

ROSTER

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

GENERAL OFFICE

LEE S. GREEN.....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. DRURY.....Rate Clerk
P. J. O'LEARY.....Asst. Rate Clerk
C. A. HANSEN.....Asst. Rate Clerk
CYNTHIA TAYLOR.....Tariff Clerk and Stenographer

ENGINEERING DEPARTMENT

HERMAN A. FRANKLIN.....Signal Engineer
GLEN HUNTER.....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

DWIGHT LEWIS.....Commerce Counsel
WALTER CONDRAN.....Asst. Commerce Counsel
STEPHEN ROBINSON.....Law Clerk
ALICE STERZING.....Clerk
GEORGE MCKIM.....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
JOHN H. GILLESPIE.....Clerk
LEO W. BRAWFORD.....Inspector
BERT F. KELTZ.....Inspector
FRANCES KUBLE.....File Clerk and Stenographer
DOROTHY FLYNN.....Stenographer

VALUATION DEPARTMENT

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

State of Iowa

1927

Fiftieth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1927

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

GEO. L. McCAUGHAN, Secretary

Published by
THE STATE OF IOWA
Des Moines

Fiftieth Annual Report

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 Fiftieth Annual Report of this Commission for the year ended December 1, 1927.

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

December 1, 1927.

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, 664 cases, distributed as follows:

Involving Railroad Companies	224
Involving Express Companies	1
Involving Condemnation Cases	3
Involving Electric Transmission Lines	167
Involving Motor Carriers	183
*Involving Signal Engineering Department	86

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

ORGANIZATION OF THE BOARD

On January 2, 1927, Dwight Lewis, of Polk County, and Charles Webster, of Fayette County, having been re-elected to succeed themselves, and having taken the oath of office, assumed the duties thereof.

On January 11, 1927, the Board organized and elected Commissioner Webster Chairman for the year 1927, and Geo. L. McCaughan, Secretary.

On February 17, 1927, the Board appointed Dwight Lewis, of Polk County, Iowa, as Commerce Counsel for the four year period commencing July 1, 1927, and the Secretary was directed to notify the Senate of the appointment. The Senate confirmed the appointment on February 18, 1927, and so notified the Board. On May 7, 1927, Commissioner Lewis tendered to the Governor his resignation as Railroad Commissioner, to become effective July 1, 1927. On June 21, 1927, the Governor appointed Fred P. Woodruff, of Marion County, to succeed Commissioner Lewis, and on July 1, 1927, Commissioner Woodruff qualified and assumed his duties.

COMMERCE COUNSEL

On July 1, 1927, the term of Hon. J. H. Henderson as Commerce Counsel expired, and Dwight Lewis, of Polk County, having been appointed to succeed him, assumed the duties of the office.

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

Year Ended June 30	Mileage—Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878	4,157.15	\$ 20,714,496.07	\$ 12,565,950.23	\$ 8,148,545.84	\$ 1,960.12
1879	4,936.04	21,340,709.44	12,901,420.92	8,439,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,633.77	10,854,911.58	2,181.00
1881	5,425.98	25,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,968.03	20,512,398.05	11,511,570.98	1,816.44
1883	7,014.95	31,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,219.25	35,735,271.85	23,250,910.03	12,484,361.82	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	36,093,100.54	22,931,555.10	13,161,545.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,900.71	13,376,829.91	1,672.50
1888	8,316.31	37,295,586.68	24,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,236,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.60	27,296,282.83	14,021,850.76	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	29,039,096.54	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	8,486.96	35,885,910.47	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	33,269,503.04	25,326,714.38	12,932,788.66	1,513.54
1898	8,484.16	45,944,506.00	29,813,031.67	16,135,564.33	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
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	2,034.12
1903	9,496.00	57,159,083.09	40,732,817.60	16,426,265.49	1,739.55
1904	9,803.52	57,692,065.10	42,694,060.85	14,998,004.25	1,529.80
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	8,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24
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	1,857.61
1909	9,869.22	69,495,318.65	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	78,872,412.02	60,628,526.43	18,243,885.59	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	9,994.31	92,250,838.89	68,363,170.42	23,887,668.47	2,390.12
1916-Dec. 31	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.14
1917-Dec. 31	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.56
1918-Dec. 31	9,841.17	117,851,156.00	113,651,157.29	4,199,998.71	426.77
1919-Dec. 31	9,812.05	134,719,330.81	127,963,671.90	6,755,658.91	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	1,094.69
1922-Dec. 31	9,836.69	143,021,716.22	125,184,598.44	18,737,117.78	1,905.01
1923-Dec. 31	9,827.37	153,216,540.95	131,580,034.44	21,627,486.51	2,200.74
1924-Dec. 31	9,834.17	143,547,959.68	129,996,196.83	22,550,863.85	2,293.11
1925-Dec. 31	9,756.92	139,763,705.89	115,818,978.54	23,944,727.35	2,454.13
1926-Dec. 31	9,744.29	142,946,247.02	117,920,822.03	25,025,424.99	2,568.21

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of main track owned, of 11.65 miles made up as follows:

Chicago, Burlington & Quincy R. R. shows increase of .03 miles, remeasurement.

Chicago, Rock Island & Pacific Ry. shows decrease of 6.66 miles, operations suspended December 1, 1926, Reasnor to Monroe, Iowa.

Chicago, Milwaukee & St. Paul Ry. shows increase of .94 miles, remeasurement.

Dubuque & Sioux City R. R. shows decrease of .07 miles, re-measurement and adjustment.

Davenport, Rock Island & North Western R. R. shows increase of .04 miles added to main line.

Colfax Consolidated Coal Co., decrease of 5.50 miles, abandonment.

Thomas W. Griggs R. R. Property decrease of .43 miles, abandonment.

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	\$ 3,324.42	\$2,800,050.00	\$ 721,500.00
1909	58.98	457,046.93	292,909.63	165,037.30	2,798.19	2,896,150.00	671,000.00
1910	60.24	359,760.88	76,070.62	283,690.26	4,700.33	2,896,150.00	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	4,462.63	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	110,829.74	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	474,112.43	191,728.99	282,383.49	5,471.49	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	None
1918-Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	None
1919-Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	None
1920-Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	None
1921-Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	None
1922-Dec. 31	64.68	493,904.42	212,604.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1923-Dec. 31	68.90	434,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	None
1924-Dec. 31	72.27	624,789.36	248,532.41	376,247.95	5,206.14	1,259,500.00	618,802.76
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

The mileage of terminal companies shows an increase of .4079 miles, all tracks, which is accounted for as follows: Sioux City Terminal shows an increase of .08 miles net on account of yard track constructed. Des Moines Union shows net increase of .3230 miles in new lines constructed.

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	619,408.47	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	1,688,301.61
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	1,730,793.80
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	62,614.08	284,692.19	7,799.79	7,945,800.00	1,783,565.04
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

The mileage of bridge companies shows an increase of .09 mile in 1926.

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	942,780.00	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	1,332.48
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	2,223.98
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	2,384.66
1916—Dec. 31	491.10	3,563,520.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31	510.09	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	1,736.01
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	2,130.00
1922—Dec. 31	522.82	5,129,540.38	3,771,274.08	1,378,266.30	2,597.96
1923—Dec. 31	520.88	4,985,503.02	4,205,246.09	780,256.93	1,498.13
1924—Dec. 31	526.55	4,830,195.84	4,090,959.49	739,236.35	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	4,474,964.35	3,706,156.86	768,807.49	1,511.13

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Mileage Owned—Single Track	Stock		Debt		
		Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908	192.57	\$ 6,709,200.00	\$ 35,359.00	188.47	\$ 3,912,000.00	\$20,756.61
1909	370.85	13,785,319.22	37,172.22	364.45	9,934,700.00	27,259.43
1910	395.99	14,773,681.11	37,308.22	388.59	11,368,900.00	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	23,908,205.30	40,362.47
1915	469.68	13,334,762.67	28,391.17	442.55	18,810,000.00	42,503.67
1916	480.51	15,483,062.53	32,222.12	476.64	19,647,600.00	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	21,510,866.67	42,678.60
1918—Dec. 31	509.38	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	22,868,925.00	45,200.42
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	25,897,352.65	50,724.28
1922—Dec. 31	518.34	18,654,505.69	35,988.93	518.34	28,810,305.64	55,581.86
1923—Dec. 31	516.40	18,906,572.20	36,612.26	516.40	29,099,328.45	56,350.36
1924—Dec. 31	524.37	19,075,030.72	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	38,568,400.44	74,312.43
1926—Dec. 31	506.53	30,224,547.23	59,633.91	506.53	41,047,973.00	81,029.59

There is a decrease in mileage of 12.29 miles of road owned, single track, of electric interurbans in 1926 as compared with 1925.

The problem of uniform protection, at points where highways cross railroads at grade, is one which, in our opinion, should receive the careful consideration of the General Assembly.

Whether authority over the method of protection at such crossings should be vested in this Commission or not, is a point which is for the General Assembly to determine.

The second National Conference on Street and Highway Safety, Honorable Herbert Hoover, Chairman, in its recommendation number 25, says in part, "Authority to order grade separation or proper protection of grade crossings, should be vested in the Commission having jurisdiction over the railways * *."

However, in our opinion, it is relatively unimportant where the authority is lodged, so long as a proper body has power to require adequate protection for the safety of the public using the highways and the railroads.

Section 8030 of the Code of Iowa, 1927, provides that trains, "Running upon any steam railroad in the state, which intersects and crosses any other railroad upon the same level, shall be brought to a full stop at a distance of not less than 200 feet nor more than 800 feet from the point of intersection or crossing, before such intersection or crossing is passed."

It is recommended that this section of the law be so amended as to require the trains of all railroads to stop at points where a railroad has a junction or intersection with another line of the same road.

It is also recommended that this section of the law be so amended as to permit trains to stop at a less distance than 200 feet from the point of intersection or junction, but at a distance of not less than 50 feet from intersection or junction, where, in the discretion of the Board of Railroad Commissioners, it is found advisable.

General Cases Involving Railroad Companies

No. D-832—1925.

COON RIVER SAND COMPANY, DES MOINES, *Petitioners,*

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, AND CHICAGO GREAT WESTERN RAILROAD COMPANY, *Defendants.*

Decided October 2, 1925.

(Omitted from 1925 Report)

SWITCHING RATES—DES MOINES.

Found, upon hearing, Des Moines Terminal Co., non-operating railroad; certain portions of its tracks leased to defendants, at agreed compensation; two charges assessed for switching; no separate and distinct charges may be charged lawfully for movement, part of which is over leased tracks, such charge discriminatory, unlawful and unjust; any charge in excess of one charge unjust and unreasonable;

Ordered, such double charges as may have been imposed and collected shall be returned; complainants absolved from payment of additional or double charge not yet paid; defendants shall cease and desist from charging more than one line lawfully published switching rate for movements originating on the leased Des Moines Terminal Company's tracks, and destined to the industry on the defendants' tracks within the switching limits of Des Moines; reasonable, proper and just rate for switching from complainant's plant to the Des Moines Electric Plant 1½c per hundred pounds, with minimum of \$8.10 per car, no other or additional charge to be made. Excess charges ordered returned to complainant; complainant absolved from paying any amount over and above that prescribed which may be assessed and unpaid at this time.

For the Complainants—J. G. Gamble, Des Moines, Iowa; J. H. Henderson, Commerce Counsel; F. C. Hubbell, Des Moines, Iowa; Grover C. Hubbell, Des Moines, Iowa; R. Snoddy, Des Moines, Iowa.

For the C., B. & Q. R. R. Co.—Henry Christianson, Chicago, Illinois; Walter McFarland, Gen. Atty., Chicago, Illinois.

For the C. G. W. R. R. Co.—G. R. Mac Lean, A. G. F. A., Chicago, Illinois.

Complaint in this case was filed by the Coon River Sand Company, a corporation engaged in the business of producing, buying, selling and shipping sand, and located at East Thirtieth Street, Des Moines, on the track of the Des Moines Terminal Company. Complainant alleges excessive, unreasonable and unjust switching rates charged by the defendant railroads for the switching of carload shipments of sand from its industry to the Des Moines Electric Company, an industry located near a place called Levey, and within the Des Moines switching district; that the switching of its products, carloads, is regularly done by the defendants and by all of the other carriers located within the City of Des Moines, and that said switching is connecting line interline and industrial switching; that during a current year the said complainant ships a great many carloads of sand within the City, to points outside of the City of Des Moines. The Des Moines Terminal Company is not an operating road, and has no engines, cars, or any railroad crews, and only owns its right of way and tracks.

Par. II:

"That the defendants, the Chicago, Burlington & Quincy Railroad Company and the Chicago Great Western Railroad Company, are common carriers oper-

ating in Iowa and into and through Des Moines, and complainant is advised the defendants made a joint contract of lease with the Des Moines Terminal Company, a non-operating company located within Des Moines, granting to said companies for a period of fifty years from and after the first day of July, 1921, the exclusive right to use and operate over all of the existing railway tracks of the said Des Moines Terminal Company, (except certain specific tracks which are not involved or material to state in this complaint), at an agreed compensation. That for a large portion of the switching over the said Des Moines tracks which could be done by or is available to both the said companies, there is a mutual division of the time for such switching, so that the Chicago, Burlington & Quincy Railroad Company is to operate all of the switching from the first day of January until the first day of July of each year, and from July first to December thirty-first of each year by the Chicago Great Western Railroad Company, except that the said plant of the Coon River Sand Company is so located that the Chicago Great Western Railroad Company cannot reach it by its own tracks, and that therefore all of the switching during all of the year is performed by the defendant the Chicago, Burlington & Quincy Railroad Company, and by tariffs filed make two switching charges, one from the Des Moines Terminal Company to the line of the defendants and one by the line of the defendant performing the service to an industry within the switching limits of Des Moines located on the line of the defendants.

Par. III

"That under said contract of lease hereinbefore referred to, the tracks of the Des Moines Terminal Company for the said period of fifty years becomes a part of the general system and property of the said railroads owned and used by each of them, and said charge of two switching services is unlawful, unreasonable, excessive and unjust, and are discriminatory in that greater charge is imposed than on other industries when the service is analogous and generally the same. That on a switch movement from an industry on the tracks of the Des Moines Terminal Company to an industry on the line of another road than either of defendants, said defendants make a less charge than when the movement of car is from the Des Moines Terminal Company tracks to an industry on the line of either of said defendants, all of which is discriminatory as well as unreasonable and unjust; and also the charges are higher than switch movements of cars by the defendants.

Par. IV

"That by tariffs published, the Chicago, Burlington & Quincy Railroad Company has extended the switching district of Des Moines so as to include the plant now being constructed by the Des Moines Electric Company, situated on the line of the Chicago, Burlington & Quincy Railroad, near Levy; and said Des Moines Electric Plant is about three miles distant from the aforesaid plant of the complainant. That the switching of cars of sand from complainant's said plant to the Des Moines Electric Company cannot be done by the Chicago Great Western Railroad Company as heretofore alleged, but must be by the Chicago, Burlington & Quincy Railroad Company, and is a direct switching by the Chicago, Burlington & Quincy Company from the complainant's plant to the said Des Moines Electric Company. That therefore the movement of the said cars of sand from complainant's plant to the Des Moines Electric Company is a movement by the Chicago, Burlington & Quincy Railroad Company over its own rails, and over its leased line under said contract of the Des Moines Terminal Company, and that the operation thereof is that of the said Chicago, Burlington & Quincy Railroad Company and for which service it can lawfully make but one charge.

Par. V

"That the said Chicago, Burlington & Quincy Railroad Company in the movement of the said cars from complainant's plant to the Des Moines Electric Plant imposes a charge for switching of 1½ cents per hundred pounds, with a minimum charge of \$6.30, over the tracks of the Des Moines Terminal Company leased by the said Chicago, Burlington & Quincy Railroad Company, and then an additional charge of 1½ cents per hundred pounds over the tracks owned

by the Chicago, Burlington & Quincy Railroad Company, to the Des Moines Electric Company, with a minimum charge, making a double charge of 60 cents per ton. For the said service performed by it and as a part of its regular system it is only entitled to make the one charge for said shipments, which is the rate as fixed by this commission, increased and decreased since the determination of the same by this commission in the Des Moines switching case.

Par. VI

"That the Coon River Sand Company entered into a contract whereby they agreed to deliver sand to the Des Moines Electric Company for the construction of its plant near Levy; was advised that the rate was 30 cents per ton; shipped one car at that rate as given by the said defendant, and thereafter shipped carloads of sand, which were billed and settled for at the regular charge of 30 cents per ton, which is the rate to be charged for one switching service. That without other notice of protest the plaintiff delivered sixty-eight cars, which were taken and delivered to the said Des Moines Electric Plant, bills presented and payment made thereon at the said rate of 30 cents per ton; that after the delivery of said cars and the acceptance of the money at that rate, the said Chicago, Burlington & Quincy Railroad Company claimed that under tariffs published and filed by it and the joint tariff with the Chicago Great Western Railroad Company there was an additional charge of 30 cents per ton for what was called the second switching charge; the said Chicago, Burlington & Quincy Railroad Company presented a bill therefor, which has been protested by the said complainant. The complainant has been notified that on future shipments they will be required to pay the full double charge or 60 cents per ton, which the complainant avers is unjust, unreasonable and is not warranted, as the said Chicago, Burlington & Quincy Railroad Company makes a single movement of the car, and is handling or operating the entire movement of the car from the complainant's plant to the plant at destination as a single switching movement and therefore is not entitled to make two charges, as for two switching movements.

Par. VII.

"That the said complainant has and will have occasion to ship other cars of sand to the Des Moines Electric Company, and that as to none of these shipments is the said defendant railroad company authorized or warranted in charging an additional switching service because the part thereof is done over the tracks of the Des Moines Terminal Company, which it now holds, owns and uses for the full period of fifty years from the date of contract hereinbefore referred to, and operates as part thereof. Complainant avers that by whatever tariffs, rules and regulations said defendant imposes the additional charge for switching over said Des Moines Terminal Company tracks, it is unauthorized, is unjust, and unreasonable. There will be in the future large shipments of sand, so it is a matter of great importance to this complainant, and it is should not be required to pay such unreasonable, unjust, unlawful and unjustly discriminatory switching rates.

Par. VIII.

"Complainant alleges that it ought not be required to pay the additional switching charge now claimed, as hereinbefore alleged, or, if by reason of any regulations or tariffs it has been paid, the same should be found to be justly due and awarded to it as reparation, and that for the future complainant should not be required to pay such additional switching charge.

"Wherefore, the complainant prays that these defendants be ordered to cease and desist from their charging of switching rates as hereinbefore alleged. That full investigation may be had, and that this commission shall determine what shall be the proper switching charges on a movement of carloads by these defendants over the tracks of the Des Moines Terminal Company, and order that they are not entitled to make the double charge for switching to points on their lines from points on the Des Moines Terminal Company, and to determine the proper charges to be imposed for switching within the industrial vicinity of Des Moines over the said Des Moines Terminal tracks: to find and direct the rates which are to be charged from complainant's plant to the Des

Moines Electric Company. That whatever amount may have been collected for such switching service in excess of the lawful charge as alleged be found due as reparation to the complainant, and that on such sums as they have not paid that they be relieved from payment thereof of such excess: and that the commission may grant such other and further relief as complainant may be entitled to in the premises."

The defendants, the Chicago, Burlington & Quincy Railroad Company, filed its answer, as follows:

"Now comes the Chicago, Burlington & Quincy Railroad Company, defendant herein, and for its separate answer respectfully shows:

I.

"Defendant neither admits nor denies the allegations of paragraph one of the complaint, but prays proof thereof.

II.

"Defendant admits it is a common carrier, subject to the laws of the State of Iowa.

III.

"Answering remaining allegations of the complaint, defendant refers to the tariffs on file with this Honorable Commission as the best evidence of their contents and provisions, and denies that the rates, rules and regulations complained of are, or were, unjust or unreasonable, or unjustly discriminatory, or otherwise in violation of the laws of the State of Iowa.

IV.

"Except as herein admitted or otherwise specifically answered, defendant denies each and every allegation, matter and thing in the said complaint contained."

"WHEREFORE, having fully answered the complaint, defendant prays that the same may be dismissed as to it.

Also, the Chicago Great Western Railroad Company filed its answer.

1.

"For answer to paragraph one of said complaint, this defendant admits that the complainant has a plant which it is now operating at East Thirtieth Street in the city of Des Moines, Iowa, and denies all other allegations in said paragraph contained, and required strict proof thereof.

2.

"For answer to paragraph two of said complaint, this defendant admits that the Chicago, Burlington & Quincy Railroad Company and this defendant are common carriers operating in Iowa into and through Des Moines, and admits that said defendants have a joint contract of lease with the Des Moines Terminal Company for the operation of the property of the Des Moines Terminal Company during the term of said lease, and admits that any switching done at the said plant of the Coon River Sand Company is performed by the Chicago, Burlington & Quincy Railroad Company, co-lessee with this defendant, and this defendant admits that charges are made in strict accordance with tariffs duly filed with your Honorable Board to which tariffs reference is hereby made. All other matters and things alleged in said paragraph two are denied and strict proof thereof required.

3.

"For answer to paragraph three, this defendant denies specifically that the tracks of the Des Moines Terminal Company become a part of the general system and property of defendants, by reason of the lease hereinbefore referred to, and denies that this defendant is making any unlawful, unreasonable, excessive, unjust or discriminatory charges for service over the rails of the Des Moines Terminal Company and the rails of this defendant, and denies that it is making any unlawful, unreasonable, excessive, unjust or discriminatory charges against the complainant, and denies that on a switch movement from the tracks of the Des Moines Terminal Company to an industry on the line of

another road than either of the defendants, a less charge is made than when the movements of the car is made to an industry on defendant's lines. All other allegations of said paragraph three not herein admitted are denied and strict proof thereof required.

4.

"For answer to paragraph 4, 5, 6, 7, and 8, all of which relate to service rendered by the Chicago, Burlington & Quincy Railroad Company, this defendant has neither knowledge nor information sufficient to form a belief, and therefore denies each and all of the allegations contained in said paragraphs.

"WHEREFORE, the Chicago, Great Western Railroad Company prays that the complaint of the Coon River Sand Company be dismissed as to it with prejudice, at complainant's costs."

Pursuant to published notice this cause came on for hearing at the office of the Board on June 9, 1925, parties appearing as hereinbefore stated, and was fully heard.

The Commission finds that the Des Moines Terminal Company is a non-operating railroad company, with nothing but rights of way and tracks, and no equipment of engines, cars, or other like equipment, and is not engaged in the transportation of property; and further finds that on June 3, 1921, the Des Moines Terminal Company leased certain portions of its track as therein described to the Chicago, Great Western Railroad Company and the Chicago, Burlington & Quincy Railroad Company, which was by written contract of said date, and provided that the said defendant companies should, from and after the first day of July, 1921, for a period of fifty years (50), have exclusive right to use and operate over, all of the existing railway tracks of the Des Moines Terminal Company within said territory, save certain tracks excepted therefrom, and also all tracks which may be hereafter constructed by the Des Moines Terminal Company, and brought within the terms of the contract, and an agreed compensation was provided therefore; that in the transportation of sand from the Coon River Sand Company's plant, situated on the tracks of the said Des Moines Terminal Company, to the Des Moines Electric Company's plant situated on the line of the Chicago, Burlington and Quincy Railroad Company east thereof, and which said plant was by the said Chicago, Burlington & Quincy Railroad Company by its tariff included in the switching district limits of the City of Des Moines, two charges are assessed for such switching, one from the plant located on the Des Moines Terminal Company to its junction with the Chicago, Burlington & Quincy Railroad Company, and an additional charge by the said Chicago, Burlington & Quincy Railroad Company to the said Des Moines Electric plant, and:

That the leased Des Moines Terminal Company's track is not a common carrier and that only one operating carrier exists, and that no separate or distinct charges may be lawfully charged for the movements, part of which is over the leased tracks, and that the two-line switching charged for movements from the complainant's industry located on the Des Moines Terminal Company's tracks leased by defendants to the industry located on the tracks of the defendant is discriminatory, unlawful and unjust.

The Commission further finds that under said contract of lease giving the sole and exclusive use thereof, it became and was at the time of the said shipments, one single system of railroad, and as such was only entitled, under the orders of this Commission, to the one charge for the transportation of said sand from the said point of origin of the plant of the complainant to the Des Moines Terminal Company and the destination of the said Des Moines Electric Company, and that any charge in excess of the one charge is unjust and unreasonable: that for such double charges as may have been imposed and collected, there should be returned by the said Chicago, Burlington & Quincy Railroad Company to the Complainant said charges for such switching, and on such shipments as have been made, upon which the charges have not yet been paid,

the said complainant is absolved of any payment thereof of such additional or double charge; that for the future the reasonable, just and proper rate would be the one charge of 1½ cents (one and one-half cents) per hundred pounds, (with a minimum of \$8.10 eight dollars and ten cents per car) and that no further or additional charge should or can be made.

The Commission further finds that all of the shipments to the Des Moines Electric plant must be made over the line of the Chicago, Burlington & Quincy Railroad Company, but that the same rule as to constituting part of the single system applies equally to the Chicago Great Western Railroad Company.

Upon consideration of the entire case, upon these findings as made by the Commission, the defendants are ordered to cease and desist from charging more than one line lawfully published switching rate for movements originating on the leased Des Moines Terminal Company's tracks, and destined to the industry on the defendant's tracks within the switching limits of Des Moines; and it is ordered and adjudged that a reasonable, proper and just rate for switching from the complainant's plant to the Des Moines Electric plant is the amount of 1½ cents (one and one-half cents) per one hundred pounds, with a minimum of \$8.10 (eight dollars and ten cents) per car, and that no other or additional charge be made, and said rate for such switching of cars is hereby ordered and established as a reasonable and just charge for such switching movement.

It is found that there is due and should be paid the complainant, and so ordered, the excess that has been paid on these switching charges over and above the amount herein found to be just and due. It is further ordered that on the shipments that have been made wherein only the one charge has been made and the double charge has not been paid, the said Coon River Sand Company is hereby absolved of any liability, and shall not be required to make any further payment therefor.

Proper tariff in accord with these findings should be filed as soon as possible.

No. E-419—1924.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, AND WESTERN UNION TELEGRAPH COMPANY, *Complainants*,

v.

IOWA ELECTRIC COMPANY, CEDAR RAPIDS, *Defendants*.

Decided May, 13, 1925.

(Omitted from 1925 Report.)

OVERBUILDING—INDUCTIVE INTERFERENCE—Van Buren County.

For the C., R. I. & P. Ry. Co.—R. N. Lynch, Atty., Des Moines, Iowa.

For the Western Union Telegraph Co.—Judge Jesse A. Miller, Des Moines, Iowa.

For the Iowa Electric Co.—Oliver Longueville, Atty., Cedar Rapids, Iowa; C. E. Richman, Atty., Cedar Rapids, Iowa.

Held, upon hearing, board would not be justified in denying its jurisdiction of that portion of electric transmission line on private right of way;

Found, inductive interference exists, affecting both wires of C. R. I. & P. Ry. Co. and Western Union, and serious physical hazard exists;

Ordered, that the defendant company shall remove this inductive interference and physical hazard within 120 days.

The Iowa Electric Company had applied for a franchise for operation of a transmission line as indicated in its said application of March 5, 1923. After hearing, March 27, the Board granted franchise, same bearing date of January 16, 1924.

On March 28, 1923, the Iowa Electric Company, by John A. Reed, Vice President, filed the following stipulation with the Board:

"The Iowa Electric Company, of Cedar Rapids, Iowa, applicant in the above case, hereby consents that the provisions of Chapter 174, Acts of the Thirty-fifth General Assembly and all acts or laws relating to public utilities or to the regulation, supervision, or control thereof which are now in force or which may be hereafter enacted shall apply to its existing line or lines located outside the corporate limits of cities and towns in the State of Iowa with the same force and effect as though said line or lines had been constructed under the permit provided in Section 1, Chapter 174, Acts of the Thirty-fifth General Assembly and Acts amendatory thereto."

The notices of hearing were properly published. The then Engineer of the Railroad Commission, Mr. A. B. Campbell, went over the proposed line and suggested, because of some objections, that if permission could be obtained from property owners along the railroad tracks, that the transmission line be built, for a portion of the distance, alongside the right of way of the Chicago, Rock Island & Pacific Railway Company.

Acting upon the suggestion, the Iowa Electric Company changed its proposed route and did build on the south side of the railroad track, upon the same side of the track that the telegraph wires of the railway company and the Western Union Telegraph Company are located. This caused what is technically known as overbuilding, and called forth the complaint in this case made by the Chicago, Rock Island & Pacific Railway Company.

The Chicago, Rock Island & Pacific Railway Company complained to the Board informally of the overbuilding of their line by the Iowa Electric Company, jeopardizing the telegraph service, and asked that the Iowa Electric Company be required to move its wires to the opposite side of the right of way.

Some correspondence was had, without resulting, however, in any adjustment, and on January 27, 1925, formal petition was filed with the Board. In order that the situation may be thoroughly understood, petition of the carriers is quoted in full:

"Comes now the Chicago, Rock Island & Pacific Railway Company and as grounds for its complaint states:

"That the complainant is a corporation duly organized under and existing by virtue of the laws of the States of Iowa and Illinois, and as such it operates a line of railroad in Van Buren County, Iowa, between the towns of Bonaparte and Bentonsport. That paralleling this railroad and on the south side of its right of way the complainant maintains a line of telegraph poles west of Bonaparte, Iowa. That one grounded telephone wire, two telegraph wires belonging to the complainant, and two telegraph wires belonging to the Western Union Telegraph Company, are located on this line of poles.

"That in the month of March, 1923, the Iowa Electric Company, defendant herein, proposed to construct a high tension line in Van Buren County, Iowa. That said line as first proposed contemplated crossing of the right of way of this complainant at a public highway crossing about three-quarters of a mile west of Bonaparte, Iowa, and contemplated no parallelisms with complainant's communication circuits.

"That a hearing was held before the Board of Railroad Commissioners, and at said hearing it was proposed to change the route of said line and construct it paralleling the right of way of the complainant into the town of Bonaparte from a point where the public highway intersects the railway three-quarters of a mile west of said town.

"That the complainant was not advised of the change in the plan until some time after the hearing before mentioned. That promptly after the change in plan was discovered, an attorney for the complainant called upon A. B. Campbell, who was then the electrical engineer of the Board of Railroad Commissioners, and made inquiry as to the manner in which said line would be constructed. That said attorney was then and there informed that said line would be constructed in accordance with the rules and regulations of the

Board of Railroad Commissioners of the State of Iowa, in a manner similar to the construction of the Des Moines Electric Company between Prairie City, Iowa, and Oskaloosa, Iowa, that there would be no overbuilding, nor would a hazard be incurred.

"That the construction referred to of the Des Moines Electric Company is upon the opposite side of the right of way of the complainant from the complainant's telegraph and telephone lines, except where it enters and leaves the right of way of the complainant, and at those points sufficient poles were moved at the expense of the electric company to provide practically the same clearance as would be provided if the poles of the high tension line and the poles of the telegraph line were on opposite sides of the right of way.

"That thereafter it was discovered by the complainant that the high tension line was constructed along the south side of the complainant's right of way and abutting said right of way, and that said construction constitutes a parallelism and overbuilding of complainant's communication circuits from a point about three-quarters of a mile west of Bonaparte, Iowa, where the railway is crossed by a public highway, to the west limits of the town of Bonaparte, Iowa, a distance of approximately two thousand feet, in section 7 and 8, Township 86 North, Range 8 West of the Fifth Principal Meridian.

"That the defendant's high tension line consists of about nine spans in this overbuild and said line is placed about three feet south of complainant's south right of way fence. That the communication circuits of the complainant in the length of this overbuild consists of about twelve spans.

"That the complainant has repeatedly protested to the Iowa Electric Company at the time of the construction and as soon as it could be discovered that said construction was contemplated, and since the construction, and though voluminous correspondence has been had relative to the matter the Iowa Electric Company has refused to in any way alleviate the situation.

"That there are no trees to interfere with the construction of a high tension line north of and abutting the north right of way fence for the length of this overbuilding, and that said line could have been as easily constructed on the north side of the railway as on the south side, and if constructed upon the north side overbuilding and all hazards would have been eliminated. That the line as constructed constitutes an overbuilding and is hazardous to persons and property and causes interruptions of telegraph and telephone service for your complainant on account of inductive interference.

"That after repeated conferences and voluminous correspondence, oral complaint was lodged with the Board of Railroad Commissioners and on the 30th day of July, 1923, and inspection of said line was made by Mr. George Charlesworth, then Assistant Electrical Engineer of the Board of Railroad Commissioners, in company with Ralph Maclean of the Iowa Electric Company, E. F. Brennon of the complainant Company, and E. D. Wahliquist of the Western Union Telegraph Company.

"On August 9, 1923, the electrical engineer rendered a report to the Board of Railroad Commissioners in which report it is set out that complainant's line of poles is located about five and one-half feet north of its south right of way fence; that the poles of the defendant's line are set about three feet south of said fence; that said construction constitutes an overbuilding; that said overbuilding is unnecessary as defendant's line could be constructed north of the right of way as readily as where it is located.

"That after the report of the electrical engineer the complainant has made numerous attempts to adjust the controversy with the defendant, but the defendant has absolutely refused to take any action to alleviate the situation.

"That since part of the defendant's high tension line from Bonaparte, Iowa to or near Bentonsport, Iowa was franchised by the Board of Railroad Commissioners, said Board retains jurisdiction over said line. That your complainant made written complaint to said Board under date of April 8, 1924, and attempts have been made to adjust the matter with the defendant through the Board of Railroad Commissioners without avail.

WHEREFORE, your complainant respectfully requests that this matter be set down for hearing, that the Board of Railroad Commissioners enter an order requiring the defendant herein to remove its poles from the near

proximity of the complainant's communication circuits and eliminate the overbuilding and hazard and for such other and further relief as appears to be just and equitable in the premises, and that all costs of said hearing be taxed to defendant."

Copy of petition was duly filed with the Iowa Electric Company, who, through its attorneys, filed special appearance and plea of jurisdiction, as follows:

"Comes now the defendant, Iowa Electric Company, and appearing specially and solely for the purpose of questioning the jurisdiction of the Board of Railroad Commissioners over the matters and things set out in complainant's Bill of Complaint, moves this Honorable Board that the complainant's Bill of Complaint be dismissed for the following grounds:

"1. That the Board of Railroad Commissioners is without jurisdiction over the matters and things set forth in complainant's petition.

"2. That the Chicago, Rock Island & Pacific Railway Company is not the real party in interest.

"3. That the said Chicago, Rock Island & Pacific Railway Company has no authority nor right to complain for and on behalf of the Western Union Telegraph Company, the real party in interest herein.

"4. That the Iowa Electric Company is a corporation organized and existing under the laws of the State of Iowa, with its principal place of business in the City of Cedar Rapids, Iowa, and is engaged in the manufacture and distribution of electrical energy in the State of Iowa, and said Iowa Electric Company operates various transmission lines over and along certain highways in the State of Iowa.

"That among said transmission lines it operates what is known as the Bonaparte-Farmington line, the same having been constructed by defendant between the Town of Bonaparte and Farmington, in the State of Iowa. That said line is operated along and upon the public highways in Van Buren County, Iowa, until it reaches a point approximately three-fourths of a mile west of the Town of Bonaparte, Iowa, where the railway is crossed by a public highway. That at about said point this defendant operates its said transmission line over and upon private right of way, said private right of way commencing at a point about three-fourths of a mile west of the Town of Bonaparte at a public highway, and running thence easterly to the west limits of the Town of Bonaparte, Iowa, a distance of approximately two thousand (2,000) feet, all of said private right of way being across part of Sections Seven (7) and Eight (8), Township Eighty-six (86), North, Range Eight (8), West of the Fifth P. M. That said private right of way was purchased by this defendant from the then owners of the land over which said transmission line is operated. That said line is constructed in accordance with approved standards of construction. That said transmission line so far as the same is operated over the said private right of way of defendant was never franchised by the Board of Railroad Commissioners of Iowa or by the Board of Supervisors of Van Buren County, Iowa.

"That the Board of Railroad Commissioners do not have jurisdiction over electric transmission lines operated over and upon private right of way and therefore said Board does not have jurisdiction over the matters and things complained of in complainant's petition."

Filing formal answer, however, as indicated below:

"Comes now the defendant and without in any way waiving its plea to the jurisdiction heretofore filed, nor in any wise admitting the jurisdiction of the Board of Railroad Commissioners of Iowa herein, for answer to Complainant's petition, states:

"Defendant admits that the complainant is a corporation and is informed and believes is organized under and by virtue of the laws of the States of Iowa and Illinois, and defendant admits that complainant operates a line of railroad in Van Buren County, Iowa, between the Towns of Bonaparte and Bentonsport.

"The defendant admits that it has constructed a transmission line paralleling complainant's right of way for a short distance west of the Town of Bona-

parte, from a point where the said railway is crossed by a public highway, to the west limits of the Town of Bonaparte, Iowa, a distance of approximately two thousand (2,000) feet, but alleges that said transmission line is located upon private right of way purchased by this defendant from the owners thereof, and is not constructed upon any public road or ground, nor was same franchised by the Board of Railroad Commissioners of Iowa or the Board of supervisors of Van Buren County. That said transmission line is constructed in accordance with approved standards of construction, both as to material and manner of building.

"Further answering, the defendant denies that the complainant is the owner in fee of its right of way along and parallel with which defendant's transmission line is constructed, but alleges that it is informed and believes said ownership is a mere easement or prescriptive right of easement and the defendant denies that the complainant is the real party in interest in this suit and specifically denies that the complainant is entitled to the relief demanded herein or any relief whatever.

"Further answering this defendant denies both generally and specifically each and every allegation contained in complainant's petition, not herein specifically admitted.

"WHEREFORE, defendant prays that complainant's petition be dismissed at complainant's costs."

Upon hearing it was found that there are nine spans of overbuilding involved in the supply line and eleven spans in the communication circuit. The side of the cross arms with the two pins are adjacent to the railroad right of way.

There was practically no dispute as to the facts of overbuilding and no evidence was given indicating why it was impracticable to have constructed the transmission line on the opposite side of the right of way.

The main contention was as to the Commission's jurisdiction under the law, because the particular stretch of transmission line involved in the complaint is located upon private right of way, secured by direct negotiations with the property owner.

We do not believe, under the law, we would be justified in denying our jurisdiction to entertain a complaint of this kind. It would be manifestly absurd to say that the Board's authority as to manner of construction upon a line operating upon both private and public lands would be limited only to that portion of the lines located upon public property. To so hold might mean that rules for the protection of life and property could be made null and void by the construction of a portion of a line upon private right of way. We believe, too, that the stipulation entered into by the applicant, already quoted herein, confers jurisdiction upon the Board to hear and determine the complaint before us.

From the evidence introduced we find that there is inductive interference by reason of the construction of the transmission line alongside the right of way of the complainant, the Chicago, Rock Island & Pacific Railway Company, affecting both the wires of said railroad and the wires of the Western Union Telegraph Company, and that, further, a serious physical hazard exists by reason of the proximity of the said transmission lines to the telegraph lines of the complainant and the Western Union Telegraph Company.

It is ordered that the Iowa Electric Company remove this inductive interference and physical hazard within 120 days.

IOWA ELECTRIC COMPANY, CEDAR RAPIDS, *Complainants,*

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY AND WESTERN UNION TELEGRAPH COMPANY, *Defendants.*

Decided December 21, 1926.

APPLICATION FOR SUPPLEMENTAL ORDER.

Held, upon hearing, order heretofore made should be modified; physical hazard involved, * * dangerous to life and property;

Ordered, within 120 days from date hereof, the defendant, the Iowa Electric Company, shall remove hazard due to overbuild herein found to exist at the parallel complained of by reconstructing its own line so as to remove all cause for complaint of overbuild or else provide for the actual cost, not to exceed \$500.00, for removing the lines of the complainant herein to the other side of the right of way of the railway company, such cost to be figured only on the necessary work and materials to make the two cross-overs.

For the C., R. I. & P. Ry. Co.—R. N. Lynch, Atty., Des Moines, Iowa.

For the Western Union Telegraph Co.—C. E. Wynn, Divn. Plant Engr., Omaha, Neb.

For the Iowa Electric Co.—Oliver Longueville, Atty., Cedar Rapids, Iowa; C. J. Lynch, Atty., Cedar Rapids, Iowa.

Upon May 13, 1925, this Commission in deciding the above complaint held after hearing and investigation that the defendant company had improperly so constructed their line as to cause an overbuild of the complainant's lines, creating such hazard as required correcting. That opinion is reaffirmed and made a part of this record except as to the order therein. In that opinion the Commission, after reciting the conditions as found, said:

"It is ordered that the Iowa Electric Company remove this inductive interference and physical hazard within 120 days."

On or about September 22d the defendant company applied to the district court of Iowa in and for Van Buren County for reasons cited in its petition for a temporary writ of injunction, restraining the Board from attempting to enforce its order of May 13, 1925, etc.

This case was fully heard by the court, and on June 28, 1926, the opinion of said court was filed with the Board, in which the injunction was made permanent for reasons given. From this decision neither party appealed. On October 18, 1926, the Chicago, Rock Island & Pacific Railway Company made application for supplemental order, which application is set out herein in full as follows:

"Comes now the Chicago, Rock Island & Pacific Railway Company and as grounds for its application for a supplemental order in the above entitled case, Docket E-419, respectfully shows the Board:

That on or about the 27th day of January, 1925, the above named complainant filed with the Board of Railroad Commissioners of the State of Iowa, its petition alleging that the Iowa Electric Company had constructed a high tension line west of Bonaparte, Iowa overbuilding the telegraph and telephone lines of the Chicago, Rock Island & Pacific Railway Company and the Western Union Telegraph Company; that the Board of Railroad Commissioners had jurisdiction in the matter; that the overbuild was in direct contravention of the rules and regulations of the Board of Railroad Commissioners; that the overbuild constituted a hazard to life and property, and that said overbuild would cause serious inductive interference to the telegraph and telephone lines of the Western Union Telegraph Company and the complainant.

That on or about the 12th day of March, 1925, a hearing was held upon the matter before the Honorable Board, which later and on the 13th day of May, 1925, held that they had jurisdiction over the matters in controversy. That the equities were with the complainant, that an overbuild existed and that the same should be removed. An order was entered in the decision of the Board

of May 13, 1925, requiring the Iowa Electric Company to remove the inductive interference and physical hazard caused by the overbuild within 120 days from the date of the decision.

After about 119 days of the period given by the Board for the removal of the inductive interference and physical hazard caused by said overbuild had expired, the Iowa Electric Company commenced an action in the District Court of Iowa in and for Van Buren County, wherein said Iowa Electric Company was plaintiff and the Board of Railroad Commissioners of the State of Iowa, Dwight Lewis, Charles Webster and B. M. Richardson, members of said Board, were defendants, asking for a temporary injunction enjoining the enforcement of the order and decision of the Board of Railroad Commissioners in this matter of May 13, 1925, and asking that on final hearing the temporary injunction be made permanent.

The above entitled action requesting for an injunction was tried in the District Court of Van Buren County, and on or about the 26th day of June, 1926, the presiding judge entered a decree and record entry that the Board of Railroad Commissioners had jurisdiction and power, under the statutes of Iowa, to make all reasonable orders necessary to prevent or remove conflicts existing by reason of the erection of wires carrying high voltage of electrical current and telegraph and telephone lines; that the statutes giving said Board jurisdiction and the rules and regulations adopted by said Board are constitutional and valid. Said decree and record entry further provided for the entry of a permanent injunction preventing the Board of Railroad Commissioners from enforcing their decision and order of May 13, 1925. The decree and record entry specifically provided that the defendant Board could reconsider the matter in controversy and make new orders, which would avoid the necessity of abandoning the Iowa Electric Company's present transmission line west of Bonaparte, without entailing the expense which the decision of May 13, 1925, would incur if enforced.

Your complainant therefore now petitions the Board of Railroad Commissioners to set the matter down for hearing and give notice to all concerned of the complainant's application for a supplemental decision and order, and further asks that at said hearing the Board of Railroad Commissioners of the State of Iowa enter a supplemental order requiring the Iowa Electric Company to bear its reasonable share of the expense of moving complainant's line of telephone and telegraph to the side of complainant's right of way opposite the high tension overbuild and parallel caused and occasioned by the construction of the Iowa Electric Company's high tension line.

WHEREFORE, your complainant respectfully requests that this matter be set down for hearing; that at said hearing, after hearing the evidence, the Board of Railroad Commissioners enter an order requiring the Iowa Electric Company herein to immediately pay to the defendant the reasonable and fair share of the costs and expense of moving complainant's telegraph and telephone wires, and for such other and further relief as appears to be just and equitable in the premises, and that all costs of said hearing be taxed to the Iowa Electric Company.

THE CHICAGO ROCK ISLAND & PACIFIC RY. CO.

By (Signed) J. G. Gamble

(Signed) R. L. Read

(Signed) R. N. Lynch

Its Attorneys"

Copy of said application was served upon the Iowa Electric Company, which filed its objections and resistance on December 7, 1926, as follows:

"Comes now the Iowa Electric Company, and for its resistance to the application for supplemental order filed herein October 18, 1926, by the Chicago, Rock Island & Pacific Railway Company, and as grounds of objections to such application, states:

1. That the Board of Railroad Commissioners has no jurisdiction of the subject-matter of the said supplemental application.

2. That it is not within the power of the Board of Railroad Commissioners to make such an order as is asked in said application.

3. That the portion of the transmission line of this objector referred to in said application is located upon the private right of way of this objector, and it has been adjudicated by the decree of the District Court of Van Buren County, Iowa, in the case referred to in the supplemental application herein that this objector has the right to maintain its said transmission line as now located; that, having the lawful right to maintain its said transmission line as now located, it cannot be penalized by a requirement to pay over or contribute to the applicant herein on account of the applicant's expenditure for the reconstruction or maintenance of its lines on its own right of way.

