operating revenue	\$ *1,882.23	\$ *152.14	\$ *103.67	\$ 6,379.50	\$ *1,895.53	\$ 1,129.13	\$ 232.96
Miscellaneous Statistics:							
Revenue passengers carried	8,671	9,815	6,088	14,200	23,217	9,356	9,144
Average fare revenue passengers	\$ 1.21	\$.50	\$ 1.14	\$ 1.81	\$.36	\$ 1.44	\$ 1.50
Motor miles	79,467	42,708	49,238	205,925	84,735	49,826	58,019
Operating revenue per motor mile	\$.11472						
Operating expense per motor mile	\$.11852						
Gallons of gas consumed	8,993	3,155	6,790	21,500	8,473	9,227	10,744
Gallons of oil used	464	200	310	3,200	500	2,308	3,696
Motor miles per gallon of gas	8.95	13.5	7.30	.10	10	5.4	5.4
Motor miles per gallon of oil	172	214	159	64.35	169	215	215

*Deficit. *Includes charter trips \$1,303.50. *Injuries and damages.

PART 3—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS AND TOTAL

Account	R. Maxwell, (June 1 to Dec. 31)	Edward W. Paul, Marengo	H. E. Walling, Anthon (Dec. 1 to Dec. 31)	Ward D. Walrod, De Witt	White Star Bus. Co., Muscatine	O. O. Wright, Adel	Yellow Cab & Transpor- tation Co., Sioux City	Total Class 2. Passenger
Operating Revenues:								
Passenger revenue	\$ 860.50	\$ 2,668.00	\$ 217.00	\$ 5,241.52	\$ 12,377.87	\$ 29,903.65	\$ 11,818.80	\$ 191,800.11
Other revenue	20.00			1,559.75	498.72	790.00		6,687.30
Total revenue	\$ 880.50	\$ 2,668.00	\$ 217.00	\$ 6,801.27	\$ 12,876.59	\$ 27,693.65	\$ 11,818.80	\$ 198,577.47
Operating Expenses:								
Salaries of officers	74.70	200.00		1,768.00	3,532.47	6,000.00		13,460.00
Wages of employees	263.20	1,113.46	48.00	1,034.20	2,472.85	2,760.00	2,000.63	33,211.54
Gasoline and lubricants	78.00	900.00	134.00	387.40	377.38	1,939.59	1,882.98	35,604.55
Tires and tubes	134.00	300.00	3.00	410.33	2,802.54	1,470.10	51,312.99	10,808.96
Repair of cars	101.50	125.00	11.00	60.00		713.00	207.43	25,539.52
Rent	161.00		16.12	551.00	803.16	1,112.00	336.06	5,309.66
Insurance	132.25	102.00	49.81	427.84	1,238.10	2,081.07	1,174.87	11,449.50
Taxes and automobile licenses	9.15	120.00	6.67					1,139.41
Interest					930.48	1,615.14	440.13	2,899.79
Payments on cars	119.58	1,000.00	45.83	1,500.00	1,453.33	3,954.18	2,000.00	8,834.42
Miscellaneous								32,456.86
Depreciation								
Total expense	\$ 968.38	\$ 3,660.46	\$ 314.43	\$ 6,138.77	\$ 13,729.81	\$ 25,782.98	\$ 9,484.09	\$ 196,632.49
Net operating revenue	\$ *117.88	\$ *1,192.46	\$ *97.43	\$ 662.50	\$ *853.22	\$ 1,910.67	\$ 2,334.71	\$ 1,944.98
Miscellaneous Statistics:								
Revenue passengers carried	2,201		155	6,400	7,766	26,150	9,547	171,763
Average fare revenue passengers	39		1.28	81	1.59	87	1.24	
Motor miles	10,181		2,145	39,721	107,526	129,306	76,765	
Operating revenue per motor mile								
Operating expense per motor mile								
Gallons of gas consumed	840		215	4,369	10,909	25,751	9,700	
Gallons of oil used	16		5	143	370	490	40	
Motor miles per gallon of gas	12.12		10	9.09	9.86	5.4	8	
Motor miles per gallon of oil	636.31		429	297.77	290.61	261.2	190	

*Deficit. *Includes charter trips \$1,692.40. *Includes tires and tubes.