4. That the issues involved in and adjudicated by the action instituted in the District Court of Van Buren County, Iowa, in which the decree was entered as alleged in the application herein, involved the right of this objector to maintain its said transmission line where now constructed and located, as against the order made by this Commission requiring the removal and re-location of said line, and the said issues were determined by a final decree adjudging the order made by this Commission to be unreasonable, arbitrary and void and permanently enjoining the enforcement of said order, thereby finally adjudicating the right of this objector to maintain its said line as now located. With such right finally vested in this objector, it cannot be required, on account of the exercise of such legal right, to pay over to the applicant any sum whatever.

5. That no authority has been conferred upon or exists in this Board of Railway Commissioners to apportion the cost of reconstruction of the telegraph lines of the Railway Company, or to require this objector to contribute to any portion of such costs.

6. That in advance of the incurring of any expense, and before any reconstruction of the applicant's lines have been made, an order is asked requiring this objector to forthwith pay over funds to the applicant as a contribution toward an expenditure not yet incurred and which the applicant assumes no obligation to incur.

7. That in any event, the application is premature, and under the facts, no order could be entered against this objector.

8. That without assuming any obligation to make an expenditure, the Railway Company herein seeks an order requiring this objector to pay over to it a sum to be fixed by the Commission, and such an order is wholly without legal right and without any warrant in law.

9. That the telephone and telegraph lines located on the Railway right of way are in a wornout and dilapidated condition, and have for a long time past been in such condition, and the said condition of such lines necessitates a reconstruction by the Railway Company, and such reconstruction would be required had the objector's transmission line not been built, and no legal reason exists for requiring this objector to assist or contribute to the reconstruction of the lines of the Railway Company.

10. That an order such as is asked in the application of the Railway Company would be unreasonable, arbitrary and in excess of the powers of the Board of Railroad Commissioners.

11. That no statute of the state of Iowa grants to or confers upon the Board of Railroad Commissioners authority or power to make any such order or to grant any such relief as is asked in said application, and any order made upon said application would clearly be in excess of authority, without jurisdiction, and void.

12. That the making and enforcement of such an order as is presented in the supplemental application herein would constitute a taking of the property of this objector without due process of law, and would constitute a denial to this objector of the equal protection of the law, and would be violative of the guarantee of the Fourteenth Amendment to the Constitution of the United States, and of the Constitution of the State of Iowa, and would constitute the taking

of the property of this objector for the private use and benefit of the petitioning Railway Company.

IOWA ELECTRIC COMPANY

By (Signed) John A. Reed,

(Signed) C. E. Richman,

Johnson, Donnelly & Lynch,

Its Attorneys."

After due notice had been given, hearing was held in the office of the Board upon such application on December 7, 1926. There was no dispute that the situation at present is the same as when the Commission made its order of May 13, 1925. It is contended by the defendant herein that the Board is without jurisdiction, inasmuch as the District Court made the injunction permanent, although in terms the court sustained the authority of the Commission to make a reasonable order for the elimination of the hazard. Carefully reviewing the opinion of the District Court, we find that the Court upholds the constitutionality of the contention of the Commission that it has authority over that portion of the transmission line of the defendant company located on private property, and that:

"Whether Chapter 383, Code, does or does not give the Board jurisdiction and control, section 7874 does."

While the Court specifically says it does not believe that the jurisdiction extends so far as to say whether the Board can determine that a transmission line may or may not be erected on a private right of way, "It does mean, I think, the right or power to determine whether or not the line is erected, operated and maintained in the manner provided by law."

In citing some Iowa cases, the Court makes this comment:

"Where the facts show that a conflict actually exists, that does produce interference with the use of telegraph and telephone lines; or that a hazard does exist whereby the property of the telegraph and telephone companies is endangered, or the lives of their employees is endangered, I think the railroad commissioners have jurisdiction and power to order the conflict removed, but the order must be reasonable and just under the facts and circumstances."

The Court further says:

"From the record before me, it does not appear that there is any good reason why the railway company, when it reconstructs its lines may not place them on the north side of its right of way without any additional expense to the railway company, other than raising their lines where it crosses over its track, and that expense of carrying it over the track the defendant board could have required the plaintiff company to pay. That expense would have been an infinitesimal (amount) as compared with the expense and inconvenience burdened on the plaintiff company by the order that was made."

After reciting the result of the hearing before the Court, the Court says if the order in question is either arbitrary or unjust, or unreasonable under the facts and circumstances shown in the record, it should not be permitted to be enforced. "I reached the conclusion that it is both arbitrary and unreasonable." The Court says it believes that the order is arbitrary because he thinks it was made largely as a punishment because of the attitude of the plaintiff company. The Court is mistaken in this thought, as this Board is not knowingly doing anything as a punishment to anybody. However that may be, the Court further says:

"I think it was unreasonable because the same result might have been accomplished by directing the railway company to build their line, when they reconstructed, on the north side of the right of way and required the plaintiff company to pay the extra expense of crossing over their track. I think the defendant railroad commission should take the matter up again, and remodel their order in accordance with this opinion."

It is upon the suggestion of the Court that this Commission again takes this case up for consideration and modified order. The fact that there has been no accident as a result of this overbuilding of course is not conclusive at all that there will not be, and at the very least there is always a dangerous and hazardous condition that may become a real tragedy. While in our opinion we believe that our previous order would have permitted an adjustment along the lines suggested by the Court, yet we defer to the judgment of the Court in making such modification of our order as will provide for the elimination of this hazard by alternative methods. In summing up his opinion, the Court said:

"I think the temporary injunction should be made perpetual and permanent as long as the plaintiff's transmission line is maintained in its present efficient condition. * * * But this order will not in any manner prevent or estop the defendant board from taking the matter up anew and modifying the order if they are so advised and choose so to do."

From all of the facts and circumstances disclosed in this case, both at the previous hearing and at the recent hearing on application for modification of the order, the Board has reached the conclusion that the order heretofore made should be modified in line with the suggestion of the Court. We find there is such a physical hazard involved in this matter as to render such conditions dangerous to life and property, and that this hazardous situation should be remedied by such change of location of the transmission line of the defendant as to cause the removal of the overbuild, provided, however, that this hazard may be removed by changing the location of the telegraph and telephone lines of the complainant herein to the other side of the right of way, in which event the defendant herein shall pay the actual cost of the labor and materials for relocating the lines of the complainant herein to the opposite side of the right of way at each crossover, in no event to exceed the sum of five Hundred (\$500.00) Dollars.

It is, therefore, hereby ordered that within One Hundred Twenty (120) days from date hereof, the defendant, the Iowa Electric Company, shall remove the hazard due to overbuild herein found to exist at the parallel complaint of by reconstructing its own line so as to remove all cause for complaint of overbuild; provided, however, that the said Iowa Electric Company, may elect to pay to the complainant herein the cost of removing the wires and lines of the complainant herein to the opposite side of the right of way, such cost to cover the actual expense of the two crossovers only, and in a total sum not to exceed Five Hundred (\$500.00) Dollars to be paid to complainants on completion of the work, with proof of cost.

No. A-4021—1925.

BOARD OF SUPERVISORS OF FAYETTE COUNTY AND
CITY OFFICIALS OF FAYETTE, *Complainants*,

v.

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

Decided March 22, 1927.

HIGHWAY CROSSING—FAYETTE, IOWA.

Ordered, upon hearing and inspection of premises, bridge shall be remodeled so as to give two thirteen foot clear openings; division of expense; work to be completed on or before August 1, 1927, and to be subject to approval of Iowa State Highway Commission. (See page 129, 1925 report.)

For the Complainants—Henry Hattler, Mayor of Fayette, Iowa; W. K. Humphrey, Member Board of Supervisors; W. E. Anderson, Member Board of Supervisors; J. F. Miller, Member Board of Supervisors; A. D. Finch, County Engr., West Union, Iowa.

For the Iowa State Highway Commission—L. L. Clement, Asst. Dist. Engr., Ames, Iowa.

For the C. M. & St. P. Ry. Co.—Hughes, Taylor & O'Brien, Attys., by Mr. Taylor, Des Moines, Iowa; C. T. Jackson, Dist. Engr., Chicago, Ill.

After considerable correspondence, this case was set down for hearing at Fayette, Iowa, where partial hearing was held after viewing the crossing, and then adjourned to Des Moines, Iowa, to be held not less than thirty (30) days from July 23, 1924, the date of the first hearing. Continued hearing was held in Des Moines at the office of the Board on October 21, 1924, wherein the railway company made a proposition to the effect that they would remodel the bridge so as to give two (2) thirteen (13) foot clear openings, they to assume the expense of remodeling the bridge, the other expense incident to the change in the highway to be borne by the county. The railroad company agreed to start work on July 1, 1925. The elevation of the low steel of the railroad bridge is to remain the same as formerly. The county agreed to the extension of the width in the overhead bridge to two (2) thirteen (13) foot clear spans measured at right angles to the highway. The railroad agreed to assume all expense incident to the railroad bridge, the county to bear all expense in connection with the construction of the highway, drainage, etc., the work to be subject to the approval of the Iowa State Highway Commission. The county further agreed to provide artificial light at both ends of the center pier at all times necessary. On April 3d Mr. Ames of the Iowa State Highway Commission advised that he thought the solution worked out satisfactorily and that his Commission would accept it.

It is therefore ordered by the Board of Railroad Commissioners that work on the above project be commenced as soon as possible and completed on or before August 1, 1927.

No. A-4045—1926.

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

v.

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

Decided January 29, 1927

HIGHWAY CROSSING ONE MILE WEST OF ALTOONA—POLK COUNTY.

Held, upon filing of stipulation between the parties, that the stipulation be incorporated in and made a part of the order heretofore entered in this case, reported on page 15 of the 1926 report.

In the above entitled cause and on November 4, 1926, parties hereto filed their stipulation, as follows, to wit:

"It is hereby stipulated and agreed by and between the parties hereto that the Board of Railroad Commissioners shall enter in the above and foregoing proceeding an amendment and modification of the order and supplemental order heretofore entered in said proceeding so as to provide that the defendant shall construct a structure at the grade separation in said proceeding referred to, temporary in character and of temporary materials, and shall bear the cost thereof out of its own funds; that the complainant will bear all other costs in connection with said grade separation project, and further that the Board of Railroad Commissioners will reserve jurisdiction of the proceeding for the purpose of considering the question of and further apportionment of cost as between the parties when and if it is determined that the temporary structures at the point of such grade separation project should be replaced by structures permanent or semi-permanent in character, having in mind the fact that it may be necessary in the course of time to change the alignment and grade of the railway tracks as the same passes over the highway at the points of said grade intersection.

"It is further stipulated and agreed that upon modification and amendment of the order and supplemental order as in this stipulation provided that the defendant will proceed with the construction of said temporary structure at

such time after April 1, 1927, as the engineer of the State Highway Commission of the State of Iowa shall request."

It is therefore ordered by the Commission that the original order entered in this case on January 12, 1926, and the supplemental order on September 17, 1926, be and the same are further supplemented and the order amended as provided in the said stipulation. It is therefore ordered and adjudged that the provisions of said stipulation be incorporated in and made a part of the order, and that in all other respects the said orders heretofore entered shall remain in full force and effect, only modified and changed as stated in the said stipulation.

No. A-4122—1926.

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

v.

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

Decided January 29, 1927.

HIGHWAY CROSSING ON PRIMARY ROAD NO. 2 EAST OF DES MOINES.

Held, upon filing of stipulation between the parties, that the stipulation be incorporated in and made a part of the order heretofore entered in this case, reported on page 21 of the 1926 report. (See stipulation in No. A-4045—1926, reported in this volume.)

No. A-4149—1927. A. T. Jacobson, Madrid, v. C. M. & St. P. Ry. Switching. Satisfactorily adjusted.

Filed October 10, 1925. Closed November 8, 1927.

No. A-4192—1927. Board of Supervisors of Dickinson County v. C. R. I. & P. Ry. Co. Crossing at Superior. Satisfactorily adjusted.

Filed December 14, 1925. Closed August 28, 1927.

No. A-4198—1926.

BOARD OF SUPERVISORS OF MONONA COUNTY, BY
IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

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

Decided March 30, 1927.

Held, upon inspection of premises and hearing, in conformity with agreement reached between the parties, railroad company to construct, and thereafter maintain, undergrade crossing, as shown by plans of Highway Commission; horizontal and vertical clearance provided; apportionment of cost and work to be done by each party designated:

Ordered, work to be completed as soon as possible. (See page 88, 1926 report.)

For the Petitioners—O. P. Bennett, County Atty., Mapleton, Iowa; Orville McNeil, Chairman, Board of Supervisors; John Hanson, Member, Board of Supervisors; J. E. Putnam, Member, Board of Supervisors; J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

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

For the C. M. & St. P. Railway Company—W. J. O'Brien, Atty., Des Moines, Iowa; E. W. Lollis, General Superintendent, Chicago, Ill.; A. G. Holt, Asst. Chief Engineer, Chicago, Ill.; C. T. Jackson, District Engineer, Chicago, Ill.

Pursuant to notice, hearing in this case was called at Milwaukee depot,

at Mapleton, Iowa, and was adjourned to the County Attorney's office, pending inspection of the premises. After viewing the proposed location of the crossing, the case came up for consideration at the County Attorney's office, and, after an informal conference between the parties in interest, the following agreement was entered of record:

An Agreement has been reached between the parties in interest to the effect that the Chicago, Milwaukee & St. Paul Railway Company is to construct, and thereafter maintain, an undergrade crossing structure at the site of the proposed crossing as shown on the plans of the Iowa State Highway Commission, filed in this case, and to provide the clearances, both horizontal and vertical as shown therein. Upon the completion of this structure the Board of Supervisors of Monona County are to pay to the Railway Company the sum of Two Thousand Two Hundred Fifteen and no-100 Dollars (\$2,215.00) and Monona County is to do the necessary grading both on and off the railroad right of way, and the draining and other incidental work to make the improvement in accordance with the plans on file. It is further agreed that the Railway Company will start work immediately on the construction of the underground crossing and complete the same, if possible, within thirty (30) days. The construction of this crossing at the earliest possible date is essential, and the essence of this stipulation.

It is therefore ordered by the Board of Railroad Commissioners that the parties perform the stipulations and conditions set out in the foregoing agreement in so far as said agreement has not been performed at this date and that work on said project be completed as soon as possible.

No. A-4207—1927.

BOARD OF SUPERVISORS OF WAYNE COUNTY, BY
IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

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

Decided January 3, 1927.

HIGHWAY CROSSING—WAYNE COUNTY. NEAR CORYDON.

Stipulation entered into by and between the parties approved and confirmed by Board; division of cost set out therein; work to be started as soon as weather permits in spring; to be prosecuted with diligence to completion;

Ordered, stipulation reasonable, and highway crossing shall be constructed in accordance with provisions thereof.

On May 11, 1926, petition was filed by the State Highway Commission, alleging that a highway had been regularly and lawfully established, and more particularly described as Primary Road No. 14, and that said highway crosses the way line of the Chicago, Rock Island & Pacific Railway Company at a point described as follows: near the north line of Section Nineteen (19), Township Sixty-nine (69) North, Range Twenty-one (21) West, Fifth P. M. of Iowa, Corydon Township, Wayne County, Iowa. That upon issue joined the parties hereto have entered into a stipulation of settlement and agreement between all parties interested. That the order of the Commission shall be on the terms and conditions as prescribed and stated in the said stipulation, which said stipulation now on file with this Commission is as follows, to wit:

"It is hereby stipulated and agreed by and between the parties hereto that the above and foregoing cause shall be and the same is hereby settled and compromised upon the terms and conditions as follows:

The Board of Supervisors of Wayne County, Iowa, shall perform and pay for out of its own funds the cost of all excavation in connection with the installation of the said grade separation in said cause referred to.

The defendant Railway Company will construct the bridge or structure involved in said grade separation project and pay for the same out

of its funds provided that upon completion of the same the Board of Supervisors of Wayne County, Iowa, shall pay to the said defendant the sum of \$9,200.00 to apply upon the cost of such structure.

It being the agreement of the parties that the defendant Railway Company will build the structure, and that the complainant will contribute to the expense of building the structure the sum of \$9,200.00, and that the complainant will bear the entire cost of grading and excavating in connection with said project.

It is further agreed that work upon the project shall begin in the spring of the year 1927 after the weather is seasonable for such work, and will be prosecuted with diligence to completion.

It is further agreed that the Board of Railroad Commissioners may make and enter an order in this cause in keeping with this stipulation."

The original stipulation was not approved by the Board of Supervisors of Wayne County, and as the stipulation provides for payment of money by the county, the approval of the said Board was asked, and which approval is shown attached to the stipulation of settlement; "Approved by the Board of Supervisors of Wayne County, Iowa, this 6th day of December, 1926. (Signed) by W. A. Nickell, Chairman."

It appearing to the Board that all of the parties in interest have signed and approved said stipulation, and that the said stipulation is reasonable and should be confirmed by this Board, it is therefore ordered and adjudged that the said highway crossing be and the same is hereby ordered in accordance with the provisions of said stipulation, the same in all respects being confirmed.

No. A-4217—1927.

IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendants*,
Decided May 20, 1927.

HIGHWAY CROSSING—NEAR GLADSTONE.

Held, upon inspection of premises and hearing; 168 foot viaduct ample; division of cost and work made; railway company may construct 32 feet additional, if they desire, Highway Commission to reimburse them for actual cost of filling space occupied by additional 32 feet;

Ordered, work shall commence as soon as possible and be completed on or before December 1, 1927.

For the Iowa State Highway Commission—Stephen Robinson, Law Clerk, Office of Commerce Counsel of Iowa, Des Moines, Iowa; J. H. Ames, Bridge Engineer, Ames, Iowa.

For the Chicago, Milwaukee & St. Paul Railway Company—Hughes, Taylor, O'Brien and Faville, Attys., by W. J. O'Brien, Des Moines, Iowa.

For the Board of Supervisors of Tama County—George E. Gary, Chairman, Toledo, Iowa; J. F. Novak, Member, Chelsea, Iowa.

This hearing was upon application of the Iowa State Highway Commission, asking for an overhead crossing over the Chicago, Milwaukee & St. Paul Railway in Otter Creek Township near Gladstone, Iowa, on highway No. 30. It was called at 8:00 A. M. on May 12th at Gladstone, Iowa. After viewing the premises the hearing was adjourned to the City Hall at Tama.

There was no controversy between the railway company and the applicants as to the necessity of this project, but they were unable to agree as to the length of the viaduct, or as to the division of the cost of construction. The Highway Commission made the statement that a one hundred sixty-eight foot (168') viaduct costing Fourteen Thousand Dollars (\$14,000.00) was sufficient, whereas the railway company claimed it should be two hundred feet (200') long in order to give room in case of necessity for another track and in order to provide for a driveway underneath. There was some controversy as to the cost of the construction

of this project, the railway company claiming that it would cost approximately Ninety Dollars (\$90.00) a foot, whereas the Highway Commission's estimate on one hundred sixty-eight feet (168') was Fourteen Thousand Dollars (\$14,000.00), which would be approximately Eighty-three and Thirty-three Hundredths Dollars (\$83.33) a foot.

It is the opinion of the Board that a one hundred sixty-eight foot (168') viaduct would be ample. Basing this cost at Eighty-six and Sixty-six Hundredths Dollars (\$86.66) per foot, which is half-way between the two estimates, would amount to Fourteen Thousand Five Hundred Sixty Dollars (\$14,560.00). In the opinion of the Board, the Highway Commission should construct the approaches, and pay all expense in connection therewith. The railway company should build a concrete viaduct one hundred sixty-eight feet (168') long, and the Highway Commission should reimburse them for twenty-five per cent (25%) of the cost, which would be Three Thousand Six Hundred Forty Dollars (\$3,640.00), which is based somewhat upon the viaduct overlapping the right of way approximately forty-two feet (42') on the east.

However, if the railway company so desires and thinks necessary to construct thirty-two feet (32') additional, they may do so, but the Highway Commission must reimburse them for what it would actually cost to fill the space occupied by this thirty-two feet (32') additional viaduct with dirt.

Work is to be commenced as soon as possible and completed on or before December 1, 1927.

No. A-4218—1927. Lyon County Farm Bureau, Rock Rapids, v. C. R. I. & P. Ry. Co. Train Service—Larchwood. The parties did not desire formal hearing in this case, and it was closed without prejudice.

Filed April 17, 1926. Closed May 28, 1927.

No. A-4220—1927. J. C. Currie, Braddyville, v. C., B. & Q. R. R. Co. Drainage.

This being a complaint of which the Board has no jurisdiction, after an informal investigation of the matter, and upon failure to receive replies from the complainant, the file was closed.

Filed June 23, 1926. Closed May 12, 1927.

No. A-4226—1927. C. Schnepf, Garber, v. C. M. & St. P. Ry. Co. Refrigerator car service.

The company advised they were already operating one car, and the business would not justify the furnishing of a second. The complainant failed to reply to inquiries from this office, and the file was closed without prejudice.

Filed July 6, 1926. Closed May 12, 1927.

No. A-4227—1927. Farmers Union Exchange, Grinnell, Rental Coal Shed Site. The company advised they would have their officials make satisfactory arrangements with the complainant. Having received no replies to letters of inquiry from this office, the file was closed.

Filed August 26, 1926. Closed February 8, 1927.

No. A-4228—1927.

MONTEZUMA COMMUNITY CLUB, MONTEZUMA, *Complainants*,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendants*,
Decided January 3, 1927.

TRAIN SERVICE—BETWEEN MUSCATINE AND MONTEZUMA.

Ordered, upon hearing, passenger train service shall be restored, commencing January 17, 1927; accurate account shall be kept of total earnings and operating expenses for period of four months, at the expiration of which time appeal may be made to Board for modification of order, if so desired.

For the Complainants—Towns Montezuma to Muscatine, Inc. R. J.

Smith, Atty., Montezuma, Iowa; W. R. Boyd, County Atty., Montezuma, Iowa; J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

For the Muscatine Shippers Association—J. L. Behrens, T. M., Muscatine, Iowa.

For the Association of Commerce of Muscatine—C. E. Fox, Secy., Muscatine, Iowa.

For the C. R. I. & P. Ry. Company—J. G. Gamble, Atty., Des Moines, Iowa; D. Coughlin, G. M., Des Moines, Iowa.

This complaint was made by the Montezuma Commercial Club, et al., protesting against the discontinuance of passenger train service between Muscatine and Montezuma.

Prior to August 9, 1926, the C. R. I. & P. Railway Company operated in addition to its freight service, a passenger train each way daily except Sunday. On August 9, 1926, the C. R. I. & P. Railway Company discontinued the exclusive passenger train service and by mixed train service with the local way freight, handled the passengers, mail, baggage and express.

The alleged unsatisfactory and slowness of such mixed train service, prompted this complaint. The matter therefore, was set down for hearing, and

After due notice, hearing was held at Grinnell on October 29, 1926. The Railroad Company being represented by officials and the citizens of different towns along the line affected were present and represented by counsel. This branch of the Rock Island runs through a rich and populous portion of the state and it appears that the citizens are greatly inconvenienced by reason of discontinuance of this service.

Statements made by the Rock Island show that the deficit for operating this line for the past three years is as follows:

1923	\$175,412.20
1924	166,412.31
1925	136,095.65

By analyzing this statement for 1925, it is found that the passenger train revenue is \$38,935.50, or practically \$120.00 per day. Estimating 313 days to the year, the distance being 176 miles for round trip, the revenue derived for this train service is about 70c per mile.

In a statement made by the Railroad for ten days, July 21st to 31st inclusive, the passenger train revenue was \$2,170.00 or \$217.00 per day, or \$1.23 per train mile. This is a case where the private cars, instead of busses, have entered into competition with the Railroad Company. The passenger revenue on this branch has decreased approximately \$10,000.00 since 1923, and it is evident that if the passenger business of the carriers continues to decrease they cannot be expected to operate their trains empty.

If, however, carriers would furnish the proper motor equipment, they could easily give this service at a profit. It would seem that steam locomotives are becoming antiquated for branch line passenger service. It is the order of the Board that passenger train service be restored, commencing January 17th and that an accurate and careful account be kept of the total earnings and operating expenses of this train for a period of four months, at which time appeal can again be made to the Board for modification of order if so desired.

No. A-4235—1927.

ILLINOIS CENTRAL RAILROAD COMPANY, *Complainants.*

v.

GEORGE F. ABELS, KNIERIM, *Defendant.*

Decided October 5, 1927

ABANDONMENT OF BRIDGE, EAST OF KNIERIM.

Found, upon inspection of premises, and hearing, the defendant having been given to understand he could use passageway under certain steel bridge spanning drainage ditch along the boundary of his land, he was

willing to withdraw his objections, provided an oval concrete culvert should be substituted for the present bridge.

Commission approves.

For the Illinois Central Railroad Company—Helsell, Helsell & McCall, Attys., by C. A. Helsell, Ft. Dodge, Iowa.

For George F. Abels, Knierim, Iowa, Objector—B. E. Stonebraker, Rockwell City, Iowa.

There was filed on July 25, 1926, an application of the Illinois Central Railroad Company to fill in and close bridge number WA-389-4 in the southeast quarter, Section 3, Township 88, north of range 31, west of the fifth P. M., in Calhoun County.

In lieu of such structure, the Railroad Company proposed to construct and maintain an oval concrete pipe 60x65" for drainage purposes and which may be used by the owners of the lands on either side of the railroad right of way. Mr. George F. Abels, owner of said quarter section of land bisected by the Illinois Central Railroad Company, having made objections to the change proposed by the applicant company, this Commission therefore set this matter down for hearing at Knierim, Iowa, on September 13, 1927.

The premises in question were viewed and inspection made of the existing structure. At the close of the hearing, Mr. George F. Abels, objector, having been given to understand by the Illinois Central Railroad Company that he could use the passageway underneath a steel bridge which spans a drainage ditch along the boundary line of the land owner's farm, the objector then stated that the protest against the substitution of the present bridge WA-389-4 with an oval concrete culvert, would be withdrawn.

It appearing that protest to this change proposed by the Illinois Central Railroad Company having been withdrawn and it appearing further that the oval concrete culvert proposed for drainage purposes in lieu of the present bridge WA-389-4 would be adequate for the purposes for which it is being constructed, the Commission therefore approves the application of the Illinois Central Railroad Company.

No. A-4236—1927. W. H. Westphal, Palmer, v. C. R. I. & P. Ry. Co. Highway Crossing at Blanden. Satisfactorily adjusted.

Filed July 26, 1926. Closed March 22, 1927.

No. A-4237—1927. Iowa State Highway Commission, Ames, and Town of Dickens, v. C. M. & St. P. Ry. Co. Highway crossing. Closed without prejudice.

Filed September 2, 1926. Closed July 20, 1927.

No. A-4247—1927—Clarence Long, Sheldon, v. Ill. Cent. R. R. Site. Closed without prejudice.

Filed September 27, 1926. Closed February 7, 1927.

No. A-4249—1927—J. C. Wright, West Branch, v. C. R. I. & P. Ry. Fence at Plato. Fence repaired.

Filed October 1, 1926. Closed May 12, 1927.

No. A-4250—1927. Clarence Long, Sheldon, v. C. M. & St. P. Ry. Site. Closed without prejudice.

Filed September 27, 1926. Closed February 7, 1927.

No. A-4251—1927. Clarence Long, Sheldon, v. C. St. P. M. & O. Ry. Coal site rental. Closed without prejudice.

Filed September 27, 1926. Closed February 7, 1927.

No. A-4253—1927. Geo. D. Bulfer, Laurel, v. M. & St. L. R. R. Fence. Repairs made.

Filed October 25, 1926. Closed December 2, 1926.

No. A-4254—1927.

CITIZENS OF WINTERSET, *Complainants*,
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendants*.
Decided April 7, 1927

TRAIN SERVICE BETWEEN DES MOINES AND WINTERSET.

Ordered, upon hearing, defendant shall restore, on or before May 1, 1927, dependable and satisfactory service, and continue it for a period of at least six months. At end of this period, railway company may, if it so desires, and upon good showing, make request for modification or annulment of this order.

For the Complainants—Rev. F. C. McCallon, Winterset, Iowa; S. A. Hays, City Solicitor, Winterset, Iowa; Hon. E. M. Smith, Winterset, Iowa.

For the Defendant—A. B. Howland, Atty., Des Moines, Iowa; D. Coughlin, G. M., Des Moines, Iowa;

Complaint was made by S. A. Hays, City Solicitor, in behalf of the citizens of Winterset and surrounding country, that the Chicago, Rock Island & Pacific Railway Company was not and had not for some time, operated any exclusive passenger train on the Des Moines-Winterset branch; that previous to about August, 1926, the Railway Company had operated two passenger trains each way per day. Later other and different service was provided and for some time past the only service provided was what is called a mixed train, hauling both freight and passengers, requiring six hours to make the run from Des Moines to Winterset, a distance of forty-two (42) miles. After due and proper notice, hearing was had upon the application and it was developed that Winterset, which is the county seat of Madison County, has a population of approximately 3,000 people; that it is the center of a prosperous farming community and is a very important shipping point; that exclusive passenger train service was suspended by the respondent railroad company on or about August 1, 1926; that Winterset is claimed to be the largest stock shipping station in the state, having originated something like nine hundred forty (940) cars of live stock in the year 1926, in addition to heavy outgoing and incoming freight of various commodities; that before the discontinuance of the passenger train service, the average passengers in and out of Winterset, was eight (8), but the claim was made in refutation, that this small number was due largely to the poor service, as the trains when they did operate, consumed about three hours in making the trip to Des Moines; that there are now busses operating, when the roads are available for use, which require about one and one-half hours to make the trip from Winterset to Des Moines and that in their private cars, the people can make the trip in about an hour when the roads are in good condition; that at the present time, the busses are making three round trips daily between Des Moines and Winterset and are fairly well patronized; that it was not claimed by the citizens of Winterset that the number of passengers using an exclusive passenger train would be sufficient to remunerate the company for the operation of said train but that the earnings from mail, express and fast freight would probably make such a train a paying one and that in any event the freight business provided on this branch line was sufficient to entitle the people to adequate passenger service.

The question for the Board to decide is whether a county seat town of 3,000 population, with a large contributory territory and with a heavy freight business, should be obliged to depend upon the busses entirely for passenger service. Statements introduced in evidence at the hearing seem to indicate a deficit in the operation of this branch, but it is the experience of this Board generally that statistics concerning branch lines indicate deficits.

It is not denied that the Chicago, Rock Island & Pacific Railway Company as a whole is in a prosperous condition. In a statement furnished by the respondent to this Commission subsequent to the hearing, the income balance is shown as \$6,988,735.92. This is the amount left as

actual earnings of the Chicago, Rock Island & Pacific Railway Company, after all operating expenses, interest, taxes, and rentals have been paid, including more than \$3,500,000 dividends on preferred stock. This income balance amounts to an earning of practically \$10.00 per share of common stock.

It has long been a rule generally understood in law that a railway company generally prosperous may not single out any particular unit of its line and deprive such unit of adequate service because it may be shown that that particular unit does not in and of itself, make a return comparable with the rest of the system.

In the case of *St. John vs. Erie Railway Company* reported in 22 Wall. page 136, the United States Supreme Court says, (page 149) that:

"There is nothing in the agreement or the statute, and we are aware of no legal principle which would authorize the stockholders in question to analyze the business, select out a part of it, and to say that the net earnings specified must be a predicate of that part, and of none other. The company had the right to conduct its operations, in good faith, as it might see fit; and it was from them and all of them that the materials for the computations of earnings were to be derived.

"* * * The business of the road was a unit. If it had been disintegrated as proposed by the complainant, we apprehend it would have found that the correlations of the main stem and the branches were such, and that the expenses and charges incident to the entire business and those of the several parts were so interwoven and blended, that an accurate ascertainment of the net profit of the main line and any of the auxiliaries, taken separately from the rest, would have been impracticable. An ancillary road may be short and yield but little income, yet by reason of its reaching to coal fields, or from other local causes, its contributions to other roads of the series may be very large and profitable."

And while the issue raised in this case was not the same as the one at bar, the reasoning of the court in this opinion is followed by the supreme court of Illinois in the case of the *People vs. St. L. A. & T. H. Railroad Company*, 176 Illinois, page 512.

"The sufficiency of the earnings of a railroad to justify the expense of running a separate passenger train over a certain branch line constituting part of the entire system is not to be determined by considering the profits of that branch alone, but of the whole business of the various parts of the road operated with the branch as one continuous line."

The facts in the case determined by the Illinois supreme court are quite similar to the facts in the complaint before this Commission and it was thought by writ of mandamus to compel the railway company to operate passenger service on a branch line which it was claimed was a non-paying line. In sustaining the order requiring passenger service, the court says (page 524):

"But, independently of the provisions of the lease, which was a contract between the lessor and the lessee companies, the right of the people to insist upon the running of a separate passenger train is implied from the charter obligation to equip and operate the road. Inasmuch as a railroad company is bound to carry both passengers and freight, the obligation of the appellee required it to furnish all necessary rolling stock and equipment for the suitable and proper operation of the railroad as a carrier of passengers, no less than as a carrier of freight. It cannot be said, that the carrier of passengers in a car attached to a freight train is a suitable and proper operation of a railroad, so far as the carriage of passengers is concerned. The transportation of passengers on a freight train, or on a mixed train, is subordinate to the transportation of freight, a mere incident to the business of carrying freight. To furnish such cars as are necessary for the suitable and proper carriage of passengers involves the necessity of adopting that mode of carrying passengers which is best adapted to secure their safety and convenience. This can be accomplished better by operating a separate passenger train than

by operating a mixed train. That is to say, the duty of furnishing all necessary rolling stock and equipment for the suitable and proper operation of a railroad carrying passengers involves and implies the duty of furnishing a train which shall be run for the purpose of transporting passengers only, and not freight and passengers together.

" * * * It is said, that the earnings of the Belleville and Eldorado Railroad, running from DuQuoin to Eldorado, when that road is taken by itself and considered separately, are not sufficient to justify the expense of running a separate passenger train from DuQuoin to Eldorado. But why should this branch be considered separately and by itself? Appellee operates its main road and its leased branches as one system, and, as thus operated, the main road and its connections or branches, yield the net yearly income of about \$6,000,000 already referred to.

" * * * The duty required of a railroad company in the matter of transporting passengers is the duty to meet and supply the public wants. These wants are measured by the business actually done, or what, it could be clearly shown, could be done if increased facilities were granted. That there is here a public demand for passenger service is shown by the fact, that a passenger car is attached to a freight train, and that passengers are invited to ride, and do ride, upon this mixed train. It is not contended, that appellee is not abundantly able, out of the earnings realized by it from the system controlled by it, to pay the expense of running a passenger car separately from freight cars over the Belleville and Eldorado railroad and thereby save the traveling public from the increased danger and inconvenience of taking passage on a freight train."

However, a railroad company should not be expected to operate a special passenger service if it is not fairly well patronized. To operate empty passenger trains is an economic loss, and as railroads are by law entitled to earn a fair return upon the value of the property used for transportation, any passenger revenue deficit must be covered by increased freight revenue, which would naturally mean higher freight rates. In any event, the public pays.

It is the opinion of the Board, and it is so ordered, that the respondent railway company should restore on or before May 1, 1927, dependable and satisfactory service and continue such service for a period of at least six months. At the end of this period, the railway company may, if it so desires, and upon good showing, make a request for a modification or annulment of this order.

No. A-4255—1927. A. W. Buell, Brazil, v. C. B. & Q. R. R. Station facilities and service—agent. Upon refusal of the railroad to install an agent at Brazil, the complainant advised he did not desire to have the complaint set down for formal hearing, and the file was closed without prejudice.

Filed November 6, 1926. Closed December 10, 1926.

No. A-4257—1927. John Roorda, Lynnville Junction v. M. & St. L. R. R. Fence. Repairs made.

Filed October 27, 1926. Closed July 18, 1927.

No. A-4260—1927. City of Iowa City v. C. R. & I. C. Ry. Viaduct—Wolf Avenue. Satisfactorily adjusted.

Filed November 1, 1926. Closed July 20, 1927.

No. A-4262—1927. Town Council of Janesville v. Illinois Central Railroad. Ordinance regulating speed of trains. Electrical signal device installed at Main Street. The complainants failed to reply to inquiries from this office, and the file was closed without prejudice.

Filed November 26, 1926. Closed November 21, 1927.

No. A-4263—1927. Chas. E. Callahan, Ames, vs. Ft. D., D. M. & S. R. R. Fence. Repairs made.

Filed November 30, 1926. Closed February 7, 1927.

No. A-4265—1927. Miriam S. Hollowell, Ft. Madison, v. C. R. I. & P. and C. B. & Q. R. R. Train connections to Ottumwa and West Liberty. Satisfactorily adjusted.

Filed November 20, 1926. Closed January 13, 1927.

No. A-4266—1927. Town of Traer. Ordinance regulating speed of trains within Traer. Ordinance No. 27 approved.

Filed December 30, 1926. Closed January 22, 1927.

No. A-4267—1927. Freeman R. Miller, Sheldon, v. C. M. & St. P. Ry. Fence. Repairs made.

Filed January 11, 1927. Closed May 12, 1927.

No. A-4268—1927. City of Onawa vs. C. & N. W. Ry. Crossing protection. Satisfactorily adjusted.

Filed January 18, 1927. Closed May 4, 1927.

No. A-4269—1927. City of Sioux City v. Railways. Viaduct over Pierce and Nebraska Streets. Application withdrawn.

Filed February 1, 1927. Closed Nov. 9, 1927.

No. A-4270—1927.

CITIZENS OF CAMBRIA, *Complainants,*

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendants.*

Decided June 13, 1927.

STATION FACILITIES AND SERVICE—AGENT.

Found, upon hearing, for a number of years defendants maintained an agent at Cambria whose wages were \$60 a month; U. S. Labor Board ruled that if defendants maintained an agent there defendants would have to pay him \$102.00 a month; questionable whether defendants were justified in paying \$60.00; \$102.00 a month not justified; would more than equal entire revenue from passenger traffic; telephone line connecting Cambria with station at Humeston installed and custodian placed in charge at Cambria, who, while not called an agent, does most of the duties of an agent.

Held, Board not warranted in compelling employment of operating agent; complaint as to agent dismissed. Assurance made at hearing that certain details would be worked out which would improve the service, through cooperation of custodian at Cambria and agent at Humeston.

For the Complainants—W. S. McCaull, Atty., Garden Grove, Iowa.

For the Chicago, Burlington & Quincy Railroad Company, Defendant—J. C. Pryor, Atty., Burlington, Iowa.

The Board received on February 3, 1927, petition of the citizens of Cambria, reciting that the respondent railroad company had "closed the depot and removed the agent, greatly to the inconvenience of the citizens in and around Cambria." The matter was taken up immediately with the respondent railroad company and upon March 4th the respondent railroad company filed its answer by W. D. Eaton, Attorney for the Iowa District. The company contended that the reason for the change was that for a number of years they had maintained an agent at Cambria, whose wages were Sixty Dollars (\$60.00) a month. The United States Labor Board ruled that if the company maintained an agent there they would have to pay him One Hundred Two Dollars (\$102.00) a month; that it had been questionable whether the company was justified in paying even Sixty Dollars (\$60.00) a month, but when it came to requiring One Hundred Two Dollars (\$102.00) a month, the company felt they would not be justified in paying it; One Hundred Two Dollars (\$102.00) a month would more than equal the entire revenue from passenger traffic at that place; that the railroad company installed a telephone line connecting Cambria with the station at Humeston, five miles away, and put a custodian in charge of the Cambria station, who, while not called an agent, does practically most of the duties that a man would perform if he

were there and called "Agent." Easy and prompt communication is supplied through the custodian with the agent at Humeston; that a stock shipper has no more difficulty in caring for his shipments now than before but that he might have to use a telephone in making known his wishes; that there is no more difficulty for a stock shipper to arrange by telephone from Cambria with the agent at Humeston for what he wants and have it supplied than there would be for a shipper in Des Moines to telephone to the agent at Des Moines and make known his needs. That in the opinion of the railroad company it was now furnishing good facilities, perhaps even more than the business offered at that town would justify.

It was stipulated at the hearing that a statement filed by the company showing the business done at Cambria would be accepted as evidence. The statement follows:

1922—Carload Shipments Forwarded	117
Carload Shipments Received	32
LCL Shipments Forwarded	60,207 lbs.
LCL Shipments Received	417,386 lbs.
Total passenger revenue for the year.....	\$1,486.69
1923—Carload Shipments Forwarded	145
Carload Shipments Received	85
LCL Shipments Forwarded	44,791 lbs.
LCL Shipments Received	541,331 lbs.
Passenger revenue for the entire year.....	\$1,477.80
1924—Carload Shipments Forwarded	144
Carload Shipments Received	28
LCL Shipments Forwarded	44,328 lbs.
LCL Shipments Received	450,880 lbs.
Passenger revenue for the entire year.....	\$1,375.55
1925—Carload Shipments Forwarded	83
Carload Shipments Received	32
LCL Shipments Forwarded	28,180 lbs.
LCL Shipments Received	353,697 lbs.
Total passenger revenue for the year.....	\$1,062.47
1926—Carload Shipments Forwarded	95
Carload Shipments Received	38
LCL Shipments Forwarded	53,872 lbs.
LCL Shipments Received	466,548 lbs.
Up to July 15, 1926, when the agent was removed and custodian put in his place, the revenue was only	\$545.52"

A number of witnesses were examined, representing the petitioners, who stated generally that they were having very little trouble in having their freight handled promptly and without inconvenience to them with the exception of being unable to get their freight bills from Humeston so that bad order or lost items could be noted on the bill itself to facilitate settlement with the shipping houses. The representatives of the railroad company present stated that this condition would be remedied. There was some complaint made by witnesses that in shipping live stock they did not get their bills of lading unless they accompanied the stock. The representatives of the railroad company present also assured the shippers that this matter would be taken care of to their entire satisfaction.

The witnesses for the railroad company maintained that the business offered at this station was utterly inadequate to warrant the employment of a regular agent at One Hundred One (\$101.00) Dollars per month; that Cambria station, being one of the stations closed by their working arrangements with the operator's union, would not permit of the employment of a non-operating agent at Sixty Dollars (\$60.00) per month, so that the only thing they could do was to hire a custodian under the arrangements which they have. There is no charge made for telephone service between their station at Cambria and the station at Humeston.

There was some complaint made with reference to difficulty in having baggage checked when starting on a trip from Cambria, but this was explained by the agent of the railroad company at Humeston, who stated that they took care of it at that station, that it was loaded by the baggageman or others at Cambria, and was then checked when the train reached Humeston.

It was in evidence that the freight receipts at Cambria for the past few years approximated Six Thousand Dollars (\$6,000.00) annually, and as indicated in the statement the passenger business has declined since 1924. It was in evidence that the trains all stopped at Cambria as heretofore, that the service in no respect has been curtailed except that there is not an operating agent at Cambria, that shipments into Cambria must be prepaid, and that there can be no billing from the station at Cambria, this having to be done by telephone through the agency at Humeston. It was also in evidence that the ratio of agency expense to operating revenue on the Chicago, Burlington & Quincy Railroad Company for the year 1925 was 5.4%, for the year 1926, 5.3% for the entire line; that in Iowa the ratio for the same year was 6.7% and 6.1%; that the ratio of station operating expense to operating revenue for a large number of the so-called trunk lines average 5.5%, but that if the operating agency was installed at Cambria as requested, the operating ratio would be 17%.

Cambria is a town of something over One Hundred (100) inhabitants, situated in a good country, shipping a good deal of live stock in season, and is entitled, of course, to all of the conveniences a shipping place of this importance has a right to demand. After carefully considering the whole situation, however, the Board does not believe it would be warranted in compelling the employment of an operating agent, apparently the only one under the ruling of the United States Labor Board who could be employed, other than a custodian, and that part of the complaint is, therefore, dismissed without prejudice.

With reference to conveniences provided for shippers through the agency at Humeston, the Board believes that there are some details that can be adjusted in making it quite satisfactory for shippers of incoming and outgoing freight at Cambria to be adequately served by the present arrangement. Assurances were made at the hearing that these details would be taken care of. When this is done and those conditions maintained, we believe at this time this is all that could be required of the carrier as to station service at Cambria. 652

No. A-4271—1927. H. C. Housh, Murray, v. C. B. & Q. R. R. Dangerous highway crossing. Obstructions to view removed.

Filed January 31, 1927. Closed November 19, 1927.

No. A-4272—1927. J. A. Klimesh, Conover, v. C. M. & St. P. Train service. Application dismissed.

Filed February 24, 1927. Closed April 28, 1927.

No. A-4273—1927. Mrs. M. C. Boysen, Melbourne, vs. C. G. W. Fence. Repairs made.

Filed April 9, 1927. Closed July 20, 1927.

No. A-4274—1927. Citizens of Plum Creek Township, Kossuth County, v. C. & N. W. Ry. Dangerous highway crossing. Complainants failed to reply to letters from this office, and the file was closed without prejudice.

Filed April 13, 1927. Closed November 19, 1927.

No. A-4275—1927. Wm. Jinkinson, Sheldon, v. C. M. & St. P. Ry. Private crossing. Closed without prejudice.

Filed April 14, 1927. Closed July 30, 1927.

No. A-4276—1927. A. C. Minear, Kilbourne, v. C. R. I. & P. Ry. Fence. Repairs made.

Filed April 26, 1927. Closed June 3, 1927.

No. A-4277—1927. W. L. Hart, Otho, v. M. & St. L. R. R. Fence. Repairs made.

Filed April 16, 1927. Closed July 12, 1927.

No. A-4278—1927. A. M. Wagner, Richland, v. M. & St. L. R. R. Drainage. Carload of cinders unloaded in low spot complained of. No jurisdiction in this Board. Closed without prejudice.

Filed April 23, 1927. Closed July 30, 1927.

No. A-4280—1927. E. T. Dufur, Lorimor, v. C. B. & Q. R. R. Train service—stopping train at C. G. W. crossing. Representative of railroad called on complainant. Mr. Dufur failed to reply to inquiries from this office as to the outcome of the conference, and the file was closed without prejudice.

Filed March 26, 1927. Closed July 30, 1927.

No. A-4281—1927. O. G. Hardwig, Waverly, v. C. R. I. & P. Ry. Co. Train service. Satisfactorily adjusted.

Filed March 16, 1927. Closed November 7, 1927.

No. A-4283—1927. Farmers Elevator Co., Aurelia, v. Illinois Central R. R. Site. Satisfactorily adjusted.

Filed April 22, 1927. Closed November 21, 1927.

No. A-4284—1927. W. L. Barnes, McClelland, v. C. G. W. R. R. Station facilities and service—agent. The complainant failing to reply to inquiries from this office as to whether or not he desired a formal hearing, the file was closed without prejudice.

Filed April 29, 1927. Closed July 30, 1927.

No. A-4285—1927. Henry Demmer, Dyersville, v. C. G. W. R. R. Fence. Repairs made.

Filed May 2, 1927. Closed November 27, 1927.

No. A-4286—1927. Hugh Lawrence, Waucoma, v. C. M. & St. P. Ry. Highway crossing west of Jackson Junction. Repairs made.

Filed May 11, 1927. Closed September 19, 1927.

No. A-4287—1927. Chicago, Burlington & Quincy R. R. Co. Train service at Cromwell and Nodaway. Discontinuing stopping of Train No. 3.

Filed May 26, 1927. Closed May 28, 1927.

No. A-4288—1927. J. A. Dickinson, Richland, v. M. & St. L. R. R. Private crossing. Adjusted.

Filed May 20, 1927. Closed July 22, 1927.

No. A-4289—1927. Diehl Richardson, Cambridge, v. C. M. & St. P. Ry. Cattle guard fence—east of Elwell. Adjusted.

Filed June 2, 1927. Closed September 2, 1927.

No. A-4290—1927. J. F. Stoker, et al., Yorkshire, v. C. M. & St. P. Ry. Station facilities and service—closing of station. Custodian installed.

Filed June 9, 1927. Closed July 20, 1927.

No. A-4292—1927. Henry Krough, Melbourne, v. C. G. W. R. R. Private crossing. Satisfactorily adjusted.

Filed June 29, 1927. Closed November 11, 1927.

No. A-4293—1927. Chas. W. Johnson, Waukeg, v. C. M. & St. P. Ry. Cattle guards at crossing. Satisfactorily adjusted.

Filed July 7, 1927. Closed December 1, 1927.

No. A-4294—1927. Geo. W. Koster, Gladbrook, v. C. G. W. R. R. Fence. Repairs made.

Filed July 8, 1927. Closed August 2, 1927.

No. A-4295—1927. J. B. Knouf, Orillia, v. C. G. W. R. R. Fence. Repairs made.

Filed May 18, 1927. Closed June 6, 1927.

No. A-4297—1927.

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY, *Complainants*,

v.

IOWA STATE HIGHWAY COMMISSION, AMES, *Defendants*

Decided August 23, 1927.

HIGHWAY CROSSING—EAST OF WAVERLY.

Memorandum of agreement between complainants, Board of Supervisors of Bremer county, and Iowa State Highway Commission, (full context follows), adopted by Board, to become effective when said Primary Road No. 10, referred to therein, is located as indicated; order of adoption made without prejudice to the right of either party to ask for modification or vacation of the order at some future time, for good cause.

It appearing to the Board, by papers submitted to it, that the Board of Supervisors of Bremer County and the Waterloo, Cedar Falls & Northern Railway Company are agreeable to an order requiring said Waterloo, Cedar Falls & Northern Railway Company to stop its trains, engines, cars, or other power-propelled rolling stock, operated over its tracks, at a distance of not less than fifty (50) nor more than two hundred (200) feet from the point of intersection of the centerline of Primary Road No. 10 before said highway is crossed at the point where the county road east of Waverly now intersects the right of way and tracks of the railway company near the center of Section 1, Township 91 North, Range 14 West, and between Sections 4 and 9, Township 91 North, Range 13 West, Bremer County; the whistle on the locomotive or motor car to be sounded twice after the train, engine or car is brought to full stop and before proceeding in the direction of the crossing; the bell on the locomotive or motor car to be rung continuously after sounding said whistle until said crossing is passed; and

It further appearing that the Board of Supervisors in consideration of said order, agrees to keep the highway right of way in the vicinity of the crossing, free from signs, weeds, or other obstructions which will interfere with the clear vision of trains or cars by persons operating vehicles on the highway; and that the railway company agrees to reconstruct, thereafter maintaining in good condition at all times, plank or other suitable crossing structures adjacent to the rails in its tracks for a width of not less than twenty-eight (28) feet measured at right angles to the centerline of the highway at the point of intersection with the centerline of the railway track.

All of the foregoing order to be upon the condition that the Iowa State Highway Commission locates Primary Road No. 10 so as to intersect the right of way and tracks of the Railway Company near the center of Section 1, Township 91 North, Range 14 West, and between Sections 4 and 9, Township 91 North, Range 13 West, Bremer County, Iowa.

Upon consideration of the matter so presented to the Board, it adopts the foregoing statement of the agreed order as its order herein, to become effective when said Primary Road No. 10 is located as indicated, the order, however, being made without prejudice to the right of either party hereto to ask for modification or vacation of the order at some future time for good cause.

No. A-4299—1927. Patrick Gavin, Forest City, v. C. R. I. & P. Ry. Gate on right of way. Adjusted.

Filed July 16, 1927. Closed November 21, 1927.

No. A-4300—1927. Mrs. Helena Miller, Cumming, v. C. G. W. R. R. Private crossing. Adjusted.

Filed August 12, 1927. Closed November 12, 1927.

No. A-4301—1927. Trustees of Kennebec Township, Castana, v. Illinois Central R. R. Highway crossing—Monona County. The complainants failed to reply to inquiries from this office as to their attitude towards a proposition made by the railroad company, and the file was closed without prejudice.

Filed August 16, 1927. Closed November 21, 1927.

No. A-4303—1927. A. J. Johnson, Brighton, v. C. R. I. & P. Ry. Viaduct. Satisfactorily adjusted.

Filed August 19, 1927. Closed October 20, 1927.

No. A-4305—1927. L. Wies, Moorland, v. M. & St. L. R. R. Obstructing crossing with cars, at Tara. Satisfactorily adjusted.

Filed September 1, 1927. Closed September 30, 1927.

No. A-4308—1927. Henry Pickard & Son, East Pleasant Plain, v. C. R. I. & P. Ry. Station facilities and service—agent. Satisfactorily adjusted—agent retained.

Filed September 13, 1927. Closed October 20, 1927.

No. A-4310—1927. John Meyer, Pioneer, v. M. & St. L. R. R. Highway crossing. Adjusted.

Filed September 16, 1927. Closed November 12, 1927.

No. A-4311—1927. Edward Hertz, Van Cleve, v. M. & St. L. R. R. Fence through farm of Abbie B. Otte. Repairs made.

Filed September 19, 1927. Closed October 30, 1927.

No. A-4312—1927. State Board of Health, Des Moines, v. W. C. F. & N. Ry. Dangerous highway crossing near Center Point. Conditions at crossing improved.

Filed September 17, 1927. Closed November 29, 1927.

No. A-4313—1927. Cyril W. Jirak, Jackson Junction, v. C. M. & St. P. Ry. Highway crossing. Repairs made.

Filed September 19, 1927. Closed November 11, 1927.

No. A-4314—1927. Mr. Wilkes, Donnelley, v. C. B. & Q. Highway crossing. Necessary repairs made.

Filed September 28, 1927. Closed October 25, 1927.

No. A-4317—1927. E. J. Saxton, Tiffin, v. C. R. I. & P. Ry. Co. Station facilities and service—agent. Agent retained.

Filed October 1, 1927. Closed October 10, 1927.

No. A-4319—1927. Martin Dammann, Melbourne, v. C. G. W. R. R. Highway crossing. New planks installed.

Filed October 1, 1927. Closed November 24, 1927.

No. A-4334—1927. Wabash Railway Company and Board of Supervisors of Polk County, Des Moines. Highway crossing, east of Adelphi. Satisfactorily adjusted by agreement, approved by the Railroad Commission on November 30, 1927.

Filed November 25, 1927. Closed November 30, 1927.

Rate and Classification Cases Closed During 1927

No. B-1024—1927. Keokuk Electro-Metals Company, Chicago, Illinois. Application for commodity rate on pig iron, carloads.

Adjusted by carriers.

Filed February 2, 1927. Closed January 31, 1927.

No. B-1047—1926.

R. C. FYFE, CHAIRMAN, WESTERN CLASSIFICATION COMMITTEE,
CHICAGO, ILL., *Petitioner.*

Decided March 7, 1927.

REQUEST FOR ADOPTION OF WESTERN CLASSIFICATION NO. 59 IN IOWA.

SUPPLEMENTAL DECISION AND ORDER—DECISION AND ORDER OF

OCTOBER 12, 1926, AMENDED AS TO EXCEPTIONS.

SUPPLEMENTAL DECISION AND ORDER—*Decided March 24, 1927.*

SUPPLEMENTAL DECISION AND ORDER—*Decided April 13, 1927.*

For Shippers—J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel; E. G. Wylie, Greater Des Moines Committee, Inc.; F. R. Vaughn, Green Foundry & Furnace Works, Des Moines, Iowa; W. J. Souder, Des Moines Clay Co., Des Moines, Iowa; W. J. Fitzgerald, T. M., The Gypsum Interests, Chicago; E. V. Wilson, A. T. M., U. S. Gypsum Co., Chicago; E. S. Gubernator, G. T. M., Lehigh Portland Cement Co., Allentown, Pa.; Chas. Shackell, Penick & Ford, Ltd., Cedar Rapids, Iowa; R. O. Youngerman, T. M., Mason City Brick and Tile Co., Mason City; L. M. O'Leary, Ft. Dodge Chamber of Commerce, Ft. Dodge; E. T. Hitchcock, T. M., Sinclair Co., Ltd., Cedar Rapids; C. O. Dawson, Jacob Decker & Sons, Mason City; Leo E. Golden, Burlington Shippers Association, Burlington; and Joel Turney & Co., Fairfield; Wesley E. Keller, Northwestern Lumbermen's Assn., Minneapolis, Minn.; A. B. Hamilton, T. M., United Clay Products Corp., Kansas City, Mo.; W. S. Norris, T. M., Great Atlantic & Pacific Tea Co., Des Moines; C. G. Baker, T. M., Ottumwa Chamber of Commerce, Ottumwa; J. L. Behrens, T. M., Muscatine Shippers Assn., Muscatine; A. B. Combs, Iowa Independent Oil Men's Assn., and Leader Oil Co., Dubuque; F. P. Dougherty, Universal Gypsum & Lime Co., Chicago; R. E. Owen, The Beaver Products Co., Inc., Chicago; B. A. MacDonald, Northwestern States Portland Cement Co., Mason City; B. J. Drummond, Chamber of Commerce, Mason City, Iowa; O. W. Strandell, Des Moines Sawmill Co., Des Moines; H. G. Shillito, Iowa Packing Co., Des Moines; Swift & Co., Chicago; C. L. Epley, Ford Motor Co., Des Moines; C. L. James, Civic & Traffic Assn., Council Bluffs; Evan L. Walters, Mona Motor Oil Co. and others, Council Bluffs; Chas. D. Blaine, Iten Biscuit Co., Omaha, Neb.; L. A. Howe, Wood Brothers Thresher Co., Des Moines; E. J. Heck, Pease Hay Commission Co., Des Moines; Walter Huncke, Des Moines, for Horn Bros. Timber Co., Centerville; C. F. Franzen, American Beet Sugar Co., Mason City; F. R. Leslie, Waldorf Paper Products Co., St. Paul, Minn.; T. W. Oliphant, Cooperative Distributing Co., Des Moines; E. C. Thomas, Warfield-Pratt-Howell Co., Des Moines; C. R. Jarvis, American Live Stock Powder Co., Shenandoah; George Wrightman, American Stockmen's Supplies Assn., Des Moines; E. F. Fox, Fox Chemical Co., Des Moines; A. G. Kampmeier, Shores-Mueller Co., Cedar Rapids; H. A. Marshall, Walnut Grove Co., Anita; H. C. Phillips, T. M., Keokuk Shippers' Assn., Keokuk; F. A. Board, Mgr.-Treas., Iowa Can Co., Keokuk; S. G. Creswick, Dubuque Shippers' Assn., Dubuque; C. E. Kiesele, T. M., H. B. Glover Co., Dubuque; C. K. Hutchins, The Ruberoid Co., Des Moines; B. J. Brockett, Shaffer Oil & Ref. Co., Chicago; J. W. Minton, Sinclair Refining Co., Chicago; L. R. Cowles, White Eagle Oil & Refining Co., Kansas City; C. M. Hart, Iowa Fiber Box Co., Keokuk; Guy Adams, Pratt Paper Co., Des Moines; J. J. Suess, A. T. M., Rock Island Plow Co., Rock

Island, Ill.; C. A. Hanson, Waterloo Concrete Corporation, Waterloo; H. S. Pierce, Lagomarcino-Grupe Co., Burlington; E. O. Anderson, Chamber of Commerce, Rock Island, Ill.; G. Frank Morris, Kohrs Packing Co., Kohrs Cold Storage Co., Davenport; F. A. Fields, Standard Seed Co., Des Moines; Iowa Seed Dealers Assn.—Geo. P. Sexauer & Sons, Standard Seed Co., of Des Moines, and Berry Seed Co., Clarinda; J. L. Robinson Des Moines, Halv-Neely Co., Sioux City, Todd & Kraft Co., Des Moines; H. F. Sundberg, Chamber of Commerce, Cedar Rapids; C. C. Crouse, Iowa Manufacturers Assn., Des Moines; R. A. Sloan, Federal Gypsum Co., Des Moines; A. G. Briggs, Transcontinental Oil Co., Tulsa, Okla.; R. H. Phillips, Transcontinental Oil Co., Des Moines, M. R. Basford, Waterloo Fruit & Commission Co., Waterloo; C. A. Heath, The Rath Packing Co., Waterloo; R. D. Waller, Dubuque—Farley & Loetscher Mfg. Co., Dubuque, Loetscher-Burch Mfg. Co., Des Moines, Huttig Mfg. Co., Muscatine, Roach & Musser Co., Muscatine; Fred C. Mayer, Curtis Companies, Inc., Clinton; W. G. Doran, Dubuque, Carr, Ryder & Adams Co., Carr Younger Co., Des Moines; Glenn Sargeant, Sioux City Brick & Tile Co., Sioux City; W. A. Queale, Redfield Brick & Tile Co., Redfield; F. D. Pearce, Sheffield Brick & Tile Co., Sheffield; G. H. Galvin, Rockford Brick & Tile Co., Rockford, Iowa; Walter E. McCornack, 1258 First Natl. Bank Bldg., Chicago;—Interior Iowa Packers, Harry W. Davis, T. M., John Morrell Co., Ottumwa; John A. Kuhn, T. M., Omaha Grain Exchange, Omaha; W. G. Sterne, Iowa Fiber Box Co., Keokuk; Ralph Bolton, Ankeny Linseed Mfg. Co., Des Moines; A. L. Lufck, Iowa Valley Oper. Co., Belmont.

For the Carriers—R. C. Fyfe, Chairman, Western Classification Committee, Chicago, Ill.; O. T. Cull, C., M. & St. P. Ry. Co., Chicago, Ill.; A. F. Cleveland, C. & N. W. Ry. Co., Chicago, Ill.; P. F. Gault, C. & N. W. Ry. Co., Chicago, Ill.; E. Riggs, C., R. I. & P. Ry. Co., Chicago, Ill.; Henry Christianson, C., B. & Q. R. R. Co., Chicago, Ill.; Geo. F. Daniels, Genl. Agt., Erie Railway, Des Moines; H. E. Bates, D. M. & C. I. Ry., Des Moines; Phil Schorr, Wabash Railway, Des Moines; Ralph Shaeffer, Ft. D., D. M. & S. R. R., Boone, Iowa; F. M. Steele, Ft. D., D. M. & S. R. R., Boone, Iowa; J. B. Rayn, C., R. I. & P. Ry. Co., Des Moines; H. J. Polack, C., B. & Q. R. R. Co., Chicago; B. F. Moffatt, M. & St. L. R. R. Co., Minneapolis, Minn.; R. G. Raasch, Illinois Central R. R., Chicago.

After notice as provided by law, the Commission held a hearing, giving everyone an opportunity to present his views upon the various suggested exceptions to the Western Classification which should be made applicable to Iowa intrastate traffic.

After careful consideration of all of the evidence introduced and arguments made, the Board has reached the conclusion that its Decision and Order of October 12, 1926, should be amended by rescinding that portion of the Order providing for the exceptions to be made to Western Classification for Iowa intrastate traffic to be effective the same date as the Classification, and in lieu thereof it is hereby ordered that effective simultaneously with the effective date of the Western Classification on Iowa intrastate traffic, the following exceptions are found to be just and reasonable maximum requirements upon intrastate traffic:

Nos.	Articles	Rating
1	Agricultural Implements: Returned: Including windmills and parts thereof, returned to factory making them, to branch houses thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignee or plainly shown in billing, will be charged half tariff rates, otherwise full tariff will be charged. All charges to be prepaid or fully guaranteed.	

Rules Nos.	Articles	Rating
2	Bags, cotton, other than clayed, old (used bags). Subject to Notes 1 and 2, Pages 74 and 75, Current Western Classification, in bags, bales, barrels, boxes, bundles, crates and rolls, L. C. L.....	½ of 4th Class
3	Bags, paper, other than oiled or waxed paper, printed: In boxes, bales, bundles or crates, L. C. L..... Wrapping paper, other than oiled or waxed, printed or imprinted: In boxes, crates, bundles or rolls, L. C. L.....	3d Class 3d Class
4	Boxes: Fibreboard, pulpboard or strawboard, without wooden frames (paper boxes): S. U., nested or not nested, in bundles, L. C. L.....	D-1
5	Boxes: Corrugated, K. D. flat or folded flat: In boxes, bundles or crates, L. C. L.....	4th Class
6	Building woodwork (house trim), not further finished than primed: Native Wood, Canadian Wood or Mexican Pine: (Subject to packing requirements of Current Western Classification.) Sash, glazed, other than plate, stained or leaded, L. C. L..... Doors, glazed, other than leaded or plate, L. C. L..... Door and window frames, K. D., L. C. L..... Blinds and shutters, slatted, L. C. L..... Blinds and shutters, solid, L. C. L..... Moldings, (Except picture moldings) L. C. L..... Blocks, L. C. L..... Balusters, L. C. L..... Stair treads and risers, L. C. L.....	4th Class 4th Class 4th Class 4th Class 4th Class 4th Class 4th Class 4th Class 4th Class
7	Buttons: In double bags, L. C. L.....	1st Class
8	Cans, Empty, N. O. I. B. N.: Fibreboard, paper, pulpboard or strawboard: With fibreboard, paper, pulpboard or strawboard tops or bottoms: S. U., loose or in packages, C. L., minimum weight, 10,000 lbs., subject to Rule 34, Current Western Classification	3d Class
9	China Cabinets (China Closets): In boxes or crates, L. C. L.....	1½
10	Cooperage: Barrels, casks, drums, half barrels, hogsheads, kegs, puncheons, tierces, wooden, slack. Barrels, casks, drums, half barrels, hogsheads, kegs, puncheons, tierces, well buckets, wooden, tight. Subject to the following min. wts.: Slack lbs. Tight lbs. In cars 35 ft. 6 in. and under.....10,000 14,000 In cars over 36 ft. 6 in. and not over 37 ft. 6 in.10,300 14,420 In cars over 37 ft. 6 in. and not over 38 ft. 6 in.10,600 14,840 In cars over 38 ft. 6 in. and not over 39 ft. 6 in.10,900 15,260 In cars over 39 ft. 6 in. and not over 40 ft. 6 in.11,200 15,680 In cars over 40 ft. 6 in. and not over 41 ft. 6 in.11,700 17,000 In cars over 41 ft. 6 in. and not over 42 ft. 6 in.12,200 18,000 In cars over 42 ft. 6 in. and not over 46 ft. 6 in.14,200 19,000 In cars over 46 ft. 6 in. and not over 50 ft. 6 in.16,200 22,000 In cars over 50 ft. 6 in.20,000 25,000 Mixed carloads of Slack and Tight Barrels will be charged for at the higher minimum weight.	Class D (See Exception No. 1)

Rules Nos.	Articles	Rating
	Note—When carriers are unable to furnish cars as ordered by shippers, the car or cars actually furnished will be subject to the provisions of Section 3 of Rule 34 of Current Western Classification. Exception No. 1—Class D will not apply on barrels, casks, half barrels, hogsheads, kegs, puncheons or tierces, wooden, old, which have previously been used as containers. See Current Western Classification.	
	Cucumbers, in brine, C. L., minimum weight 36,000 lbs. Applies only when for concentration or manufacture and reshipment.	Class C
12	Drums or barrels, iron or steel: Cylinders, iron or steel. Second-hand empty, returned:	½ of 4th Class
13	Egg case or egg carrier fillers: Fibreboard, paper, pulpboard, strawboard or wooden, K. D., folded flat or nested or cup flats nested in boxes, bundles or in egg cases, completely filled, L. C. L. C. L., minimum weight 30,000 lbs.	3d Class Class B
14	Farm wagons, with or without bodies, or farm trucks, horse drawn, K. D., loose or in packages, or farm wagon bodies, K. D., in boxes, bundles or crates, L. C. L.	3d Class
15	Hay: In carloads, minimum weight 20,000 lbs.	Class D
16	Hides, sheep pelts and goat skins, green and green salted, including hog skins, frozen or green salted: In bags, barrels, boxes or bundles, L. C. L.	4th Class
17	Meats: Green salted, C. L., Minimum weight 30,000 lbs.	5th Class
18	Oil (gasoline): Refined oil, illuminating or burning, and kerosene, L. C. L.	4th Class
19	Peanut Butter: In pails, in boxes or crates, L. C. L. In metal cans, in barrels, boxes or crates, or in bulk in barrels, L. C. L.	4th Class 4th Class
20	Petroleum or Petroleum Products, including Compound Oils with a petroleum base, classified Third Class in Current Western Classification, L. C. L.	4th Class
21	Plaster: Land, calcined, plaster of Paris, stucco or wall: In paper bags (conforming to Current Western Classification Rule 40, Sec. 10 (C) bag No. 5 or 6), L. C. L.	4th Class
22	Poultry, Live: (Subject to Notes 1, 2, 3 and 4, Pages 359 and 360), Current Western Classification No. 59): In coops or crates, or in poultry cars, C. L., minimum weight 20,000 lbs.	4th Class
23	Poultry, (Live), less than carload, transported in coops, in common cars. When transported in Poultry or Palace cars, charge will be on the basis of the carload rate and minimum weight. Shipments of Live Poultry, less than carload, consigned to "Order" or "Notify" will not be accepted. Exceptions—The rates in this rule not subject to the minimum class rates.	1st Class (See Exceptions)
24	Tomatoes, fresh, carload (when consigned to canning or preserving plants), minimum weight 24,000 lbs.	Class C

Rules Nos.	Articles	Rating
25	Vegetables, Fresh or Green: Beets, without tops, Cabbage, Parsnips, without tops, Potatoes, Sweet or other than Sweet, Rutabagas, Turnips, without tops, Yams, In baskets with slatted or solid wooden tops in standard bushel baskets, in barrels with cloth tops, or in bags, barrels, boxes or crates, L. C. L.	4th Class
26	Wooden butter tubs, lard tubs, straight carloads and mixed carloads with wooden barrels, kegs, buckets and drums: C. L. minimum weight 24,000 lbs. (Subject to Rule 34)	Class D
	Rules Nos. Minimum Weights	Min. Wgt. in Pounds
27	Flaxseed, in packages or in bulk in cloth or paper lined cars. (See Note) C. L. NOTE—Cars to be loaded in bulk with Seeds, subject to this note, must be securely lined with cloth or paper by the shipper or at his expense.	30,000
28	Seeds: Alfalfa, Canary, Cane or Sorghum, Clover, Broom Corn, Rape, Sunflower and Grass Seed, in barrels or sacks, straight or mixed carloads.	24,000
29	Sugar: Cane, Beet or Corn: C. L. minimum weight	30,000
30	Dunnage with Articles Loaded in Box, Stock, Ventilated or Refrigerator Cars. An allowance not to exceed 500 lbs. will be made for Racks, Standards, Strips, Supports and Blocks furnished by shippers in box, stock, ventilated or refrigerator cars, or on flat or Gondola cars loaded with freight requiring their use. Provided, that in no case shall less than the specified minimum weight be charged on the property.	
31	Grain and seeds in mixed carload will be taken at the carload rate on each, subject to a minimum weight of 20,000 lbs. Any deficiency between actual weight of the entire shipment and minimum weight of 30,000 lbs. to be charged for at the rate of the lowest rated commodity in the car, provided said commodity constitutes fifty per cent (50%) or more of the entire shipment, otherwise said deficiency to be charged for at the rate of the highest rated commodity in the car. Shipper will be required to furnish on bill of lading specific weights of the different kinds of grain or seeds contained in said car. All but one kind of grain or seeds must be sacked; the entire carload being shipped to the same consignee.	
32	Hot air house heating furnaces: Rule 20 of Current Western Classification will not apply.	
	Live Stock: Hogs with calves (see note) mixed C. L. Note—A carload containing one or more hogs with calves (under six months of age and average weight, not exceeding 300 lbs. each) will take rate and minimum weight provided for Hogs, C. L. Each class or Stock to be separated by a good and sufficient partition which shall be furnished by and fastened to the car at the expense of the shipper, without the use of nails or spikes, or any other fastening which will injure or deface the car.	

Rules Nos.	Minimum Weights	Min. Wgt. in Pounds
33	<p>Aggregate weights of Live Stock: When two or more carloads of the same kind of Live Stock are offered for shipment by one owner on the same day, from the same station, destined to a market point at which the hoof weight is the basis for assessing freight charges the aggregate weight of the shipment will be divided between the number of cars in the shipment, subject to the established carload minimum weights. In the event more than one kind of Live Stock is so shipped, each class shall be dealt with separately. Cattle weights cannot be added to Hog Weights nor Sheep and Goat weights to either of the others. Exceptions: Weight of mixed carloads of hogs and calves (under six months of age and average weight not exceeding 300 lbs. each) will be aggregated with weights of similar shipments or with weights of straight carloads of hogs.</p>	Hog Commodity Rate and Minimum Weight
34	<p>Packing Requirements: Exception to Section 3, Rule 39, herein. Part carload freight to be charged at less carload rate or rates, in accordance with Section 3, Rule 39, will be subject in such instances to the carload packing requirements of the Current Western Classification.</p>	
35	<p>IT IS FURTHER ORDERED that the following rule shall be applied to Iowa intrastate traffic in lieu of Rule 10 of Western Classification No. 59 and reissues thereof: Section 1. Except as otherwise provided, when a number of different articles, for which carload ratings or rates are provided, are shipped at one time by one consignor to one consignee and destination, in a carload (See Rule 14, Current Western Classification), they will be charged at the carload rate applicable to the highest classed or rated article, and the carload minimum weight will be the highest provided for any of the articles in the carload. Section 2. When the aggregate charge upon the entire shipment is made lower by considering the articles as if they were divided into two or more separate carloads, the shipment will be charged accordingly. The charges on each separate carload will be based upon the carload rate applicable to the highest classed or rated article therein and the highest carload minimum weight provided for any of the articles therein. Section 3. When the aggregate charge upon the entire shipment is less on basis of carload rate and minimum carload weight (actual or authorized estimated weight to be charged for if in excess of the minimum weight) for one or more of the articles and on basis of actual or authorized estimated weight at less than carload rate or rates for the other article or articles, the shipment will be charged for accordingly. NOTE:—This Rule will not apply upon articles for which carload ratings or rates are not provided nor upon shipments of Live Stock. Rule 24. Current Western Classification, will not apply to mixed carload shipments when any article in the carload would be subject to Rule 34 Current Western Classification, if shipped in straight carloads. Packages containing articles of more than one class will be rated in accordance with the terms of Rule 12, Section 3, Current Western Classification. Specific carload mixtures will not prevent the application of this Rule to the same article or articles in mixed carloads with other article or articles not named in the mixture, but the specific ratings and minimum weight for each article will be used to determine the charge. If a lower charge results under the application of this Rule than under provision for a specific mixture, this Rule will apply.</p>	

IT IS FURTHER ORDERED that the following commodities, carload, shall be published at the ratings and minimum weights shown:

Article, carload	Minimum Weight	Commodity Rate
Beet Pulp, Refuse.....	40,000 lbs.	Sugar Beets
Boxes, corrugated, fibre, K. D., flat or folded flat	40,000 lbs.	Box Board
Soda, Carbonate of (Sal Soda).....	45,000 lbs.	Salt
Soda, Sulphate of (Clausen Salts).....	50,000 lbs.	Salt
Coke	40,000 lbs.	120% Soft Coal Lump
Wood (Fuel)	30,000 lbs.	Soft Coal Lump
Mine Props		
Mine Caps		
Mine Ties		
Bars, Collar Beams and Legs Wooden.....	30,000 lbs.	Soft Coal Lump
Shells, Waste Clam	Stone	Stone

Decided March 24, 1927.

The Board having found that its Supplemental Decision and Order of March 7, 1927, contained some omissions of necessary exceptions, it is hereby ordered that the following changes and additions to the Board's Order of March 7, 1927, be made:

Rule 2 after the word "Bags," the word "jute" to be inserted.

Rule 26, strike out after the word "lbs." beginning with the parenthesis "(Subject to Rule 34)."

Rule 26½ to be inserted as follows: "Paper, scrap or waste, and rags, straight or mixed carloads, minimum weight 30,000 lbs.....Class D."

Rule 34 reads in part: "Packing requirements; exception to Section 3, Rule 39 herein." Through error the Decision was permitted to become effective reading "Rule 39." This should read "Rule 35," and it is hereby order that 35 be inserted in lieu of 39.

It is further ordered that this Supplemental Order be effective simultaneously with the effective date of the Western Classification and the exceptions as provided for in our Supplemental Order of March 7th, namely May 1, 1927.

Decided April 13, 1927.

It appearing by the Board's Order in the above entitled matter dated October 12, 1926, the Supplemental Order dated March 7, 1927, and the Board's Supplemental Order dated March 24, 1927, that the exceptions to the Western Classification, supplements thereto, or reissues thereof, would not be subject to the minimum rate scale applicable to the rating provided in said exceptions made by this Board to said Classification:

It further appearing that such application of the minimum rate scale was contrary to the Board's intention in the promulgation of the Order and Supplemental Orders in the above entitled matter, in that it would in effect nullify in many cases the rating provided by the Board in said exceptions for the average haul for such commodities in Iowa:

IT IS ORDERED that whenever this Board establishes a rating on any article as an exception to the Western Classification the minimum class scale applicable will be based upon such rating, and not upon the rating provided in the said Classification.

IT IS FURTHER ORDERED that this Order shall become effective May 1, 1927.

SEMI-ANNUAL RATE AND CLASSIFICATION HEARING
HELD SEPTEMBER 7 AND 8, 1927.

Decided December 1, 1927.

For the Shippers—Dwight Lewis, Commerce Counsel, Des Moines, Iowa; Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa; A. B. Hamilton, United Clay Products Corporation, Kansas City, Mo.; Wesley E. Keller, Northwestern Lumbermen's Assn., Minneapolis, Minn.; Freeman Bradford, Sioux City Grain Exchange, Sioux City, Iowa; S. G.

Creswick, Dubuque Shippers' Assn., Dubuque, Iowa; J. A. Boden, Mehmken Oil Co., Burlington, Iowa; E. G. Wylle, Greater Des Moines Committee, Inc., Des Moines, Iowa; L. M. O'Leary, Chamber of Commerce, Ft. Dodge, Iowa; C. A. Hanson, Greater Waterloo Assn., Waterloo, Iowa; A. J. Christiansen, Chamber of Commerce, Davenport, Iowa; Walter Huncke, Horn Bros. Timber Co., Des Moines, Iowa; H. F. Sundberg, Chamber of Commerce, Cedar Rapids, Iowa; Leo E. Golden, Mehmken Oil Co., Burlington Shippers' Association, Burlington, Iowa, Iowa Malleable Iron Co., Fairfield, Iowa; H. C. Phillips, Chamber of Commerce, Keokuk, Iowa; J. L. Behrens, Muscatine Shippers' Assn., Muscatine, Iowa; C. G. Baker, Chamber of Commerce, Ottumwa, Iowa; H. W. Davis, John Morrell & Co., Ottumwa, Iowa; C. A. Heath, The Rath Packing Co., Waterloo, Iowa; C. L. James, Civic Traffic Assn., Council Bluffs, Iowa; R. O. Youngerman, T. M., Mason City Brick & Tile Co., Mason City, Iowa.

For the Carriers—R. C. Fyfe, Chairman Western Classification Committee, Chicago, Ill.; A. F. Cleveland, A. F. T. M., C. & N. W. Ry. Co., Chicago, Ill.; P. F. Gault, Commerce Atty., C. & N. W. Ry. Co., Chicago, Ill.; F. C. Furry, A. G. F. A., Illinois Central Railroad, Chicago, Ill.; O. H. Timm, Commerce Assistant, C. M. & St. P. Ry., Chicago, Ill.; J. F. Anderson, C., R. I. & P. Ry. Co.; Chicago, Ill.; F. M. Steele, G. F. & P. A., Ft. D., D. M. & Southern Railroad Co., Boone, Iowa; Phil Schorr, D. F. A., Wabash Ry. Co., Des Moines, Iowa.

B-1314

The Cedar Rapids Chamber of Commerce, Cedar Rapids, Iowa, by H. F. Sundberg, Traffic Manager, filed an application for a commodity rate on sorghum cane, carloads, for hauls of fifty miles or less, contending that under the present rate, the commodity will not move.

The application came on for hearing on September 7, 1927. Testimony was introduced which showed that the Wauconia Sorghum Mill is an industry recently constructed on the Cedar Rapids and Iowa City Railway four and four-tenths miles south of Cedar Rapids and that the sorghum cane which it consumes is grown within a radius of fifty miles of the plant. The movement of this commodity if originating on lines other than the Cedar Rapids and Iowa City Railway necessitates a joint haul. The shipment of sorghum cane by rail is new to Iowa. No rates are provided for shipments of sorghum cane locally in Iowa.

Petitioner proposes the following scale of rates with a minimum carload weight of 40,000 pounds:

	Single Line Per Ton	Joint Line Per Ton
5 to 25 miles.....	\$.60	\$.90
26 to 50 miles.....	.75	1.20

As a result of negotiations between the petitioner and carriers, the following rates were established in items 140 and 583 of E. B. Boyd's freight tariff No. 160-E for single line hauls and for joint hauls over two or more railroads, 80% of the sum of the local charges:

5 to 25 miles.....	7½c per Cwt.
26 to 50 miles.....	9c " "

After a careful consideration of the record before us, we find a just and reasonable rate for the transportation of sorghum cane to be as follows, minimum carload weight 40,000 pounds:

10 miles or less.....	60c per ton
11 to 25 miles.....	75c per ton
26 to 50 miles.....	90c per ton

For joint rates 80% of the single line haul.

It is, therefore, ordered that the rates and minimum carload weights described herein shall become effective on or before February 1, 1928.

Rules 583 and 1002 Boyd's tariff No. 160-E I. C. C. A-1790 are hereby cancelled.

B-1321

Horn Brothers Timber Company, et al., Centerville, Iowa, filed a petition for revision of the carload commodity rate on mine timbers in the State of Iowa, alleging that the present rates exacted are excessive, unjust, unreasonable, unjustly discriminatory and unduly prejudicial, and setting out proposed reasonable, non-discriminatory and non-prejudicial rates. The complaint was submitted to the carriers, who denied the allegations contained therein. This case was accordingly set down for hearing and submitted on the record of the hearing of September 7th.

The complainant's place of business is located at Centerville, Iowa, and they are engaged in the purchase of timber and products thereof and in the production and sale of mine timbers, including mine props, mine caps, mine ties, collar beams and legs, wooden, at various points in southern Iowa, which mine timbers it causes to be shipped in carload lots by railroad to coal mines in Iowa, which mines constitute the market for such mine timbers.

Mine timbers, carloads, move intrastate on the soft coal lump rate. Complainant further alleges that just, reasonable, non-discriminatory and non-prejudicial rates on mine timber, carloads, between points in Iowa would not exceed those shown under complainant's proposed scale of rates in Appendix 1 of the complaint.

The Board is asked to establish rates on mine timbers, carloads, between points in Iowa, not to exceed those proposed by complainant in said Appendix No. 1 to said complaint. A table is set out hereunder, showing for various distances the present and proposed single line rates in cents per ton of 2,000 pounds on mine timbers intrastate:

Miles	Present	Proposed
5.....	65.5.....	45
25.....	87.5.....	65
50.....	115.....	75
75.....	141.....	90
100.....	161.....	100
150.....	181.....	120
175.....	191.....	130
200.....	201.....	140
250.....	213.5.....	170
300.....	226.....	185

The present minimum weight is 30,000 pounds, proposed 90% of marked capacity of car, actual weight to govern when loaded to full visible carrying capacity.

Mine props, also mine legs, are made from saplings or from limbs of larger trees. Props are generally from three to eight feet long, measuring from three to five inches at the small end or tip. Mine legs are generally from five to seven feet long, measuring from four to five inches at the small end or tip and are used as supports for mine bars or collar beams. In manufacturing mine props and legs, the twigs are chopped from the timber, which is the only work done in producing mine props and mine legs.

Mine caps are produced by sawing pieces of timber seven to eight inches in diameter into lengths of twelve or fourteen inches and splitting each piece into smaller pieces. Mine caps are set on the top of a mine prop in the mine room so as to support a large surface. The only work done in producing a mine cap is the sawing and splitting of the stick into pieces, no dressing or other work being necessary. Mine caps are also produced from waste material such as slabs.

Mine (pit) ties are produced by sawing a piece of timber at both ends, making the length four to five feet and the thickness three inches to four inches, and scoring the timber. It is trimmed so as to have approximately one and one-half inches surface so the timber will lie flat. The only work done in producing a mine (pit) tie is to saw the timber at each end and chop it on two sides.

Mine bars are crude pieces of timber eight feet long, sawed at both ends and about five inches to six inches at the small end or tip, no other work being done.

Mine collar beams are crude pieces of timber ten feet to sixteen feet in length and from six inches to seven inches in diameter at the small end or tip, both ends being sawed and no other work being done.

Mine timbers are usually produced from scrub timber (oak, elm, hickory, willow, maple) at any point where such timber is available, and as the supply is exhausted other timber rights are secured and the operation shifts from place to place, consequently mine timbers are shipped from points of origin where there is cut over timber land with scrub timber available.

Mine timber intrastate in Illinois moves under rates no higher than those proposed by the complainant. Intrastate in Minnesota, the commodity moves on rates not substantially different than those sought to be established by the complainant. Between points in upper peninsula of Michigan and northern Wisconsin on state and interstate traffic, the commodity moves on rates substantially lower than the present mine timber rates in Iowa. Mine timbers intrastate in Indiana move on higher rates generally than the present Iowa rates. Intrastate in Missouri, mine timbers move on slightly higher rates than the present Iowa rates.

Respondent submitted various scales of rates under which mine timbers move in the coal-producing states, which scales are higher than the present Iowa mine timber rates.

Respondent's contention is that the density of traffic and the voluminous movement of mine timber intrastate in Illinois warrants a lower basis of rates than that sought by complainant. They contend that the present mine timber rate in Iowa is not unreasonable and that any lesser scale of rates would not be justly compensatory. The record does not show how large the volume of movement of mine timbers there is in Iowa, but a large amount of these articles are necessary and used in the operation of the Iowa coal mines. The coal industry in Iowa is of considerable importance.

The records show that these mine timbers are not a finished or manufactured product, but are more or less in the rough, being sawed to length and hewed in places. Mine timbers are shipped generally in open top cars, not subject to damage and of not very high value.

After a careful review of the record, we find that the rates and minimum weight set out in Appendix 1 of this decision and made a part hereof are just, reasonable, non-discriminatory and non-prejudicial rates on mine timbers, namely; Mine props, mine caps, mine (pit) ties, bars, collar beams and legs, wooden, in straight or mixed carloads. It is ordered that on and after February 1, 1928, the rates charged for the transportation of Mine Timbers, C. L., between points in Iowa shall not exceed the rates shown in Appendix 1 hereof.

APPENDIX NO. 1

Rates in cents per net ton of 2,000 pounds

Miles	Single	Miles	Single
5	45	180	140
10	50	185	140
15	55	190	140
20	60	195	140
25	65	200	140
30	65	210	155
35	70	220	155
40	70	230	155
45	75	240	155
50	75	250	170

55	80	260	170
60	80	270	170
65	85	280	170
70	85	290	185
75	90	300	185
80	90	310	185
85	95	320	185
90	95	330	200
95	100	340	200
100	100	350	200
105	110	360	200
110	110	370	215
115	110	380	215
120	110	390	215
125	110	400	215
130	120	410	230
135	120	420	230
140	120	430	230
145	120	440	230
150	120	450	230
155	130	460	245
160	130	470	245
165	130	480	245
170	130	490	245
175	130	500	245

Minimum weight 90% of marked capacity of car; actual weight to govern when loaded to full visible carrying capacity.

For joint rates, 80% of the single line haul.

Rule 2068, Section 3½, W. T. L. Circular 1-S, I. C. C.—A-1644 is hereby cancelled.

B-1499

John Morrell & Company, meat packers, located at Ottumwa, Iowa, by Harry W. Davis, General Traffic Manager, petitioned the Commission to publish exceptions to Western classification, applicable to Iowa traffic, providing that "less than carload shipments in meat peddler cars will be handled on through billing on joint thru rates" and that "no transfer charges will be added to the transportation charges on shipments in meat peddler cars at L. C. L. rates when such cars are switched from one railroad to a connecting line other than such charges as are applicable on carload shipments."

Petitioner has branches located in various points in Iowa and makes many shipments in what are commonly called meat peddler cars, containing numerous less than carload consignments of meat and meat products destined to various stations along the lines of the carriers. Freight charges are based upon the less carload rates applicable to the respective shipments, the minimum charge per car being based upon 10,000 pounds minimum weight.

Many of these cars move over more than one line to destination, involving the transfer of the car to connecting carrier. When such transfer of meat peddler cars is made from one line to another, the published less than carload transfer charge per hundred weight is assessed the same as though the individual L. C. L. shipments were transferred from one railroad depot to another by dray.

It is to the assessment of the transfer charge provided for drayage transfer even though the peddler car with contents is itself delivered to connecting line, that petitioners object. No such transfer charges

are assessed on interstate shipments of meat peddler cars. Such cars are loaded by the packers at their plant, are iced by them at their expense and they pay the minimum charge per car based on 10,000 pounds at fourth class rate.

Petitioners contend that any drayage transfer charge assessed on L. C. L. shipments by meat peddler cars upon which a minimum per car charge is assessed, is unreasonable, excessive and unjust. They contend that ordinarily when L. C. L. shipments are transferred from one railroad to another, unless the same depot is used by both, the local dray or transfer company performs this service, making a charge therefor which is published in the carrier's tariffs and which is made a part of the through freight charges. Whereas in the case of meat peddler car shipments, there are no transfer charges paid out by the carrier and therefore such charges should not be assessed to the shippers.

After a full consideration of the testimony in this case, we find that a drayage transfer charge on L. C. L. shipments in cars where the transfer from one carrier to another is by the same car, is not justified and is unreasonable and discriminatory.

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

B-1534

The Muscatine Shippers Association, Muscatine, Iowa, by J. L. Behrens, Traffic Manager, filed application for reduction in rates on shells, clam, mussel or oyster, crushed or ground, contending that because of the low value of the crushed or ground shell, the rates should be reduced. The carriers filed a statement in opposition to this request. The petition came on for hearing on September 7, 1927, at the Office of the Board of Railroad Commissioners at Des Moines.

It was shown at the hearing that the whole shell, which is valued at approximately \$30.00 per ton, moves at Class E rates, but the waste, which is valued at from \$1.50 to \$2.00 per ton, moves at stone commodity rates. Petitioner reiterated his request for rates on the crushed shell to be based upon the value of the commodity. Petitioner was given a few days after the close of the hearing to file written information, with a copy to the carriers, as to the value of the crushed oyster, clam and mussel shells. Such information was filed on September 12th and shows that when used for feeding chickens, the value is from \$7.00 to \$7.50 per ton; when used by manufacturers for medicinal poultry food, the value is \$4.00 per ton and when used for fertilizing purposes, the crushed shell or dust is valued at about 75c per ton, all values F. O. B. shipping point.

The carriers contend that very little crushed shell is used for fertilizing purposes and that the greater portion of it is used for chicken grit and is a higher valued commodity than fertilizer and not entitled to a low rate.

After a careful consideration of the testimony in this case and the facts before us, we find that the rates and minimum weights on clam, mussel or oyster shells, crushed or ground, shipped in carloads in bulk for soil treatment, should be the same as prescribed by this Board on February 9, 1923, for agricultural limestone, such rates to be effective February 1, 1928, and it is so ordered.

Pursuant to notice, hearing in the following cases was held on September 7 and 8, 1927, and the following disposition made, effective February 1, 1928:

Item 15, File B-1429 APPLICATION FOR 1½ TIMES THE FIRST CLASS L.C.L. AND CLASS "C" RATING ON WATERMELONS, LOOSE. EXCEPTION TO RULE 27: Iowa Fruit Jobbers Association, by E. Chandler, Sec'y., Cedar Rapids, Iowa.