PART 1—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	William Ackerson, New Hartford (Jan. 1 to Feb. 15)	F. H. Anderson, & Son, Correction- ville	W. O. Anker, Atlantic (May 12 to Oct. 4)	Adolph H. Auslinus, Northwood	Nick Beuzekam, Hull	Henry Billmvt., Mason City	Perry Bonar, New London	Joe Bos, Hampton	Carl Brown, Winterset
Operating Revenues:									
Freight revenue	\$ 2,540.69	\$ 252.00	\$ 3,350.19	\$ 10,229.01	\$ 301.50	\$ 2,880.02	\$ 3,786.12	\$ 4,062.90	\$ 19,466.97
Other revenue									
Total revenue	\$ 2,540.69	\$ 252.00	\$ 3,350.19	\$ 10,229.01	\$ 301.50	\$ 2,880.02	\$ 3,786.12	\$ 4,062.90	\$ 19,466.97
Operating Expenses:									
Salaries of officers	1,500.00			98.00		2,800.00	1,000.00		6,529.60
Wages of employees	458.06	110.00	516.40	516.40	93.96	1,142.00	541.88	336.37	2,100.00
Gasoline and lubricants	329.14		380.00	11.45	11.45	545.00	64.90	251.86	874.73
Tires and tubes	128.73	30.50	110.00	46.05	46.05	800.00	181.80	412.60	2,074.15
Repair of cars	130.00		60.00					120.00	
Rent	189.00	32.50	45.00	188.00	35.00	480.68	56.00	140.05	180.69
Insurance	40.00	15.00	217.57	217.57	11.44		132.65	132.20	823.80
Taxes and automobile licenses			32.00	32.00			9.24		
Interest									3,178.69
Payments on cars			730.00			1,000.00	400.00	752.84	*1,000.00
Miscellaneous									2,577.49
Depreciation									
Total expense	\$ 3,150.83	\$ 268.00	\$ 2,178.97	\$ 7,015.68	\$ 126.90	\$ 7,015.68	\$ 2,329.50	\$ 5,995.56	\$ 19,298.55
Net operating revenue	\$ *610.14	\$ 14.00	\$ 1,171.22	\$ 3,213.33	\$ 174.60	\$ 3,213.33	\$ 1,550.52	\$ 2,622.55	\$ 128.42
Miscellaneous Statistics:									
Motor miles	10,218	4,256	15,227	46,085	1,576	12,608	11,297	66,317	
Oper. revenue per motor mile	248.67		290.02	221.96	191.35	221.96	305.55	694.77	292.56
Oper. expense per motor mile	398.28		143.10	110.81	110.81	152.23	183.45	462.53	291.63
Gallons of gasoline consumed	2,490	282	2,740	5,882	355	5,882	1,485	2,679	11,690
Gallons of oil used	14	85	100	355	7	355	65	87	256
Motor miles per gallon of gas	4.1	15	5.6	7.83	14	7.83	8.54	4.22	5.6
Motor miles per gallon of oil	120	302.6	152.2	181.08	159.36	181.08	136.36	129.87	157
Ton-miles operated	11,012		71,025	186,706		186,706	19,047.6	224,834	

*Deficit. *Includes injuries and damages \$100.00.

PART 2—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

	M. E. Butterworth, Humboldt, (Oct. 5 to Dec. 31)	R. A. Campbell, Rockwell	M. J. Cass, Monticello	N. C. Christian, Alcona	Frank G. Clouss, Manson (Jan. 1 to Dec. 15)	D. F. Cooksey, Red Oak (Jan. 1, to May 24)	Clayton, Nelson, Corrow, Spencer	G. B. Croghan, Griswold	W. S. Cronk, Cambridge
Operating Revenues:									
Freight revenue	\$ 543.35	\$ 1,284.85	\$ 5,163.01	\$ 2,000.00	\$ 1,736.22	\$ 10,915.20	\$ 4,000.00	\$ 2,897.07	\$ 1,420.72
Other revenue		\$ 1,852.20		\$ 2,015.00		\$ 350.00			
Total revenue	\$ 543.35	\$ 3,137.11	\$ 5,163.01	\$ 4,015.00	\$ 1,736.22	\$ 11,265.20	\$ 6,000.00	\$ 2,897.07	\$ 1,420.72
Operating Expenses:									
Salaries of officers	\$ 200.00		\$ 107.95	\$ 100.00	\$ 285.00	\$ 2,661.20	\$ 1,140.00	\$ 255.85	\$ 358.40
Wages of employees	\$ 90.00	\$ 460.50	\$ 580.40	\$ 513.00	\$ 173.00	\$ 1,883.92	\$ 1,400.00	\$ 87.75	\$ 258.40
Gasoline and lubricants	\$ 33.00	\$ 147.40	\$ 351.00	\$ 400.00	\$ 102.00	\$ 933.37	\$ 300.00	\$ 114.20	\$ 6125.23
Tires and tubes	\$ 8.00	\$ 40.25	\$ 217.15	\$ 100.00	\$ 294.00	\$ 1,080.83	\$ 100.00	\$ 36.00	\$ 65.00
Repair of cars	\$ 24.00		\$ 25.00	\$ 25.00	\$ 40.00	\$ 312.00	\$ 80.00	\$ 33.50	\$ 96.04
Insurance	\$ 56.00	\$ 56.00	\$ 67.61	\$ 56.00	\$ 79.50	\$ 496.71	\$ 80.00	\$ 112.76	\$ 40.00
Taxes and automobile licenses	\$ 30.77	\$ 80.25	\$ 247.04	\$ 113.57	\$ 101.80	\$ 379.13	\$ 62.50	\$ 386.64	\$ 5.00
Interest			\$ 65.00			\$ 188.00		\$ 328.75	
Payments on cars	\$ 4.50		\$ 900.97			\$ 750.00			
Miscellaneous	\$ 70.00	\$ 621.00	\$ 500.00			\$ 4325.75			
Depreciation						\$ 1,518.75	\$ 430.00		\$ 275.00
Total expense	\$ 506.27	\$ 1,411.40	\$ 2,387.12	\$ 1,307.57	\$ 1,075.30	\$ 10,549.66	\$ 3,512.50	\$ 1,600.45	\$ 819.67
Net operating revenue	\$ 7.08	\$ 1,725.71	\$ 2,825.89	\$ 2,707.43	\$ 720.92	\$ 715.54	\$ 2,487.50	\$ 1,296.62	\$ 601.05
Miscellaneous Statistics:									
Motor miles	3,220	4,121	18,864	9,082	7,666	36,200	10,747	18,708	13,900
Oper. revenue per motor mile	.16874	.31103	.27370	.22019	.22431	.30152	.23220	.17134	.10714
Oper. expense per motor mile	.16654	.34160	.12283	.14336	.14027	.29143	.32684	.11675	.06815
Gallons of gasoline consumed	485	1,410	2,312	3,400	836	9,127	4,477	1,165	1,100
Gallons of oil used	8	8	96	110	45	241	135	40	32.05
Motor miles per gallon of gas.	6.64	2.65	8.11	5.5	9.28	4.41	2.40	40	28
Motor miles per gallon of oil.	429.35	192.49	192.49	170	178.28	4.41	79.61	342	473.57
Ton-miles operated	12,318	36,114	83,943	45,424	30,717	103,650	36,800	3,140	71,280