Citrons or watermelons prepaid in shipments of fifty or more melons,

marked in accordance with Rule 6 of Western Classification..... Rating..... Double first class. No shipments of melons loose tendered for greater distance than one hundred miles, or for destinations on connecting lines, will be accepted.

Item 18, File B-1498 APPLICATION FOR CLASS "E" RATING C. L. ON DIGESTER TANKAGE, BLOOD MEAL, MEAT MEAL, IN PACKAGES, MINIMUM WEIGHT, 30,000 lbs.: Iowa Packers, by Walter McCornack, Atty., Chicago, Ill.

Digester tankage, blood meal and meat meal, straight or mixed carloads, minimum weight 36,000 pounds..... Class E

Item 24, File B-1535 APPLICATION FOR 4TH CLASS RATING ON SILO MATERIAL, L. C. L.: Chamber of Commerce, Ft. Dodge, Iowa, by L. M. O'Leary.

Silo Material, L. C. L., consisting of:

Wooden staves or lumber, cut to length, tongued and grooved	} 4th Class
Doors and tops, wooden.....	
Door frames, wooden.....	
Door frames, wood and iron or steel combined.....	
Silo door frames, iron and steel.....	

Note 1: With the above there may be included at 4th Class rates sufficient iron or steel parts, nails, and paper to equip the silos shipped in the same consignment, weight of such articles not to exceed 20 per cent of the weight of the shipment.

Note 2: For application on all other traffic, see provisions of current Western Classification.

The following petitions were denied:

Item 16, File B-1448 APPLICATION FOR 5TH CLASS RATING ON ROOFING OUTFITS, AND 24,000 POUND MINIMUM: Northwestern Lumbermen's Association, et al., Minneapolis, Minn., by W. E. Keller, T. M.

Item 26, File B-1537 APPLICATION FOR ONE-HALF 4TH CLASS RATING ON BARRELS, WOOD, SECOND HAND, EMPTY: Ankeney Linseed Mfg. Co., Des Moines, Iowa, by J. W. Porley.

Item 27, File B-1538 APPLICATION FOR CHANGE IN CLASSIFICATION OF GRAVE VAULTS: Ottumwa Chamber of Commerce, Ottumwa, Iowa, by C. G. Baker, T. M.

Item 33, File B-1551 APPLICATION FOR CHANGE IN CLASSIFICATION OF WIRE, WELDED OR WOVEN, OR POULTRY NETTING: Ottumwa Chamber of Commerce, Ottumwa, Iowa, by C. G. Baker, T. M.

No. B-1181—1927. Keokuk Shippers Association, et al. Formal ruling by the Board on classification of corrugated fibreboard boxes.

The Board ruled that fourth class should apply until a decision is rendered in I. C. C. Docket No. 1773, Eggers-O'Flyng Company v. C. & N. W. Ry, et al.

See decision of March 7, 1927, page 45.

Filed September 20, 1923. Closed March 7, 1927.

No. B-1199—1927. Keokuk Shippers Association, et al., Keokuk, Iowa. Application for C. L. commodity rate on corrugated fibre packing boxes, K. D.

Filed January 30, 1924. Closed March 7, 1927.

See decision rendered March 7, 1927, page 45.

No. B-1314—1927. Chamber of Commerce, Cedar Rapids. Application for commodity rates on sorghum cane, car loads, single and joint hauls.

See decision rendered December 1, 1927, page 50.

Filed March 11, 1926. Closed December 1, 1927.

No. B-1317—1927. Burlington Shippers Association, Burlington. Application for commodity rates on soap on the present fifth class rate.

Application dismissed.

Filed January 21, 1926. Closed September 7, 1927.

No. B-1321—1927. Horn Brothers Timber Company, Centerville. Petition for revision of carload commodity rates on mine timbers within Iowa. See decision rendered December 1, 1927, page 51. Filed March 31, 1926. Closed December 1, 1927.

No. B-1339—1927.

OMAHA GRAIN EXCHANGE, OMAHA, NEBRASKA, *Complainant*,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendant*.

Decided April 14, 1927.

TRANSIT PRIVILEGES AT COUNCIL BLUFFS ON IOWA INTRASTATE TRAFFIC.

Held, upon hearing, Commission unable to find justification, from facts of record, for ordering re-establishment of transit privileges.

For the Complainant—J. A. Kuhn, T. M., Omaha Grain Exchange, Omaha, Neb.

For the Defendant—Henry Christianson, Chicago, Ill.; R. C. Fyfe, Chairman, Western Classification Committee, Chicago, Ill.

For the Chicago & North Western Railway Company—A. F. Cleveland, Chicago, Ill.

For the Chicago, Milwaukee & St. Paul Railway Company—O. T. Cull, Chicago, Ill.

On June 26, 1926, the Omaha Grain Exchange, by J. A. Kuhn, Traffic Manager, petitioned this Board to suspend the cancellation of transit privileges at Council Bluffs accorded to intrastate shipments on the through joint rate by the Chicago, Burlington & Quincy Railroad local freight tariff No. 4202-H.

On July 10, 1926, the Board suspended the cancellation of said transit privilege by 11th revised page 26, which cancelled 10th revised page 26 to the above named tariff.

Hearing was had on this matter, after proper notice, January 4, 1927.

The respondent Chicago, Burlington & Quincy Railroad Company had, for some time prior to July 12, 1926, granted transit at Council Bluffs on grain originating at points on the Chicago & North Western in Iowa beyond Council Bluffs when destined to points on the Chicago, Burlington & Quincy in Iowa, at the through joint or 80% rates. By the 11th revised page 26 such transit privileges were withdrawn at Council Bluffs, intrastate.

It was stated that there was transit privileges granted at Council Bluffs on interstate shipments under substantially the same conditions as here prevailed. The Chicago & North Western Railway Company is not a party to the tariff mentioned above. It is said that the Chicago & North Western declined to surrender any part of the local rate collected on the inbound movement to Council Bluffs, hence the cancellation of this privilege by the Chicago, Burlington & Quincy.

After a careful review of the very meager testimony contributing to the disposition of this matter, we are unable to find any justification from the facts of record for ordering the Chicago, Burlington & Quincy to re-establish the transit privileges at Council Bluffs on intrastate traffic.

No. B-1351—1927. Keokuk Shippers Association, Keokuk, Iowa. Application for first class L. C. L. and third class C. L. rating on fibre cans, S. U.

See decision rendered March 7, 1927, page 45.

Filed September 4, 1926. Closed March 7, 1927.

No. B-1356—1927. Pease Hay Commission, Des Moines, Iowa. Rates on hay moving locally within Iowa.

This case was closed without prejudice after the carrier refused to settle and the applicant declined to make a formal complaint.

Filed February 27, 1926. Closed April 28, 1927.

No. B-1357—1927. Walter Huncke, Des Moines, Iowa. Rates on coal from Tracy to Ames, Iowa.

This case was closed without prejudice after the carrier failed to agree and the applicant declined to file a formal petition.

Filed June 5, 1926. Closed November 30, 1927.

No. B-1361—1927. Iowa Waste Material Dealers Association, Cedar Rapids. Application for change in classification of scrap babbit.

This case was closed without prejudice when the applicant failed to file formal petition.

Filed August 18, 1926. Closed August 6, 1927.

No. B-1364—1927. Chamber of Commerce, Ft. Dodge, et al. Application for change in rating of old second-hand rails.

Class "D" rating granted.

Filed July 27, 1926. Closed November 30, 1927.

No. B-1365—1927. Walter Huncke, Des Moines. Rate on sand during June, 1921, from Koss Spur to Malone, Iowa.

This case was closed without prejudice after the carrier failed to agree as to the desired rate.

Filed November 10, 1925. Closed December 6, 1926.

No. B-1373—1927. Herschel Mfg. Co., Peoria, Ill. Application for change in classification of Bodies, Farm Wagon, K. D. in boxes, bundles or crates.

See decision rendered March 7, 1927, page 46.

Filed October 22, 1926. Closed March 7, 1927.

No. B-1374—1927. Keokuk Shippers Association, Keokuk. Application for third class L. C. L. rating on printed wrapping paper, and paper bags.

See decision rendered March 7, 1927, page 45.

Filed October 25, 1926. Closed March 7, 1927.

No. B-1375—1927. Waterloo Concrete Corp., Waterloo. Application for commodity rate on cement or concrete reinforced silos, C. L., including extra equipment.

Denied.

Filed October 2, 1926. Closed March 7, 1927.

No. B-1376—1927. H. B. Glover Co., Dubuque. Sealing salesmen's sample trunks: Elimination of requirements.

Denied.

Filed October 18, 1926. Closed March 7, 1927.

No. B-1377—1927. Mason City Brick & Tile Co., Mason City. Application for minimum weight on clay products.

Denied.

Filed October 20, 1926. Closed March 7, 1927.

No. B-1379—1927. Burlington Shippers Association, Burlington. Application for first class rating on flower baskets made of whole willow, with whole willow or solid wood bottoms with or without handles, with metal liners, in boxes or crates.

Denied.

Filed November 4, 1926. Closed March 7, 1927.

No. B-1380—1927. Klauer Mfg. Co., Dubuque. Request that rate on sheet iron culvert pipe as carried in Iowa Classification No. 15 be retained in Western Classification No. 59.

Denied.

Filed November 4, 1926. Closed March 7, 1927.

No. B-1381—1927. Burlington Shippers Association, et al., Burlington. Application for 4th class rating on live poultry, C. L., minimum weight 20,000.

See decision of March 7, 1927, page 46.

Filed November 3, 1926. Closed March 7, 1927.

No. B-1382—1927. Chamber of Commerce, Cedar Rapids. Application for 4th class rating on wire fencing or wire fence gates.

Denied.

Filed October 2, 1926. Closed March 7, 1927.

No. B-1383—1927. Chamber of Commerce, Cedar Rapids. Application for 4th class rating on green salted hides, hog skins and sheep pelts, L. C. L.

See decision of March 7, 1927, page 46.

Filed November 2, 1926. Closed March 7, 1927.

No. B-1384—1927. The St. Paul Association, St. Paul, Minn. Application for Class D rating on scrap or waste paper, minimum 30,000 pounds.

See decision of March 24, 1927, page 49.

Filed October 3, 1926. Closed April 7, 1927.

No. B-1385—1927. Beaver Products Co., Buffalo, New York. Application for class C rating on Wall Board, C. L. and fourth class L. C. L. rating.

Withdrawn by petitioner.

Filed November 1, 1926. Closed January 10, 1927.

No. B-1386—1927. Keokuk Shippers Association, Keokuk. Application for fifth class rate on poultry coops, C. L., minimum 30,000 pounds. Denied.

Filed October 27, 1926. Closed March 7, 1927.

No. B-1387—1927. Burlington Shippers Association, et al., Burlington. Application for double first class rating on paper boxes in bundles.

See decision of March 7, 1927, page 45.

Filed November 3, 1926. Closed March 7, 1927.

No. B-1388—1927. Hart-Parr Co., Charles City. Application for third class rate on traction engines (Steam or Gasoline) on own wheels, minimum weight 10,000 pounds.

Application dismissed when no one appeared to support petition.

Filed November 3, 1926. Closed January 10, 1927.

No. B-1389—1927. Leader Oil Co., Dubuque, et al. Application for fourth class rating on petroleum products.

See decision of March 7, 1927, page 46.

Filed October 29, 1926. Closed March 7, 1927.

No. B-1390—1927. Burlington Shippers Association, et al., Burlington. Application for one and one-half times first class rate on china closets, L. C. L.

See decision of March 7, 1927, page 45.

Filed November 4, 1926. Closed March 7, 1927.

No. B-1392—1927. American Stockmens Supplies Association, Des Moines. Application for fourth class rating, L. C. L., on feed, animal or poultry, prepared, N. O. I. B. N.

Denied.

Filed October 30, 1926. Closed March 7, 1927.

No. B-1393—1927. Iowa Manufacturers Association, Des Moines, Iowa, by C. C. Crouse, Traffic Manager. Application to have cots and bedding included with Chautauqua outfits.

Denied.

Filed November 9, 1926. Closed March 7, 1927.

No. B-1395—1927. Muscatine Shippers Association, Muscatine. Application for 30,000 pound minimum on crushed clam, mussel and oyster shells in burlap bags.

Denied.

Filed November 9, 1926. Closed March 7, 1927.

No. B-1396—1927. Muscatine Shippers Association, Muscatine. Application for third class L. C. L. and fifth class C. L. rating on grave vaults.

Denied.

Filed November 9, 1926. Closed March 7, 1927.

No. B-1397—1927. Muscatine Shippers Association, Muscatine. Application for first class L. C. L. rating on buttons in double bags.

See decision of March 7, 1927, page 45.

Filed November 9, 1926. Closed March 7, 1927.

No. B-1400—1927. Muscatine Shippers Association, Muscatine. Application for third class L. C. L. and fourth class C. L. rating on horse collars in burlap bales.

Denied.

Filed November 9, 1926. Closed March 7, 1927.

No. B-1401—1927. Woods Brothers Thresher Co., Des Moines. Application for ruling on agricultural implements, windmills and parts thereof, returned to factory making them, to branch houses thereof or original point of shipment.

See decision March 7, 1927, page 44.

Filed November 6, 1926. Closed March 7, 1927.

No. B-1404—1927. J. Rosenbaum & Son, Centerville. Application for fourth class L. C. L. rating on Brattice Cloth.

Dismissed when no one appeared to present the petition.

Filed November 8, 1926. Closed January 10, 1927.

No. B-1405—1927. Keokuk Shippers Association, Keokuk. Application for class 3 L. C. L. and "C" C. L. rating on wooden packing boxes, S. U. and nested.

Withdrawn by applicant.

Filed November 5, 1926. Closed September 7, 1927.

No. B-1411—1927. Chamber of Commerce, Ft. Dodge. Application for 53% of fifth class rate on plaster retarder, C. L.

Granted by carriers.

Filed November 8, 1926. Closed December 1, 1927.

No. B-1413—1927. Rock Island Plow Co., et al., Rock Island, Illinois. Rates on agricultural implements, farm wagons, trucks, separators, etc.

See decision of March 7, 1927, page 46.

Filed November 1, 1926. Closed March 7, 1927.

No. B-1414—1927. A. R. Loomis & Son, Ft. Dodge. Application for fourth class rating on dressed poultry.

Denied.

Filed November 6, 1926. Closed March 7, 1927.

No. B-1415—1927. A. R. Loomis & Son, et al., Ft. Dodge. Application for fourth class rating on eggs, C. L.

Denied.

Filed November 6, 1926. Closed March 7, 1927.

No. B-1416—1927. The Gypsum Industries, Chicago, Illinois. Application for fourth class L. C. L. and class "E" C. L. rating on land plaster in paper bags 30,000 pound minimum.

See decision of March 7, 1927, page 46.

Filed November 1, 1926. Closed March 7, 1927.

No. B-1417—1927. The Gypsum Industries, Chicago, Illinois. Application for fourth class L. C. L. rating on plaster board in boxes or crates.

Denied.

Filed November 1, 1926. Closed March 7, 1927.

No. B-1418—1927. The Gypsum Industries, Chicago, Illinois. Application for fourth class L. C. L. rating on plaster, calcine, plaster of paris, stucco and wall plaster, in paper bags.

See decision of March 7, 1927, page 46.

Filed November 1, 1926. Closed March 7, 1927.

No. B-1419—1927. The Gypsum Industries, Chicago, Illinois. Application for ruling that plaster, plaster board, land plaster, gypsum blocks or gypsum building tile and lime are to take highest rate and minimum weight of article in mixed C. L.

Taken care of by Rule 10.

Filed November 1, 1926. Closed January 10, 1927.

No. B-1420—1927. Ankeny Linseed Mfg. Co., Des Moines. Application for 30,000 pound minimum weight on flax, C. L.

See decision of March 7, 1927, page 47.

Filed November 6, 1926. Closed March 7, 1927.

No. B-1421—1927. Iten Biscuit Co., Omaha, Nebraska. Application for ½ of fourth class rating on cracker cans, cases, wheeled carriers or boxes and collapsed cracker crates, second-hand, empty, returned.

Dismissed.

Filed November 6, 1926. Closed March 7, 1927.

No. B-1423—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for fourth class L. C. L. and class "C" C. L. rating on cabbage in boxes, barrels or crates.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1424—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for fourth class L. C. L. and class "C" rating C. L. on parsnips in boxes, barrels, bags and crates.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1425—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for fourth class L. C. L. and class "C" rating C. L. on turnips and rutabagas, in bags, barrels or baskets.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1426—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for fourth class L. C. L. and class "C" C. L. rating on potatoes, other than sweet, in bags, barrels or crates.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1427—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for fourth class L. C. L. and class "C" rating C. L. on sweet potatoes in baskets, boxes, barrels, bags or crates.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1428—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for fourth class L. C. L. and class "C" rating C. L. on beets, without tops.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1429—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for 1½ times the first class L. C. L. and class "C" rating C. L. on watermelons loose, exception to Rule 27.

See decision of December 1, 1927, page 54.

Filed November 13, 1926. Closed December 1, 1927.

No. B-1430—1927. Iowa Fruit Jobbers Association, Cedar Rapids. Application for exception to rule 27 requiring each piece of L. C. L. shipments to be marked, in so far as such rule applies to grapes.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1431—1927. Chamber of Commerce, Omaha, Nebraska. Application for amendment to item 190 of E. B. Boyd's tariff No. 160-D, I. C. C. A-1626, to include Briquets, Coalettes and Boulettes (Mfg. Coal) as taking lump and soft coal rates.

Denied.

Filed November 10, 1926. Closed January 10, 1927.

No. B-1432—1927. Iowa Valley Operating Co., et al., Belmond. Application for 24,000 pound minimum weight on beet sugar. 30,000 pound minimum allowed.

Filed November 12, 1926. Closed March 7, 1927.

No. B-1434—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for class rates to apply in lieu of specific commodity rates where class rates are lower.

Withdrawn.

Filed November 10, 1926. Closed January 10, 1927.

No. B-1435—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fourth class rating on asbestos cement.

Withdrawn.

Filed November 10, 1926. Closed January 10, 1927.

No. B-1436—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for 24,000 pound minimum weight on brick and other clay products.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1438—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for elimination of rule requiring marking of L. C. L. shipments of brick and other clay products.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1439—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for third class L. C. L. rating on fencing, wooden, in sections; fourth class L. C. L., K. D.

Withdrawn.

Filed November 10, 1926. Closed January 10, 1927.

No. B-1440—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for third class L. C. L. rating on frames, door or window, metal or metal and wood combined, S. U. and fourth class K. D.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1441—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fourth class L. C. L. rating on fencing, wire, in rolls.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1442—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for third class rate, L. C. L. on frames, wooden, door or window, unglazed, S. U. and fourth class K. D.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1443—1927. Northwestern Lumbermens Association, Minneapolis, Minnesota. Application for third class L. C. L. rating on gates, fence, wooden, S. U. and fourth class K. D.

Withdrawn.

Filed November 10, 1926. Closed January 10, 1927.

No. B-1444—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fourth class L. C. L. rate on lath, metal, expanded.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1445—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fourth class rating on moulding or batts, wooden.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1446—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fourth class rating on paper, building or roofing.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1448—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fifth class rating on roofing outfits, and 24,000 pound minimum.

See decision, December 1, 1927, page 55.

Filed November 10, 1926. Closed December 1, 1927.

No. B-1449—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for third class rating on sash, unglazed, N. O. I. B. N., S. U. and fourth class K. D.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1450—1927. Northwestern Lumbermens Association, et al., Minneapolis, Minnesota. Application for fourth class rating on stair work, wooden.

Denied.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1451—1927. Chamber of Commerce, Ft. Dodge. Application for $\frac{1}{2}$ of fourth class rate L. C. L. on barrels, old, empty, second-hand.

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1452—1927. Chamber of Commerce, Ft. Dodge. Application for elimination of rule for bracing of sewer pipe and drain tile in C. L.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1453—1927. Chamber of Commerce, Ft. Dodge. Application for one-half of fourth class rating on empty egg cases or carriers. Not subject to minimum weight or charge.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1454—1927. Chamber of Commerce, Ft. Dodge. Application for fourth class L. C. L. rating on empty poultry carriers or coops, old. Not subject to minimum rates.

Dismissed.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1455—1927. Chamber of Commerce, Ft. Dodge. Application for class B rating C. L. on iron or steel pipe and fittings, minimum weight 30,000 pounds.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1456—1927. Chamber of Commerce, Ft. Dodge. Application for fourth class L. C. L. rating on tyers and ties. (Bag wire.)

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1457—1927. Chamber of Commerce, Ft. Dodge. Application for class D rating on wooden butter tubs, lard tubs, straight carload and mixed carload, with barrels, kegs, buckets and drums. Minimum weight 24,000 pounds.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1458—1927. Chamber of Commerce, Ft. Dodge. Application for class D rating on barrels, casks, drums, half-barrels, hogsheads, kegs, puncheons and tierces, wood *slack*, C. L. Minimum weight 14,000 pounds. Subject to rule 34.

See decision of March 7, 1927, page 45.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1459—1927. Chamber of Commerce, Ft. Dodge. Application for class D rating on barrels, casks, drums, half-barrels, hogsheads, kegs, puncheons, tierces and pails, *tight*, C. L. Minimum weight 14,000 pounds. Subject to rule 34.

See decision of March 7, 1927, page 45.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1460—1927. Chamber of Commerce, et al., Ft. Dodge. Application for fourth class L. C. L. rating on brick, building (common or pressed) fire or paving.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1461—1927. Chamber of Commerce, Ft. Dodge. Application for third class L. C. L. rating on confectionery, candy and gum.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1462—1927. Chamber of Commerce, Ft. Dodge. Application for fourth class L. C. L. rating on egg case fillers, K. D., class B carload. Minimum weight 24,000 pounds.

See decision of March 7, 1927, page 46.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1463—1927. Chamber of Commerce, Ft. Dodge. Application for second class L. C. L. rating on culverts, fifth class C. L. Minimum weight 20,000 pounds.

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1465—1927. Chamber of Commerce, Ft. Dodge. Application for one-half fourth class rating on barrels, kegs, tierces and drums, second-hand returned, wood or iron.

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1466—1927. Chamber of Commerce, Ft. Dodge. Application for one-half fourth class rating on carboys, acid or mineral water.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1467—1927. Chamber of Commerce, Ft. Dodge. Application for one-half of fourth class on containers, second-hand returned.

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1468—1927. Chamber of Commerce, Ft. Dodge. Application for 30,000 pound minimum on beet, cane or corn sugar.

See decision of March 7, 1927, page 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1469—1927. Dubuque Shippers Association, Dubuque. Application for fourth class rating on vinegar.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1470—1927. Dubuque Shippers Association, Dubuque. Application for fourth class rating on prepared mustard.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1471—1927. Dubuque Shippers Association, Dubuque. Application for fourth class rating on peanut butter.

See decision of March 7, 1927, page 46.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1472—1927. Sioux City Traffic Bureau, Sioux City. Application for minimum weight 24,000 pounds on seeds.

See decision of March 7, 1927, page 47.

Filed November 12, 1926. Closed March 7, 1927.

No. B-1473—1927. Chamber of Commerce, Ottumwa. Application for fourth class L. C. L., fifth class C. L., rating on bins or cribs, grain storage, wire, iron or steel, in rolls.

Application withdrawn and consolidated with No. B-1483.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1474—1927. Green Foundry & Furnace Works, et al., Des Moines. Application for fourth class rating on hot air house heating furnaces, L. C. L., K. D., when each of the articles constituting a complete hot air house heating furnace, K. D., would, if shipped separately, take fourth class rating.

See decision of March 7, 1927, page 47.

Filed November 12, 1926. Closed March 7, 1927.

No. B-1475—1927. Ford Motor Company, Des Moines. Application for exception to "Packing Requirements" of Section 3, Rule 10, Current Western Classification.

See decision of March 7, 1927, page 48.

Filed November 12, 1926. Closed March 7, 1927.

No. B-1476—1927. Associated General Contractors of America, Des Moines. Application for class A rating on bridge builders', contractors' or graders' outfits, N. O. I. B. N., loose or in packages, without live stock, C. L., minimum weight 20,000 pounds, subject to rule 34. Loose or in packages, with not to exceed six head of horses, mules or oxen, minimum weight 20,000 pounds. Subject to rule 34.

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1478—1927. Associated General Contractors of America, Des Moines. Application for rate of 45½ cents per car mile, minimum charge \$38.50 per car on asphalt street paving contractors' outfits.

Withdrawn.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1480—1927. Clinton Manufacturers and Shippers Association, Clinton. Application for third class L. C. L. rating on pillar extension tables, K. D.

Dismissed.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1481—1927. Chamber of Commerce, Ottumwa. Application for third class L. C. L. rating or fourth class C. L., minimum weight 16,000 pounds, on grave vaults or shipping boxes, iron or steel, U. S. standard gauge No. 12 or thicker.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1482—1927. Chamber of Commerce, Ottumwa. Application for fifth class C. L. rating on sugar, beet or cane, other than raw, 24,000 pound minimum weight.

Granted in part, 30,000 pound minimum allowed instead of 24,000 pounds. See decision of March 7, 1927 47.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1483—1927. Chamber of Commerce, Ottumwa. Application for fourth class L. C. L. and fifth class C. L. rating on fence material, wire, welded or woven, or poultry netting in rolls.

Denied.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1484—1927. Des Moines Saw Mill Co., Inc., Des Moines. Application for fourth class L. C. L. and lumber C. L. rating on native wood, Canadian wood, or Mexican pine, which includes walnut lumber.

Carriers agreed to publish specific rates satisfactory to applicant.

Filed November 13, 1926. Closed January 10, 1927.

No. B-1485—1927. The Great Atlantic & Pacific Tea Co., Chicago, Illinois. Application for privilege of stopping in transit of carload shipments of empty beverage packages to complete loading.

Withdrawn.

Filed November 15, 1926. Closed January 10, 1927.

No. B-1486—1927. The Great Atlantic & Pacific Tea Co., Chicago, Il-

linois. Application for minimum weight of 30,000 pounds, October 1 to May 31, and 24,000 pounds, June 1 to September 30, on potatoes, other than sweet.

Denied.

Filed November 15, 1926. Closed March 7, 1927.

No. B-1487—1927. The Great Atlantic & Pacific Tea Co., Chicago, Illinois. Application for privilege of stopping cars of canned goods in transit to complete loading.

Dismissed.

Filed November 15, 1926. Closed March 7, 1927.

No. B-1488—1927. The Great Atlantic & Pacific Tea Co., Chicago, Illinois. Application for fourth class rating on bakery goods in cartons in crates, in cans with glass fronts, or without glass fronts in crates, or cans with or without glass fronts in shipping racks, in shipping baskets, in wheeled carriers, in barrels or boxes. Minimum weight 20,000 pounds.

Denied.

Filed November 15, 1926. Closed March 7, 1927.

No. B-1489—1927. The Great Atlantic & Pacific Tea Co., Chicago, Illinois. Application for fourth class L. C. L. rating on canned goods, in tin, glass, or earthenware, condensed milk in cans, boxed, etc.

Denied.

Filed November 15, 1926. Closed March 7, 1927.

No. B-1490—1927. Pratt Paper Co., Des Moines. Application for fourth class L. C. L. rating on paper, book-cover, newsprint, Doc Manilla, etc., in boxes, bundles, crates.

Withdrawn.

Filed November 15, 1926. Closed January 10, 1927.

No. B-1491—1927. Co-Operative Distributing Co., et al., Des Moines. Application for fourth class L. C. L. rating on building and roofing paper, prepared as roll roofing and felt, both smooth and slate surfaced. Also asphalt shingles. Class B rating, C. L.

Withdrawn.

Filed November 15, 1926. Closed January 10, 1927.

No. B-1492—1927. The Gypsum Industries, et al., Chicago, Illinois. Application for commodity rate of 125% of stone commodity rate on agricultural gypsum, crushed or ground. Minimum weight 30,000 pounds.

Dismissed.

Filed November 15, 1926. Closed January 10, 1927.

No. B-1493—1927. Yankee Disc Sharpener Co., Algona. Application for fourth class L. C. L. rating on disc sharpening device, nested in bundles.

Cancelled by agreement.

Filed November 15, 1926. Closed January 10, 1927.

No. B-1494—1927. Chamber of Commerce, Ft. Dodge. Application for one-half fourth class rate on empty bags and sacks, all kinds, second-hand, returned.

See decisions of March 7 and 24, 1927, pages 45 and 49.

Filed November 15, 1926. Closed March 7, 1927.

No. B-1495—1927. Denniston & Partridge Co., Newton. Application for fourth class rating on doors and sash, glazed with common glass.

See decision of March 7, 1927, page 45.

Filed November 10, 1926. Closed March 7, 1927.

No. B-1497—1927. Keokuk Shippers Association, Keokuk. Application for class "C" rating on cucumbers in brine, when for concentration or manufacture and reshipment.

See decision of March 7, 1927, page 46.

Filed November 13, 1926. Closed March 7, 1927.

No. B-1498—1927. Iowa Packers. Application for class "E" rating, C. L. on digester tankage, blood meal, meat meal, in packages, minimum weight 30,000 pounds.

Classification granted with a minimum weight of 36,000 pounds. See decision of December 1, 1927, page 55.

Filed November 17, 1926. Closed December 1, 1927.

No. B-1499—1927. Iowa Packers. Application for through billing at joint through rates and transfer charges between connecting carriers on L. C. L. shipments in meat peddler cars.

See decision of December 1, 1927, page 53.

Filed November 17, 1926. Closed December 1, 1927.

No. B-1500—1927. Iowa Packers, et al. Application for class "D" rating on cooperage; barrels, casks, drums half-barrels, hogsheads, kegs, puncheons, tierces, wooden, *slack*; also barrels, casks, drums, half-barrels, hogsheads, kegs, puncheons, tierces, well buckets, wooden *tight*.

See decision of March 7, 1927, page 45.

Filed November 17, 1926. Closed March 7, 1927.

No. B-1501—1927. Iowa Packers. Application for hog commodity rate and minimum weight on live stock, hogs and calves, mixed C. L.

Taken care of by rule 2088.

Filed November 17, 1926. Closed January 10, 1927.

No. B-1502—1927. The Welch Grape Juice Co., Westfield, New York. Application for fourth class L. C. L. rating on unfermented grape juice.

This application was stricken from the docket when no one appeared to support petition.

Filed November 17, 1926. Closed September 7, 1927.

No. B-1503—1927. Iowa Packers. Application for fifth class C. L. rating on meats, green salted, 30,000 pound minimum weight.

See decision of March 7, 1927, page 46.

Filed November 24, 1926. Closed March 7, 1927.

No. B-1504—1927. Farley & Loetscher Mfg. Co., et al., Dubuque. Application for L. C. L. rating on house trimmings.

See decision of March 7, 1927, page 45.

Filed November 30, 1926. Closed March 7, 1927.

No. B-1505—1927. Western Grain Dealers Association, Des Moines. Petition for rate on grain and seeds in mixed carloads, minimum weight 30,000 pounds.

See decision of March 7, 1927, page 47.

Filed December 9, 1926. Closed March 7, 1927.

No. B-1512—1927. Hawkeye Portland Cement Company, Des Moines. Overcharge on three cars of cement.

Satisfactorily adjusted.

Filed November 1, 1926. Closed January 24, 1927.

No. B-1524—1927. Iowa Traffic League, Cedar Rapids. Petition to suspend the operation of the minimum class rate scale.

See supplemental decision of April 13, 1927, page 49.

Filed April 6, 1927. Closed April 13, 1927.

No. B-1534—1927. Muscatine Shippers Association, Muscatine. Application for reduced rate on shells, clam, mussel or oyster, crushed or ground.

The Board decided that its decision of February 9, 1923, as to rates on agricultural limestone should apply in this case. See 1923 report, page 42.

Filed May 5, 1927. Closed December 1, 1927.

No. B-1535—1927. Chamber of Commerce, Ft. Dodge. Application for fourth class rating on silo material, L. C. L.

See decision of December 1, 1927, page 55.

Filed May 13, 1927. Closed December 1, 1927.

No. B-1537—1927. Ankeney Linseed Mfg. Co., Des Moines. Application for $\frac{1}{2}$ fourth class rating on barrels, wood, second-hand, empty.

Denied.

Filed May 17, 1927. Closed December 1, 1927.

No. B-1538—1927. Chamber of Commerce, Ottumwa. Application for change in classification of grave vaults.

Denied.

Filed June 8, 1927. Closed December 1, 1927.

No. B-1542—1927. Automatic Gravel Products Co., Hahn Brothers & Co., and Hahn-Muscatine Co., Muscatine, Iowa, by J. L. Behrens, Traffic Manager. Application for suspension of B. M. & N. W. Ry. Co. tariff No. 2 E. T.

After investigation it was found that tariff No. 2 being legally in effect, the Board lacked power of suspension, and the applicant was so notified.

Filed July 18, 1927. Closed July 26, 1927.

No. B-1543—1927.

AUTOMATIC GRAVEL PRODUCTS CO., HAHN MUSCATINE CO., AND
HAHN BROTHERS SAND AND GRAVEL COMPANY, MUSCATINE, *Complainants*.

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. AND CHICAGO, MILWAUKEE &
ST. PAUL RAILWAY CO., *Defendants*.

Decided August 31, 1927.

APPLICATION FOR SUSPENSION OF CERTAIN SWITCHING ITEMS.

Ordered, upon hearing, that Item 2009, Supplement 2 to C. R. I. & P. Ry. Co. Switching Tariff 21432-K, I. C. C. C-11676, and Item 2009, Supplement 58 to C. R. I. & P. Ry. Co. Switching Tariff 21432-J, I. C. C. 11399, be cancelled as to application within the State of Iowa. Item 495, Supplement 68, C. M. & St. P. Ry. Co. Rules and Regulations Tariff No. 6000-L, I. C. C. B-4907, cancelled as to application within State of Iowa. Rate of $1\frac{1}{2}$ c per one hundred pounds charged by the B. M. & N. Ry. Co. for switching between industries or team tracks on the B. M. & N. Ry. and junctions with connecting lines, all freight except coal and coke, is unreasonable, prejudicial and discriminatory; that effective September 15, 1927, rate for said service shall be \$3.15 per car, the service to include the movement of both the loaded and empty cars.

Commissioner Richardson, *dissenting*. Commission should have found rate exceeding \$4.50 a car between industries or tracks of the B. M. & N. Ry. and connecting lines unreasonable, and should have fixed rate accordingly; charge should be absorbed by the connecting lines receiving the road haul.

Supplemental Order, September 8, 1927.

Rate of 24c per ton on coal and coke, minimum \$9 per car, charged by B. M. & N. Ry. for switching coal and coke between industries or team tracks on said line and junctions with connecting lines, unreasonable, prejudicial and discriminatory.

Ordered, effective September 15, 1927, rate for such service shall be \$3.15 per car, service to include movement of both loaded and empty cars, except to the Muscatine Water Works and Muscatine Municipal Electric Plant, to which industries rate shall be \$6.30 per car.

Commissioner Richardson, *concurring*, but reiterates dissent as to rate of \$3.15 per car for general switching.

For the Chicago, Rock Island & Pacific Railway Co.—Wallace T. Hughes, Gen. Atty., Chicago, Ill.; A. B. Howland, Atty., Des Moines, Iowa.

For the Chicago, Milwaukee & St. Paul Railway Co.—H. E. Byram, M. W. Potter and E. J. Brundage, Receivers; C. L. Taylor, Atty., Des Moines, Iowa; E. W. Soergel, Asst. F. T. M., Chicago, Ill.

For the Burlington, Muscatine & Northwestern Railway Co.—Howard Clark, Atty., Des Moines, Iowa; J. M. Kemble, Atty., Muscatine, Iowa.

For the Muscatine Shippers Association—J. L. Behrens, T. M., Muscatine, Iowa.

For the Automatic Gravel Products Co., Hahn Muscatine Co., Hahn Bros. Sand & Gravel Co., W. G. Block Co., complainants and protestants of Muscatine, Iowa—J. L. Behrens, T. M., Muscatine, Iowa; Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa.

For the Clinton, Davenport & Muscatine Railway Co.—C. S. Clevenstine, Asst. T. M., Davenport, Iowa.

On March 28, 1927, the Burlington, Muscatine & Northwestern Railway Company, by E. L. Tobie, its President-Manager, filed in this office, Burlington, Muscatine & Northwestern G. F. D. No. 1 switching tariff, effective April 30, 1927, applying between industries on the Burlington, Muscatine & Northwestern Railway tracks at Muscatine and junctions with connecting lines. Item 30 of this tariff provides for 1½c per hundred pounds, minimum \$8.10 per car, for switching from industries on the Burlington, Muscatine & Northwestern Railway Company and junctions with connecting lines, this cent and a half per hundred pounds applying on all commodities except coal and coke. It also provides a rate of \$3.15 per loaded car to or from connecting line carriers where a road haul is involved. The charges for switching cars of coal and coke are 24c per ton of 2,000 pounds, with a minimum charge of \$9.00 per car. Item 35 of this same tariff provides a charge of \$3.15 per car for switching between their track location and another track location within the same plant or industry. It is the understanding of the Commission that no movements were made under this tariff.

On May 19, 1927, the Burlington, Muscatine & Northwestern Railway Company filed Burlington, Muscatine & Northwestern G. F. D. No. 2, effective June 20, 1927. Item 30 makes no changes in Tariff No. 1; Item 35 provides for a charge of 1½c per hundred pounds for switching between industries and team tracks on the Burlington, Muscatine & Northwestern Railway Company, and \$3.15 per car for switching from its track location at plant or industry to another track located within the same plant or industry.

On July 8, 1927, the Board received an application for permission to establish on one day's notice a supplement to Burlington, Muscatine & Northwestern G. F. D. No. 2, which supplement provides as follows:

"Rule No. 24. Burlington, Muscatine & Northwestern Railway Company will absorb all switching charges not legally absorbed by connecting lines under their tariffs lawfully on file with the Iowa Board of Railroad Commissioners."

There were some minor changes which the Burlington, Muscatine & Northwestern Railway Company intended making in this tariff before the permission was granted. Later a letter was received from Mr. Tobie, President-Manager of the Company, stating that a meeting of shippers at Muscatine had been called and that he would advise after this meeting if he would request the supplement filed on one day's notice. No further word was received from Mr. Tobie, except a verbal statement, in which he said there were objections to the filing of this tariff, and he would withdraw his request for publication on one day's notice.

On July 18, 1927, Mr. J. L. Behrens, Traffic Manager, for the Automatic Gravel Products Company, Hahn Brothers Company and the Hahn Muscatine Company, all of Muscatine, Iowa, filed a request for the suspension of Burlington, Muscatine & Northwestern Railway Company's G. F. D. No. 2, I. C. C. No. 2. He alleged that the tariff was not properly filed, in that firms at Muscatine who were affected by the changes did not receive a copy prior to the effective date; that such switching charges compelled the shippers of sand and gravel to absorb from 25c to \$7.44 per car on sand and gravel shipped from their plants; that the consumers of sand and gravel at Muscatine, if compelled to pay these additional charges, would purchase their gravel elsewhere; that a charge of 1½c per hundred pounds is excessive for the reason that switching charges for the same kind of service and the same distance in other cities is considerably less; that for the past several years switching charges at

Muscatine have been \$3.15 per car and were so shown in tariffs issued by the Muscatine, Burlington & Southern, the predecessor of the Burlington, Muscatine & Northwestern Railway Company; that request for suspension of this tariff had been held in abeyance with the thought that the carriers would reach an agreement among themselves and eliminate the necessity of shippers absorbing the switching charges; that charges in the tariff are unreasonable, excessive and unjust in so far as they apply to shippers and receivers of freight at Muscatine; that the shippers know of no reason why they should be compelled to absorb switching charges due to the failure of the carriers at Muscatine to adjust them among themselves; and requested the Iowa Commission to suspend Burlington, Muscatine & Northwestern Railway Company's G. F. D. No. 2 until such time as hearing could be held and carriers compelled to justify the increased rates as proposed in said tariff. Mr. Behrens was advised, on July 26th, that inasmuch as this tariff was filed on May 19th in the office of the Board, effective June 20th, it was already in effect, and, in the opinion of the Secretary, the Board had no power of suspension; that his remedy would be in the filing of a formal complaint before the Board relating to the charges in this tariff.

The Chicago, Rock Island & Pacific Railway Company, in its Tariff No. 21432-K, I. C. C., C-11676, provides for absorbing switching charges at Muscatine if their net revenue on the line haul is \$12.00.

On July 7, 1927, the Chicago, Rock Island & Pacific Railway Company filed Supplement No. 2 to its freight Tariff 21432-K, I. C. C., C-11676, Item 2009 limiting the absorption charge to \$3.15 per car of the switching charges of the Burlington, Muscatine & Northwestern Railway Company, except on shipments to or from the municipal electric plant and Muscatine Water Works, where the maximum absorption would be \$6.30 per car.

The Chicago, Milwaukee & St. Paul Railway Company Tariff No. 6000-L, I. C. C. B-4907 provides that that company would absorb connecting line switching charges where the net revenue is \$18.50 per car.

On July 11th the Chicago, Milwaukee & St. Paul Railway Company filed Supplement No. 68 to its Tariff 6000-L, I. C. C. B-4907, effective August 4th, Item 495 of which provides for the absorption of \$3.15 per car for switching, except on cars from the municipal electric plant or the Muscatine Water Works, where it would absorb \$6.30 per car.

On July 25, 1927, Mr. J. L. Behrens, representing the Automatic Gravel Products Company, Hahn Brothers Company, and the Hahn Muscatine Company, all of Muscatine, Iowa, filed an application for the suspension of the Chicago, Rock Island & Pacific Railway Company tariffs and the Chicago, Milwaukee & St. Paul Railway Company tariffs mentioned above, stating that such tariffs would have the effect of compelling the gravel companies and others shippers in Muscatine to pay approximately \$10.00 or \$12.00 per car; that the tariffs above named were not in effect at other points and would have the effect of being discriminatory and prejudicial to the interests at Muscatine; that the Chicago, Rock Island & Pacific Railway Company, at other points, in surrounding territory, absorbs down to \$12.00 per car, and the Chicago, Milwaukee & St. Paul Railway Company to \$18.50 per car; that the proposed limitation of absorption was discriminatory and prejudicial to interests of Muscatine; that the shippers of Muscatine knew of no reason why they should be required to absorb or pay switching charges due to the failure of the carriers at Muscatine to adjust switching charges among themselves; and asking for suspension of these tariffs until and after hearing had been held and the carriers compelled to justify the charges they proposed.

On July 21st the Board received a letter from Mr. E. L. Tobie, President-Manager of the Burlington, Muscatine & Northwestern Railway, petitioning for permission to intervene in the application for suspension of Item 2009, Supplement 2 to C. R. I. & P. Freight Tariff 21432-K,

I. C. C., C-11676 and Item 495, Supplement 68 to C. M. & St. P. Tariff 6000-L, I. C. C. B-4907.

On July 26, 1927, the Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company tariffs were suspended for 90 days from August 1st, pending hearing and decision.

On August 2, 1927, the Board received a complaint filed by Mr. J. L. Behrens, for the Automatic Gravel Products Company, Hahn Brothers Company and Hahn Muscatine Company, all of Muscatine, against Burlington, Muscatine & Northwestern Railway Company tariff G. F. D. No. 2, alleging that the rates prescribed therein were unreasonable, excessive, unduly preferential, in and of themselves, and prejudicial in so far as they applied to the complainants, for the reason that rates in effect for similar service at other points in this territory are less, thereby eliminating the necessity for any absorption by their competitors. They also allege no notice of the change in rates was sent them, giving examples of the effect of the tariff on which complaint is made, and asking that the defendant be required to answer the charges, and that the Commission establish such switching rate or rates as it might deem reasonable and just, and make such other and further order or orders as it may consider proper in the premises.

On August 3, 1927, the Chicago, Rock Island & Pacific Railway Company filed an application attacking the rates in Muscatine, Burlington & Northwestern G. F. D. No. 2, alleging that said tariff was filed without notice to them or the shippers generally; that the Burlington, Muscatine & Northwestern Railway Company concealed from all persons interested, the fact that the tariff was to go into effect; that prior to the 21st day of June, 1927, when the Burlington, Muscatine & Northwestern Railway Company commenced operations, the Chicago, Rock Island & Pacific Railway Company had filed with the Iowa Board of Railroad Commissioners a tariff by which the complainant absorbed certain portions of switching charges on cars from connecting lines at Muscatine where a road haul over the lines of the complainant was involved; that in accordance with the tariff now on file and in effect, making a charge of 1½¢ per hundred pounds, the switching charges which the Chicago, Rock Island & Pacific Railway Company was compelled to absorb are from \$9.00 to \$18.00 per car, depending upon the weight thereof; that the rate prescribed by the tariff of the Burlington, Muscatine & Northwestern Railway Company is unreasonable, oppressive, and in many instances, amounts to a charge equal to the road haul on charges received by the Chicago, Rock Island & Pacific Railway Company for services performed by it; that the rates went into effect by reason of the fact that neither the Chicago, Rock Island & Pacific Railway Company nor the shippers were advised of the filing of the tariff; that by reason of the filing of said tariff the Chicago, Rock Island & Pacific Railway Company had been subjected to the absorption of unreasonable switching charges in violation of the laws of the state of Iowa; that the original tariff filed by the Burlington, Muscatine & Northwestern Railway Company provided for a switching charge of \$3.15 per car, and that said charge of \$3.15 per loaded car constitutes a just and reasonable switching charge for services rendered in the switching of cars from industries on the Burlington, Muscatine & Northwestern Railway to lines of the Chicago, Rock Island & Pacific Railway Company; and asking for speedy hearing and order directing the defendant to desist from the collecting of such tariff charges, and that the Board order a charge of not to exceed \$3.15 per loaded car for connecting line service.