*Injuries and damages. Includes tires and tubes.

PART 3—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

	W. D. Cross, Sidney	Lee A. Davis, Anthon (June 1 to Dec. 31)	E. C. Dorsey, Anita	W. H. Drake, Garner	J. K. Eldridge, Indianola	R. B. Fearing, Cedar Falls	Bert H. Furness, Sheffield	C. T. Gates, La Porte City	Toney Gerdes, Independence
Operating Revenues:									
Freight revenue	\$ 3,922.62	\$ 784.05	\$ 600.00	\$ 1,764.50	\$ 12,616.43	\$ 8,522.95	\$ 1,800.00	\$ 3,840.00	\$ 7,958.19
Other revenue					\$ 7,683.62	\$ 24,409.20			
Total revenue	\$ 3,922.62	\$ 784.05	\$ 600.00	\$ 1,764.50	\$ 20,300.05	\$ 32,932.15	\$ 1,800.00	\$ 3,840.00	\$ 7,958.19
Operating Expenses:									
Salaries of officers	\$ 776.00	\$ 151.00			\$ 2,400.00	\$ 2,154.30	\$ 600.00	\$ 120.00	\$ 1,300.00
Wages of employees	\$ 489.85	\$ 115.70	\$ 960.00	\$ 558.30	\$ 6,303.01	\$ 16,261.94	\$ 120.00	\$ 275.30	\$ 810.06
Gasoline and lubricants	\$ 140.00	\$ 78.77	\$ 15.00	\$ 225.00	\$ 2,167.10	\$ 2,028.63	\$ 30.00	\$ 270.47	\$ 257.11
Tires and tubes	\$ 185.00	\$ 50.00	\$ 50.00	\$ 10.00	\$ 1,108.81	\$ 1,414.56	\$ 229.00	\$ 204.95	\$ 274.41
Repair of cars	\$ 224.06		\$ 24.00	\$ 35.00	\$ 1,381.09	\$ 791.64	\$ 5.00	\$ 144.00	\$ 104.80
Insurance	\$ 32.88	\$ 13.45	\$ 35.00	\$ 93.53	\$ 543.68	\$ 459.36	\$ 15.00	\$ 61.20	\$ 400.41
Taxes and automobile licenses	\$ 703.77	\$ 16.25	\$ 82.30		\$ 377.20	\$ 426.17	\$ 15.00	\$ 35.00	\$ 121.46
Interest	\$ 150.00				\$ 113.13	\$ 44.80		\$ 106.95	\$ 1,546.06
Payments on cars	\$ 29.75				\$ 92.00	\$ 279.18		\$ 773.82	\$ 181.31
Miscellaneous	\$ 1,000.00	\$ 68.75	\$ 600.00	\$ 200.00	\$ 3,015.00	\$ 2,204.42	\$ 100.00	\$ 414.42	\$ 1,465.60
Depreciation									
Total expense	\$ 3,731.41	\$ 403.92	\$ 1,066.30	\$ 821.83	\$ 21,360.57	\$ 31,239.81	\$ 1,000.00	\$ 2,406.11	\$ 6,552.14
Net operating revenue	\$ 191.21	\$ 380.13	\$ 466.30	\$ 942.67	\$ 1,939.48	\$ 1,692.34	\$ 710.00	\$ 1,433.89	\$ 1,406.05
Miscellaneous Statistics:									
Motor miles	18,915	3,138	6,875	1,200	31,752	39,294	6,059	9,553	22,382
Oper. revenue per motor mile	.20738	.24827	.68727	.78556	.52331	.42044	.11719	.15000	.25556
Oper. expense per motor mile	.19727	.15644	.15310	.68333	.68333	.77187	.16667	.25187	.29274
Gallons of gasoline consumed	3,010	351	62	63	5,445	700	15	1,570	3,900
Gallons of oil used	6.5	6.5	6.5	7.2	464	15	6.07	6.07	175
Motor miles per gallon of gas.	2.910	48	106.95	24.07	46.4	27.33	28.28	24.75	127.90
Motor miles per gallon of oil.	2,910	48	106.95	24.07	46.4	27.33	28.28	24.75	127.90
Ton-miles operated	40,732	40,732	40,732	40,732	112,451.59	112,451.59	1,338,408	40,732	113,912