On August 5, 1927, Mr. J. L. Behrens, for the Automatic Sand & Gravel Company, Hahn Brothers Company and the Hahn Muscatine Company, all of Muscatine, filed a complaint attacking the rates as prescribed in Burlington, Muscatine & Northwestern Tariff G. F. D. No. 2, and also attacking the limitation of absorption of switching charges as contained in the Chicago, Rock Island & Pacific Railway Company tariff,

Item 2009 of Supplement No. 2 to its switching Tariff No. 21432-K, I. C. C. No. C-11676; also Item No. 2009 of Supplement No. 58 to its switching Tariff No. 21432-J, I. C. C. No. 11399, and the switching Tariff of the Chicago, Milwaukee & St. Paul Railway, Item No. 495, Supplement No. 68 to Chicago, Milwaukee & St. Paul Railway Rules and Regulations Tariff No. 6000-L, I. C. C. B-4907, alleging unreasonable, excessive and unjust rates, and praying for relief therefrom.

On August 8th the Burlington, Muscatine & Northwestern Railway Company filed application for publication on one day's notice of Tariff G. F. D. No. 3, effective August 10th, adding a new item providing for a switching charge of \$4.50 per car on sand and gravel between industries on its line when switched to connecting lines for the sole use of the latter. This permission was granted by the Board, and the tariff became effective August 10th.

These complaints were finally set down for hearing on August 10, 1927, at the office of the Board. Later, the Burlington, Muscatine & Northwestern Railway Company, through its President-Manager E. L. Tobie, and through its attorney, made an urgent request for a continuance of the cases, because of inadequate time to prepare their evidence, and because of the absence of their attorney from Des Moines and his inability to return in time for hearing. After some discussion, Mr. Tobie was informed if he would file an approved surety bond in the amount of \$25,000 to indemnify the Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company against differences in the present charge and the amount the Board might find reasonable to indemnify these companies from August 10th until after hearing and decision, postponement would be granted. Such bond was filed, and all interested parties were notified of the postponement.

On August 10th, after an informal discussion, attended by attorneys for the Chicago, Rock Island & Pacific Railway Company and representatives of the Burlington, Muscatine & Northwestern Railway Company, at which time the attorneys for the Chicago, Rock Island & Pacific Railway Company requested an early hearing, the Board named August 23, 1927, 9:00 o'clock A. M., at its office in Des Moines, Iowa, as time and place for full hearing of these questions.

On August 18, 1927, the Chicago, Rock Island & Pacific Railway Co. filed a supplement to its complaint, alleging that the rate of \$4.50 per car, as given in Item 40, Burlington, Muscatine & Northwestern G. F. D. No. 3, was unreasonable.

On August 23, 1927, the Clinton, Davenport & Muscatine Railway Company, by Mr. R. J. Smith, Traffic Manager, Davenport, Iowa, filed application for permission to publish on five days notice, Supplement No. 1 to Clinton, Davenport & Muscatine Railway Company's G. F. D. No. 3-D, limiting their absorption charge to \$6.00 per car. After consideration by the Board, the Secretary was directed to notify Mr. Smith that his application was denied. Mr. C. S. Clevenstine, Assistant Traffic Manager of this company, appeared at the hearing as an intervenor in these cases.

Pursuant to notice to all interested parties, full hearing was held and the cases submitted.

On June 21, 1927, the Burlington, Muscatine & Northwestern Railway, under authority of the Interstate Commerce Commission, commenced operations as a switching road. Prior to that time, it had not operated. The Burlington, Muscatine & Northwestern is a successor to the Muscatine, Burlington & Southern Railway, which latter line was sold by order of the Federal Court. During the period when the Muscatine, Burlington & Southern Railway was passed to the Burlington, Muscatine & Northwestern Railway, the Chicago, Rock Island & Pacific Railway Company, a connecting line, performed the switching over the rails of the Burlington, Muscatine & Northwestern. The rate charged for switching cars from an industry on the rails of the Burlington, Muscatine & Northwestern to connecting lines, until June 22, 1927, was \$3.15 per car. This rate was

published in Burlington, Muscatine & Northwestern switching Tariff G. F. D. Number 1 and was absorbed by the Chicago, Rock Island & Pacific Railway Company under its freight Tariff 21432-K, I. C. C. C-11676.

The general absorption rule in this tariff applying at Muscatine, provides that the Chicago, Rock Island & Pacific Railway will absorb connecting lines switching charges on intrastate traffic, provided its net revenue amounts to \$12.00 per car. The Chicago, Milwaukee & St. Paul Railway Company, a connecting line, in its Tariff 6000-L, I. C. C. B-4907, provided for absorption of switching charges when its net revenue was \$18.50 per car.

On May 17, 1927, the Burlington, Muscatine & Northwestern issued its Tariff Number 2 which increased the switching charge between industries on team tracks on the Burlington, Muscatine & Northwestern Railroad and junctions with connecting lines, to $1\frac{1}{2}c$ per one hundred pounds, which made the average switching charges per car about \$14.00.

Both the Chicago, Rock Island & Pacific and the Chicago, Milwaukee & St. Paul Railways, faced by their general absorption rules in the switching tariffs mentioned above, which provided for the absorption of the entire switching charge down to the net revenue amounts stated, in cases where they received the line haul, issued supplements to their respective switching tariffs limiting the amount of switching charges which they would absorb to \$3.15 per car. Item 2009, Supplement 2, to C. R. I. & P. switching Tariff 21432-K, I. C. C. C-11676, effective August 4, 1927, limited the absorption generally to \$3.15 per car. Item 495, Supplement 68, C. M. & St. P. 6000-L, I. C. C. B-4907, effective August 4, 1927, limited the connecting line switching charges at Muscatine to \$3.15 per car.

This Commission suspended both the Chicago, Milwaukee & St. Paul and the Chicago, Rock Island & Pacific Supplements named because, generally speaking, the difference between \$3.15 and \$14.00 per car on account of limited absorption, would have to be borne by the shippers. This limitation of absorption by the Chicago, Rock Island & Pacific Railway and the Chicago, Milwaukee & St. Paul Railway, made it necessary that the shippers share the difference between \$3.15 per car and approximately \$14.00 per car, for which reason the Commission suspended both Supplement 2 to C. R. I. & P. 21432-K and Supplement 68 to C. M. & St. P. 6000-L.

The Burlington, Muscatine & Northwestern Railway Company is a switching road, serving exclusively with its tracks, numerous industries in the city of Muscatine. It also owns but does not operate, a line of railroad between Muscatine and Burlington. It owns no equipment, except one locomotive used in the operation of this line as a switching road. Offices are maintained in the city of Muscatine. It sought and did exact a greater switching rate than that generally exacted by carriers who perform both as a switching road and a line haul carrier. In the issue before us, the switching rate of $1\frac{1}{2}c$ per one hundred pounds is attacked as unreasonable, unjust and discriminatory. The Chicago, Rock Island & Pacific and the Chicago, Milwaukee & St. Paul contend that the revenue derived from the shipments received from the Burlington, Muscatine & Northwestern is not sufficient to permit of their absorbing more than \$3.15 per car, whereas the average absorption under the rate named, would be about \$14.10 per car. The greater part of the traffic handled by the Burlington, Muscatine & Northwestern is sand and gravel from the gravel pits southwest of Muscatine. Complainant gravel companies contend that there is a discrimination existing in the switching rates named in Items 30 and 40 of Burlington, Muscatine & Northwestern Tariff Number 3, in that Item 30 provides $1\frac{1}{2}c$ per one hundred pounds on gravel industries on the Burlington, Muscatine & Northwestern tracks and junctions with connecting lines, while Item 40 provides a rate between gravel industries on the Burlington, Muscatine & Northwestern tracks and connecting lines for sole use of connecting lines of \$4.50 per car. Because gravel for company use was purchased by the Chicago, Rock Island & Pacific from these pits, the rate as per Item 40

was \$4.50 per car. Complainant gravel companies contend that there should be no necessity for their participation in the issues before us, which are matters of switching rates, which should be satisfactorily adjusted between the carriers; and that no part of switching charges should be borne by the shipper; that the prevailing practice is for the switching charges to be absorbed by the line haul carrier; that the rates charged by the line forming the switching service and absorbed by the line obtaining the line haul, is generally from \$2.25 per car to \$3.60 per car. The Chicago, Rock Island & Pacific and the Chicago, Milwaukee & St. Paul contend that more than \$3.15 per car is an unreasonable rate and that it was, is and will be prohibitive for them to absorb more than that amount. No cars are furnished by the Burlington, Muscatine & Northwestern, they being furnished by the line haul carriers. Orders for empty equipment are placed with the line haul carrier which performs all the billing and issues the bills of lading. The line haul carriers, likewise, perform the weighing service.

The respondent, Burlington, Muscatine & Northwestern, contends that a lesser rate than $1\frac{1}{2}c$ per one hundred pounds for switching from industries on their line to connecting lines within the switching district would be unremunerative, non-compensatory and unreasonable.

We have carefully considered the evidence and testimony introduced and find that a reasonable switching rate should be absorbed by the connecting carriers and that it is the general practice at other points.

It is ordered that Item 2009, Supplement 2 to C. R. I. & P. Railway Company switching Tariff 21432-K, I. C. C. C-11676, and that Item 2009 of Supplement 58 to C. R. I. & P. Railway Company switching Tariff 21432-J, I. C. C. 11399, be cancelled as to the application within the state of Iowa.

It is also ordered that Item 495 of Supplement 68 to C. M. & St. P. Railway Company, Rules and Regulation Tariff Number 6000-L, I. C. C. B-4907, be cancelled as to the application within the state of Iowa.

It is the opinion of the Board that the rate of $1\frac{1}{2}c$ per one hundred pounds charged by the Burlington, Muscatine and Northwestern Railway Company for switching between industries or team tracks on the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines, all freight except coal and coke, is unreasonable, prejudicial and discriminatory and it is ordered that taking effect on September 15th, the rate for said service shall be \$3.15 per car, the service to include the movement of both the loaded and empty cars.

COMMISSIONER RICHARDSON, DISSENTING

I concur in all of the majority decision except the rate fixed per car for switching by the Burlington, Muscatine & Northwestern Railway between industries and tracks of the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines.

The Burlington, Muscatine & Northwestern Railway is operated in the city of Muscatine as a switching road exclusively. The tracks and motive power used in the performance of this switching service are owned by the Burlington, Muscatine & Northwestern Railway. The rate of \$3.15 per car may be compared with reciprocal switching charges generally charged at other places. There is little in the record to assist the Commission in arriving at the cost of performing this service and as to what would be a reasonably compensatory rate to be charged by the Burlington, Muscatine & Northwestern Railway and absorbed by connecting lines, but I believe that the Burlington, Muscatine & Northwestern Railway, because of the fact that it is a switching road exclusively, is entitled to more compensation for switching than that charged where the lines perform reciprocal switching, receive the line haul, and participate in the through rates.

The Commission should have found that a rate exceeding \$4.50 a car between industries or tracks of the Burlington, Muscatine & Northwestern and connecting lines was unreasonable and fixed the rate accord-

ingly, which charge should be absorbed by the connecting lines receiving the road haul.

In arriving at such conclusions I am presumptive, of course, that reciprocal switching rates are near cost of service, hence my opinion that the Burlington, Muscatine & Northwestern Railroad, operating as a switching road exclusively, is entitled to a slightly higher rate, which should be absorbed by the road receiving the line haul and for whom the switching is performed.

Supplemental Order, September 8, 1927

In our Decision and Order of August 31, 1927, in this proceeding, the following language is used in the last paragraph:

"It is the opinion of the Board that the rate of 1½c per one hundred pounds charged by the Burlington, Muscatine and Northwestern Railway Company for switching between industries or team tracks on the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines, all freight except coal and coke, is unreasonable, prejudicial and discriminatory and it is ordered that taking effect on September 15th, the rate for said service shall be \$3.15 per car, the service to include the movement of both the loaded and empty cars."

Some doubt has arisen as to whether or not it was intended to except coal and coke from the rate of \$3.15 per car found reasonable for switching between industries or team tracks on the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines.

In order to clarify the language of our order and to remove all uncertainty as to our meaning, it is ordered that the last paragraph of the Decision filed herein on the 31st day of August, 1927, be withdrawn and the following be substituted therefor.

"It is the opinion of the Board that the rate of 1½c per hundred pounds charged by the Burlington, Muscatine & Northwestern Railway Company for switching between industries or team tracks on the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines, and the rate of 24c per ton on coal and coke, minimum \$9.00 per car, charged by the Burlington, Muscatine & Northwestern Railway Company for switching coal and coke between industries or team tracks on said line and junctions with connecting lines is unreasonable, prejudicial and discriminatory, and it is ordered that taking effect on September 15, 1927, the rate for said service shall be \$3.15 per car, the service to include the movement of both loaded and empty cars, except to the Muscatine Water Works and Muscatine Municipal Electric plant, to which industries the rate shall be \$6.30 per car.

COMMISSIONER RICHARDSON, *concurring with reservations:*

I concur with the majority opinion in the Supplemental Order of September 8th, except that I reiterate my dissent in the rate of \$3.15 per car for general switching.

No. B-1545—1927. Iowa Malleable Iron Co., Fairfield. Application for fourth class L. C. L. rating on single tree hooks in bundles or gunny sacks.

Dismissed by agreement.

Filed July 28, 1927. Closed November 30, 1927.

No. B-1546—1927. Iowa Fibre Box Co., Keokuk. Application for change in minimum weight on fibre packing boxes.

Satisfactorily adjusted.

Filed July 15, 1927. Closed November 1, 1927.

No. B-1547—1927.

AUTOMATIC GRAVEL PRODUCTS CO., HAHN MUSCATINE CO., AND HAHN BROTHERS SAND AND GRAVEL CO., MUSCATINE, *Complainants,*

v.

BURLINGTON, MUSCATINE AND NORTHWESTERN RAILWAY CO., *Defendants.*

Decided August 31, 1927.

SWITCHING RATE—MUSCATINE, IOWA.

COMMISSIONER RICHARDSON, *dissenting.*

Supplemental Order, September 8, 1927.

COMMISSIONER RICHARDSON, *concurring, in part.*

For syllabus and full text of orders see No. B-1543—1927.

No. B-1548—1927. Iowa Manufacturers Association, Des Moines. Application for ½ fourth class rating on empty beverage carriers, returned. Satisfactorily adjusted.

Filed August 4, 1927. Closed November 30, 1927.

No. B-1549—1927.

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

v.

BURLINGTON, MUSCATINE AND NORTHWESTERN RAILWAY CO., *Defendants.*

Decided August 31, 1927.

SWITCHING RATE—MUSCATINE, IOWA.

COMMISSIONER RICHARDSON, *dissenting.*

Supplemental Order, September 8, 1927.

COMMISSIONER RICHARDSON, *concurring, in part.*

For syllabus and full text of orders see No. B-1543—1927.

No. B-1550—1927.

AUTOMATIC GRAVEL PRODUCTS CO., HAHN-MUSCATINE CO., HAHN BROTHERS SAND AND GRAVEL CO., MUSCATINE, *Complainants,*

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., BURLINGTON, MUSCATINE & NORTHWESTERN RAILWAY CO., CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, *Defendants.*

Decided August 31, 1927.

SWITCHING RATE—MUSCATINE, IOWA.

COMMISSIONER RICHARDSON, *dissenting.*

Supplemental Order, September 8, 1927.

COMMISSIONER RICHARDSON, *concurring, in part.*

For syllabus and full text of orders see No. B-1543—1927.

No. B-1551—1927. Chamber of Commerce, Ottumwa. Application for change in classification of wire, welded or woven, or poultry netting. Denied.

Filed August 5, 1927. Closed December 1, 1927.

No. B-1552—1927. Chamber of Commerce, Ottumwa. Application for fourth class L. C. L. rating on iron, salts, sulphate of iron, and ferrous sulphate (Copperas).

Withdrawn.

Filed August 6, 1927. Closed August 16, 1927.

No. B-1553—1927. Chamber of Commerce, Keokuk. Petition for rejection or suspension of Supplement No. 48-A to E. B. Boyd's Tariff 1-S, Rule 2055-A, on corrugated boxes.

Withdrawn.

Filed August 17, 1927. Closed September 2, 1927.

No. B-1555—1927. Muscatine Shippers Association, Muscatine. Application for interpretation of C. D. & M. Tariff 3-D, Rule 6. Satisfactorily taken care of.

Filed August 17, 1927. Closed September 3, 1927.

No. L-1—1927. M. & St. L. R. R. Co. Application for approval on one day's notice of rating on bricks and articles taking the same rate from Des to Marshalltown—Short haul.

On May 13, 1927 authority was granted the Minneapolis & St. Louis Railroad Co., W. H. Bremner, Receiver, to establish and make effective on one day's notice Iowa distance rates for 60 miles on brick and articles taking same rates as described in Item 170 of E. B. Boyd's Tariff 160-D or reissues, from Des Moines to Marshalltown, Iowa.

No. L-2—1927. Des Moines & Central Iowa Railroad. Application for rate of 3½c per cwt. on brick and clay products, carloads, minimum 80,000 lbs., between Highland Junction and Des Moines.

On May 18, 1927, such authority was granted.

No. L-3—1927. Waterloo, Cedar Falls & Northern Ry. Co. Application for authority to establish on one day's notice rate on cream or milk, in cans, for 16 to 25 miles.

On June 4, 1927, authority was granted to establish on one day's notice a rate of 20c per can on milk and cream between stations on the W., C. F. & N. Railway for distances 16 to 25 miles inclusive when tickets are purchased in lots of 1,000 or more.

No. L-4—1927. Chicago, Rock Island & Pacific Railway Co. Application for authority to establish rate of 45½c per ton on sand and gravel from Horrabin Spur to Kalona.

On June 4, 1927, authority was granted to establish a rate of 45½c per ton, 2,000 pounds on sand and gravel, carloads, Horrabin Spur to Kalona, Iowa, the rate to expire with close of business September 30, 1927.

No. L-5—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to establish, on one day's notice, a rate of 6c per hundred pounds on brick and articles taking the same rate, other than common brick, Sioux City to Council Bluffs.

On May 25, 1927, such authority was granted.

No. L-6—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to establish, on one day's notice, rate of 118.4c per ton on stone, crushed, rough and rough quarried, sand and gravel, minimum weight 90% marked capacity, but not less than 40,000 lbs.

On June 20, 1927, authority was granted to establish on one day's notice rate of 118.4c per ton of 2,000 pounds on stone crushed, rough and rough quarried, sand and gravel, subject to minimum weight of 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 per car, between Muscatine, Iowa, and Van Horn, Iowa.

No. L-7—1927. Ft. Dodge, Des Moines & Southern Railroad Co. Application for authority to establish, on one day's notice, rate on gypsum rock from Ft. Dodge to Des Moines and Huxley, when destined to Linwood.

On June 25, 1927, authority was granted to establish on one day's published notice a rate of 53.2c per ton of 2,000 pounds on gypsum rock from Ft. Dodge to Des Moines, Iowa, and a rate of 54c per ton of 2,000 pounds on gypsum rock from Ft. Dodge to Huxley, Iowa, minimum weight 90% of marked capacity of car but not less than 40,000 pounds, when destined to Linwood, Iowa.

No. L-8—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to establish, on one day's notice, switching rate of 1½c per hundred lbs., minimum weight 80,000 lbs., on crushed stone, carloads.

On July 1, 1927, authority was granted to establish on one day's notice a switching rate of 1½c per hundred, minimum weight 80,000 pounds on crushed stone, carloads, from Dubuque Stone Products Company quarries to other industries to point of connection with other roads at Dubuque, Iowa.

No. L-9—1927. Burlington, Muscatine & Northwestern Ry., Muscatine. Application for authority to establish, on one day's notice, switching rate between industries and team tracks on B., M. & N. W. tracks, at Muscatine.

On July 13, 1927, such authority was granted.

No. L-10—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to establish, on one day's notice, rate on crushed stone, carloads, from Dubuque Stone Products Co. Quarries to other industries shown; also to point of connection with other roads on traffic destined points within switching limits on tracks of such other roads, of 1½c per cwt., minimum 80,000 lbs.

On July 14, 1927, such authority was granted.

No. L-11—1927. Chicago, Rock Island & Pacific Railway Co. Applica-

tion for authority to publish, on one day's notice, class "C" rates on fresh tomatoes, C. L., from West Liberty to Muscatine, as well as on tomato containers, C. L., in reverse direction.

On July 21, 1927, such authority was granted.

No. L-12—1927. Waterloo, Cedar Falls & Northern Ry. Co. Application for authority to establish, on one day's notice, round trip passenger rate of \$3.50 between Waterloo and Cedar Rapids, return portion limited to 30 days from date of sale.

On July 23, 1927, such authority was granted.

No. L-13—1927. Des Moines & Central Iowa Railroad Co. Application for authority to establish, on short notice, special round trip fares, account Iowa State Fair.

On August 8, 1927, authority was given to make effective on less than statutory notice, special round trip fares account of Iowa State Fair, August 24 to September 2d, as follows:

To Des Moines	Fare
From	
Perry	\$1.00
Woodward	\$1.00
Moran	\$1.00
Granger	\$.85
Herrold	\$.55
Johnston	\$.40
Altoona	\$.55
Mitchellville	\$.80
Colfax	\$1.00

No. L-14—1927. Burlington, Muscatine & Northwestern Ry. Co. Application for authority to publish, on one day's notice, B., M. & N. W. Ry. Co. Tariff No. 3.

On August 9, 1927, such authority was granted.

No. L-15—1927. Des Moines & Central Iowa Railroad. Application for authority to establish rate of 42c, round trip, between Camp Dodge and Des Moines, for Tuesday, August 16, 1927.

On August 12, 1927, such excursion rate was granted.

No. L-16—1927. Ft. Dodge, Des Moines & Southern Railroad, Boone. Application for authority to reduce minimum weight on clay, carload, from 100,000 lbs. to 80,000 lbs.

On August 17, 1927, such authority was granted.

No. L-17—1927.

CLINTON, DAVENPORT & MUSCATINE RAILWAY CO., DAVENPORT, IOWA,
Petitioners.

Decided August 31, 1927.

SWITCHING RATE—MUSCATINE, IOWA.

COMMISSIONER RICHARDSON, *dissenting*.

Supplemental Order, September 8, 1927.

COMMISSIONER RICHARDSON, *concurring*, in part.

For syllabus and full text of orders see No. B-1543—1927.

No. L-18—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to establish, on one day's notice, rate of 20c per 100 lbs. on shells, mussel, clam or oyster, crushed or ground, minimum weight 36,000 lbs., from Muscatine to Sioux City.

On July 30, 1927, such authority was granted.

No. L-19—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to publish, on one day's notice, rate of 90.4c per ton on sand and gravel from Koss Spur to Shafton, Iowa, via C. D. & M.

On September 3, 1927, such authority was granted.

No. L-20—1927. Minneapolis & St. Louis Railroad. Application for authority to publish, on one day's notice, short line rates, all freight, between Des Moines and Eldora.

On September 22, 1927, such authority was granted.

No. L-21—1927. C., D. & M. Ry., Davenport. Application for authority to publish, on one day's notice, Supplement No. 2 to C., D. & M. Ry. Co. I. C. C. No. 28, for the purpose of correcting Rule 7, Page 3 thereof.

On September 21, 1927, such authority was granted.

No. L-22—1927. Ft. Dodge, Des Moines & Southern Railroad. Application for authority to re-issue on one day's notice, Freight Tariff No. 410, naming rates on gypsum rock from Ft. Dodge to Huxley and Des Moines, when destined to Linwood.

On October 15, 1927, such authority was granted.

No. L-23—1927. Waterloo, Cedar Falls & Northern Railway Co. Application for authority to establish, on one day's notice, proportional rates on scrap paper, carloads, from Waterloo to Cedar Rapids, when destined to Tama, of 4.8c per 100 lbs.

On October 29, 1927, such authority was granted.

No. L-24—1927. Chicago, Milwaukee & St. Paul Ry. Co. Application for authority to establish, on one day's notice, rate of 11c per 100 lbs. on brick, carloads, minimum weight and description as shown in Item No. 1030 of Western Trunk Line Tariff No. 160-E, from Mason City to Sioux City.

On October 28, 1927, such authority was granted.

No. L-25—1927. Cedar Rapids & Iowa City Railway Co. Application for authority to establish switching rates on one day's notice.

On November 8, 1927, authority was granted to establish on one day's notice rates on coal at Iowa City, Iowa, as follows:

Industry	From	To	Rate Per Car
State University	Coal Storage Derrick or	Old Heating Plant \$3.25
	Old Heating Plant Track	New Heating Plant \$5.50

No. L-26—1927. National Perishable Freight Committee, Chicago. Application for authority to publish, on one day's notice, Supplement No. 18 to perishable protective tariff No. 3, eliminating provision for non-furnishing of heater.

On November 11, 1927, authority was granted to eliminate sub-paragraph 3 of Paragraph B, of Rule 530-E, as published in Supplement number 17 to perishable protective tariff number 3.

No. L-27—1927. Minneapolis & St. Louis Railroad Co. Application for authority to establish, on one day's notice, short haul rates on all freight between Des Moines and Chapin.

Application granted on November 21, 1927.

No. L-28—1927. Chicago, Milwaukee & St. Paul Railway Co. Application for authority to establish, on one day's notice, short haul rates on wheat, corn, rye, oats and barley, and articles taking same rates, between certain points, and maintain higher rates at intermediate points.

No. L-29—1927. Chicago Great Western and Manchester & Oneida Railroad Companies. Application for authority to establish, on one day's notice, joint rate for fifty miles on all freight between Dubuque and Manchester.

Granted November 29, 1927.

No. L-30—1927. Iowa Southern Utilities Co., Centerville. Application for authority to establish on less than statutory notice rate of 25c per ton, minimum 40,000 lbs., on shale, carloads, from Centerville to Moravia.

Granted March 7, 1927.

No. L-31—1927. Chicago, Rock Island & Pacific Railway Co. Application for authority to establish, on five days' notice, switching rate of \$6.30 per car on crushed stone from Linwood stone quarry, at Linwood, to cement mill of the Dewey Portland Cement Co., all within the switching limits of Linwood.

Granted April 25, 1927.

No. L-32—1927. Waterloo, Cedar Falls & Northern Railway Co. Application for authority to establish, on one day's notice, passenger fare of 65c between Waterloo and Waverly, one way, and \$1.00 for the round trip between the same points, using this rate as a maximum from and to intermediate points.

Granted January 7, 1927.

No. L-33—1927. Minneapolis & St. Louis Railroad Co. Application for authority to publish short haul rates, on one day's notice on cement, from Hawkeye Portland Cement Co., Valley Junction, to Des Moines.

On April 23, 1927, such authority was granted, as follows:

2½c per 100 lbs., Min. Wt. 65,000 lbs. to M. & St. L. Team Tracks in Des Moines, Iowa.

1½c per 100 lbs., Min. Charge \$8.10 per car to Industries served by M. & St. L. R. R. in Des Moines, Iowa.

No. L-34—1927. Chicago, Rock Island & Pacific Railway Co. Application for authority to publish and make effective, on one day's notice, switching rate of \$3.25 per car on coal, from coal storage derrick on heating plant track at State University, Iowa City, to the heating plant.

Granted April 18, 1927.

No. L-35—1927. Chicago, Rock Island & Pacific Railway Co. Application for authority to establish and make effective on one day's notice, a rate of \$1.155 per net ton, on crushed rock, carloads, from Linwood to Oskaloosa, via Brighton and M. & St. L. R. R.

Granted April 14, 1927.

No. L-36—1927. Chicago, Rock Island & Pacific Railway Co. Application for authority to establish a rate of \$1.13 per ton on crushed rock, Buffalo to Oskaloosa, via Rock Island, to Brighton via M. & St. L., the rate to expire on November 1, 1927.

Granted April 6, 1927.

No. L-37—1927. Minneapolis & St. Louis Railroad Co. Application for authority to establish, on one day's notice, rate of 113 cents per ton from Buffalo, and 115.5 cents per ton from Linwood, to Oskaloosa, on crushed rock, carload.

Granted March 16, 1927.

No. L-38—1927. Chicago, Rock Island & Pacific Railway Co. Application for authority to establish, on one day's notice, rate of 20c per ton on sand and gravel, carloads, from Hills, (Horrabin Pit), Iowa, to Iowa City.

Granted March 11, 1927.

No. L-39—1927. Waterloo, Cedar Falls & Northern Railway Co. Application for authority to make effective, on one day's notice, a rate of 12c per ten gallon can on milk and cream, carloads, Denver, Iowa, to Waterloo, Iowa.

Granted March 14, 1927.

No. L-40—1927. Waterloo, Cedar Falls & Northern Railway Co. Application for authority to establish, on one day's notice, rate of 36.4c per ton on sand, carloads, Cedar Rapids to Cedar Falls.

Granted March 14, 1927.

No. L-41—1927. Chicago, Milwaukee & St. Paul Railway Co. Application for authority to establish on one day's notice, rates on silica sand between points in Iowa.

On April 11, 1927, authority was granted to establish, on one day's notice, rates on silica sand, carloads, from Clayton, Iowa, as follows:

105c per net ton to Clinton.

113c per net ton to Davenport and Bettendorf.

No. L-42—1927. Central Freight Association, Chicago. Application for authority to change, on one day's notice, the first two lines of Paragraph 3, Section B, Rule 1 of I. C. C. Tariff No. 1855, to correct an error therein.

Granted February 25, 1927.

No. L-43—1927. Illinois Central Railroad Co. Application for authority to publish, on one day's notice, switching charge of \$10.00 per car on live stock from Leeds, Iowa, to deliveries on the Sioux City Terminal Railway, instead of delivery to stock yards.

Granted February 12, 1927.

No. L-44—1927. Chicago, Milwaukee & St. Paul Railway Co. Application for authority to establish, on one day's notice, rate of 91c per net ton of 2,000 lbs., from Muscatine to Sigourney, on sand and gravel, carload, minimum weight 90% marked capacity of car, except where cars are loaded to full visible capacity, actual weight will apply, but not less than 40,000 lbs.

Granted February 17, 1927.

No. L-45—1927. Chicago, Milwaukee & St. Paul Railway Co. Application for authority to establish, on one day's notice, rate of \$1.00 per net ton of 2,000 lbs., from Buffalo to Sigourney, and \$1.03 per net ton of 2,000 lbs., Linwood to Sigourney, on crushed stone, carloads, minimum weight 90% marked capacity of car, except where cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 lbs.

Granted February 17, 1927.

No. L-46—1927. Waterloo, Cedar Falls & Northern Railway Company. Application to establish on one day's notice rates on brick from Cedar Rapids to Waterloo, Iowa, on the basis of 44 miles distance.

Granted December 29, 1926.

No. L-47—1927. Minneapolis & St. Louis Railroad. Application to establish and make effective on one day's notice, rates on bituminous coal, carloads, from Riserville Mine, Iowa, to Albia, Iowa, applicable only on traffic destined beyond Albia, minimum carload weight 80,000 pounds as follows:

35 cents per ton of 2,000 pounds on Lump or Nut.

30 cents per ton of 2,000 pounds on Bituminous Coal which has passed through a bar screen not exceeding one and one-half inches between bars or its equivalent, a two-inch mesh or a two-inch round perforation.

Granted December 14, 1926.

No. L-48—1927. Waterloo, Cedar Falls & Northern Railway Co. Application to establish on one day's notice a rate of 11.1c on eggs, carloads, Waterloo to Cedar Rapids, when destined to Clinton via Chicago & North Western Railway, Waterloo, Cedar Falls & Northern to absorb the intermediate shipping charge of the Chicago & North Western at Cedar Rapids.

Granted December 14, 1926.

Express Company Cases

No. C-301—1927. H. E. Sorenson Lamp Co., Des Moines, v. American Railway Express Co. Routing of express from Des Moines to Storm Lake. Adjusted.

Filed August 10, 1927. Closed November 29, 1927.

Spur Tracks

No. D-836—1927.

E. H. PEDDICORD, WATERLOO, Complainant.

v.

WATERLOO, CEDAR FALLS AND NORTHERN RAILWAY COMPANY, Defendants.

Decided April 14, 1927.

SPUR TRACK.

Found, upon hearing and inspection of premises, necessity exists for spur track; when conditions of Chapter 375 have been provided for by the applicant, said spur track is necessary, as defined in Section 8171, Code of Iowa; shall be constructed within thirty days after applicant complies with conditions thereof, applicant to pay the cost of said construction.

So ordered.

For the Complainants—Judge C. E. Ransier, Atty., Waterloo, Iowa.

For the Railway Company—C. E. Pickett, Atty., Waterloo, Iowa; C. M. Chaney, President & G. M., Waterloo, Iowa.

Pursuant to notice, this case came on for hearing, at the Court House, Waterloo, Iowa, and at the request of the attorney for the petitioner, was continued to two o'clock P. M., when it was fully heard and taken under advisement. After the hearing the premises were inspected.

This matter is before the Board under Section 8171, Code of Iowa, 1924. The petitioner asked the Board to find the necessity for the construction of a proposed spur track and asked that an order be made accordingly. The respondent objects to the construction of a spur track at the proposed site and denies the necessity therefor.

The petitioner owns and operates a service station for retail sale of gasoline and oils, which station is situated at the side of paved primary highway number 5, between Cedar Falls and Waterloo. The Waterloo, Cedar Falls & Northern tracks bound the petitioner's property on the north and east, interesting with said highway number 5, which makes the petitioner's property triangular in shape. It is from this track at the rear and on the north of petitioner's property that he desires a spur track connected and extending therefrom to and upon his property to reach proposed oil storage tanks of several tank car capacity.

The petitioner stated that he would lease said storage tanks to the Farmers Mutual Oil Company at \$50.00 per month, he in turn, receiving gasoline therefrom at a little less than the regular wholesale price.

North of petitioner's property and parallel thereto, is a passing track which connects with the main line of the respondent. It would be necessary, in the construction of the spur track, to cross over this passing track before a feasible connection with the main line could be made. The Farmers Mutual Oil Company was not a party to the petition. One of the Directors and the Secretary of the Mutual Company testified at the hearing, that the Farmers Mutual Oil Company was a corporation, incorporated under the laws of Iowa for the purchase by it and sale to its members, of gasoline and oils. That they had contracted with the petitioner for lease of the proposed storage tanks at \$50.00 per month. That it would be more convenient than other points because most of the present members of the Mutual Company now live in a westerly direction from the proposed site, and nearer Cedar Rapids than Waterloo. Although a witness testified that any farmer in Black Hawk County who would purchase stock in said corporation was eligible.

The respondent owns and operates an electrified railway and their engineer testified that to erect tanks and establish a spur track at this point would create a serious hazard, because of the frequent sparks emanating from the rails and trolleys which does not occur on steam operated railroads. The engineer for the respondent further testified that because the land upon which it is proposed to erect the storage tanks slopes towards the respondent's tracks, there would be grave danger in event of leakage and seepage of gasoline, for it would cause "ponding," which "ponded" gasoline would be subject to ignition in the event there were sparks emanating from the rails or trolley in the operation of its trains and locomotives. The respondent testified that the total cost to establish a spur track as petitioned for, including all such protection against the alleged hazard, would be \$1,318. The respondent offers the petitioner in the city of Waterloo a place upon which they may erect storage oil tanks and which is served by a spur track already in existence. The president of the respondent company stated that the site in Waterloo was offered free of charge to the petitioner.

The representatives of the Farmers Mutual Oil Company contend, however, that this site would not serve their purposes, making an additional six mile haul for their members and otherwise inconveniencing them in the conduct of their business.

Section 8171 of the Code provides that every railroad shall acquire the necessary rights-of-way and shall construct, connect, operate and maintain a reasonable, adequate and suitable spur track when such spur track does not exceed three miles in length and is required for the successful operation of any existing or proposed mill, elevator, store house, warehouse or industry or enterprise and its construction and operation is not unusually unsafe and dangerous, and is not unreasonably harmful to the public interests. Before, however, such railroad company may be required to do these things, the Board of Railroad Commissioners must, after hearing, declare the same to be necessary. There is no question from the evidence offered in this case, that if the applicant is to have his storage tanks at the location he desires upon his own property, it is necessary to have the spur track requested, and it is this necessity apparently that the statute requires the Board to find and the Board does so find.

There is an element of danger, as indicated herein, due to the possible leakage of gasoline, but it is in evidence that this can be taken care of in a manner satisfactory to the rules laid down by the American Railway Association and the cost of providing this protection is included in the estimated cost of \$1,318. There will be no cost for procuring the right of way as it will be entirely on land owned either by the applicant or respondent.

Section 8172 and following Sections of Chapter 375, provide for the depositing with the Railroad Company by the applicant, of money in amount sufficient to pay all the costs of building said spur track, or the applicant may himself construct such spur track provided a bond is provided "running to such railroad company and conditioned upon the construction of such spur track in a good and workmanlike manner, according to plans and specifications furnished by such railroad company and approved by the Commission."

The Board finds that said spur track is necessary as defined in Section 8171, of the Code, that when all the conditions as provided for in Chapter 375 have been provided for by the applicant, including proper protection from danger of gasoline leakage, said spur track shall be provided for such applicant within thirty days of the date that the applicant herein complies with such conditions.

Electric Transmission Line Franchises and Matters Pertaining Thereto

- No. E-561—1927. Manly Telephone Co., Manly, v. Peoples Gas & Electric Co., Mason City. Inductive interference. Adjusted. Filed December 29, 1924. Closed March 7, 1927.
- No. E-586—1927. Bellevue Telephone Co., Bellevue, v. Iowa Electric Co., Cedar Rapids. Inductive interference—Jackson County. Satisfactorily adjusted. Filed March 25, 1926. Closed April 26, 1927.
- No. E-629—1927. Stratford Mutual Telephone Co., Stratford, v. Central States Electric Co., Cedar Rapids. Inductive interference—Hamilton County. Adjusted. Filed July 24, 1925. Closed November 8, 1927.
- No. E-641—1927. C., R. I. & P. Ry. Co. v. Beech Telephone Co., Beech. Wire crossing over C., R. I. & P. at Beech. Satisfactorily adjusted. Filed August 10, 1925. Closed August 10, 1927.
- No. E-642—1927. C., R. I. & P. Ry. Co. v. Sandyville Telephone Co., Sandyville. Wire crossing over C., R. I. & P. track near Beech. Satisfactorily adjusted. Filed August 10, 1925. Closed August 10, 1927.
- No. E-647—1927. C., R. I. & P. Ry. Co. v. Beech Telephone Co., Beech. Wire crossing over C., R. I. & P. tracks, at M. P. 54. Satisfactorily adjusted. Filed August 11, 1925. Closed August 10, 1927.
- No. E-650—1927. C., R. I. & P. Ry. Co. v. Mutual Telephone Line No. 33, Chariton. Wire crossing over C. R. I. & P. track near M. P. 27-25. Satisfactorily adjusted. Filed August 10, 1925. Closed August 10, 1927.
- No. E-651—1927. C. R. I. & P. Ry. Co. v. A. D. Foster, Chariton. Wire crossing over track near M. P. 27-25. Satisfactorily adjusted. Filed August 10, 1925. Closed August 10, 1927.
- No. E-655—1927. C., R. I. & P. Ry. Co. v. Knoxville Light & Telephone Co. Wire crossing over track in Marion County. Closed without prejudice. Filed August 10, 1925. Closed July 12, 1927.
- No. E-670—1927. Farmers Electric Co., Osceola. Improperly constructed supply line in Osceola County. Subsequent to the filing of this complaint the Northwestern Light & Power Co., of Sibley, acquired title to this line, and the complaint was satisfactorily adjusted. Filed September 24, 1925. Closed September 24, 1927.
- No. E-672—1927. Jensen Telephone Co., Thompson, v. Interstate Power Co., Dubuque. Inductive interference in Woodbury County. Satisfactorily adjusted. Filed July 2, 1925. Closed July 5, 1927.
- No. E-703—1927. Interstate Power Co., Dubuque. Star connected grounded transmission system in Dubuque County. Satisfactorily adjusted. Filed November 19, 1925. Closed March 29, 1927.
- No. E-723—1927. Harry Hatch, George, Iowa. Tree trimming, etc., transmission line in Osceola and Lyon Counties. Satisfactorily adjusted. Filed March 31, 1926. Closed November 8, 1927.
- No. E-729—1927. Farmers Mutual Telephone Co., Stanhope, v. Central States Electric Co., Cedar Rapids. Inductive interference in Hamilton County. Satisfactorily adjusted. Filed April 23, 1926. Closed March 3, 1927.

No. E-732—1927. Mississippi River Power Co., Keokuk. Authority to increase operating voltage—Transmission line in Des Moines and Lee Counties.

This application came on for hearing on November 23 and on December 31, 1926, certificate was issued granting the applicant authority to increase the voltage of its transmission line between Ft. Madison and West Burlington, Iowa, from 11,000 to 66,000 volts.

No. E-734—1927. Laurens Western Electric Line No. 4, Laurens. Franchise in Pocahontas County.

This application came on for hearing on September 8, 1926, and on September 28, 1927, franchise for a 2300 volt transmission line was granted.

No. E-735—1927. Farmers Mutual Telephone Co., Grimes, v. George B. Jensen, Polk City. Hazardous conditions on transmission line in Polk County. Satisfactorily adjusted.

Filed May 14, 1926. Closed November 8, 1927.

No. E-749—1927. Merville Mutual Telephone Co., Merville, v. Northwestern Light & Power Co., Cedar Rapids. Inductive interference in Woodbury County. Adjusted.

Filed June 15, 1926. Closed November 8, 1927.

No. E-750—1927. Haverhill-Laurel Electric Co., Haverhill. Transformer at Laurel. Adjusted.

Filed June 10, 1926. Closed August 23, 1927.

No. E-751—1927. Haverhill-Laurel Electric Co., Haverhill. Wires over railroad—Transformers. Near Laurel. Adjusted.

Filed June 10, 1926. Closed August 23, 1927.

No. E-775—1927. Ledyard Telephone Co., Ledyard, v. Interstate Power Co., Wilmington, Del. (Albert Lea Division). Inductive interference near Ledyard. Adjusted.

Filed August 10, 1926. Closed July 5, 1927.

No. E-781—1927. Eastern Iowa Electric Co., Dubuque. Authority to increase operating voltage—Transmission line in Dubuque County.

This application came on for hearing on October 5, 1926, and on March 31, 1927, certificate was issued granting the applicant authority to increase the voltage of its transmission line running from Dubuque to Epworth, Farley and Dyersville, from 16,500 volts to 33,000 volts.

No. E-782—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Linn County.

This application came on for hearing on November 23, 1926, and on December 13, 1926, franchise for a 13,200 volt transmission line, 1¼ miles in length, was granted.

No. E-783—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Linn County.

This application came on for hearing on November 23, 1926, and on December 13, 1926, franchise for a 6,600 volt transmission line, approximately 28¼ miles in length, was granted.

No. E-784—1927. Central States Electric Co., Cedar Rapids. Franchise in Hancock and Kossuth Counties.

This application came on for hearing on November 23, 1926, and on December 21, 1926, franchise for a 33,000 volt line, approximately 35.5 miles in length, was granted from the west corporate limit of the town of Britt to a point about one-half a mile south of Lone Rock.

No. E-786—1927. Central States Electric Co., Cedar Rapids. Franchise in Kossuth County.

This application came on for hearing on November 23, 1926, and on December 13, 1926, franchise for a 33,000 volt transmission line, approximately 7 miles in length, was granted.

No. E-787—1927. Northwestern Light & Power Co., Cedar Rapids. Franchise in Osceola County.

This application came on for hearing on November 23 and December 30, 1926, and on January 10, 1927, franchise for a 13,200 volt transmission line, approximately 1.1 miles in length, was granted.

No. E-788—1927. Northwestern Light & Power Co., Cedar Rapids. Franchise in Osceola County.

This application came on for hearing November 23 and December 30, 1926, and on January 10, 1927, franchise for a 6,600 volt transmission line, approximately .3 mile in length, was granted, giving the right to use the streets, alleys and public places of the village of Cloverdale.

No. E-789—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Carroll and Calhoun Counties.

This application came on for hearing on November 23, 1926, and on December 13, 1926, franchise for a 33,000 and 6,600 volt transmission line, approximately 19½ miles in length, was granted between the corporate limit of the city of Lake City, Calhoun County, and the north corporate limit of the town of Glidden, Carroll County; and between the southeast corner of Section 18, Township 84 North, Range 33, W. 5th P. M., and the northeast corporate limit of the city of Carroll, Iowa.

No. E-790—1927. Griggs Township Electric Assn., Holstein. Franchise in Ida County.

This application came on for hearing on November 23, 1926, and on December 13, 1926, franchise for a 2,300 volt transmission line, approximately one mile in length, was granted.

No. E-791—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Sac County.

This application came on for hearing on November 23, 1926, and on December 13, 1926, franchise for a 6,600 volt transmission line approximately 5 miles in length, was granted.

No. E-792—1927. Northeastern Iowa Power Co., West Union. Franchise in Bremer County.

This application came on for hearing on November 23, 1926, and on December 21, 1926, franchise for a 6,600 volt transmission line, approximately 6¾ miles in length, was granted.

No. E-793—1927. Central States Electric Co., Cedar Rapids. Franchise in Franklin, Hardin and Grundy Counties.

This application came on for hearing on October 23, 1926, and on December 13, 1926, franchise for a 6,600 volt transmission line, approximately 12½ miles in length, was granted.

No. E-794—1927. Central Iowa Power & Light Co., Ft. Dodge. Franchise in Wright, Humboldt and Hancock Counties.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 33,000 and 6,600 volt transmission line, approximately 23¾ miles in length, was granted.

No. E-795—1927. Central Iowa Power & Light Co., Ft. Dodge. Franchise in Pocahontas and Buena Vista Counties.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 33,000 and 13,200 volt transmission line, approximately 9½ miles in length, was granted.

No. E-796—1927. Iowa Southern Utilities Co., Centerville. Franchise in Monroe County.

This application came on for hearing on October 23, 1926, and on December 13, 1926, franchise for a 66,000 volt transmission line, approximately 12¼ miles in length, was granted beginning at a point on the east line of Section 1, Township 73 N., Range 16, W. 5th P. M., and running to the east corporate limit of the city of Albia, Iowa.

No. E-797—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Benton and Linn Counties.

This application came on for hearing on December 7, 1926, and on December 21, 1926, franchise for a 6,600 volt transmission line, approximately 3 miles in length, was granted.

No. E-798—1927. Central States Electric Co., Cedar Rapids. Franchise in Buena Vista and Pocahontas Counties.

Application filed October 30, 1926. Withdrawn December 8, 1926.

No. E-799—1927. Interstate Power Co., Wilmington, Del. Franchise in Worth County.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 6,600 volt transmission line was granted.

No. E-800—1927. Central Iowa Power & Light Co., Ft. Dodge. (Cedar Valley Divn.) Franchise in Cerro Gordo County.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 33,000 volt transmission line, approximately $\frac{3}{4}$ of a mile in length, was granted.

No. E-801—1927. Central Iowa Power & Light Co., Ft. Dodge. (Cedar Valley Divn.) Franchise in Franklin County.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 6,600 volt transmission line, approximately 10 miles in length, was granted beginning at the south corporate limit of the town of Geneva and running to the south line of Section 23, Township 90 N., Range 19, W. 5th P. M., including the right to use the streets and alleys of the village of Faulkner.

No. E-802—1927. Central Iowa Power & Light Co., Ft. Dodge. (Cedar Valley Divn.) Franchise in Butler County.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 6,600 volt transmission line, approximately 4 miles in length, was granted.

No. E-803—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Monona County.

This application came on for hearing on December 10, 1926, and on December 21, 1926, franchise for a 6,600 volt transmission line, approximately $2\frac{1}{8}$ miles in length, was granted.

No. E-804—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Story County.

This application came on for hearing on December 7, 1926, and on December 21, 1926, franchise for a 13,200 volt transmission line, approximately 6.5 miles in length, was granted beginning at the south corporate limit of the town of McCallsburg and running to the village of Fernald.

No. E-805—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Story County—Authority to increase operating voltage.

This application was filed on November 8, 1926, and on December 31, 1926, certificate was granted authorizing the increasing of the operating voltage of transmission line running from the city of Nevada to the village of Fernald, from 6,600 to 13,200 volts.

No. E-806—1927. Des Moines Electric Light Co., Des Moines. Franchise in Polk and Jasper Counties.

This application came on for hearing on December 10, 1926, and on December 31, 1926, franchise for a 66,000 and 6,900 volt transmission line, approximately 18.75 miles in length, was granted.

No. E-807—1927. Iowa Southern Utilities Co., Centerville. Franchise in Wapello County.

This application came on for hearing on December 29, 1926, and on January 10, 1927, franchise for a 2,300 volt transmission line, approximately 3.7 miles in length, was granted running from the north corporate limit of the city of Ottumwa to the County Home, Wapello County, Iowa.

No. E-808—1927. Eastern Iowa Electric Co., Dubuque. Franchise in Dubuque County.

This application came on for hearing on December 29, 1926, and on March 31, 1927, franchise for a 6,600 volt transmission line, approximately 12.75 miles in length, was granted.

No. E-809—1927. Iowa Electric Co., Cedar Rapids. Franchise in Clinton County.

This application came on for hearing on December 29, 1926, and on January 13, 1927, franchise for a 33,000 volt transmission line, was granted beginning at the southwest corner of Section 10, Township 81 N., Range 2, W. 5th P. M., and running to the west corporate limit of the city of De Witt.

No. E-810—1927. Northwestern Light & Power Co., Cedar Rapids. Franchise in Clay County.

This application came on for hearing on December 29, 1926, and on January 10, 1927, franchise for a 13,200 volt transmission line, approximately 2.1 miles in length, was granted.

No. E-811—1927. Central States Electric Co., Cedar Rapids. Franchise in Pocahontas and Buena Vista Counties.

This application came on for hearing on December 29, 1926, and on January 12, 1927, franchise for a 13,200 volt transmission line, was granted from the north corporate limit of the town of Rolfe to the west corporate limit of the town of Havelock; and from the east corporate limit of the town of Havelock to the north corporate limit of the town of Pocahontas; and from the west corporate limit of the town of Havelock to a point southeast of Marathon.

No. E-812—1927. Northeastern Iowa Power Co., West Union. Franchise in Buchanan County.

This application came on for hearing on January 18, 1927, and on February 7, 1927, franchise for a 2,300 volt transmission line, approximately $1\frac{1}{2}$ miles in length, was granted.

No. E-813—1927. Northeastern Iowa Power Co., West Union. Franchise in Fayette County.

This application came on for hearing on January 18, 1927, and on February 7, 1927, franchise for a 2,300 volt transmission line, approximately one mile in length, was granted.

No. E-814—1927. Northeastern Iowa Power Co., West Union. Transmission line in Fayette and Winneshiek Counties. Authority to increase operating voltage.

Application filed December 9, 1926. Withdrawn January 17, 1927.

No. E-815—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Lyon, O'Brien and Sioux Counties.

This application came on for hearing on January 18, 1927, and on February 7, 1927, franchise for a 33,000 and 6,600 volt transmission line, approximately $3\frac{3}{4}$ miles in length, was granted from Sheldon to Matlock and George.

No. E-816—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Cherokee County.

This application came on for hearing on January 18, 1927, and on February 7, 1927, franchise for a 33,000 and 6,600 volt transmission line, approximately $1\frac{1}{8}$ miles in length, was granted.

No. E-817—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Carroll County.

This application came on for hearing on January 18, 1927, and on January 26, 1927, franchise for a 6,600 volt transmission line, approximately $3\frac{3}{4}$ miles in length, was granted.

No. E-818—1927. Iowa Light, Heat & Power Co., Carroll. Franchise in Monona County.

This application came on for hearing on February 8, 1927, and on March 31, 1927, franchise for a 6,600 volt transmission line, approximately 6 miles in length, was granted.

No. E-819—1927. Interstate Power Co., Wilmington, Del. Franchise in Clayton County.

Filed December 15, 1926. Withdrawn November 17, 1927.

No. E-820—1927. Interstate Power Co., Wilmington, Del. Franchise in Clayton County.

This application came on for hearing on June 14, 1927, and on July 1, 1927, franchise for a 6,600 volt transmission line, approximately 5 miles in length, was granted.

No. E-821—1927. Interstate Power Co., Wilmington, Del. Franchise in Winneshiek County.

This application came on for hearing on February 1, 1927, and on March 31, 1927, franchise for a 6,600 volt transmission line, approximately 6¼ miles in length, was granted.

No. E-822—1927. Interstate Power Company, Wilmington, Delaware. Transmission line in Winneshiek County.

This application came on for hearing on February 1, 1927, and on March 31, 1927, franchise for a 6,600 volt transmission line six miles in length was granted.

No. E-823—1927. Interstate Power Co., Wilmington, Delaware. Transmission line in Allamakee and Clayton Counties.

This application came on for hearing February 1, 1927, was continued to February 8th, and on March 31, 1927, franchise for a 6,600 volt transmission line approximately three miles in length was granted.

No. E-824—1927. Iowa Light, Heat and Power Company, Carroll, Iowa. Transmission line in Sac County.

This application came on for hearing February 1, 1927, and on March 31, 1927, franchise for a 6,600 volt transmission line approximately 1½ miles in length, was granted.

No. E-825—1927. Central Iowa Power and Light Co., Ft. Dodge. Transmission line in Hancock and Wright Counties.

This application came on for hearing February 1, 1927, and on March 31st franchise for a double circuit transmission line of 33,000 and 6,600 volts, approximately 23 miles in length, was granted.

No. E-826—1927. Central Iowa Power & Light Co., Ft. Dodge. Transmission line in Pocahontas County.

This application was filed December 22, 1926, and the case closed on January 13, 1927, at the request of the applicant.

No. E-827—1927. Eastern Iowa Electric Co., Dubuque. Transmission line in Dubuque County.

This application came on for hearing on February 1, 1927, and on March 31st franchise for a 6,600 volt transmission line approximately 2 miles in length, was granted.

No. E-828—1927. Iowa Light, Heat and Power Company, Carroll. Transmission line in Shelby and Audubon Counties.

This application came on for hearing on February 8, 1927, and on March 31st franchise for a 6,600 volt transmission line approximately 3 and ⅝ miles in length, was granted.

No. E-829—1927. Iowa Southern Utilities Company, Centerville. Transmission line in Monroe, Lucas, Clarke and Union Counties.

This application came on for hearing February 18, 1927. On April 7th franchise for a 33,000 volt transmission line 85.15 miles in length, was granted.

No. E-830—1927. Northwestern Iowa Power Company, West Union. Transmission line in Winneshiek and Fayette Counties.

This application came on for hearing on March 1st, 1927, and on March 31st franchise for a 13,200 volt transmission line 7 and ¾ miles in length, was granted.

No. E-831—1927. Iowa Light, Heat & Power Company, Carroll. Transmission line in Woodbury County.

This application came on for hearing March 1, 1927, and on March 31st franchise for a 6,600 volt transmission line 20¼ miles in length, was granted.

No. E-832—1927. Iowa Light, Heat & Power Company, Carroll. Transmission line in Calhoun County.

This application came on for hearing March 1, 1927, and on March 31st franchise for a 6,600 volt transmission line one-half mile in length, was granted.

No. E-833—1927. Iowa Service Co., Lincoln, Nebraska, Transmission line in Harrison County.

This application came on for hearing March 8, 1927, and on April 1st franchise for a 2,300 volt transmission line three-fourths mile in length, was granted.

No. E-834—1927. Des Moines Electric Light Company, Des Moines, Authority to increase operating voltage—Transmission line in Jasper, Marion and Mahaska Counties.

On February 2, 1927, applicant filed petition for authority to increase the operating voltage of its transmission line between Prairie City, Monroe, Pella and Oskaloosa, Iowa, from 44,000 to 66,000 volts, and no objections being received, the Board on March 31, 1927, issued Certificate No. 13, granting this application.

No. E-835—1927. Iowa Power & Light Company, Des Moines. Transmission line in Marion County.

This application came on for hearing March 1, 1927, and on March 31st franchise for a 2,300 volt transmission line four and three-fourths miles in length, was granted.

No. E-836—1927. Iowa Power & Light Company, Des Moines. Transmission line in Dallas County.

This application came on for hearing March 1, 1927, and on March 31st franchise for a 6,900 volt transmission line approximately four and a half miles in length, was granted.

No. E-837—1927. Central States Electric Company, Cedar Rapids. Transmission line in Pocahontas County.

This application came on for hearing on March 8, 1927, and on May 3d franchise for a 6,600 volt transmission line approximately 86 rods in length, was granted.

No. E-838—1927. Dubuque Electric Co., Dubuque. Transmission line in Dubuque County.

This application came on for hearing March 22, 1927, and on April 19th franchise for a 6,600 volt transmission line approximately 14½ miles in length, was granted.

No. E-839—1927. Northeastern Iowa Power Company, West Union. Transmission line in Clayton and Fayette Counties.

This application came on for hearing March 29, 1927, and on April 8th franchise for a 2,300 volt transmission line 29½ miles in length, was granted.

No. E-840—1927. Northeastern Iowa Power Company, West Union. Transmission line in Winneshiek County.

This application came on for hearing March 29, 1927, and on April 8th franchise for a 13,200 volt transmission line 14 miles in length, was granted.

No. E-841—1927. Iowa Light, Heat & Power Company, Carroll. Transmission line in Monroe County.

This application came on for hearing March 29, 1927, and on April 14th franchise for a 6,600 volt transmission line $7\frac{1}{2}$ miles in length, was granted between Soldier and Moorhead, Iowa.

No. E-842—1927. Central States Electric Company, Cedar Rapids. Transmission line in Hamilton and Hardin Counties.

This application came on for hearing on April 19, 1927, and on June 28th franchise for a 33,000 volt transmission line $30\frac{1}{2}$ miles in length was granted between Jewell, Ellsworth, Radcliffe, Hubbard, Eldora to a point one half mile east of the southwest corner of the northwest quarter of Section 29, Township 87 north, Range 19, west of the 5th P. M.

No. E-843—1927. Iowa Service Company, Lincoln, Nebraska. Transmission line in Montgomery County.

This application came on for hearing April 19, 1927, and on May 3d franchise for a 33,000 volt transmission line approximately $6\frac{1}{2}$ miles in length was granted.

No. E-844—1927. E. L. Maytag, Newton. Transmission line in Jasper County.

This application came on for hearing April 12, 1927, and was continued to May 10th. It was further continued to May 24th, and on June 13th franchise for a 2,300 volt transmission line one mile in length was granted from the city of Newton, Iowa, to the residence of the applicant.

No. E-845—1927. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Linn County.

This application came on for hearing on April 26, 1927, and on May 25th franchise for a 13,200 volt transmission line approximately $3\frac{1}{2}$ miles in length was granted.

No. E-846—1927. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Linn County.

This application came on for hearing April 26, 1927, and on May 3d franchise for a 6,600 volt transmission line approximately 7 miles in length was granted.

No. E-848—1927. Eastern Iowa Electric Co., Dubuque. Transmission line in Dubuque County.

This application came on for hearing May 3, 1927, and on May 28th franchise for a 6,600 volt transmission line one and one-eighth miles in length was granted.

No. E-849—1927. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Linn County.

This application came on for hearing May 3, 1927, and on May 25th franchise for a 6,600 volt transmission line 21 miles in length was granted.

No. E-851—1927. Iowa Public Service Company, Ft. Dodge. Transmission line in Buena Vista County.

This application came on for hearing May 10, 1927, was continued to May 24th, and on June 11th franchise for a 6,600 volt transmission line approximately 14 miles in length was granted.

No. E-852—1927. Iowa Public Service Company, Ft. Dodge. Transmission line in Sioux County.

This application came on for hearing on May 24th, 1927, and on June 11th franchise for a 6,600 volt transmission line approximately 5 miles in length was granted.

No. E-853—1927. Iowa Public Service Company, Ft. Dodge. Transmission line in Cherokee and Plymouth Counties.

This application came on for hearing May 24, 1927, and on September 28th franchise for double circuit transmission line of 33,000 and 6,600 volts approximately 20 miles in length was granted.

No. E-854—1927. John L. Ouvar, Cedar Rapids. Transmission line in Linn County.

This application came on for hearing May 10, 1927, was continued to May 24th, and on June 13th franchise for a 2,300 volt transmission line $\frac{3}{4}$ mile in length was granted.

No. E-855—1927. Central States Electric Co., Cedar Rapids. Transmission line in Hardin and Hamilton Counties.

This application came on for hearing May 24, 1927, was continued to June 14th, and on July 1st franchise for a 33,000 volt transmission line $20\frac{1}{2}$ miles in length was granted between Iowa Falls, Alden, Williams and Blairsburg, Iowa.

No. E-856—1927. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Greene County.

This application came on for hearing on May 24, 1927, and on June 10th franchise for a 2,300 volt transmission line approximately $2\frac{1}{4}$ miles in length was granted.

No. E-857—1927. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Marshall County.

This application came on for hearing May 24, 1927, and on June 10th franchise was granted for a 110 and 220 volt transmission line approximately one half mile in length in the village of Quarry, Marshall County, Iowa.

No. E-858—1927. Central States Electric Co., Cedar Rapids. Transmission line in Kossuth County.

This application came on for hearing on June 14, 1927, and on June 30th franchise for a 23,000 volt transmission line $21\frac{1}{2}$ miles in length was granted from the south corporate limit of the town of Burt, Iowa, to the northeast corner of Section 35, Township 96 north, Range 27 west of the 5th P. M.

No. E-859—1927. Iowa Public Service Company, Ft. Dodge. Transmission line in Audubon and Cass Counties.

This application came on for hearing June 14, 1927, and on June 28th franchise for a 6,600 volt transmission line 9 miles in length was granted.

No. E-860—1927. Iowa Public Service Co., Ft. Dodge. Transmission line in Black Hawk County.

This application came on for hearing June 14, 1927, and on June 28th franchise for a 6,600 volt transmission line approximately $29\frac{5}{8}$ miles in length was granted.

No. E-861—1927. Iowa Public Service Co., Ft. Dodge. Transmission line in Carroll County.

This application came on for hearing June 14, 1927, and on June 28th franchise for a 6,600 volt transmission line approximately $5\frac{3}{4}$ miles in length was granted.

No. E-862—1927. Northeastern Iowa Power Co., West Union. Transmission line in Clayton County.

This application came on for hearing June 14, 1927, and on June 28th franchise for a 13,200 volt transmission line approximately $8\frac{3}{4}$ miles in length was granted.

No. E-863—1927. Northeastern Iowa Power Co., West Union. Transmission line in Winneshiek County.

This application came on for hearing on June 14, 1927, and on June 28th franchise for a 13,200 volt transmission line one mile in length was granted.

No. E-864—1927. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Linn County.

This application came on for hearing June 14, 1927, and on June 28th franchise for a 6,600 volt transmission line $7\frac{3}{4}$ miles in length was granted.

No. E-865—1927. Des Moines Electric Light Co., Des Moines. Transmission line in Jasper and Marion Counties.

This application came on for hearing on June 14, 1927, and on June 28th franchise for a 44,000 volt transmission line approximately 18 miles in length was granted between Prairie City, Monroe and Otley, Iowa.

No. E-866—1927. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Boone County.

This application came on for hearing June 14, 1927, and on June 28th franchise for a 2,300 volt transmission line approximately 3¼ miles in length was granted.

No. E-867—1927. Iowa Railroad Commission v. Town of Pomeroy. Wire crossing over Illinois Central in Calhoun County. Satisfactorily adjusted.

Filed May 23, 1927. Closed November 9, 1927.

No. E-868—1927. Dubuque Electric Company, Dubuque. Transmission line in Dubuque County.

This application came on for hearing on June 14, 1927, and on June 28th franchise for a 6,600 volt transmission line approximately 5 and ¾ miles in length was granted.

No. E-869—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Story County.

This application came on for hearing on June 28, 1927, and on June 30, 1927, franchise for a 13,200 volt transmission line, approximately .75 mile in length, was granted.

No. E-870—1927. Central States Electric Co., Cedar Rapids. Franchise in Hardin County.

This application came on for hearing on July 26, 1927, and on July 27, 1927, franchise for 6,600 volt transmission line, approximately 4 miles in length, was granted between the east corporate limit of the city of Eldora and the south corporate limit of the town of Steamboat Rock, Iowa.

No. E-872—1927. Interstate Power Co., Wilmington, Del. Franchise in Winnebago and Worth Counties.

This application came on for hearing on July 26, 1927, and on July 27, 1927, franchise for a 6,600 volt transmission line, approximately 4 miles in length, was granted.

No. E-873—1927. Iowa Public Service Co., Ft. Dodge. Franchise in O'Brien County.

This application came on for hearing on July 26, 1927, and on July 27, 1927, franchise for a 6,600 volt transmission line, approximately 5 miles in length, was granted.

No. E-874—1927. Interstate Power Co., Wilmington, Del. Franchise in Kossuth County.

This application came on for hearing on September 7, 1927, and on September 28, 1927, franchise for a 6,600 volt transmission line, approximately 5¾ miles in length, was granted.

No. E-875—1927. Northeastern Iowa Power Co., West Union. Franchise in Howard, Chickasaw and Winneshiek Counties.

This application came on for hearing on September 7, 1927, and on September 28, 1927, franchise for a 13,200 volt transmission line, approximately 8½ miles in length, was granted.

No. E-876—1927. Iowa Railroad Commission v. Geo. Gross, et al., Eagle Grove. Improperly constructed transmission line in Wright County. Closed without prejudice. See No. E-887—1927.

No. E-879—1927. Iowa Railroad Commission v. Farmers Mutual Light & Power Co., Goldfield. Improperly constructed transmission line in Wright and Humboldt Counties. Adjusted.

Filed July 7, 1927. Closed November 8, 1927.

No. E-800—1927. Iowa Railroad Commission v. Evergreen Light &

Power Co., Goldfield. Improperly constructed transmission line in Wright and Humboldt Counties. Satisfactorily adjusted.

Filed July 7, 1927. Closed November 18, 1927.

No. E-881—1927. Iowa Railroad Commission v. Eli Axon, et al., Goldfield. Improperly constructed transmission line in Wright County. Satisfactorily adjusted.

Filed July 7, 1927. Closed November 18, 1927.

No. E-883—1927. C. B. & Q. R. R. v. Western Union Telegraph Co. Wires over railroad at Knoxville. Satisfactorily adjusted.

Filed July 15, 1927. Closed November 8, 1927.

No. E-884—1927. Violet Valley Coal Co., Seymour. Franchise in Wayne County.

This application came on for hearing on September 7, 1927, and on October 14, 1927, franchise for a 1,100 volt transmission line, approximately 2 miles in length, was granted.

No. E-885—1927. City of Ames, Iowa. Franchise in Story County. Authority to increase operating voltage.

This application was filed on July 21, 1927, and on August 8, 1927, certificate was granted authorizing the reconstruction of transmission line from Ames to Ontario, and the increasing of the voltage from 2,300 to 6,600 volts.

No. E-886—1927. Interstate Power Co., Wilmington, Del. Franchise in Dubuque County.

This application came on for hearing on September 7, 1927, and on September 28, 1927, franchise for 6,600 volt transmission line, approximately 5.1 miles in length, was granted.

No. E-887—1927. Geo. H. Gross, et al., Eagle Grove. Franchise in Wright County.

This application came on for hearing on September 7, 1927, and on September 28, 1927, franchise for a 2,300 volt transmission line, approximately one mile in length, was granted.

No. E-888—1927. Iowa Southern Utilities Co., Centerville. Franchise in Clarke County.

This application came on for hearing on September 7, 1927, and on September 28, 1927, franchise for a 6,600-6,900 volt transmission line, one mile in length, was granted.

No. E-889—1927. Iowa Southern Utilities Co., Centerville. Franchise in Keokuk and Mahaska Counties.

This application came on for hearing on September 7, 1927, and on September 28, 1927, franchise for a 13,200 volt transmission line, approximately 23.85 miles in length, was granted.

No. E-890—1927. Interstate Power Co., Wilmington, Del. Franchise in Dubuque County.

This application came on for hearing on October 4, 1927, and on October 14, 1927, franchise for a 6,600 volt transmission line, approximately 5.65 miles in length, was granted.

No. E-891—1927. Interstate Power Co., Wilmington, Del. Franchise in Dubuque and Jackson Counties.

This application came on for hearing on October 4, 1927, and on October 14, 1927, franchise for a 6,600 volt transmission line, 21¾ miles in length, was granted.

No. E-892—1927. Iowa Public Service Co., Ft. Dodge. Franchise in Floyd County.

This application came on for hearing on October 4, 1927, and on October 14, 1927, franchise for a 6,600 and 33,000 volt transmission line, approximately 3.5 miles in length, was granted.

No. E-893—1927. Citizens Gas & Electric Co., Council Bluffs. Franchise in Pottawattamie County.

This application came on for hearing on October 4, 1927, and on October 14, 1927, franchise for a 13,200 and 2,300 volt transmission line, approximately 1.75 miles in length, was granted, running from Council Bluffs to the Iowa Deaf and Dumb Institute.

No. E-895—1927. Iowa Power & Light Co., Des Moines. Franchise in Marion County.

This application came on for hearing on October 4, 1927, and on October 14, 1927, franchise for a 6,600 volt transmission line, approximately 10.5 miles in length, was granted.

No. E-896—1927. Iowa Public Service Co., Ft. Dodge. Franchise in Chickasaw and Bremer Counties.

This application came on for hearing on October 4, 1927, and on October 14, 1927, franchise for a 6,600 volt transmission line, approximately 5½ miles in length, was granted.

No. E-897—1927. Iowa Public Service Co., Ft. Dodge. Franchise in Franklin and Cerro Gordo Counties.

This application came on for hearing October 4, 1927, and on October 14th franchise for a 6,600 volt transmission line approximately 2¼ miles in length was granted.

No. E-899—1927. Iowa Public Service Co., Ft. Dodge. Franchise in Black Hawk County.

This application came on for hearing November 1, 1927, and on November 8th franchise for a 6,600 volt transmission line approximately 3½ miles in length was granted.

No. E-901—1927. Des Moines Electric Light Co., Des Moines. Franchise in Polk County.

This application came on for hearing October 4, 1927, and on October 14th franchise for a 6,600 volt transmission line approximately 4 miles in length was granted.

No. E-902—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Greene County.

This application came on for hearing on November 1, 1927, and on November 8, 1927, franchise for a 6,600 volt transmission line, approximately 5 miles in length, was granted.

No. E-903—1927. Northwestern Light & Power Co., Cedar Rapids. Franchise in Woodbury County.

This application came on for hearing November 1, 1927, and on November 8th franchise for a 4,000 volt transmission line approximately 2½ miles in length was granted.

No. E-904—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Carroll County.

This application came on for hearing November 1, 1927, and on November 8th franchise for a 6,600 volt transmission line approximately 6½ miles in length was granted.

No. E-905—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Cedar County.

This application came on for hearing November 1, 1927, and on November 8th franchise for a 6,600 volt transmission line approximately 23½ miles in length was granted.

No. E-906—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Linn County.

This application came on for hearing November 1, 1927, and on November 8th franchise for a 6,600 volt transmission line approximately 14½ miles in length was granted.

No. E-908—1927. Iowa Public Service Co., Ft. Dodge. Franchise in Woodbury County.

This application came on for hearing November 1, 1927, and on Novem-

ber 8th franchise for a 12,000 volt transmission line approximately 1½ miles in length was granted.

No. E-911—1927. Iowa Power & Light Co., Des Moines. Franchise in Marion and Warren Counties.

This application came on for hearing November 1, 1927, and on November 8th franchise for a 6,900 volt transmission line approximately 5.9 miles in length was granted between Pleasantville, Marion County and Beech, Warren County, Iowa.

No. E-912—1927. Iowa Electric Co., Cedar Rapids. Franchise in Scott County.

This application came on for hearing on November 1, 1927, and on November 8th franchise for a 4,400 volt transmission line approximately 1.66 miles in length was granted.

No. E-926—1927.

IN THE MATTER OF ADOPTION OF MINIMUM REQUIREMENTS FOR INSTALLATION AND MAINTENANCE OF ELECTRICAL SUPPLY LINES.

Decided November 29, 1927.

Ordered, that Section 9 of the Hand Book of the Bureau of Standards No. 6, be adopted as standard rules; that Hand Book of the Bureau of Standards No. 10 be adopted; in case of joint use certain questions to be left to be adjusted between the parties; right to permit deviation from rules or requirements of Board specifically reserved; that that part of the order of the Board, dated January 4, 1926, relating to the adoption of the National Electrical Safety Code which was then in effect as minimum requirements for installation and maintenance of electrical supply lines operating above 6,600 volts between line conductors and "rules for the construction, operation and maintenance of electrical transmission lines of 6,600 volts and less, between the line conductors," effective April 12, 1922, annulled.

Under the provisions of Chapter 383 of the Code of Iowa, 1927, and in the exercise of the powers conferred therein.

It is Hereby Ordered that Section 9 of the Hand Book of the Bureau of Standards number 6, annexed to this order and made a part thereof, comprising the grounding rules of the fourth edition of the National Electrical Safety Code issued by the United States Department of Commerce, Bureau of Standards, under date of February 5, 1926, be and it is hereby adopted as standard rules covering methods of protective grounding of circuit equipment and lightning arresters for stations in the State of Iowa in so far as this Board has jurisdiction; and

It is Further Ordered that Hand Book of the Bureau of Standards number 10, annexed to this order and made a part thereof, comprising part two of the fourth edition of the National Electrical Safety Code, issued by the United States Department of Commerce, Bureau of Standards, under date of April 15, 1927, be and it is hereby adopted as standard minimum requirements for the installation and maintenance of electrical supply lines in the State of Iowa, in so far as this Board has jurisdiction; and

It is Further Ordered that in cases of joint use between supply and communication lines, where authority to create such jointly used lines has been obtained from this Board, all questions except those relating to construction and maintenance requirements shall be left to adjustment between the parties in interest; and

It is Further Ordered that the right of this Board to permit deviation from any rules or requirements of this order and to adopt minimum requirements in any special case is specifically reserved; and

It is Further Ordered that that part of the order of this Board dated January 4, 1926, relating to the adoption of the National Electrical Safety Code which was then in effect as minimum requirements for installation and maintenance of electrical supply lines operating above 6,600 volts between line conductors and "rules for the construction, operation and maintenance of electrical transmission lines of 6,600 volts and less,

between the line conductors," effective April 12, 1922, be and are hereby annulled as of this date.

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-73—1927. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued on July 6, 1927.

No. EE-78—1927. Burnside Electric Light & Power Co., Burnside. Franchise in Webster County. Certificate issued December 27, 1926.

No. EE-79—1927. Sac County Electric Co., Sac City. Franchise in Sac County. Certificate issued March 22, 1927.

No. EE-80—1927. W. J. Thorman, Albert Tiedman, et al., Blairstown. Franchise in Benton County. Franchise granted by Board Supervisors rescinded, February 23, 1927.

Filed October 16, 1926. Closed March 3, 1927.

No. EE-81—1927. Julius Nelson, Atlantic. Franchise in Cass County. Franchise granted by Board of Supervisors rescinded on December 20, 1926.

Filed December 4, 1926. Closed January 4, 1927.

No. EE-82—1927. Julius A. Nelson, Atlantic. Franchise in Cass County. Certificate issued August 11, 1927.

No. EE-83—1927. J. L. Gieslor, J. D. Diercks, and A. P. Maher, Trustees for the city of Muscatine. Franchise in Muscatine County. Certificate issued October 24, 1927.

No. EE-84—1927. W. J. Thorman, and Albert and F. W. Tiedman, Blairstown. Franchise in Benton County. Certificate issued September 7, 1927.

No. EE-85—1927. Peoples Light Co., Davenport. Franchise in Scott County. Certificate issued April 7, 1927.

No. EE-86—1927. Roy Stevens, Chet Watkins, et al., West Liberty. Franchise in Muscatine County. Certificate issued October 22, 1927.

No. EE-87—1927. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued June 7, 1927.

No. EE-88—1927. Green Mountain Electric Service Co., Green Mountain. Franchise in Marshall County. Certificate issued June 7, 1927.

No. EE-89—1927. Albion Electric Line No. 1, Albion. Franchise in Marshall County. Certificate issued March 29, 1927.

No. EE-90—1927. Otto Boening, St. Ansgar. Franchise in Mitchell County. Certificate issued June 16, 1927.

No. EE-91—1927. Orange Electric Co., Waterloo. Franchise in Black Hawk County. Certificate issued September 2, 1927.

No. EE-92—1927. Central States Electric Co., Cedar Rapids. Franchise in Hancock County. Certificate issued August 22, 1927.

No. EE-93—1927. Louis G. Elfers, Muscatine. Franchise in Muscatine County. Certificate issued October 22, 1927.

No. EE-94—1927. Marshall Electric Co., Marshalltown. Franchise in Jones County. Certificate issued on August 20, 1927.

No. EE-95—1927. Marshall Electric Co., Marshalltown. Franchise in Scott County. Certificate issued on August 20, 1927.

No. EE-96—1927. Central States Electric Co., Cedar Rapids. Franchise in Kossuth County. Certificate issued on September 28, 1927.

No. EE-97—1927. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Cedar County. Certificate issued on September 28, 1927.

No. EE-98—1927. Workman Bros., Stockport. Franchise in Van Buren County. Certificate issued on September 12, 1927.

No. EE-99—1927. City of Waverly. Franchise in Bremer County. Certificate issued October 19, 1927.

No. EE-100—1927. City of Indianola. Franchise in Warren County. Certificate issued on October 11, 1927.

No. EE-101—1927. Marion Electric Association, Stratford. Franchise in Hamilton County. Certificate issued on September 30, 1927.

No. EE-102—1927. National Electric Lighting Co., Wilton Junction. Franchise in Cedar County. Certificate issued on November 14, 1927.

No. EE-103—1927. Clear Lake Electric Light & Power Co., Clear Lake. Franchise in Cerro Gordo County. Certificate issued on November 12, 1927.

Condemnation Cases

No. F-30—1927.

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

v.

BURLINGTON, MUSCATINE AND NORTHWESTERN RAILWAY COMPANY,
Defendants.

Decided March 2, 1927.

CONDEMNATION—MUSCATINE, IOWA.

Found, upon hearing, no such showing made as to justify granting of application; no new industry to be served; no complaint that the industry to be served is not already being properly served.

Petition denied.

COMMISSIONER WEBSTER, *dissents.*

For the Chicago, Rock Island & Pacific Railway Company—R. N. Lynch, Atty., Des Moines, Iowa; H. F. Reddig, Asst. to General Manager, Des Moines, Iowa.

For Burlington, Muscatine & Northwestern Ry. Co.—John M. Kemble, Atty., Muscatine, Iowa.

This is an application by the Chicago, Rock Island & Pacific Railway Company for a certificate authorizing condemnation proceedings in order that it may obtain a right of way for a connecting track between certain of its switch tracks in Muscatine, across and over the track and right of way of the Burlington, Muscatine and Northwestern Railway Company to connect with a service track alongside of certain warehouses and factory of the Roach & Musser Company in Muscatine.

It was shown at the hearing that the main line of the Chicago, Rock Island & Pacific Railway Company extends through said city of Muscatine generally in a northeasterly and southwesterly direction; that the depot used and occupied by the said Chicago, Rock Island & Pacific Railway Company is situated at the foot of Pearl Street in said city; that the tracks of the petitioner extend southwesterly from a point in front of said depot to a point on Hanover Street and several blocks beyond; that parallel to the tracks of the petitioner and on the southeast side thereof are located the tracks of the Burlington, Muscatine & Northwestern Railway Company; that the tracks of said Burlington, Muscatine & Northwestern Railway Company extend parallel to the tracks of the petitioner from a point near the depot at Pearl Street and beyond to Hanover Street and beyond; that the Roach & Musser Sash & Door Company has situated northwest of the tracks of the petitioner and southeast of the tracks of the Burlington, Muscatine & Northwestern Railway certain industries and sheds.

It also developed in the testimony that prior to November, 1920, the petitioner maintained a connecting track across, at or near the point where it is now desired to have such crossover track, which crossed the same line of railroad, then known as the Muscatine, Burlington & Southern Railroad; that on or about November, 1920, the said frog and crossover was out of repair and it was removed. Since that time said Chicago, Rock Island & Pacific Railway has used the tracks of the defendant lines in order to switch cars to and from the Roach & Musser plant.

At the hearing it was shown that the defendant road had been involved in financial difficulties, had been in the hands of a receiver, and was recently sold under order of the court. The petitioner herein testified that it had made application to the defendant for permission to replace the frog so that the petitioner's line of railway could serve the industry of the Roach & Musser Company in accordance with an alleged agreement had with the Burlington, Muscatine & Southern Railroad in November, 1920, but that the defendant herein refused to grant such permission.

Representatives of the Roach & Musser Sash & Door Company objected to the granting of the petition herein, claiming ownership of the track

in question and that a connecting track at the point desired would interfere with the placing of cars and loading and unloading of same at their plant.

Representatives of the defendant railway company, while admitting that the line was not being operated at that time, stated that it was the intention to have it so operated as soon as certain conditions could be met. The Board is advised that these conditions have been met, and the Interstate Commerce Commission has authorized the operation of a portion of the line of the defendant company, which includes the switch tracks now used in serving the Roach & Musser plant.

It was contended by objectors that the track serving the Roach & Musser Company, with which the petitioner herein desired to connect, is owned by said Roach & Musser Company, which evidence was disputed by the applicant herein. The Commission has tried to have placed before it such positive evidence of the ownership of this track and the land on which it is located as would remove every reasonable doubt. From an investigation of the records of Muscatine County, it appears that the land upon which the service track is located, is unquestionably the property of the Roach & Musser Company, but the title to the track is not so clear. Since the track was located where it is, the lots upon which it is located have been conveyed without reservation, and while the Roach & Musser Company apparently have consistently claimed ownership of the track, the records indicate that all of the repairs that have been made to such track have been made by the Chicago, Rock Island & Pacific Railway Company, and the Board is advised by officials of such railway company that the track is carried upon the records of the engineering department as belonging to the Rock Island and has been recognized as such by the Valuation Bureau of the Interstate Commerce Commission. It is in testimony that the arrangement between the petitioner and the defendant company for the switching of cars has been satisfactory to the industry sought to be served, the main objection to the arrangement being that the defendant line, not being an operating company, was not properly maintaining its tracks, creating a condition hazardous to employes and equipment of the Rock Island lines. This condition, we understand, has been remedied, and the track placed in good condition for operation.

The case presents a somewhat peculiar situation, and under all of the circumstances and conditions we do not believe that such a showing has been made as would justify the granting of the extraordinary right of eminent domain to the petitioning carrier. There is no new industry to be served. There is no complaint that the industry to be served is not already being properly served, and in our opinion the conditions are such that we should deny the certificate under the showing made.

COMMISSIONER WEBSTER, *DISSENTING.*

It is the desire of the plaintiff company to be able to complete delivery of shipments on their own tracks as service heretofore on the Muscatine, Burlington & Northwestern has been undependable. While there seems to be some question as to the ownership of the sidetrack located upon the ground owned by Roach & Musser, the Rock Island has maintained it for years, and should have authority to connect its track with the switch in question.

No. F-33—1927. Chicago, Milwaukee & St. Paul Ry. Co., v. Louis Meyer, Calmar. Application for authority to condemn land in Winneshiek County.

Hearing on this application was held at Calmar, on June 30, 1927, after an inspection of the premises. Certificate of Authority to Condemn was issued on July 2, 1927, and forwarded to the attorneys for the railway company for filing with the Clerk of the District Court of Winneshiek County, as required by law, covering the following described land:

"A strip of land Thirty (30) feet in width lying between two lines drawn

parallel to and distant respectively Fifty (50) feet and Eighty (80) feet Southwesterly from the center line of the main track of the Chicago, Milwaukee & St. Paul Railway Company as now there laid and operated over and across the SW $\frac{1}{4}$ section Thirty-three (33), Township 97 North Range 9 West, County of Winneshiek, State of Iowa, and extending Northwesterly from a line drawn at right angles through a point in said center line of main track distant Eight Hundred Ninety-one (891) feet Northwesterly from the South line of said SW $\frac{1}{4}$ Section Thirty-three (33) as measured along said center line to a line drawn at right angles through a point in said center line of main track distant One Thousand Six Hundred Ninety-one (1,691) feet Northwesterly from said South line of SW $\frac{1}{4}$ Section Thirty-three (33) measured along said center line, containing 0.55 acres and being a part of the SW $\frac{1}{4}$ of Section Thirty-three (33), Township Ninety-seven (97) North, Range Nine West."

No. F-34—1927.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co., *Complainants,*

v.

BURLINGTON, MUSCATINE & NORTHWESTERN RAILWAY Co., *Defendants.*

Decided September 9, 1927.

CONDEMNATION—MUSCATINE COUNTY.

Application denied.

For the Chicago, Rock Island & Pacific Railway Company—Wallace T. Hughes, Genl. Atty., Chicago, Ill.; L. C. Fritch, Vice President, Chicago, Ill.; A. B. Howland, Asst. Atty., Des Moines, Iowa.

For the Burlington, Muscatine & Northwestern Railway Company—Howard Clark, Atty., Des Moines, Iowa; J. M. Kemble, Atty., Muscatine, Iowa; E. L. Tobie, Pres., Muscatine, Iowa.

On August 3, 1927, there was filed with this Commission a petition by the Chicago, Rock Island & Pacific Railway Company for authority to institute proceedings to condemn certain real estate in Muscatine County, to include the right of way for the construction of a spur track across the right of way and track of the Burlington, Muscatine & Northwestern Railway Company.

On August 9, 1927, there was filed in this office an amended petition.

Pursuant to law the notice was served upon the land owner and return made August 6, 1927. Notice on the amended petition was served and return made August 13, 1927. Pursuant to legal notice hearing was held in the office of the Board August 23 and 24, 1927.

In the issues before us the Chicago, Rock Island & Pacific Railway Company seeks to connect their tracks with the jointly owned tracks of several gravel pits south of the Burlington, Muscatine & Northwestern Railway Company's tracks in the city of Muscatine, which would necessitate crossing over the Burlington, Muscatine & Northwestern Railway tracks. The main lines of both the Chicago, Rock Island & Pacific and the Burlington, Muscatine & Northwestern run in a northeasterly and southwesterly direction through the city of Muscatine, and parallel to each other quite some distance, the Chicago, Rock Island & Pacific Railway Company's tracks being north of the Burlington, Muscatine & Northwestern tracks and the gravel pits being south thereof.

The Burlington, Muscatine & Northwestern protested the granting of the petition.

After a careful consideration of the record the certificate as prayed for is denied.

MOTOR CARRIER SECTION

Applications, Petitions and Decisions Involving Authority to Operate and Regulation

No. 10452—1923. Red Ball Transportation Company, Inc., Mason City. Passenger motor carrier over routes as follows:

Route No. 1—Mason City, Nora Springs, Rudd, Floyd and Charles City.

Route No. 2—Charles City, Floyd, Rudd, Nora Springs and Mason City.

Route No. 3—Waterloo, Castle Hill, Cedar Heights, Cedar Falls, Janesville, Waverly, Horton, Plainfield, Nashua and Charles City.

Route No. 4—Charles City, Nashua, Plainfield, Horton, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo.

Route No. 5—Mason City, Clear Lake, Ventura, Garner, Britt, Wesley and Algona.

Route No. 6—Algona, Wesley, Britt, Garner, Ventura, Clear Lake and Mason City.

Route No. 7—Mason City, Manly, Kensett, Northwood and Iowa-Minnesota line.

Route No. 8—Iowa-Minnesota line, Northwood, Kensett, Manly and Mason City.

Route No. 9—Mason City, Rockwell, Sheffield, Hampton, Iowa Falls, Hubbard, Zearing, Colo, Nevada and Ames.

Route No. 10—Ames Nevada, Colo, Zearing, Hubbard, Iowa Falls, Hampton, Sheffield, Rockwell and Mason City.

Route No. 11—Mason City and Clear Lake and return.

Preliminary application submitted on May 15, 1923 was formally filed July 5, 1923, on grounds of good faith operation on April 14, 1923, over routes designated above as Nos. 1, 2, 3, 4, 5, 6 and 11. On May 21, 1923, the Mason City and Clear Lake Railroad objected to the granting of Mason City and Clear Lake route on grounds of good faith operation; hearing in this matter held August 8, 1923, and on September 5, 1923, the application to operate between Clear Lake and Mason City on the grounds of good faith operation on April 14, 1923, was denied. On August 9, 1923, application was amended as follows:

Route No. 9—Extending this route from Ames to Huxley, Ankeny and Des Moines.

Route No. 10—Extending this route so as to start at Des Moines, thence to Ankeny, Huxley and Ames.

Route No. 1 $\frac{1}{2}$ —From Rock Grove St. in Nora Springs to Nora Springs Junction and return.

Route No. 11 $\frac{1}{2}$ —Clear Lake to Bayside and return.

Hearing on entire application was held October 23, 1923, record of which states: "Insofar as Routes 1 to 6, inclusive, of this application are concerned, it was agreed by and between all parties thereto that the applicant was actually operating in good faith over these routes on April 14, 1923. Honorable J. E. Wichman, representing the applicant, requested that their application covering Route No. 11, between Mason City and Bayside, be withdrawn without prejudice." On November 21, 1923, this board granted authority to operate over Routes Nos. 7, 8, 9 and 10.

Certificate of Convenience and Necessity No. 11 conveying authority granted in this case was issued August 2, 1927.

No. 10454—1923. Waterloo, Cedar Falls & Northern Railway Company, Waterloo. Passenger motor carrier in Black Hawk County.

Certificate of Convenience and Necessity No. 75 conveying authority granted in this case was amended by resolution, dated August 22, 1927, to redescribe route between Waterloo and Cedar Falls.

No. H-77—1924. Clayton Nelson Corrow, Spencer. Freight motor carrier in Clay, Dickinson, Emmet, Palo Alto, Kossuth, Buena Vista, O'Brien, Osceola and Pocahontas Counties.

Certificate of Authorization No. 38 authorizing the delivery of goods and merchandise over no regular route in the counties named in this case, was superseded by and part of the authority thereby conveyed reissued in Certificate of Convenience and Necessity No. 38, dated March 21, 1927.

No. H-126—1925. Geo. Heimendinger, Mason City, operating Mason City Motor Express Company. Freight motor carrier in Cerro Gordo and Hancock Counties.

Certificate of Authorization No. 102 issued in this case and transferred to the Iowa Central Motor Express Co., Inc., Mason City, was superseded by and authority reissued in Certificate of Convenience and Necessity No. 102, dated June 14, 1927. (See Docket No. H-364—1925 in part contained in this volume for opinions and orders in this case.)

No. H-144—1925. Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola, Iowa. Passenger motor carrier service authorized between Des Moines, Altoona, Bondurant, Maxwell, Collins, Colo, State Center and Marshalltown in Polk, Story and Marshall Counties, except for the transportation of through passengers between Des Moines and Marshalltown, or between Des Moines and Altoona.

Service authorized in this case was inaugurated June 15, 1925. On June 30, 1926, this Board approved transfer of right to a Certificate of Convenience and Necessity in this case to Hawkeye Stages, Inc., Des Moines, Iowa. On July 11, 1927, transferee was, upon application, permitted to abandon that part of route located between Des Moines, Altoona, Bondurant, Maxwell, Collins and Colo, and operations were on July 12, 1927, commenced by the Hawkeye Stages, Inc.