*Deficit. Includes injuries and damages \$9.75. Injuries and damages.

TABLE 3—CLASS 2—FREIGHT CARRIERS
PART 4—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Roy German, Iowa Falls	H. B. Green, Burlington	C. E. Grathaus, Kingsley	Clarence Hass, Durant	O. S. Hall, Iowa Falls	Thos. Harper, Redfield (Sept. 22 to Dec. 31)	C. L. Hartzell, Britt	Geo. W. Hausman, Waterloo	Geo. Helmen-dinger, Mason City
Operating Revenues:									
Freight revenue	\$ 1,500.00	\$ 2,043.31	\$ 4,270.59	\$ 614.00	\$ 3,120.00	\$ 944.35	\$ 3,840.00		\$ 7,724.79
Other revenue		1,088.28			7,800.00				3,017.90
Total revenue	\$ 1,500.00	\$ 3,131.59	\$ 4,270.59	\$ 614.00	\$ 10,920.00	\$ 944.35	\$ 3,840.00		\$ 10,742.78
Operating Expenses:									
Salaries of officers		\$ 1,300.00							
Wages of employees		120.00	1,800.00		1,340.00		800.00		1,238.82
Gasoline and lubricants	\$ 336.00	435.42	945.60	103.00	992.50	109.00	820.00		1,045.54
Tires and tubes	100.00	395.20	100.00		432.07	100.00	160.00		880.86
Repair of cars	75.00	222.20	75.00		620.00	40.00	150.00		976.27
Rent		60.00	25.00	6.00	25.00				118.50
Insurance	33.50	56.00	60.00	56.00	135.00	77.00	120.00		202.15
Taxes and automobile licenses	147.33	121.41	377.04	24.00	400.80	69.20	144.00		397.47
Interest		6.00			278.00				56.19
Payments on cars									552.00
Miscellaneous				276.00					*761.50
Depreciation	140.00	1,000.00	950.00		1,350.00	60.00	500.00		892.50
Total expense	\$ 831.83	\$ 3,616.23	\$ 4,332.64	\$ 465.11	\$ 5,573.37	\$ 455.20	\$ 2,604.00		\$ 7,121.80
Net operating revenue	\$ 668.17	\$ *484.64	\$ *62.05	\$ 149.00	\$ 5,346.63	\$ 489.15	\$ 1,146.00		\$ 3,620.98
Miscellaneous Statistics:									
Motor miles	21,126	9,077.12	17,459.10		20,615	4,928			19,386
Opr. revenue per motor mile	\$.07100	\$.34500	\$.24461		\$.15135	\$.19163			\$.39847
Opr. expense per motor mile	\$.03967	\$.39839	\$.24816		\$.27327	\$.09237			\$.36737
Gallons of gasoline consumed	2,100	2,426			5,600	539			4,055
Gallons of oil used	75	110			275	20			374
Motor miles per gallon of gas.		8.74			10	9			4.78
Motor miles per gallon of oil		82.52			340	246			51.82
Ton-miles operated	42,464	38,578	124,830		41,230				96,927

*Deficit. *Includes injuries and damages \$11.50.