Certificate of Convenience and Necessity No. 7, covering authority in this and other cases, was issued October 12, 1927.

No. H-146—1926. J. E. Oleson, Manly, owner and operator Manly Dray Line. Freight motor carrier between Manly and Mason City.

Certificate of Convenience and Necessity No. 87, conveying authority granted in this case, was revoked June 6, 1927, reinstated June 14, 1927, and again revoked in October 4, 1927.

No. H-187—1927. Red Ball Transportation Co., Mason City, Iowa. Passenger motor carrier between Garner, Forest City, Thompson, Buffalo Center, Swea City, Armstrong, Estherville and Spirit Lake, in Hancock, Winnebago, Kossuth, Emmet and Dickinson Counties, Iowa.

This application filed May 6, 1924, amended on June 9, 1924, to include route between Spirit Lake and Arnold's Park and heard in full on June 19, 1924; granted on July 23, 1924; right to operate between Spirit Lake and Arnold's Park forfeited because of failure to comply with Rules Nos. 14 and 15; application for re-instatement of such authority, filed April 19th, was granted and former authority so modified on April 22nd to authorize operations between Spirit Lake and Arnold's Park only during the months of June, July, August and September of each year; on July 27, 1926, this Board, at the request of the carrier and the Town Council of Gruver, permitted operations into and out of that town; on January 19, 1927, the carrier was permitted to suspend the service authorized until April 1, 1927; on March 30 further suspension permitted until such time as roads were in condition to operate; road conditions permitting operation, this Board, on June 20, 1927, entered record permitting further suspension until July 1, 1927, with the understanding that no further suspension would be authorized; on July 2, 1927, application was made to transfer that part of route between Spirit Lake and Estherville to the Sioux Falls Traction System of Sioux Falls, South Dakota; the Red Ball Transportation Co., having failed to resume operations by July 1, 1927, this Board, on July 21, 1927, entered record

approving the transfer and revoking other authority granted in this case in the following language:

The Board approved the transfer of whatever right the Red Ball Transportation Company may have to a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Spirit Lake and Estherville Iowa, in Docket No. H-187, to the Sioux Falls Traction System, of Sioux Falls, South Dakota, such approval being effective at once, and revoked all other rights granted to the Red Ball Transportation Company in Docket No. H-187 because of the failure of that company to resume service on July 1, 1927, on which date the authority to suspend service expired.

Authority transferred was on August 25, 1927, conveyed by resolution extending Certificate of Convenience and Necessity No. 90, held by the Sioux Falls Traction System of Sioux Falls, South Dakota, to permit passenger service between Spirit Lake and Estherville.

No. H-239—1924. J. E. Thompson, Roland. Freight motor carrier in Story and Hamilton Counties.

Certificate of Convenience and Necessity No. 77, conveying authority granted in this case, was revoked on October 4, 1927.

No. H-275—1926. William Ackerson, New Hartford. Freight motor carrier between New Hartford and Waterloo.

Certificate of Convenience and Necessity No. 126, authorizing service granted in this case, was revoked on February 15, 1927.

No. H-364—1925. Iowa Central Motor Express Co., Inc., Mason City, Iowa. Freight motor carrier between Algona, Wesley and Britt, and between Algona, Wesley and Mason City in Cerro Gordo, Hancock and Kossuth Counties, Iowa.

Mr. Ira Ashing of Algona, who was prohibited by order of this Board, dated November 3, 1925, from driving trucks used in conducting business authorized in this case and under Certificate of Convenience and Necessity, No. 102, was on December 5, 1925, permitted to again perform that service. On March 16, 1926, carrier was cited to appear before this Board on March 22, 1926, to show cause why whatever right it might have to a Certificate of Convenience and Necessity in this case and under Certificate of Authorization No. 102 should not be revoked for reasons set out as follows:

1. Operation of motor vehicles not covered by insurance policies on file with or authorized by this Board, in accordance with Chapters 4 and 5, Laws of the Forty-first General Assembly and Rules and Regulations Governing the Operation of Motor Carriers in Iowa.

2. Failure to furnish information requested by this Board, and for such other and further failures to obey the Iowa Motor Carrier Law and Rules and Regulations Governing the Operation of Motor Carriers in Iowa, as may be made to appear.

Full hearing was had and no action taken other than to admonish the carrier "that all of the laws and the Rules of this Board relating to the regulation and control of motor carriers must be strictly observed * * in the future." The carrier was again, on October 1, 1926, cited to appear before this Board on October 12, 1926, to show cause why whatever right it might have to a Certificate of Convenience and Necessity should not be revoked for failure to furnish complete and detailed description of the routes followed; hearing cancelled and route descriptions filed.

Certificate of Convenience and Necessity No. 102, conveying authority granted in this case and under Certificate of Authorization No. 102, Docket No. H-126, issued June 14, 1927.

No. H-384—1925. L. C. Pantages, Ames, Iowa, owner and operator, Ames Motor Transportation Company. Passenger motor carrier between Nevada, Cambridge and Des Moines.

Right to a Certificate of Convenience and Necessity in this case trans-

ferred to Hawkeye Stage, Inc., Des Moines, was at the request of that carrier, revoked on July 11, 1927. (See also 1926 report.)

No. H-392—1926. Paul S. Otto, Waterloo, owner and operator, Northeastern Iowa Transit Co. Passenger motor carrier between Waterloo, Tripoli, Frederika and New Hampton.

Certificate of Convenience and Necessity No. 109, conveying authority granted in this case and under H-590, was, after transfer, revoked August 25, 1927. (See H-590—1926 for transfer.)

No. H-429—1925. O. C. Wright, Adel. Motor Carrier—Passenger—Route No. 2 of Certificate of Convenience and Necessity No. 1, between Des Moines, Van Meter, De Soto, Earlham, Dexter and Stuart:

See case No. H-624 of this report.

No. H-491—1926. Tama and Toledo Railroad. Toledo. Passenger motor carrier between Tama, Toledo, Traer, Hudson and Waterloo.

Certificate of Convenience and Necessity No. 86, authorizing service granted in this case, was revoked as of December 25, 1926, by resolution adopted December 16, 1926.

No. H-493—1926. Lyle E. Cook, Fort Dodge. Passenger motor carrier between Fort Dodge and Estherville.

Certificate of Convenience and Necessity No. 112, conveying authority granted in this case, was revoked July 21, 1927.

No. H-511—1925. Paul S. Otto, Waterloo. Passenger motor carrier in Black Hawk, Bremer, Fayette, Chickasaw and Howard Counties.

Certificate of Convenience and Necessity No. 109, conveying authority granted in this case and under H-392, was, after transfer, revoked on August 25, 1927. (See H-590—1926 for transfer.)

No. H-513—1926. Edward W. Paul, Marengo. Passenger motor carrier between Marengo, South Amana, Homestead, Amana, Walford, Fairfax and Cedar Rapids.

Certificate of Convenience and Necessity No. 136, conveying authority granted in this case, was revoked June 21, 1927.

No. H-519—1926. Hawkeye Stages, Inc., Des Moines, Iowa. Passenger motor carrier service authorized between Marshalltown, Conrad, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo, in Marshall, Grundy and Black Hawk Counties, Iowa.

Service authorized in this case was inaugurated July 19, 1926. On April 7, 1927, the carrier was, upon application, permitted to discontinue operations between northwest corner Section 36, Township 86, North Range 18 West, and Conrad in Grundy County. Certificate of Convenience and Necessity No. 7, conveying authority granted in this and other cases, was issued October 12, 1927.

No. H-524—1926. Morrison Service Co., a partnership composed of O. W. Morrison and E. Morrison, Climbing Hill. Passenger motor carrier between Danbury, Oto, Climbing Hill, Bronson and Sioux City.

Certificate of Convenience and Necessity No. 129, conveying authority granted in this case, was revoked August 8, 1927, but the service authorized was continued by this carrier under Certificate of Convenience and Necessity No. 162, dated August 8, 1927. (See H-611—1927.)

No. H-533—1926. Fort Dodge, Des Moines & Southern Transportation Co., Boone. Passenger motor carrier between Boone, Centerville, Pilot Mound, Dayton, Harcourt and Fort Dodge.

Certificate of Convenience and Necessity No. 145, conveying authority granted in this case, was revoked October 12, 1927.

No. H-547—1926. C. E. Wahlstrom, Rembrandt. Freight motor carrier between Rembrandt, Truesdale and Storm Lake.

Certificate of Convenience and Necessity No. 148, authorizing service granted in this case, was revoked May 31, 1927.

No. H-562—1927. Frank Mitchell, Oto, Iowa. Freight motor carrier between Oto, Climbing Hill and Sioux City, in Woodbury County, Iowa.

This application filed June 12, 1926; hearing fixed for September 16, 1926, continued to and held September 21, 1926. Application granted September 29, 1926, and carrier authorized on October 25, 1926, to inaugurate service pending issuance of Certificate of Convenience and Necessity.

Carrier discontinued operating December 1, 1926, and application was dismissed January 25, 1927.

No. H-565—1926. Fort Dodge, Des Moines and Southern Transportation Co., Boone. Passenger motor carrier between Harcourt, Gowrie, Farnhamville, Rinard and Rockwell City.

That part of Certificate of Convenience and Necessity No. 145, authorizing service granted in this case, was revoked January 1, 1927.

No. H-574—1926. Tama and Toledo Railroad, Toledo. Freight motor carrier between Tama, Toledo, Traer, Hudson and Waterloo.

Certificate of Convenience and Necessity No. 86 which was extended to authorize service granted in this case, was revoked as of December 25, 1926, by resolution adopted December 16, 1926.

No. H-577—1927. I. O. A. Transfer, Cumberland, Iowa, a partnership composed of Michael Cullen, Leo F. Cullen and Donald R. Cullen, Cumberland, Iowa. Passenger motor carrier between Cumberland, Atlantic, Lewis, Whipple, Oakland, Quick and Council Bluffs, in Cass and Pottawattamie Counties, Iowa.

This application filed August 24, 1926; hearing fixed for October 27, 1926, postponed at the request of applicant to November 22, 1926, and then to a date to be named later; hearing not being desired, application was dismissed on January 10, 1927.

No. H-583—1927. Laude and Huntoon Bus Line, Dubuque, Iowa, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque, Iowa. Freight motor carrier between Dubuque, Sageville, Durango, Richardsville, Holy Cross, Luxemburg, New Vienna, Petersburg, Greeley, Edgewood and Strawberry Point, in Dubuque, Delaware and Clayton Counties.

The applicant holder of Certificate of Convenience and Necessity No. 143 authorizing passenger motor carrier service between the points named, desired, by this application, to operate as a freight motor carrier over that route. Application filed September 29, 1926, was heard December 7, 1926, at which time stipulation and agreement was entered in the record as follows:

"No application is made by the applicant for authority to operate a truck over the route proposed, but the only carriage will be made upon the applicant's passenger busses now in operation, and the maximum amount in any event shall not exceed five hundred pounds per passenger carrying vehicle."

Application granted and resolution amending and extending Certificate of Convenience and Necessity No. 143 to authorize service applied for in this case was adopted December 11, 1926.

No. H-585—1927. Geo. W. Hausman, Waterloo, Iowa. Freight motor carrier between Waterloo and Traer in Black Hawk and Tama Counties, not transporting freight originating at or destined to Hudson.

This application filed October 14, 1926, heard December 8, 1926, and on January 19, 1927, this Board issued the following decision denying the application:

Appearances:

For Applicant—E. H. Fitch, Des Moines, Iowa, and Geo. W. Hausman, Waterloo, Iowa.

On October 14, 1926, George W. Hausman, Waterloo, Iowa, made application to this Board, under the provisions of Chapter 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 Waterloo and Traer in Black Hawk and Tama Counties, but not to receive or discharge freight at Hudson.

Pursuant to published notice, the application was fully heard at Waterloo, Iowa, on Wednesday, December 8, 1926. Written objections were filed by the Chicago, Rock Island & Pacific Railway Company. At the time and place mentioned, this Board also heard and later granted the application of R. C. McCormick of Waterloo, Iowa, for a Certificate of Convenience and Necessity to transport freight by truck between Waterloo and Tama, serving, among other intermediate points, the town of Traer.

The applicant, Hausman, is now operating as a freight motor carrier between Waterloo, Dike, Grundy Center and Eldora, which requires the full time of one driver and truck, and such service as he proposed in this case would necessitate purchasing another motor vehicle and hiring a chauffeur. There is no showing that applicant is financially able to furnish the additional service.

Freight service between Waterloo and Traer is furnished by rail line connections and will in a short time receive that proposed by R. C. McCormick as hereinbefore mentioned.

After a careful review of the record in this case, this Board finds that the applicant has not shown public convenience and necessity for the service proposed.

No. H-587—1927. R. C. McCormick, Waterloo, Iowa. Freight motor carrier between Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo and Tama, in Black Hawk and Tama Counties, Iowa, not transporting local freight between Waterloo and Hudson.

This application filed October 20, 1926, heard December 8, 1926, and January 13, 1927 and granted January 13, 1927.

Certificate of Convenience and Necessity No. 152, authorizing service applied for, issued January 28, 1927 and service inaugurated February 1, 1927.

No. H-589—1927. Barish Bros. Motor Co., Inc., Sioux City, Iowa. Passenger motor carrier between Sanborn, Primghar, Paullina, Sutherland, Calumet, Larrabee, Cherokee, Quimby, Washta, Pierson and Sioux City, in O'Brien, Cherokee and Woodbury counties except for the transportation of local passengers between the terminus in Sioux City and the southeast corner of Sec. 33, T. 89 N., R. 43 W.

This application filed October 21, 1926, heard December 6, 1926, granted December 10, 1926, service authorized December 13, 1926 and inaugurated December 16, 1926.

Certificate of Convenience and Necessity No. 153, conveying authority applied for, issued March 10, 1927.

No. H-591—1927. M. F. Schlick, Charles City. Freight motor carrier between Waterloo, Castle Hill, Cedar Heights, Cedar Falls, Janesville, Waverly, Horton, Plainfield, Nashua and Charles City, in Black Hawk, Bremer, Chickasaw and Floyd Counties.

This application filed November 4, 1926; hearing fixed for December 8, 1926, postponed to and held February 10, 1927. On February 22, 1927, this Board issued decision denying application in the following language:

Appearances:

For the applicant—Sullivan & Sullivan, Attys., Waterloo, Iowa.

For the objectors—Illinois Central Railroad Co., G. W. Dawson, Atty., Waterloo, Iowa; L. E. McCabe, Supt., Dubuque, Iowa.

Waterloo, Cedar Falls & Northern Railway Co., Maurice A. Welsh, Supt. & T. M., Waterloo, Iowa.

American Railway Express Co., A. G. Morrison, Gen. Agent, Waterloo, Iowa.

This is an application of M. F. Schlick of Charles City, Iowa, to operate

as a motor carrier, freight, on the public highway between Waterloo and Charles City, a distance of fifty-four (54) miles.

The original application was made to include with the proposed service Cedar Falls, Janesville, Waverly, Horton, Plainfield and Nashua.

This matter was set down for hearing on February 10, 1927, at Waterloo, Iowa, when the matter was fully heard and the case submitted.

Appearing as objectors were the Illinois Central Railroad Company, Waterloo, Cedar Falls & Northern Railway Company and the American Railway Express Company. Written objections were filed by the Chicago, Rock Island & Pacific Railway Company.

The following written stipulation was filed with the Board at the conclusion of the hearing:

"It is stipulated and agreed between Attorney Jeffrey G. Sullivan, representing the applicant, and Maurice A. Welsh, representing the Waterloo, Cedar Falls & Northern Railway Company, that the application of the said M. F. Schlick is made with the express understanding and agreement that he will not handle any freight from Waterloo, Iowa, to Waverly, Iowa, regardless of whether such freight shall originate with shippers at Waterloo, Iowa, or at points beyond Waterloo, Iowa."

The applicant proposes to make two round trips daily, using one one and one-half ton truck and one two and one-half ton truck. As the above referred to stipulation was agreed to, the objections of the Waterloo, Cedar Falls & Northern Railway Company were withdrawn. The net assets of the applicant, according to his financial statement, are Fifty-five Hundred Dollars (\$5,500.00), which includes a valuation placed on his household furniture of One Thousand Dollars (\$1,000.00) and Fifteen Hundred Dollars (\$1,500.00) on a dray business which he owns and operates in Charles City.

Three witnesses representing wholesale establishments in Waterloo were introduced and testified that the establishment of this service would be of considerable convenience to them in disposing of their goods to retailers in Charles City and Mason City.

The applicant testified that there was delay in the transfer of freight on the Illinois Central to the Chicago, Milwaukee & St. Paul Railway at Charles City. He maintained that establishment of the proposed service would facilitate the transfer of L. C. L. freight from Waterloo, destined east or west at Charles City on the Chicago, Milwaukee & St. Paul Railway. By the time schedules filed with this application, it is proposed to leave Waterloo at 8:30 A. M., arriving at Charles City at 11:50 A. M. According to the time schedule of the Chicago, Milwaukee & St. Paul Railway, the west bound freight is due at Charles City at 11:30. The east bound freight is due at Charles City at 10:00 A. M.

Fifty-three (53) affidavits were filed and made a part of the record, all of said affidavits being in support of the application. Thirty-four (34) of these affidavits were filed by merchants of Charles City, three (3) by merchants of Plainfield, one (1) of Nashua, fifteen (15) by merchants of Waverly. However, applicant agreed at the hearing not to transport freight between any two points on the Waterloo, Cedar Falls & Northern Railway.

The Illinois Central Railroad Company introduced exhibit one, being time table number 11 on the Minnesota Division, which shows that the existing rail line service between Waterloo and Charles City, serving intermediate points, consists of:

One local passenger train carrying express, leaving Waterloo at 9:15 A. M., arriving Charles City 10:47 A. M.

One dispatch freight leaving Waterloo at 3:00 P. M., arriving Charles City 6:45 P. M.

Two local way freight trains leaving Waterloo, one at 5:15 A. M. and one at 5:45 A. M., arriving at Charles City 7:25 A. M. and 10:00 A. M., respectively.

One local passenger train, carrying express, leaving Charles City at 4:05 P. M., arriving Waterloo 5:40 P. M.

One dispatch freight leaving Charles City at 8:30 A. M., arriving Waterloo 11:10 A. M.

One local freight leaving Charles City 10:47 A. M., arriving Waterloo 3:00 P. M.

After a careful review of the evidence submitted, we do not believe that the establishment of the proposed service would promote the public convenience and necessity, and the certificate is therefore denied.

No. H-593—1927. Blue Goose Transportation Co., Brookings, S. Dak. Passenger motor carrier between Sioux City, Leeds, James, Hinton, Merrill, Le Mars, Maurice, Orange City, Sioux Center, Doon, Rock Rapids and the North line of the state of Iowa, in Woodbury, Plymouth, Sioux and Lyon Counties, as part of an interstate route between Pipestone, Minnesota and Sioux City, Iowa.

This application filed November 29, 1926 and heard on February 9, 1927, at which time application was amended as follows:

Provided that no passengers originating at and destined to points between and including Le Mars and Sioux City, and originating at and destined to points between and including Sioux City and Le Mars shall be transported.

On April 11th, 1927, the Board issued decision denying the application in the following language:

Appearances:

For the applicant—Hall, Purdy & Eidem, Attys., by Mr. Wallace E. Purdy, Brookings, South Dakota.

For the Illinois Central Railroad Co., Objectors—Henderson, Fribourg, Hatfield & Fribourg, by Mr. Hatfield, Sioux City, Iowa, T. H. Sullivan, Ft. Dodge, Iowa.

For Sioux City Service Co., Objectors—R. W. Herrick, Sioux City, Iowa.

For Sioux Falls Traction System, Inc., Objector—Johnson & Simons, Sioux Falls, South Dakota.

For the Greater Sioux City Committee, Objector—Milkers, Jepson, Marshall & Jepson, by Geo. J. Jepson, Sioux City, Iowa.

November 29, 1926, the Blue Goose Transportation Company, of Brookings, South Dakota, a corporation, 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 passengers between Sioux City, Leeds, James, Hinton, Merrill, Le Mars, Maurice, Orange City, Sioux Center, Doon, Rock Rapids and the north line of the State of Iowa, in Woodbury, Plymouth, Sioux and Lyon Counties as part of an interstate route between Pipestone, Minnesota and Sioux City, Iowa.

Public hearing was held on this application on February 9, 1927, at Sioux City, Iowa, pursuant to published notice as required by law.

After a careful review of all the facts of record in this case, the Commission finds that the establishment of the proposed service will not promote the public convenience and necessity. Certificate is, therefore, denied.

No. H-594—1927. Henry Falke, Remsen, Iowa, owner and operator of Falke Motor Co., and Le Mars Associated Retailers, a corporation, Le Mars, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 142, authorizing freight motor carrier service between Remsen, Le Mars, Merrill, Hinton and Sioux City, in Plymouth and Woodbury Counties, to the Le Mars Associated Retailers and for permission to abandon that part of route between Le Mars and Remsen.

This application filed November 29, 1926, was granted and Certificate of Convenience and Necessity No. 142 was, by resolution dated December 9, 1926, transferred to the Le Mars Associated Retailers, Le Mars, and

amended to authorize freight motor carrier service between Le Mars, Merrill, Hinton and Sioux City. Transfer effective 12:01 A. M. December 10, 1926.

No. H-595—1927. Harvey Frank Schaeffer, Chicago, Illinois and Walter H. Kier, Davenport. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 138, authorizing freight motor carrier service between Davenport and Tipton, to Walter H. Kier, Davenport.

This application filed December 24, 1926. Transfer approved to be effective February 1, 1927.

No. H-596—1927. Ft. Dodge, Des Moines & Southern Transportation Co., Boone. Application to abandon the service authorized between Harcourt and Rockwell City under Certificate of Convenience and Necessity No. 145.

This application filed December 29, 1926. Granted, effective January 1, 1927.

No. H-597—1927. L. E. Strickler, Iowa City, and Irvin Kelley, Iowa City. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 65, authorizing passenger motor carrier service between Iowa City and Washington, to Irvin Kelley.

This application filed January 5, 1927. Transfer approved to be effective February 1, 1927.

No. H-598—1927. Alwin Hesperheide, owner and operator Preston & La Crosse Bus Line, Preston, Minn. Passenger motor carrier—between Decorah, Burr Oak and the north line of the state of Iowa, in Winneshiek County, as part of an interstate route between Decorah, Iowa and Preston, Minn.

This application filed January 12, 1927, heard February 18, 1927 and granted February 21, 1927. Certificate of Convenience and Necessity No. 111, authorizing service applied for, issued May 27, 1927.

No. H-599—1927. J. Edward Bailey, Alden and Geo. F. Kirkpatrick, Alden. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 120, authorizing freight motor carrier service between Alden and Iowa Falls, to Geo. F. Kirkpatrick.

This application filed January 24, 1927. Transfer approved to be effective February 1, 1927.

No. H-600—1927. Alf. T. Brackey, Lake Mills. Passenger motor carrier between Forest City, Lake Mills and Northwood, in Winnebago and Worth Counties, Iowa, and between Lake Mills and the north line of the state of Iowa in Winnebago County as part of an interstate route between Lake Mills, Iowa, and Emmons, Minn.

This application, filed January 31, 1927 and amended on February 7, 1927, to eliminate service proposed between Lake Mills and the north line of the state of Iowa. On February 11, 1927, applicant submitted application for authority to operate between Forest City and Northwood, and between Lake Mills and Mason City, in Winnebago, Worth and Cerro Gordo Counties, to be considered as amendment in this case, but, in view of difference of territory involved, this application was closed and latter application assigned Docket No. H-606.

No. H-601—1927. Carl Brown, Winterset. Passenger and a limited amount of freight between Des Moines, Norwalk, Prole, Martensdale, Bevington, Patterson and Winterset, in Polk, Warren and Madison Counties.

This application filed February 3, 1927, heard March 9, 1927 and denied March 15, 1927.

No. H-602—1927. Stalker Transportation Company, Rudd, Iowa, a partnership composed of Eli E. Stalker, Keith E. Stalker, and Berl E. Stalker, Rudd, Iowa. Freight motor carrier between New Hampton,

Williamstown, Frederika, Tripoli, Denver and Waterloo, in Chickasaw, Bremer and Black Hawk Counties.

This application filed February 7, 1927, heard March 11, 1927 and denied March 15, 1927.

No. H-603—1927. Alvin J. Collier, Atlantic. Freight motor carrier between Atlantic, Cumberland and Massena, in Cass County.

This application filed February 9, 1927, heard March 15, 1927 and granted March 17, 1927. Applicant advised on March 29, 1927 that service would not be inaugurated, and application was, after investigation, dismissed on April 11, 1927.

No. H-604—1927. Henry Billman, Mason City. Freight motor carrier between Mason City, Hanlontown, Fertile, Joice, Bristol, Lake Mills, Scarville, Vinje and the north line of the state of Iowa; between Charles City, Bassett, Ionia and New Hampton, and between Charles City and Nashua, in Cerro Gordo, Worth, Winnebago, Floyd and Chickasaw Counties.

This application filed February 10, 1927 and heard March 10, 1927. On March 17, 1927, this Board issued decision granting authority to operate between Mason City and the north line of the state of Iowa, and denying certificate for the service proposed over the two routes between Charles City and New Hampton, and between Charles City and Nashua. Decision follows:

Appearances:

For the applicant—H. M. Remley, Atty., Mason City, Iowa.

For the C., M. & St. P. Ry. Co. and Illinois Central Railroad Co., Objectors—C. L. Taylor, Atty., Des Moines, Iowa.

For W. H. Bremner, Receiver of the M. & St. L. R. R. Co., Objector—C. H. E. Boardman, Atty., Marshalltown, Iowa.

On February 10, 1927, Henry Billman of Mason City, Iowa, who now holds Certificate of Convenience and Necessity authorizing freight motor carrier service between Mason City and Charles City, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Mason City, Hanlontown, Fertile, Joice, Bristol, Lake Mills, Scarville, Vinje and the north line of the State of Iowa, between Charles City, Bassett, Ionia and New Hampton, and between Charles City and Nashua in Cerro Gordo, Worth, Winnebago, Floyd and Chickasaw Counties, Iowa.

Pursuant to publication of notice of hearing, the application was fully heard on Thursday, March 10, 1927, at the office of the Cerro Gordo County Auditor, Mason City, Iowa. Petitions were presented from several of the leading business houses of Mason City, asking for the service proposed. Very strong opposition was evidenced to granting authority to operate over Route No. 2 between Charles City, Bassett, Ionia and New Hampton and Route No. 3, between Charles City and Nashua. The Chicago, Milwaukee & St. Paul Railway filed a schedule showing daily service by way freight, time freight and three passenger trains each way between Charles City and New Hampton. Objectors filed petitions from residents of Charles City and New Hampton, objecting to the granting of this application. Strong objections were also entered by delegates from the New Hampton Chamber of Commerce.

That part of the application providing for daily except Sunday service between Charles City and Nashua was amended to provide for only Sunday service.

After carefully reviewing the facts of the record in this case, it is the opinion of the Board that the service proposed over Route No. 1, between Mason City and the north line of the State of Iowa, will promote the public convenience and necessity and certificate will therefore issue for that route; further that the service proposed for the other two routes involved in this case will not promote public convenience and necessity and that part of the application is therefore denied.

Route in this case was on April 13, 1927, amended to eliminate the unincorporated town of Vinje, and service was on April 27, 1927, inaugurated between Mason City and Scarville. Certificate of Convenience and Necessity No. 161, authorizing service applied for, issued July 27, 1927.

No. H-605—1927. Emil Michaelson, Des Moines, and Des Moines-Winterset Bus Co., Des Moines, a partnership composed of Jerome C. Renfro, Carl Poindexter and Ed. L. Gustafson, Des Moines. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 135, authorizing passenger motor carrier service between Des Moines and Winterset, in Polk, Warren and Madison Counties, to Des Moines-Winterset Bus Company.

This application filed February 11, 1927. Transfer approved to be effective February 16, 1927.

No. H-606—1927. Alf T. Brackey, Lake Mills, Iowa. Passengers and limited amount of freight between Forest City, Lake Mills and Northwood, and between Lake Mills, Mount Valley, Fertile, Hanlontown, Manly and Mason City, in Winnebago, Worth and Cerro Gordo Counties.

This application filed February 11, 1927, heard March 10, 1927, and granted March 15, 1927. Service authorized March 18, 1927 and inaugurated April 4, 1927. Certificate of Convenience and Necessity No. 125, conveying authority applied for, issued April 19, 1927. On June 7, 1927, the Certificate was, upon application, amended to authorize operation over only one route between Lake Mills, Forest City, Fertile, Hanlontown, Manly and Mason City.

No. H-607—1927. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Freight Line. Freight motor carrier between Waterloo, Denver, Readlyn, Wapsie, Buck Creek, Sumner, Frederika, Williamstown and New Hampton, in Black Hawk, Bremer and Chickasaw Counties, except for the transportation of local freight between Waterloo and Denver.

This application filed February 12, 1927, heard March 11, 1927 and denied March 15, 1927.

No. H-608—1927. Estherville Transfer Company, Estherville, Iowa, a partnership composed of Bernard A. Burns and George Amdahl, Estherville. Freight motor carrier between Estherville, Superior, Spirit Lake, Okoboji, Arnold's Park and Milford; between Estherville, Wallingford and Graettinger; between Estherville, Terrill, Dickens and Ruthven, and between Estherville, Gruver, Gridley and Armstrong, in Emmet and Dickinson Counties.

This application filed February 12, 1927 and dismissed March 14, 1927, after a finding that the service rendered by applicant was not subject to the provisions of the Motor Carrier Law.

No. H-609—1927. BeH Motor Stage Line, Belle Plaine, Iowa, owned and operated by L. H. Plumb, Belle Plaine, Iowa. Passengers and limited amount of freight between Belle Plaine, Luzerne, Blainstown, Van Horne and Vinton; between Vinton and Urbana, and between Vinton, Newhall, Atkins and Cedar Rapids, in Benton and Linn Counties.

This application filed March 2, 1927, heard April 5, 1927 and decision issued April 11, 1927, denying the application. Decision follows:

Appearances:

For the applicant—L. H. Plumb, Belle Plaine, Iowa; L. W. Ruhl, Belle Plaine, Iowa.

For the Waterloo, Cedar Falls & Northern Railway Co., objector—Don Barnes, Atty., Cedar Rapids, Iowa.

For the Chicago, Milwaukee & St. Paul Railway Co., objector—C. L. Taylor, Atty., Des Moines, Iowa; M. J. Flanigan, Supt., Marion, Iowa.

For the Chicago & North Western Railway Co., objector—M. J. Golden, D. F. & P. A., Boone, Ia.

For the Chicago, Rock Island & Pacific Railway Co., objector—R. N.

Lynch, Atty., Des Moines, Iowa; J. H. Fuller, Freight Agent, Cedar Rapids, Iowa.

For the B. of L. E. & F., objectors—C. E. Wright, Belle Plaine, Iowa.

On March 2, 1927, L. H. Plumb of Belle Plaine, Iowa, who proposed to operate under the name of the Bell Motor Stage Line, Belle Plaine, 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 passengers and freight between Belle Plaine, Luzerne, Blairstown, Van Horne and Vinton, between Vinton and Urbana and between Vinton, Newhall, Atkins and Cedar Rapids in Benton and Linn Counties, Iowa.

Public hearing was held at Cedar Rapids, Iowa, on April 5, 1927, pursuant to published notice as required by law.

After a careful review of all of the facts of record in this case, the Commission finds that the public convenience and necessity would not be promoted by the establishment of the proposed service. Certificate is, therefore, denied.

No. H-610—1927. Dave Redman, Ottumwa, Iowa. Freight motor carrier between Ottumwa, Eddyville and Oskaloosa, in Wapello and Mahaska Counties.

This application filed March 5, 1927, heard April 4, 1927, and denied by decision issued April 11, 1927. Decision follows:

Appearances:

For applicant—Hon. Daniel F. Steck, Atty., Ottumwa, Iowa.

For Chicago, Rock Island & Pacific Railway Co., objector—R. N. Lynch, Atty., Des Moines, Iowa; A. T. Abbott, Supt., Des Moines, Iowa.

For American Railway Express Co., objector—Geo. O. Hanna, Davenport, Iowa.

On March 5, 1927, Dave Redman, of Ottumwa, 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 Ottumwa, Eddyville and Oskaloosa, in Wapello and Mahaska Counties, Iowa.

Public hearing was held at Ottumwa, Iowa, on April 4, 1927, pursuant to published notice as required by law.

After a careful review of the record and all of the facts in this case, the Commission finds that the establishment of the proposed service will not promote the public convenience and necessity. Certificate is, therefore denied.

No. H-611—1927. Morrison Service Company, Danbury, Iowa, a partnership composed of E. Morrison and O. W. Morrison, Climbing Hill. Passenger motor carrier between Battle Creek, Danbury, Oto, Climbing Hill, Bronson and Sioux City, in Woodbury and Ida Counties.

Applicant, holding certificate authorizing passenger motor carrier service between Danbury, Oto, Climbing Hill, Bronson and Sioux City, filed this application March 11, 1927; hearing held May 19, 1927, and application granted May 20, 1927. Certificate of Convenience and Necessity No. 162, conveying authority applied for, issued August 8, 1927.

No. H-612—1927. Floyd Barnhouse, Casey, Iowa. Freight motor carrier between Adair, Casey, Menlo, Stuart, Dexter, Redfield, Adel, Waukee and Des Moines, in Adair, Guthrie, Dallas and Polk Counties, except for the transportation of local freight between Redfield, Adel, Waukee and Des Moines.

This application filed March 19, 1927, heard May 4, 1927 and denied by decision issued May 5, 1927. Decision follows:

Appearances:

For applicant—C. E. Berry, Atty., Casey, Iowa; Floyd Barnhouse, Casey, Iowa.

For Chicago, Milwaukee & St. Paul Railway Co., objector—C. L. Taylor, Atty., Des Moines, Iowa.

For American Railway Express Co., objector—Grant Propst, Des Moines, Iowa.

For Chicago, Rock Island & Pacific Railway Co., objector—F. W. Miller, Atty., Des Moines, Iowa.

On March 18, 1927, Floyd Barnhouse, of Casey, 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 Adair, Casey, Menlo, Stuart, Dexter, Redfield, Adel, Waukee and Des Moines, but not to transport local freight between Redfield, Adel, Waukee and Des Moines.

Public hearing on this application was held at Des Moines, Iowa, on May 4, 1927, pursuant to published notice as required by law.

After a careful review of all the facts of record in this case, the Board finds that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is, therefore, denied.

No. H-613—1927. W. O. Anker, Atlantic, Iowa. Freight motor carrier between Atlantic, Lyman, Grant and Mortons Mill, in Cass and Montgomery Counties.

This application filed March 28, 1927, was heard May 4, 1927 and granted May 5, 1927. Certificate of Convenience and Necessity No. 154, conveying authority applied for, issued June 28, 1927, and revoked October 4, 1927, after route had been abandoned.

No. H-614—1927. Chas. E. Gist, Newton, Iowa, et al., vs. Stephen A. Bollinger, owner and operator of Safety Coach Transit Company, Des Moines, Iowa, and the Des Moines & Central Iowa Motor Transportation Company, Des Moines, Iowa. Establishment of bus station at Sugar Grove Cross Roads.

This petition filed March 29, 1927 and station applied for established June 1, 1927, without order.

No. H-615—1927. R. L. Conard, Des Moines, Iowa and J. E. Eldridge, Indianola, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 93, authorizing freight motor carrier service between Indianola and Des Moines, to J. E. Eldridge.

This application filed March 31, 1927 and transfer approved to be effective at 11:59 P. M. on April 11, 1927.

No. H-616—1927. Dunlavy & Splinter, Jackson, Minnesota, a partnership composed of Lloyd Dunlavy and William Splinter, Jackson, Minnesota. Freight motor carrier between Estherville and the north line of the state of Iowa as part of an interstate route between Estherville, Iowa and Jackson, Minnesota.

This application filed April 9, 1927 and dismissed July 19, 1927, after a finding that service rendered by applicant was not subject to the provisions of the Motor Carrier Law.

No. H-617—1927. Arthur Paulson, Joice, Iowa. Freight motor carrier between Mason City and Joice, in Worth and Cerro Gordo Counties.

This application filed April 18, 1927, heard June 8, 1927 and denied by decision issued June 14, 1927. Decision follows:

Appearances:

For applicant—Hon. S. R. Torgeson, Joice, Iowa.*

For Henry Billman, Motor Carrier, Mason City, Iowa, objector—Glass & Remley, Attys., Mason City, Iowa, by Howard M. Remley.

On April 18, 1927, Arthur Paulson, Joice, 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 motor carrier of freight between Mason City and Joice in Worth and Cerro Gordo Counties, Iowa.

Public hearing on this application was held at Mason City, Iowa, on June 8, 1927, pursuant to published notice as required by law.

Written objections to the granting of the application were filed by the Chicago & North Western Railway Company and Henry Billman, Mason City, Iowa.

After a careful review of all the facts of record in this case, the Board finds that the establishment of the service proposed would not promote the public convenience and necessity. Certificate is, therefore, denied.

H-618—1927. Lee A. Davis, Anthon, Iowa. Freight motor carrier from Sioux City to Anthon, in Woodbury County.

This application filed April 25, 1927, heard May 19, 1927 and granted May 20, 1927. Certificate of Convenience and Necessity No. 155, conveying authority applied for, issued May 27, 1927.

No. H-619—1927. Waterloo, Cedar Falls & Northern Ry. Co., Waterloo, Iowa. 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, in Black Hawk, Bremer, Butler, Floyd and Cerro Gordo Counties.

This application filed April 26, 1927, heard June 7, 1927 and granted by decision issued June 24, 1927. Decision follows:

Appearances:

For applicant—F. E. Farwell, Atty., Waterloo, Iowa; M. A. Welsh, Supt. and T. M., Waterloo, Iowa.

For Red Ball Transportation Co., objector—J. E. Williams, Atty., Mason City, Iowa.

For Clark's Transfer & Storage, R. B. Fearing, Prop., Cedar Falls, Iowa—R. B. Fearing, Cedar Falls, Iowa.

On April 26, 1927, the Waterloo, Cedar Falls & Northern Railway Company, of Waterloo, Iowa, a corporation, filed an application with this Commission, under the provisions of Chapters 4 and 5, Laws of the 41st General Assembly of Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and not to exceed five hundred pounds of freight on each of its passenger carrying motor vehicles, between Waterloo and Mason City, in Black Hawk, Bremer, Butler, Floyd and Cerro Gordo Counties, Iowa.

Applicant is now operating an electric Interurban railway between Waterloo and Cedar Rapids; Waterloo and Cedar Falls, and Waterloo and Waverly, and is also operating as a motor carrier of passengers between Waterloo and Independence, Iowa, and Waterloo and Cedar Falls.

Pursuant to legal notice the case was heard in the Court House, Waterloo, Iowa, June 7, 1927.

The Red Ball Transportation Company filed written objections and at the hearing protested against the granting of the certificate to the applicant herein, upon the grounds that the Red Ball Transportation Company operated a motor bus line between Waterloo and Mason City; that it was adequately serving the public, and that there was no need for additional or other service.

Several railroad companies filed written objections to the granting of this application, all of which were later withdrawn.

R. B. Fearing, of Cedar Falls, Iowa, operating as a motor carrier of freight between Waterloo and Cedar Falls, filed written objections and appeared at the hearing but his objections were eliminated by stipulation in the record.

The Red Ball Transportation Company, objector, operates three round trips daily between Mason City and Waterloo, serving the intermediate towns of Nora Springs, Rudd, Floyd, Charles City, Nashua, Plainfield, Horton, Waverly, Janesville and Cedar Falls. Most of the route of the Red Ball is different than that proposed to be traversed by the applicant herein. Part of the same route and some of the same cities as these served by the Red Ball Transportation Company are proposed to be

served by the applicant. The Red Ball Transportation Company parallels the Waterloo, Cedar Falls & Northern electric interurban line between Waterloo, Cedar Falls and Waverly, so in reality competition between the applicant and the objector would be between Nora Springs and Mason City and Mason City and Waterloo. The applicant's route is as follows:

Waterloo, Cedar Falls, Janesville, Waverly, Shell Rock, Allison, Greene, Marble Rock, Rockford, Nora Springs and Mason City, a distance of ninety-three and fifty-four hundredths (93.54) miles, all of which is either paved or graveled. Five of these intermediate towns, Rockford to Shell Rock, inclusive, having a total population according to the 1925 Iowa census of 4,074, are not served by the objecting Red Ball Transportation Company. It is proposed to furnish two round trips daily. The applicant lists eight motor busses, which will be used in the transportation of passengers, with the privilege of carrying not to exceed five hundred pounds of package freight on each bus. The financial statement filed by the applicant indicates ability to properly operate as a motor carrier.

Prior to the hearing the applicant advertised in the newspapers of the various towns proposed to be served, calling meetings of the commercial clubs or other civic organizations to which the general public was invited, to discuss the advisability of the proposed service. At these meetings the applicant submitted the proposition, indicating the towns to be served, the time schedules and the rates of fare. Representatives of applicant also presented one petition for, and one against the establishment of the proposed service. The greater number of those who expressed themselves at the meetings believed that there was a public necessity for the motor carrier service as proposed, and recommended that the Board of Railroad Commissioners authorize such service, averring that it will serve a necessity and promote a convenience.

In behalf of the applicants, a number of business and professional men, citizens of the communities proposed to be served, testified that the establishment of the proposed service would be of great convenience to the public, and as to the intermediate towns was a necessity. G. A. Hanson, Secretary and Traffic Manager for the Greater Waterloo Association, testified that after a study of transportation facilities and conditions as they exist, he believed the establishment of the proposed service would be of considerable convenience and a necessity. It is in evidence that there is no direct means of transportation between Waterloo and Mason City except that furnished by the Red Ball Transportation Company, and that to go by rail would be circuitous and inconvenient. There is no direct rail line service nor any other direct means of transportation from Shell Rock, Allison, Green, Marble Rock and Rockford to Mason City.

The objecting Red Ball Transportation Company circulated petitions in Nora Springs, Marble Rock, Allison, Greene, Shell Rock, Rockford and Waverly, which were introduced as exhibits in its behalf, and which were signed by a considerable number of persons protesting against the establishment of the service proposed by the applicant. A letter introduced by the objector, signed by the Secretary of the Mason City Chamber of Commerce, addressed to the Red Ball Transportation Company and referring to the application of the Waterloo, Cedar Falls & Northern Railway Company for a permit to operate a bus line between Waterloo and Mason City, reads in part:

"The Mason City Chamber of Commerce, by its board of directors, acting upon recommendation of its traffic rates and service sub-division, disapproves same. We recognize that some of the towns on this route deserve better transportation facilities, and believe that arrangements can be worked out whereby they can get them. But we do not believe that it is fair to the Red Ball Transportation Company which has been a pioneer in the bus business, to grant another company a franchise to operate over a part of one of the Red Ball routes and to thus take away

or divide the Red Ball's business, in particular that between the terminal points, Mason City on the one hand and Cedar Falls and Waterloo on the other."

The objector suggested that if it was thought advisable to grant the certificate the applicant should not be allowed to carry through passengers between Mason City and Waterloo. A similar plan has been tried in other cases and has proven unsatisfactory as there is nothing to prevent the purchase of tickets to some intermediate station then repurchase to destination.

The applicant operates an electric interurban railway between Waterloo, Cedar Falls and Waverly, cities also on proposed route of the motor bus line. These cities are also served by the Red Ball Transportation Company. The applicant which is already operating as a motor carrier of passengers on other routes, has furnished good equipment and excellent service to the public and has complied with the requirements of the law and the rules of the Board in every particular. The applicant is experienced in the transportation business and its record indicates it is a reliable operator with adequate financial ability to perform the service proposed. The route selected will least interfere with other and existing transportation facilities; the greater part of this route will serve territory not now adequately served and from these communities there has been an expression of opinion by petition or through testimony of witnesses indicating a public necessity and public convenience, which would be promoted by the establishment of motor carrier service.

After a careful review of the record in this case we find that the establishment of the proposed service would promote the public convenience and necessity and a Certificate of Convenience and Necessity will therefore issue.

Service inaugurated July 23, 1927 and Certificate of Convenience and Necessity No. 76, conveying authority applied for, issued October 29, 1927.

This Board's decision, dated June 24, 1927, granting this application was, on November 15, 1927, reversed by the District Court of Iowa in and for Cerro Gordo County. An appeal was taken to the Supreme Court of Iowa.

No. H-620—1927. Joe Bos, Hampton, Iowa, owner and operator of Joe Bos Truck Line. Freight motor carrier between Hampton, Geneva, Faulkner, Ackley and Iowa Falls, in Franklin and Hardin Counties.

This application filed April 26, 1927, heard June 8, 1927 and denied June 22, 1927, by decision reading as follows:

Appearances:

For applicant—S. L. Haynes, Atty., Mason City, Iowa; Joe Bos, Hampton, Iowa.

For Illinois Central Railroad Company, objector—Helsell & Helsell, Attys., Ft. Dodge, Iowa, by C. A. Helsell.

For Minneapolis & St. Louis Railroad Company, W. H. Bremner, Receiver, objector—C. H. E. Boardman, Atty., Marshalltown, Iowa.

On April 26, 1927, Joe Bos, Hampton, Iowa, owner and operator Joe Bos Truck Line, 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 motor carrier of freight between Hampton, Geneva, Faulkner, Ackley and Iowa Falls, in Franklin and Hardin Counties, Iowa.

Public hearing was held on this application at Mason City, Iowa, on June 8, 1927, pursuant to published notice as required by law.

Written objections to the granting of the application were filed by the Illinois Central Railroad Company and W. H. Bremner, Receiver for the Minneapolis & St. Louis Railroad Company.