TABLE 3—CLASS 2—FREIGHT CARRIERS
PART 5—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	H. W. Post, Algona (April 14 to Dec. 31)	Gust Kasisehke, Buckeye	Floyd King, Humboldt (Jan. 1 to Oct. 5)	Louie Knoke, Klemme	Geo. Koss, Ely	Harold Kristensen, Hudson	Geo. F. Kirkpatrick	Walter H. Kler, Davenport	L. W. Lau, Ventura
Operating Revenues:									
Freight revenue	\$ 4,834.00	\$ 1,943.90	\$ 2,798.51	\$ 2,494.80	\$ 707.25	\$ 1,734.64	\$ 1,189.09	\$ 3,400.02	\$ 1,078.00
Other revenue									
Total revenue	\$ 4,834.00	\$ 1,943.90	\$ 2,798.51	\$ 2,494.80	\$ 707.25	\$ 1,734.64	\$ 1,189.09	\$ 3,400.02	\$ 1,078.00
Operating Expenses:									
Salaries of officers				\$ 1,500.00				\$ 1,565.00	
Wages of employees	\$ 1,800.00		\$ 82.50						
Gasoline and lubricants	771.00	147.50	426.94	191.24	107.02	240.00	103.47	551.98	200.19
Tires and tubes	162.00	81.25	64.00	156.00	80.20	125.00	30.95	115.95	149.00
Repair of cars	174.00	15.00	170.97	78.00	1.50	22.00	71.25	353.52	39.00
Rent	20.00	25.00				52.00		96.00	
Insurance	113.00	33.50	45.00	34.52	43.00	47.00	33.00	56.00	68.00
Taxes and automobile licenses	376.29	54.64	163.95	73.32	15.00	15.00	32.45	165.52	60.34
Interest									
Payments on cars	*425.00	300.00					466.00		
Miscellaneous	56.00				13.75			309.68	
Depreciation	516.38	95.00	600.00	300.00	50.00	175.00	95.75	438.24	90.00
Total expense	\$ 4,582.67	\$ 751.89	\$ 1,558.36	\$ 2,333.08	\$ 340.48	\$ 676.00	\$ 832.87	\$ 3,551.80	\$ 615.56
Net operating revenue	\$ 251.33	\$ 1,192.01	\$ 1,240.15	\$ 161.72	\$ 366.77	\$ 1,058.64	\$ 356.22	\$ *151.87	\$ 462.47
Miscellaneous Statistics:									
Motor miles	33,582	7,024		9,940	2,391	6,015	3,418.77	25,200	94,804
Opr. revenue per motor mile	\$.14395	\$.27675	\$.25335	\$.25099	\$.20580	\$.28839	\$.34781	\$.13492	\$.01186
Opr. expense per motor mile	\$.13646	\$.10705	\$.14055	\$.23472	\$.14240	\$.11239	\$.24362	\$.14094	\$.00649
Gallons of gasoline consumed	4,900	714	2,052	972	420	946	511	2,333	924
Gallons of oil used	79	30	147	45	20	45	19	130	39
Motor miles per gallon of gas.	6.85	9.8	5	10	5.7	6.36	6.69	10.8	10.2
Motor miles per gallon of oil	479.7	153	130	221	119.5	133.67	179.93	194	243
Ton-miles operated	135,524	15,870	32,917	23,359	5,550		6,778	69,012	21,326

*Deficit. *Payment on franchise.

TABLE 3—CLASS 2—FREIGHT CARRIERS
PART 3—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Le Mars Associated Retailers	Theodore Lee, Glenwood	C. L. McLeod, Iowa Falls	Earl Ramsey, Madrid	J. P. Maxwell & Son, St. Charles	Bert Myers, Adel	Earl Neth, Atlantic	Harry C. Patridge, Spencer	Henry F. Quade, Ft. Dodge
Operating Revenues:									
Freight revenue	\$ 5,310.92	\$ 6,260.49	\$ 21,549.47	\$ 4,537.79	\$ 7,637.24	\$ 5,279.37	\$ 1,080.00	\$ 6,800.00	\$ 4,796.83
Other revenue		490.00	13,460.17	2,183.28					
Total revenue	\$ 5,310.92	\$ 6,750.49	\$ 35,009.64	\$ 6,721.07	\$ 7,637.24	\$ 5,279.37	\$ 1,080.00	\$ 6,800.00	\$ 4,796.83
Operating Expenses:									
Salaries of officers	\$ 60.00	\$ 1,200.00		\$ 1,560.00					
Wages of employees	2,560.00	1,087.50	9,893.33	1,362.00	2,519.00	1,192.60		2,000.00	
Gasoline and lubricants	406.38	1,030.00	5,765.55		1,210.00	432.46		1,039.20	690.84
Tires and tubes	235.50	218.10	2,861.68		455.00	322.32	225.00	450.00	195.18
Repair of cars	594.35	151.90	3,501.53	*1,690.35	2,150.00	272.61	50.00	100.00	122.16
Rent		60.00	1,663.07			98.75	60.00		84.00
Insurance	100.28	145.00	945.83	129.60	130.00	121.00	33.50	200.00	37.00
Taxes and automobile licenses	192.50	232.27	1,294.93	250.87	173.24	208.14	54.84	104.00	231.95
Interest		13.50	313.00			60.00		20.00	45.00
Payments on cars		1,725.26							
Miscellaneous	30.54	249.60	3,895.84	250.00			134.00		
Depreciation	504.50	698.43	2,725.35	624.48	797.88	300.00	80.20	400.00	400.00
Total expense	\$ 4,693.34	\$ 6,811.56	\$ 32,860.11	\$ 5,267.30	\$ 7,435.12	\$ 3,042.93	\$ 762.54	\$ 4,313.20	\$ 1,825.63
Net operating revenue	\$ 617.58	\$ *61.07	\$ 2,149.53	\$ 1,453.77	\$ 202.12	\$ 2,236.44	\$ 317.46	\$ 2,486.80	\$ 2,971.20
Miscellaneous Statistics:									
Motor miles	15,649	33,281	90,955	16,340	13,326	28,029	6,696	4,658	21,462
Opr. revenue per motor mile	\$.33938	\$.28906	\$.2369	\$.27771	\$.57311	\$.18835	\$.16123	\$.5358	\$.21462
Opr. expense per motor mile	\$.29601	\$.20258	\$.36123	\$.32235	\$.55794	\$.10856	\$.11388	\$.9250	\$.08506
Gallons of gasoline consumed	1,744	4,680	16,009	2,546	6,635	86	328	34	79
Gallons of oil used	94	165	44	100	300				
Motor miles per gallon of gas.	8.97	4.97	7.	6.42			7.71	8.82	
Motor miles per gallon of oil	166.5	141.10	28	163.4			152.12	138.6	
Ton-miles operated	62,420	79,701	405,99				16,14	11,697	69,500

*Deficit. *Includes gasoline and lubricants and tires and tubes.

TABLE 3—CLASS 2—FREIGHT CARRIERS
PART 7—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	G. L. Ramsey, Redfield	C. K. Reed, Clinton (Oct. 5 to Dec. 31)	Carl Reuter, West Union	Ray Seaton, Eldon	R. O. Seaton, Osage	Service Transfer Co., Atlantic	A. M. Schoenewe, Everly	R. L. Smith, Merville	Stalker Transportation Co., Rudd
Operating Revenues:									
Freight revenue	\$ 1,350.00	\$ 554.50	\$ 430.00	\$ 2,500.00	\$ 4,300.00	\$ 2,900.00	\$ 2,700.00	\$ 8,333.84	\$ 4,220.73
Other revenue					500.00		2,250.00	14,000.00	2,000.40
Total revenue	\$ 1,350.00	\$ 554.50	\$ 430.00	\$ 2,500.00	\$ 4,800.00	\$ 2,900.00	\$ 4,950.00	\$ 22,333.84	\$ 6,221.13
Operating Expenses:									
Salaries of officers									
Wages of employees					\$ 1,140.00	\$ 1,800.00	\$ 960.00	\$ 3,060.00	\$ 2,724.00
Gasoline and lubricants	\$ 100.00	\$ 99.90	\$ 101.28	\$ 315.00	\$ 120.79	\$ 325.00	\$ 430.00	\$ 1,000.00	\$ 623.72
Tires and tubes	78.00	14.00		162.00	204.50	100.00	160.00	700.00	157.75
Repair of cars		39.40		53.00	35.00	200.00	185.00	250.00	164.20
Rent	16.00	22.50	30.00			100.00	60.00		240.00
Insurance			25.00	87.00	87.50	41.00	35.00	160.00	126.40
Taxes and automobile licenses	80.00	34.65	127.95	15.00	90.00	81.00	127.00	93.70	199.00
Interest		70.00	45.50	60.00			30.00		216.00
Payments on cars		100.00						4,000.00	
Miscellaneous					1,920.00			210.00	127.00
Depreciation	284.35	50.00	350.00	175.00	800.00	283.33	187.50	5,672.72	547.90
Total expense	\$ 558.35	\$ 430.45	\$ 679.73	\$ 867.00	\$ 4,397.79	\$ 2,930.33	\$ 2,174.50	\$ 16,066.42	\$ 5,125.92
Net operating revenue	\$ 791.65	\$ 124.05	\$ *249.73	\$ 1,633.00	\$ 402.21	\$ *30.33	\$ 2,775.50	\$ 6,327.42	\$ 1,095.21
Miscellaneous Statistics:									
Motor miles	6,848	3,465	8,594	3,975		12,948	6,908	34,224	21,506
Opr. revenue per motor mile	\$.19714	\$.16003	\$.05003	\$.62893		\$.22397	\$.71656	\$.24351	\$.19578
Opr. expense per motor mile	\$.08139	\$.12423	\$.07906	\$.21811		\$.22632	\$.31478	\$.46770	\$.23994
Gallons of gasoline consumed		420	966	1,200	657	1,463	65	7,554	1,872
Gallons of oil used		18	35	50	25	35	25	350	79
Motor miles per gallon of gas.			8.9	10	10		10.65	4.51	11.52
Motor miles per gallon of oil			245	150	267.8		31	84.11	107.96
Ton-miles operated		13,864	45,983	8,348		29,132	17,271	191,881	73,064

*Deficit.

TABLE 3—CLASS 2—FREIGHT CARRIERS
PART 8—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	T. A. Stiles of Montrose (Jan. 1 to Oct. 10)	Paul Strait, Rock Rapids	Stormer Transfer, Atlantic	R. J. Thompson, Montrose	G. W. Van Tuijl, Carlisle (Nov. 1 to Dec. 31)	I. E. Vaughn, Osage (Jan. 1 to Mar. 26)
Operating Revenues:						
Freight revenue	\$ 2,399.71	\$ 4,000.00	\$ 2,075.28	\$ 741.35	\$ 248.00	
Other revenue	882.00				252.93	
Total revenue	\$ 3,281.71	\$ 4,000.00	\$ 2,075.28	\$ 741.35	\$ 500.93	
Operating Expenses:						
Salaries of officers						
Wages of employees						
Gasoline and lubricants	\$ 572.09	\$ 1,280.00		\$ 180.00	\$ 100.00	
Tires and tubes	451.47	520.00	411.40	192.04	67.00	
Repair of cars	158.50	240.00	130.80	53.50	66.00	
Rent	358.20	35.00	48.71	21.15	14.67	
Insurance	90.00	50.00	120.00	16.00		
Taxes and automobile licenses	52.80	45.00	100.00	14.07	12.00	
Interest	80.10	40.00	146.57	6.00	26.83	
Payments on cars						
Miscellaneous	120.61		37.40	51.69		
Depreciation	150.00	750.00	800.00	64.29	12.50	
Total expense	\$ 2,033.77	\$ 2,960.00	\$ 1,704.88	\$ 508.74	\$ 299.00	
Net operating revenue	\$ 1,247.94	\$ 1,040.00	\$ 280.40	\$ 142.61	\$ 201.93	
Miscellaneous Statistics:						
Motor miles	9,490		11,792	2,847	1,900	
Operating revenue per motor mile	.25287		.17599	.26040	.26365	
Operating expense per motor mile	.21430		.15221	.21031	.15737	
Gallons of gasoline consumed	1,580		1,600	678	287	
Gallons of oil used	146		60	60	17	
Motor miles per gallon of gasoline	6		7.37	4.2	6.61	
Motor miles per gallon of oil	65		196.33	47.45	111.73	
Ton-miles operated	22,775		40,926	55,152	4,633	

TABLE 3—CLASS 2—FREIGHT CARRIERS
PART 9—REVENUES, EXPENSES, MISCELLANEOUS STATISTICS AND TOTAL

Account	Clarence M. Vetter, Atlantic	Albert Welker, Thornton	Geo. C. Weigand, Emmetsburg (Jan. 1 to Sept. 6)	Vilas D. Wells, Pierson	R. A. Wilson, Grant	Total Class 2 Freight
Operating Revenues:						
Freight revenue	\$ 2,415.26	\$ 2,765.35	\$ 4,525.00	\$ 1,152.46	\$ 889.85	\$ 271,324.85
Other revenue			490.00	7,613.99		98,703.61
Total revenue	\$ 2,415.26	\$ 2,765.35	\$ 5,015.00	\$ 8,766.45	\$ 889.85	\$ 370,028.46
Operating Expenses:						
Salaries of officers						\$ 12,639.30
Wages of employees			\$ 1,540.00	166.20		83,987.14
Gasoline and lubricants	\$ 213.04	\$ 374.00	678.00	1,184.00	85.75	42,986.52
Tires and tubes	150.00	162.00	300.00	121.75	175.20	19,520.58
Repair of cars	50.00	57.50	100.00	101.40	25.00	24,884.43
Rent			175.00			6,807.06
Insurance	39.50		37.00	129.00		7,292.26
Taxes and automobile licenses	110.01	153.00	126.74	210.63	66.50	13,217.74
Interest						2,076.77
Payments on cars	132.30			1,105.30		17,632.43
Miscellaneous				16.75		13,907.19
Depreciation	240.36	217.82	625.00	1,559.88	335.00	45,525.68
Total expense	\$ 935.21	\$ 964.32	\$ 3,581.74	\$ 4,594.91	\$ 687.45	\$ 290,477.10
Net operating revenue	\$ 1,480.05	\$ 1,801.03	\$ 1,433.26	\$ 4,171.54	\$ 202.40	\$ 79,551.36
Miscellaneous Statistics:						
Motor miles	14,938	16,380		7,072	2,080	1,082,867.66
Operating revenue per motor mile	.16169	.16882		.16296	.42781	
Operating expense per motor mile	.06261	.05887		.04973	.33050	
Gallons of gasoline consumed	976	1,635		5,760	260	
Gallons of oil used	32	63		225	8	
Motor miles per gallon of gasoline	15.30	10		8	8	
Motor miles per gallon of oil	466.80	260		260	260	
Ton-miles operated	36,991	49,033		52,218	10,608	

TABLE 4—CLASS 2—PASSENGER AND FREIGHT CARRIERS
PART 1—REVENUES, EXPENSES, MISCELLANEOUS STATISTICS AND TOTAL

Account	R. L. Conrad, Des Moines	Benj. W. Cripps, Ottumwa	Thos. W. Hannah, Fairfield	H. G. Hill, Bloomfield	B. J. Kramer, Dubuque	Nis N. Ostergaard, Camanche	Total
Operating Revenues:							
Passenger revenue	1,171.00 \$	7,021.15 \$	2,207.91 \$	7,022.55 \$	6,786.85 \$	2,447.65 \$	27,343.91
Freight revenue	10,605.08	26.50	1,344.82	13,737.62	3,785.00	819.50	30,308.52
Other revenue		208.00	1,765.38	1,643.87	250.00	254.00	4,210.75
Total revenue	11,776.08 \$	7,945.65 \$	5,404.12 \$	22,393.94 \$	10,821.85 \$	3,521.15 \$	61,892.19
Operating Expenses:							
Salaries of officers	4,800.00 \$	2,003.00 \$	1,675.46 \$	5,038.00 \$	136.65 \$		14,244.01
Wages of employees	2,134.90	1,834.00	886.03	2,633.37	1,517.62	261.97	9,267.89
Gasoline and lubricants	2,000.00	421.54	380.29	1,000.00	559.31	72.10	4,443.24
Tires and tubes	5,000.00	466.31	769.30	2,910.25	1,291.77	169.65	10,589.28
Repair of cars	240.00	308.00		62.00	490.20	30.00	1,130.20
Rent	279.50	349.24	166.45	823.35	394.25	346.00	2,358.79
Insurance	599.00	585.87	350.44	670.56	885.30	172.57	3,273.73
Taxes and automobile licenses	682.00	168.00		21.00		140.00	1,011.00
Interest				3,816.28			3,816.28
Payments on cars		378.30	265.80	604.68	138.89		1,387.17
Miscellaneous		1,000.00	396.00	2,673.14	2,165.20	625.00	13,821.84
Depreciation	6,992.50						
Total expense	22,697.99 \$	7,515.26 \$	4,889.77 \$	30,853.63 \$	7,568.59 \$	1,808.29 \$	65,333.43
Net operating revenue	*10,078.09 \$	430.39 \$	514.35 \$	1,539.81 \$	3,253.26 \$	1,712.86 \$	*3,471.94
Miscellaneous Statistics:							
Revenue passengers carried		7,014	2,198	700	4,844	14,398	
Average fare, revenue passenger		1.0665 \$	1.45			.16969	
Motor miles	58,580	65,922	34,457	16,517	41,820	12,608	
Operating revenue per motor mile		7.828	7.014	13.103	7.349	1.370	
Operating expense per motor mile	10.439	250	1.45	306	177.95	39	
Gallons of gasoline consumed	5.6	8.06	34	14	8.28	9.27	
Gallons of oil used	103	201	210	210	343.2	325.6	
Motor miles per gallon of gasoline	85,242	180,971	73,670	46,000	54,299	64,299	
Motor miles per gallon of oil							
Ten miles operated							

*Deficit.

APPENDIX

No. E-983—1928. In the Matter of Attaching to a Transmission Line Another Circuit Operating at the Same or a Lesser Voltage Than the Existing Circuit, or to Increase the Operating Voltage of an Existing Circuit for the Transmission, Distribution, Use and Sale of Electric Current.

On March 21, 1928, the Board promulgated the following order, simultaneously annulling its order of September 4, 1925, relating to applications for authority to increase operating voltage of existing transmission lines:

Under the provisions of Chapter 383 of the Code of Iowa, 1927, and in the exercise of powers, conferred therein,

IT IS HEREBY ORDERED that before authority is granted to attach to an existing transmission line another circuit which will operate at the same or lesser voltage than the circuit in operation on the existing pole line or to increase the operating voltage of an existing circuit to transmit electrical energy for lighting, heating and power purposes, a verified petition shall be made to the Board of Railroad Commissioners of the State of Iowa asking for certificate granting the applicant such authority; and

IT IS FURTHER ORDERED that the petition shall set forth the following:

1. The name of the individual, company or corporation, city or town asking for this authority.
2. The principal office or place of business.
3. A written general description of the route involved.
4. A map or plat on which shall be shown the starting point, route and terminus of the proposed circuit; also all electrical communication and supply lines, including the number of wires in each lead and all railroad tracks, which will be crossed or paralleled.
5. General specifications as to the material used in the present transmission line and also as to materials which will be used in constructing the proposed circuit, or reconstructing the present circuit for an increased operating voltage.
6. The operating voltage to be transmitted over the proposed circuit and the operating voltage of the existing circuit.
7. Date on which the franchise was issued granting authority to construct the existing transmission line and the name and address of the company to which it was issued.

IT IS FURTHER ORDERED that the order of this Board dated September 4, 1925, relating to applications for authority to increase the operating voltage of existing transmission lines is hereby annulled as of this date and this order is adopted in lieu thereof.

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