After a careful review of all the facts of record in this case, this Board

finds that the establishment of the service proposed would not promote the public convenience and necessity.

Certificate is therefore denied.

No. H-622—1927. R. L. Smith, Merville, Iowa. Freight motor carrier between Merville, Cushing, Holstein, Galva and Schaller, in Woodbury, Ida and Sac Counties.

The applicant, holding certificate authorizing freight motor carrier service between Sioux City and Merville, filed this application May 5, 1927; hearing held May 27, 1927; application granted May 31, 1927; service inaugurated June 22, 1927; Certificate of Convenience and Necessity No. 163, conveying authority applied for, issued August 12, 1927.

No. H-623—1927. J. E. Eldridge, Indianola, Iowa, and the Hawkeye Stages, Inc., Boone, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 47, authorizing passenger motor carrier service between Indianola and Des Moines, to the Hawkeye Stages, Inc.

This application filed May 5, 1927, and transfer approved to be effective on that date.

No. H-624—1927. O. C. Wright, Adel, Iowa, and Des Moines-Stuart Bus Company, a partnership composed of J. C. Renfro and Carl Poin-dexter, Des Moines, Iowa. Joint application for approval of proposed leasing of that part of Certificate of Convenience and Necessity No. 1 authorizing passenger motor carrier service between Des Moines and Stuart over route designated as Route No. 2, to the Des Moines-Stuart Bus Company.

This application filed May 7, 1927, was granted by a majority of the Board and leasing approved to be effective at 12:01 A. M., May 11, 1927. Chairman Webster dissented from resolution approving leasing.

On October 4, 1927, lessee was authorized to suspend service for thirty days from that date. On November 4, 1927, lessee advised that no arrangements had been made to resume service. Lessor made no arrangements to resume service so all rights to operate over said Route No. 2 were considered as forfeited in accordance with Rule 15 of this Board's Rules and Regulations.

No. H-625—1927. V. C. Feay, Rock Rapids, Iowa, Interstate freight motor carrier service to Rock Rapids, Larchwood, Inwood, Alvord and Doon.

This application filed May 11, 1927. Certificate permitting interstate service over that part of route located in Iowa, issued without hearing on June 7, 1927.

No. H-626—1927. Jefferson Highway Transportation Company, a corporation, Minneapolis, Minnesota. Motor carrier of passengers and limited amount of freight between Charles City, Floyd, Orchard, Osage, St. Ansgar and the north line of the state of Iowa, in Floyd and Mitchell Counties.

This application filed May 11, 1927, heard July 12, 1927, and granted July 19, 1927. Service inaugurated August 1, 1927, and Certificate of Convenience and Necessity No. 164, conveying authority applied for, issued August 6, 1927.

No. H-627—1927. R. C. McCormick, Waterloo, Iowa, and R. B. Fearing, owner and operator Clark's Freight Line, Cedar Falls, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 152, authorizing freight motor carrier service between Waterloo and Tama, except for the transportation of local freight between Waterloo and Hudson, to R. B. Fearing, owner and operator of Clark's Freight Line.

This application filed May 16, 1927 and transfer approved to become effective at 12:01 A. M., May 19, 1927.

No. H-628—1927. Winnipeg and International Transportation Com-

pany, Sioux Falls, South Dakota. Passenger motor carrier between Sioux City, Leeds, James, Hilton, Merrill, Le Mars, Maurice, Orange City, Sioux Center, Doon, Rock Rapids and the north line of the state of Iowa, in Woodbury, Plymouth, Sioux and Lyon Counties.

Application filed May 16, 1927 and dismissed July 27, 1927 because it had not been completed by applicant.

No. H-629—1927. Jefferson Highway Transportation Company, a corporation, Minneapolis, Minnesota. Motor carrier of limited amount of freight between the north line of the state of Iowa, Northwood, Kensett, Manly, and Mason City, in Worth and Cerro Gordo Counties.

This applicant, holding Certificate of Convenience and Necessity No. 27, authorizing passenger motor carrier service between the points involved in this case, desired, by this application, filed May 17, 1927, to transport not to exceed 300 pounds of freight on any one passenger car at any one time. Hearing held July 12, 1927, and application granted July 21, 1927. Certificate of Convenience and Necessity No. 27, was, on July 26, 1927, extended by resolution to convey the authority applied for in this case.

No. H-630—1927. C. J. Jauron, Sloan, Iowa, and R. Maxwell, Sloan, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 92, authorizing passenger motor carrier service between Sloan, Salix, Sergeants Bluff and Sioux City, to R. Maxwell.

This application filed May 20, 1927, and transfer approved to become affective at noon, May 28, 1927.

No. H-631—1927. Clarence Hass, Durant, Iowa. Freight motor carrier between Durant, Stockton, Walcott and Davenport; between Durant and Wilton, and between Durant and Sunbury, in Scott, Muscatine and Cedar Counties.

This application filed June 25, 1927, heard July 28th and September 12, 1927 and granted September 14, 1927. Certificate of Convenience and Necessity No. 165, conveying authority applied for, issued October 18, 1927.

No. H-632—1927. Theodore W. Korthaus, Durant, Iowa. Freight motor carrier between Wilton, Durant, Walcott and Davenport, in Cedar, Muscatine and Scott Counties.

This application filed June 27, 1927, heard July 28, 1927 and denied by decision issued August 9, 1927. Decision follows:

Appearances:

For the applicant—D. H. Snoke, Atty., Davenport, Iowa, Theodore W. Korthaus, Durant, Iowa.

For the Chicago, Rock Island & Pacific Ry. Co., Objector—Sargent, Gamble & Read, Attys., Des Moines, Iowa, by F. W. Miller.

For Clarence Hass, Durant, Iowa, Objector—Albert W. Hamann, Atty., Davenport, Iowa.

For the American Railway Express Company, Objector—G. C. Hanna, Route Agent, Davenport, Iowa.

On June 27, 1927, Theodore W. Korthaus, Durant, Iowa made application to this Board, under 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 Wilton, Durant, Walcott and Davenport in Cedar, Muscatine and Scott Counties, Iowa.

Public hearing was held on this application at Davenport, Iowa on July 28, 1927, pursuant to published notice as required by law.

Written objections to the granting of the application were filed by the Chicago, Rock Island and Pacific Railway Company, and a representative for that company, also representatives for Clarence Hass of Durant, Iowa and The American Railway Express Company, appeared at the hearing, objecting to the granting of the certificate applied for.

After a careful review of all the facts of record in this case, this Board finds that the service proposed would not promote the public convenience and necessity.

Certificate is therefore denied.

No. H-633—1927. Benjamin W. Crips, Ottumwa, Iowa. Passenger motor carrier between Ottumwa, Fremont, Cedar, Wright and Oskaloosa, in Wapello, Keokuk and Mahaska Counties.

This application filed June 27, 1927, heard July 27, 1927 and granted August 1, 1927. Service inaugurated September 1, 1927 and Certificate of Convenience and Necessity No. 72, conveying authority applied for, issued November 16, 1927.

No. H-634—1927. Lewis Sedlacek, owner and operator Osage Transportation Company, Osage, Iowa and R. O. Seaton, Osage, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 107, authorizing freight motor carrier service between Osage and Mason City, except for the transportation of freight originating at or destined to intermediate points, and of Certificate No. 108, permitting interstate freight motor carrier service over that part of interstate route located in Iowa, to R. O. Seaton.

This application filed June 27, 1927 and transfer approved to be effective August 10, 1927. Upon the request of the transferee, R. O. Seaton, who also held Certificate of Convenience and Necessity No. 73, authorizing freight motor carrier service between Osage and Mason City, except for the transportation of freight originating at or destined to intermediate points, Certificate of Convenience and Necessity No. 107, authorizing the same service, was revoked on August 10, 1927.

No. H-635—1927. Red Ball Transportation Company, a corporation, Mason City, Iowa, and Sioux Falls Traction System, a corporation, Sioux Falls, South Dakota. Joint application for approval of proposed transfer of that part of right granted under Docket No. H-187 to furnish passenger motor carrier service between Estherville and Spirit Lake, to the Sioux Falls Traction System.

This application filed July 2, 1927 and transfer approved to be effective on July 21, 1927. Service inaugurated between Spirit Lake and Estherville by the transferee on August 1, 1927. Resolution extending Certificate of Convenience and Necessity No. 90, held by the Sioux Falls Traction System, to convey the authority transferred in this case, adopted August 25, 1927.

No. H-636—1927. Hawkeye Stages, Inc., Boone, Iowa. Application to revoke Certificate of Convenience and Necessity No. 2, authorizing passenger motor carrier service between Des Moines and Carroll, in Polk, Dallas, Boone, Greene and Carroll Counties.

This application filed July 6, 1927, was granted, and Certificate of Convenience and Necessity No. 2, held by the Hawkeye Stages, Inc., of Boone, Iowa, revoked July 11, 1927.

No. H-637—1927. Hawkeye Stages, Inc., Boone, Iowa. Application to revoke right to a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Des Moines, Cambridge and Nevada, in Polk and Story Counties, under Docket No. H-384.

This application filed July 6, 1927, was granted, and right to a Certificate of Convenience and Necessity under Docket No. H-384 was revoked July 11, 1927.

No. H-638—1927. Myers and Allen, Guthrie Center, Iowa, a partnership composed of James C. Allen and Everett Myers, Guthrie Center, Iowa. 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 the northeast corner of Section 6, Township 79 North, Range 27 West in Dallas County and terminus in Des Moines.

This application filed July 7, 1927, heard September 14, 1927 and denied September 28, 1927 by decision reading as follows:

Appearances:

For the applicant—Everett Myers, Guthrie Center, Iowa; James C. Allen, Guthrie Center, Iowa; Charles W. Lyon, Attorney, Des Moines, Iowa.

For the protestants—F. W. Miller, Ass't Atty for Iowa, Chicago, Rock Island & Pacific Ry. Co., Des Moines, Iowa; B. F. Van Vliet, Sup't, Chicago, Milwaukee & St. Paul Ry. Co., Des Moines, Iowa; W. J. O'Brien, Att'y, Chicago, Milwaukee & St. Paul Ry. Co., Des Moines, Iowa; Carr, Cox, Evans, Riley, Attys., W. H. Bremner, Receiver, Minneapolis & St. Louis Railroad Co., Des Moines, Iowa; R. M. Higley, American Railway Express Company, Des Moines, Iowa.

On July 7, 1927, Myers and Allen of Guthrie Center, Iowa, a partnership composed of James C. Allen and Everett Myers of Guthrie Center, 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 Guthrie Center, Panora, Panther, Dallas Center, Grimes and Des Moines in Guthrie, Dallas and Polk Counties, Iowa, but not to transport freight originating at and destined to points on route between the northeast corner of Section 6, Township 79 North, Range 27 West in Dallas County and terminus in Des Moines.

Pursuant to published notice as required by law hearing was held on the application at the office of this Board in Des Moines on September 14, 1927.

Written objections to the granting of the application were filed on behalf of the Chicago, Milwaukee and St. Paul Railway Company, the Chicago, Rock Island and Pacific Railway Company and W. H. Bremner, Receiver of the Minneapolis and St. Louis Railroad Company, and representatives of each of those companies and the American Railway Express Company appeared at the hearing objecting to the issuance of the Certificate of Convenience and Necessity applied for.

After a careful review of all the facts of record in this case, this Board finds that the service proposed would not promote the public convenience and necessity.

Certificate is therefore denied.

No. H-639—1927. Hawkeye Stages, Inc., Boone, Iowa. Application to revoke that part of authority granted under docket No. H-144 to operate as a passenger motor carrier between Des Moines and Colo.

This application filed July 6, 1927, was granted, and resolution revoking whatever right applicant might have to a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Des Moines and Colo under docket No. H-144, was revoked July 11, 1927. Carrier retained whatever right it might have to a Certificate of Convenience and Necessity under docket No. H-144 to operate as a passenger motor carrier between Colo, State Center and Marshalltown.

No. H-640—1927. Hawkeye Stages, Inc., Boone, Iowa. Application to revoke whatever right carrier might have to a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Boone, Ames and Nevada and between Colo, Hubbard and Eldora under Certificate of Authorization No. 116.

This application filed July 6, 1927, was granted, and whatever right applicant might have to operate as a passenger motor carrier between Boone, Ames and Nevada and between Colo, Hubbard and Eldora under Certificate of Authorization No. 116, was revoked July 11, 1927.

No. H-641—1927. Thomas W. Hannah, Fairfield, Iowa. Motor carrier of passengers and limited amount of freight between Fairfield, Pleasant Plain, Brighton and Washington, in Washington and Jefferson Counties.

This application filed July 15, 1927, heard September 15, 1927 and

granted September 16, 1927. Certificate of Convenience and Necessity No. 166, conveying authority applied for, issued September 26, 1927.

No. H-642—1927. W. R. Thompson, Des Moines, Iowa. Passenger motor carrier between Des Moines, Grimes, Dallas Center, Minburn, Gardiner, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Glidden and Carroll and between Carroll, Auburn, Ulmer, Lake View, Sac City, Early and Storm Lake, in Polk, Dallas, Boone, Greene, Carroll, Sac and Buena Vista Counties.

This application filed July 15, 1927, heard September 14, 1927 and denied September 24, 1927 by decision reading as follows:

Appearances:

For the applicant—E. H. Fitch, Atty., Des Moines, Iowa; W. R. Thompson, Des Moines, Iowa.

For the C., M. & St. P. Ry. Co., Objectors—W. J. O'Brien, Atty., Des Moines, Iowa; B. F. Van Vliet, Supt., Des Moines, Iowa.

For the M. & St. L. Railroad Co., E. H. Bremner, Receiver, Objectors—D. M. Denison, Special Representative, Minneapolis, Minnesota; Carr, Cox, Evans & Riley, Attys., by John Inghram, Des Moines, Iowa.

On July 15, 1927, W. R. Thompson, Des Moines, 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 passenger motor carrier between Des Moines, Grimes, Dallas Center, Minburn, Gardiner, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Glidden and Carroll and between Carroll, Auburn, Ulmer, Lake View, Sac City, Early and Storm Lake in Polk, Dallas, Boone, Greene, Carroll, Sac and Buena Vista Counties, Iowa.

Public hearing was held on this application at the office of this Board in Des Moines, Iowa, on September 14, 1927, pursuant to published notice as required by law.

Written objections to the granting of the application were filed by the Chicago, Milwaukee and St. Paul Railway Company, the Chicago and North Western Railway Company and W. N. Bremner, Receiver of the Minneapolis and St. Louis Railroad Company, and representatives of the Chicago, Milwaukee and St. Paul Railway Company and W. H. Bremner, Receiver of the Minneapolis and St. Louis Railroad Company appeared at the hearing, objecting to the issuance of the certificate applied for.

After a careful review of all the facts of record in this case, this Board finds that the service proposed would not promote the public convenience and necessity.

Certificate is therefore denied.

No. H-643—1927. Ft. Dodge, Des Moines & Southern Transportation Company, a corporation, Boone, Iowa. Passenger motor carrier service between Ames, Story City, Jewell, Blairsburg, Webster City, Highview, Duncombe and Ft. Dodge, in Story, Hamilton and Webster Counties.

This application filed July 22, 1927, heard September 14, 1927 and on September 28, 1927 granted as applied for, except for the transportation of passengers from Duncombe and Highview to Ft. Dodge, Webster City and Blairsburg, and from Blairsburg, Webster City and Ft. Dodge to Duncombe and Highview. Decision follows:

Appearances:

For the applicant—W. R. Dyer, Atty., Boone, Iowa; C. H. Crooks, President, Boone, Iowa.

For the Illinois Central Railroad Co., objector—C. A. Helsell, Atty., Ft. Dodge, Iowa; T. H. Sullivan, Supt., Ft. Dodge, Iowa.

On July 22, 1927, the Fort Dodge, Des Moines & Southern Transportation Company, of Boone, Iowa, filed an application with this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Ames, Story City, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, in Story, Hamilton and Webster Counties, Iowa, over the route described in said application.

This application was set down for hearing on Wednesday, September

14, 1927, ten o'clock A. M., at the office of the Board in Des Moines, and notice of such hearing was published as prescribed by law.

Written objections to the granting of this application were filed on August 12, 1927 on behalf of the Illinois Central Railroad Company by Helsell & Helsell, of Fort Dodge, Iowa, attorneys for said railroad company.

Full hearing was had on September 14, 1927, at the close of which the application was submitted. At this hearing, the applicant was represented by W. R. Dyer, Attorney, Boone, Iowa, and C. H. Crooks, President, Boone, Iowa, and the objector Illinois Central Railroad Company, was represented by C. A. Helsell, Attorney, Fort Dodge, Iowa and T. H. Sullivan, Superintendent, Fort Dodge, Iowa.

There was no opposition to the granting of the authority applied for between Ames, Story City, Jewell and Blairsburg, but the Illinois Central Railroad Company, which serves Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, objected to the granting of the authority applied for between those points.

The Illinois Central Railroad Company operates four passenger trains daily between Blairsburg and Fort Dodge, all of which stop at Webster City and Fort Dodge and two of which stop at Blairsburg, Highview and Duncombe.

Representatives of the Ft. Dodge Chamber of Commerce, and others, appeared as witnesses on behalf of the Illinois Central Railroad Company and objected to the granting of that part of the service proposed between Blairsburg and Ft. Dodge, because of the fact that such service, if established, would be in competition with the Illinois Central Railroad Company, which, in their opinion, is furnishing reasonably adequate service between those points.

The Fort Dodge, Des Moines & Southern Railway Company, which is very closely related to the applicant in this case, operates four electric interurban cars each way daily between Fort Dodge and Webster City and it is the desire of that company to discontinue part or all of such service and to substitute the service applied for in this case.

After full consideration of the record made in this case, it is the opinion of the Board that convenience and necessity has been shown for the establishment of the service applied for, except for the transportation of passengers from Duncombe and Highview to Fort Dodge, Webster City and Blairsburg and from Blairsburg, Webster City and Fort Dodge to Duncombe and Highview.

Certificate of convenience and necessity authorizing the service applied for, except that referred to in the preceding paragraph, will therefore issue as soon as applicant has complied with the preliminary requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers.

Commissioner Richardson dissenting as follows:

I concur in the majority opinion except that the findings should have been to grant the application as applied for. The majority opinion denies the towns of Duncombe and Highview local motor carrier service which the applicant company proposed to furnish.

It appears that it would be in the public interest as well as for the Illinois Central Railroad Company to afford the motor carrier service to Duncombe and Highview and I can see no good reason for denying this service to said towns if it is granted to Webster City and Blairsburg.

Certificate of Convenience and Necessity No. 116, conveying authority granted, issued October 12, 1927.

No. H-644—1927. Ft. Dodge, Des Moines & Southern Transportation Company, a corporation, Boone, Iowa. Passenger motor carrier between Boone, Pilot Mound, Dayton, Lehigh and Ft. Dodge, in Boone and Webster Counties.

This application filed July 22, 1927, was heard and granted September

14, 1927. Certificate of Convenience and Necessity No. 114, conveying authority applied for, issued October 12, 1927.

No. H-645—1927. H. G. Hill, Bloomfield, Iowa. Passenger motor carrier between Bloomfield, West Grove, Moulton and Centerville, in Davis and Appanoose Counties.

This application filed July 23, 1927, heard September 15, 1927 and granted September 16, 1927. Certificate of Convenience and Necessity No. 167, conveying authority applied for, issued October 5, 1927.

No. H-646—1927. Carl Reuter, West Union, Iowa. Freight motor carrier between West Union, Fayette, Maynard and Waterloo, in Fayette, Bremer and Black Hawk Counties, except for the transportation of freight originating at or destined to Denver.

This application filed August 16, 1927, heard September 23, 1927 and granted September 28, 1927. Service inaugurated October 10, 1927 and Certificate of Convenience and Necessity No. 168, conveying authority applied for, issued October 19, 1927.

No. H-647—1927. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa, vs. Red Ball Transportation Company, Mason City, Iowa. Objections to proposed Time Schedule of Operation No. 10 of the Red Ball Transportation Company.

Proposed Schedule filed August 8, 1927, to become effective August 15, 1927, was amended to become effective September 8, 1927. Objections filed August 17, 1927. Hearing fixed for September 14th, 1927, was called, and no appearance being made on behalf of the Red Ball Transportation Company, authority to place proposed schedule in effect was denied.

No. H-648—1927. Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa vs. Red Ball Transportation Company, Mason City, Iowa. Objections to proposed Schedule of Rates and Fares No. 6 of the Red Ball Transportation Company.

Proposed Schedule filed August 8, 1927 to become effective August 16, 1927, was amended to become effective September 1, 1927. Objections filed August 17, 1927. Hearing fixed for September 14th, was called, and, no appearance being made on behalf of the Red Ball Transportation Company, authority to place schedule in effect was denied.

No. H-649—1927. Ft. Dodge, Des Moines & Southern Transportation Company, Boone, Iowa and Hawkeye Stages, Inc., Boone, Iowa vs. Red Ball Transportation Company, Mason City, Iowa. Objections to proposed Schedule of Rates and Fares No. 5 of the Red Ball Transportation Company.

Proposed Schedule filed August 8, 1927 to become effective August 10, 1927, was amended to become effective September 1, 1927. Objections filed August 17, 1927. Hearing fixed for September 14, 1927, was called, and, no appearance being made on behalf of the Red Ball Transportation Company, authority to place proposed schedule in effect was denied.

No. H-650—1927. J. I. Mowat, Clinton, Iowa and Clarence K. Reed, Clinton, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 31, authorizing freight motor carrier service between Clinton and Grand Mound and between Clinton and Calamus, in Clinton County, to Clarence K. Reed.

This application filed August 22, 1927 and transfer approved to be effective at 12:01 A. M., October 5, 1927.

No. H-651—1927. Red Ball Transportation Company, Mason City, Iowa. Application to discontinue service to Horton under Certificate of Convenience and Necessity No. 11.

This application filed August 22, 1927, was granted August 24, 1927, and Certificate of Convenience and Necessity No. 11 was, on October 4, 1927, amended to eliminate that part of route reaching Horton.

No. H-655—1927. Stephen A. Bollinger, owner and operator Safety

Coach Transit Company, Des Moines, Iowa. Application for authority to suspend service temporarily between Newton and Grinnell.

This application filed August 22, 1927 and denied August 24, 1927.

No. H-657—1927. Floyd King, Humboldt, Iowa and M. E. Butterworth, Ft. Dodge, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 29, authorizing freight motor carrier service between Humboldt and Ft. Dodge, in Humboldt and Webster Counties, to M. E. Butterworth.

This application filed September 6, 1927 and transfer approved to be effective at 12:01 A. M., October 5, 1927.

No. H-658—1927. G. L. Ramsey, Redfield, Iowa and Thos. Harper, Redfield, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 22, authorizing freight motor carrier service between Redfield and Des Moines, except for the transportation of freight originating at or destined to intermediate points, to Thos. Harper.

This application filed September 10, 1927 and transfer approved to be effective at 12:01 A. M., September 22, 1927.

No. H-659—1927. Henry Billman, Mason City, Iowa. Failure to resume freight motor carrier service between Scarville and the north line of the state of Iowa under Certificate of Convenience and Necessity No. 161.

Carrier, holding Certificate of Convenience and Necessity No. 161, authorizing freight motor carrier service between Mason City and the north line of the state of Iowa, was on June 8, 1927 permitted to suspend service over that part of route located between Scarville and the north line of the state of Iowa, for a period of ninety days. At the expiration of a ninety day period, carrier, after notice, failed to resume service between Scarville and the north line of the state of Iowa, and this Board, on September 15, 1927, adopted resolution revoking that part of Certificate of Convenience and Necessity No. 161 authorizing operation between those points.

No. H-660—1927. Barish Bros. Motor Company, Sioux City, Iowa. Application for authority to suspend service to Sanborn and Primghar under Certificate of Convenience and Necessity No. 153.

This application filed September 16, 1927, and granted, on September 20, 1927, to be effective for a period of ninety days.

No. H-661—1927. Red Ball Transportation Company, Mason City, Iowa. Application for permission to make special round trip rates to National Dairy Cattle Congress at Waterloo.

This application for authority to establish a round-trip rate the same as the one-way rate on the Mason-City Waterloo line of the Red Ball Transportation Company, filed September 21, 1927 and granted September 23, 1927. Special rates to be effective from September 26 to October 2, 1927.

No. H-662—1927. Alwin Hesperheide, Preston, Minnesota. Application to abandon passenger motor carrier service authorized under Certificate of Convenience and Necessity No. 111, between Decorah and the north line of the state of Iowa.

This application filed September 28, 1927, was granted, and Certificate of Convenience and Necessity No. 111 revoked on October 1, 1927.

No. H-663—1927. T. A. Stiles, Montrose, Iowa and R. G. Thompson, Montrose, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 68, authorizing freight motor carrier service between Montrose and Keokuk and between Montrose and Ft. Madison, to R. G. Thompson.

This application filed September 28, 1927 and transfer approved to be effective at 12:01 A. M., October 10, 1927.

No. H-664—1927. Hawkeye Stages, Inc., Boone, Iowa. In the matter of the issuance of a Certificate of Convenience and Necessity to Hawkeye Stages, Inc., of Boone, Iowa, containing the authority held by that company under Certificate of Authorization Nos. 7, 114 and 116 and Docket Nos. H-144 and H-519.

This Board, on October 12, 1927, adopted resolution authorizing issuance of one Certificate of Convenience and Necessity conveying authority held by the Hawkeye Stages, Inc. of Boone, Iowa, under Certificates of Authorization Nos. 7, 114 and 116 and Docket Nos. H-144 and H-519. Certificate of Convenience and Necessity No. 7, authorizing the Hawkeye Stages, Inc., of Boone, Iowa, to operate as a passenger motor carrier between Ames, Nevada, Colo, State Center, Marshalltown, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo, and between Eldora and Eldora Corner was therefore issued on October 12, 1927.

That part of Certificate of Convenience and Necessity authorizing operation between Eldora and Eldora Corner, was revoked October 28, 1927.

No. H-668—1927. Irvin Kelley, Iowa City, Iowa and Cedar Rapids & Iowa City Railway, Cedar Rapids, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 65, authorizing passenger motor carrier service between Iowa City and Washington, in Jefferson and Washington Counties, to the Cedar Rapids & Iowa City Railway.

This application filed October 19, 1927 and transfer approved to be effective at 12:01 A. M., November 1, 1927.

No. H-672—1927. Ralph V. Spencer, Booneville, Iowa and G. W. Van Tuyl, Carlisle, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 149, authorizing freight motor carrier service between Booneville and Des Moines, in Dallas and Polk Counties, to G. W. Van Tuyl.

This application filed October 27, 1927 and transfer approved to be effective at 12:01 A. M., November 1, 1927.

No. H-673—1927. Benjamin W. Crips, Ottumwa, Iowa, and the Hawkeye Stages, Inc., Boone, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 72, authorizing passenger motor carrier service between Ottumwa, Fremont, Cedar, Wright and Oskaloosa, and that part of Certificate of Convenience and Necessity No. 18, authorizing the transportation of passengers and a limited amount of freight, (200 pounds), between Ottumwa, Eddyville and Oskaloosa over route designated as Route No. 2 under said certificate, to Hawkeye Stages, Inc.

Application filed November 26, 1927 and transfer approved to be effective at 12:01 A. M., December 1, 1927.

Certificate No. 72 and that part of Certificate No. 18, authorizing service over Route No. 2, were revoked as of December 1, 1927, and authority thereby conveyed was reissued under Certificate of Convenience and Necessity No. 169, dated December 1, 1927.

No. H-679—1927. M. B. Hildreth, Denison, Iowa, and H. E. Walling, Anthon, Iowa. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 3, authorizing passenger motor carrier service between Anthon and Sioux City, to H. E. Walling.

This application filed November 11, 1927 and transfer approved to be effective at 12:01 A. M., November 29, 1927.

No. H-682—1927. Red Ball Transportation Co., Mason City, Iowa. Application for permission to make a special round trip rate from Mason City to Waterloo and return, to members of Y. M. C. A. attending meeting at Cedar Rapids.

Application filed and granted November 22, 1927; special rate of one

and one-fourth times the one-way fare between said points to be effective from November 25 to November 27, 1927.

Note: See also cases Nos. HA-25—1927, HA-28—1927, HA-29—1927, HA-33—1927 and HA-52—1927, of this report.

Cases Involving Alleged Illegal Operations as Motor Carriers

No. HA-1—1927. V. C. Feay, Rock Rapids. Interstate freight to Doon, Inwood, Alvord, Lester and Rock Rapids.

Investigated and dismissed upon compliance with law. (See H-625—1927.)

Filed July 19, 1926. Closed November 28, 1927.

No. HA-13—1927. P. R. McAllister, Le Claire. Freight between Davenport, De Witt, Grand Mound, Calamus and Wheatland.

Investigation developed that he was not operating as a motor carrier. Filed March 22, 1926. Closed March 7, 1927.

No. HA-14—1927. H. A. Christensen, Underwood. Freight between Underwood, Weston, Neola, Minden and Atlantic.

Investigation developed that he was not operating as a motor carrier. Filed December 3, 1926. Closed December 17, 1926.

No. HA-15—1927. Rufus Barnard, Sidney. Interstate freight to Sidney.

Investigation developed that he was not operating as a motor carrier. Filed October 8, 1926. Closed March 7, 1927.

No. HA-17—1927. R. A. Boone, Nora Springs. Freight between Nora Springs and Rudd, and between Nora Springs and Mason City.

Investigation developed that he was not operating as a motor carrier. Filed December 11, 1926. Closed March 7, 1927.

No. HA-18—1927. Leonard Butler, Nora Springs. Freight between Nora Springs and Mason City.

Investigation developed that he was not operating as a motor carrier. Filed December 11, 1926. Closed March 7, 1927.

No. HA-23—1927. Guy B. Bidwell, Sutherland. Passenger between Sutherland and Calumet.

Service discontinued upon finding it amenable to law.

Filed December 7, 1926. Closed December 21, 1926.

No. HA-24—1927. Estherville Transfer Co., Estherville. Freight from Estherville to Superior, Spirit Lake, Arnolds Park, Orleans, Okoboji and Milford.

Investigation developed that the company was not operating as a motor carrier.

Filed December 22, 1926. Closed March 14, 1927.

No. HA-25—1927. Fort Dodge, Des Moines and Southern Transportation Co., Boone, and Red Ball Transportation Co., Mason City. Investigation of manner of operation.

Hearing called January 3, 1927 but Red Ball Transportation Co., complainant, did not appear. Complaint dismissed on March 7, 1927.

Filed December 22, 1926. Closed March 7, 1927.

No. HA-26—1927. Alwin Hesperheide, Prop., Preston and La Crosse Bus Line, Preston, Minnesota. Interstate passenger service to Burr Oak and Decorah.

Investigated and, after hearing, dismissed. (See Docket No. H-598—1927.)

Filed January 7, 1927. Closed February 19, 1927.

No. HA-27—1927. Kippe, Larchwood. Freight to and from Larchwood. Case dismissed.

Filed January 17, 1927. Closed June 11, 1927.

No. HA-28—1927. E. W. Sabin, Kanawha. Revocation of Certificate of Convenience and Necessity.

Certificate of Convenience and Necessity No. 150, authorizing the transportation of freight from Mason City to Kanawha and from Kanawha to Mason City, was revoked on January 22, 1927.

Filed January 20, 1927. Closed January 22, 1927.

No. HA-29—1927. Illinois Central Railroad Company. Petition for rehearing application Barish Bros. Motor Co., Sioux City, Docket No. H-589—1927.

Petition denied.

Filed January 22, 1927. Closed June 14, 1927.

No. HA-30—1927. Donald Boyer, Glenwood. Freight between Glenwood and Council Bluffs.

Investigation developed that he was not operating as a motor carrier. Filed January 26, 1927. Closed February 15, 1927.

No. HA-31—1927. Austin Aubry, Glenwood. Freight between Glenwood and Council Bluffs.

Investigation developed that he was not operating as a motor carrier. Filed January 26, 1927. Closed February 2, 1927.

No. HA-32—1927. Alvin Anriem, Randolph. Freight between Randolph and Council Bluffs.

Service limited to avoid applicability of law, and case dismissed.

Filed January 26, 1927. Closed March 19, 1927.

No. HA-33—1927. Red Ball Transportation Co., Mason City, vs. Fort Dodge, Des Moines & Southern Transportation Co., Boone. Proposed time schedule of operation No. 18. Objections filed and the Fort Dodge, Des Moines & Southern Transportation Co. was instructed to not place the schedule in effect on February 1, 1927, as proposed.

Hearing held February 8, 1927, after which the Board overruled the objections and authorized the placing of the schedule in effect on not less than one day's notice to the public.

Filed January 31, 1927. Closed February 8, 1927.

No. HA-35—1927. Charles Fleenor, Monroe. Passenger between Monroe and Des Moines.

Investigation developed he was not operating as a motor carrier.

Filed February 11, 1927. Closed February 15, 1927.

No. HA-36—1927. C. L. McLeod, Iowa Falls. Freight between Iowa Falls and Eldora.

Investigation developed that service was not amenable to the law.

Filed February 12, 1927. Closed February 23, 1927.

No. HA-37—1927. M. B. Hildreth, Denison. Passenger between Anthon, Oto, Smithland, Climbing Hill and Sioux City.

Investigation developed that the carrier was deviating from the regular route, but not receiving or discharging passengers between the points named, in violation of law.

Filed February 14, 1927. Closed June 10, 1927.

No. HA-39—1927. A. M. Burtis, Armstrong. Freight between Estherville and Armstrong.

Service discontinued. Case dismissed.

Filed February 14, 1927. Closed April 2, 1927.

No. HA-40—1927. Dunlavey & Splinter, Jackson, Minnesota. Freight, interstate, to and from Estherville.

Investigation developed that he was not operating as a motor carrier. (See H-616—1927.)

Filed February 14, 1927. Closed July 19, 1927.

No. HA-41—1927. Walt Davis, Fairmont, Minnesota. Freight between Estherville, Iowa, and Fairmont, Minnesota.

Investigation developed that he was not operating as a motor carrier. Filed February 14, 1927. Closed July 19, 1927.

No. HA-42—1927. F. W. Nielsen, Ceylon, Minnesota. Freight between Estherville, Iowa, and Ceylon, Minnesota.

Investigation developed that he was not operating as a motor carrier. Filed February 14, 1927. Closed May 20, 1927.

No. HA-43—1927. B. C. Wilhite, Rockwell. Freight between Rockwell and Mason City.

Investigation developed that he was not operating as a motor carrier. Filed February 15, 1927. Closed June 10, 1927.

No. HA-44—1927. John Peters and Son, Alexander. Freight between Iowa Falls and Alexander.

Investigation developed that this company was not operating as a motor carrier.

Filed February 16, 1927. Closed March 1, 1927.

No. HA-45—1927. Louis Green, Oto. Passenger between Oto and Sioux City.

Investigation developed that he was not operating as a motor carrier. Filed February 18, 1927. Closed March 16, 1927.

No. HA-46—1927. J. W. Swanson, Sexton. Freight between Sexton and Mason City.

Investigation developed that he was not operating as a motor carrier. Filed February 21, 1927. Closed March 8, 1927.

No. HA-48—1927. Iowa Central Motor Express Co., Mason City, vs. L. W. Lau, Ventura. Freight between Mason City and Garner.

Investigation developed that service was not amenable to the law.

Filed February 11, 1927. Closed March 1, 1927.

No. HA-49—1927. Richard Geise, Ackley. Freight between Iowa Falls and Ackley.

Investigation developed that he was not operating as a motor carrier. Filed March 2, 1927. Closed March 16, 1927.

No. HA-50—1927. E. Hopson, Newton. Freight between Newton and Reasnor.

Service limited, upon finding it amenable to law, to avoid applicability of statute.

Filed March 18, 1927. Closed April 2, 1927.

No. HA-51—1927. L. Jordan, Frederika. Freight between Tripoli and Frederika.

Investigation developed that he was not operating as a motor carrier. Filed March 19, 1927. Closed June 18, 1927.

No. HA-52—1927. I. E. Vaughn, Osage. Revocation of Certificate No. 128 permitting transportation of interstate freight over route between the north line of Iowa and Osage.

Service discontinued February 1, 1927 and Certificate revoked March 26, 1927.

Filed March 25, 1927. Closed March 26, 1927.

No. HA-54—1927. Earl Johnson, Essex. Passenger between Essex and Shenandoah.

Service discontinued upon finding it amenable to law, and case was dismissed.

Filed March 26, 1927. Closed June 10, 1927.

No. HA-55—1927. Lyle E. Cook, Ft. Dodge. Passenger between Ft. Dodge and the plant of the United States Gypsum Company.

Investigation developed that service furnished was not amenable to the Motor Carrier Law.

Filed January 24, 1927. Closed June 16, 1927.

No. HA-57—1927. Harry Eager, Maquoketa. Passenger between Maquoketa and Delmar Junction.

Investigation developed that he was not operating as a motor carrier. Filed April 2, 1927. Closed July 2, 1927.

No. HA-58—1927. Harry Anderson, Clinton. Freight between De Witt and Clinton.

Investigation developed that he was not operating as a motor carrier. Filed April 9, 1927. Closed June 10, 1927.

No. HA-59—1927. Melno Kloppenburg, Atlantic. Freight and passenger between Atlantic, Cumberland and Massena.

Investigation developed that he was not operating as a motor carrier. Filed April 11, 1927. Closed August 9, 1927.

No. HA-61—1927. Z. E. Santege, Spencer. Freight to and from Spencer.

Investigation developed that he was not operating as a motor carrier. Filed April 18, 1927. Closed June 1, 1927.

No. HA-62—1927. Howard Linderman, Dysart. Freight between Traer and Waterloo.

Investigation developed that he was not operating as a motor carrier. Filed April 25, 1927. Closed June 20, 1927.

No. HA-63—1927. Pete Whannel, Traer. Freight between Traer and Waterloo.

Investigation developed that he was not operating as a motor carrier. Filed April 25, 1927. Closed June 20, 1927.

No. HA-64—1927. Ben Albee, Eldora. Freight between Eldora and Iowa Falls.

Investigation developed that he was not operating as a motor carrier. Filed April 21, 1927. Closed April 30, 1927.

No. HA-65—1927. Aaron Johnson, Steamboat Rock. Freight between Steamboat Rock and Iowa Falls.

Investigation developed that he was not operating as a motor carrier. Filed April 21, 1927. Closed April 30, 1927.

No. HA-66—1927. Wm. Ackerson, New Hartford. Freight between New Hartford and Waterloo.

Investigation developed that he was not operating as a motor carrier. Filed May 9, 1927. Closed June 8, 1927.

No. HA-67—1927. O. V. Gilbert, Searsboro. Freight between Searsboro and Grinnell.

Service was discontinued and case dismissed.

Filed May 16, 1927. Closed October 13, 1927.

No. HA-68—1927. C. C. Palmer, Elliott. Freight between Elliott and Omaha.

Investigation developed that he was not operating as a motor carrier. Filed May 7, 1927. Closed July 26, 1927.

No. HA-69—1927. Lyle Martin, Sidney. Freight between Hamburg, Shenandoah and Omaha.

Service discontinued and the case was dismissed.

Filed May 19, 1927. Closed July 12, 1927.

No. HA-70—1927. V. A. Ashmore, Grant. Freight between Grant and Atlantic.

Investigation developed that he was not operating as a motor carrier. Filed May 7, 1927. Closed June 20, 1927.

No. HA-74—1927. Clarence Hass, Durant. Freight between Durant and Davenport.

Investigated and dismissed upon compliance with law. (See H-631—1927.)

Filed June 17, 1927. Closed November 25, 1927.

No. HA-75—1927. Ward McLuen, Perry. Passenger between Perry and Coon Rapids.

Service discontinued upon finding it amenable to law, and case was dismissed.

Filed June 25, 1927. Closed August 5, 1927.

No. HA-77—1927. S. Cox, Keystone. Freight between Keystone and Cedar Rapids.

Service discontinued upon finding it amenable to law, and the case was dismissed.

Filed July 2, 1927. Closed August 4, 1927.

No. HA-78—1927. Robert Smith, Correctionville. Freight between Correctionville and Sioux City.

Investigation developed that he was not operating as a motor carrier.

Filed July 11, 1927. Closed August 8, 1927.

No. HA-79—1927. Roy Harmes, Correctionville. Freight between Correctionville and Sioux City.

Investigation developed that he was not operating as a motor carrier.

Filed July 11, 1927. Closed August 8, 1927.

No. HA-80—1927. Chester Harmes, Correctionville. Freight between Correctionville and Sioux City.

Investigation developed that he was not operating as a motor carrier.

Filed July 11, 1927. Closed August 8, 1927.

No. HA-81—1927. Earnest Wechler, Correctionville. Freight between Correctionville and Sioux City.

Investigation developed that he was not operating as a motor carrier.

Filed July 11, 1927. Closed August 8, 1927.

No. HA-82—1927. Millard Johnson, Madrid. Freight between Madrid and Des Moines.

Investigation developed that he was not operating as a motor carrier.

Filed July 12, 1927. Closed November 25, 1927.

No. HA-83—1927. Red Top Cab Company, Newton. Alleged illegal operations.

The papers in this case were placed with File HA-89.

Filed July 13, 1927. Closed July 18, 1927.

No. HA-84—1927. Clyde Breckenridge, Douds. Freight between Douds and Ottumwa, and between Douds and Keokuk.

Investigation developed that he was not operating as a motor carrier.

Filed July 14, 1927. Closed November 25, 1927.

No. HA-86—1927. Ben Parrott, Audubon. Freight between Audubon and Atlantic.

Investigation developed that he was not operating as a motor carrier.

Filed July 16, 1927. Closed August 5, 1927.

No. HA-87—1927. E. C. Willhite, Muscatine. Passenger between Muscatine and Iowa City.

Service was discontinued and the case dismissed.

Filed June 30, 1927. Closed July 18, 1927.

No. HA-93—1927. H. C. Bergloff, Cedar Rapids. Freight between Cedar Rapids and Center Point.

Investigation developed that he was not operating as a motor carrier.

Filed July 28, 1927. Closed November 25, 1927.

No. HA-96—1927. Fred Harnish, Nashua. Freight between Nashua and Waterloo.

Service discontinued upon finding it amenable to law, and the case was dismissed.

Filed August 2, 1927. Closed November 23, 1927.

No. HA-99—1927. H. J. Clapper, Hampton. Freight between Hampton, Latimer, Alexander and Belmond.

Investigation developed that he was not operating as a motor carrier. Filed August 11, 1927. Closed November 23, 1927.

No. HA-102—1927. Fred Wieres, Allison. Freight between Waverly and Allison.

Service discontinued upon finding it amenable to law, and the case was dismissed.

Filed August 24, 1927. Closed November 23, 1927.

No. HA-103—1927. John Ulenhopp, Allison. Freight to and from Allison.

Investigation developed that he was not operating as a motor carrier.

Filed August 24, 1927. Closed November 23, 1927.

No. HA-104—1927. Bob McCurran, Clarksville. Freight between Clarksville and Waterloo.

Investigation developed that he was not operating as a motor carrier.

Filed August 24, 1927. Closed November 23, 1927.

No. HA-105—1927. E. L. Anderson and Son, Oskaloosa. Freight between Oskaloosa and Des Moines.

Investigation developed that this company was not operating as a motor carrier.

Filed August 24, 1927. Closed November 14, 1927.

No. HA-106—1927. Ingles Brothers, Cambridge. Freight between Des Moines and Cambridge.

Investigation developed that this firm was not operating as motor carrier.

Filed August 25, 1927. Closed November 23, 1927.

No. HA-110—1927. A. F. Smock, Drakesville. Freight between Drakesville and Centerville.

Service discontinued upon finding it amendable to law, and case was dismissed.

Filed September 27, 1927. Closed November 23, 1927.

No. HA-112—1927. Floyd Stanley, Searsboro. Freight between Searsboro and Grinnell.

Investigation developed that he was not operating as a motor carrier.

Filed October 13, 1927. Closed October 13, 1927.

No. HA-113—1927. Carl Morgan, Wiota. Freight between Wiota and Omaha.

Investigation developed that he was not operating as a motor carrier.

Filed October 21, 1927. Closed November 23, 1927.

No. HA-114—1927. Joe Clure, Atlantic. Freight between Atlantic and Omaha.

Investigation developed that he was not operating as a motor carrier.

Filed October 21, 1927. Closed November 23, 1927.

No. HA-115—1927. Frank and Range, Atlantic. Freight between Atlantic and Omaha.

Investigation developed that this firm was not operating as a motor carrier.

Filed October 21, 1927. Closed November 23, 1927.

No. HA-116—1927. I. O. A. Transfer Co., Cumberland, operated by M. Cullen. Freight between Cumberland and Omaha.

Investigation developed that this firm was not operating as a motor carrier.

Filed October 21, 1927. Closed November 23, 1927.

No. HA-117—1927. Lawrence Quinlin, Lewis. Freight between Lewis and Omaha.

Investigation developed that he was not operating as a motor carrier.

Filed October 21, 1927. Closed November 23, 1927.

No. HA-119—1927. R. J. Kennedy, Zwingle. Freight between Zwingle and Dubuque.

Investigation developed that he was not operating as a motor carrier. Filed November 2, 1927. Closed November 28, 1927.

No. HA-121—1927. Frank Anderson, Low Moor. Freight between Low Moor and Clinton.

Investigation developed that he was not operating as a motor carrier. Filed October 19, 1927. Closed November 28, 1927.

No. HA-120—1927. J. F. Stadel, DeWitt. Freight between DeWitt and Clinton.

Investigation developed that he was not operating as a motor carrier. Filed October 19, 1927. Closed November 28, 1927.

CERTIFICATES OF CONVENIENCE AND NECESSITY

The following is a list of the Certificates in effect on December 1, 1927; 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, and the routes authorized:

No. 1. O. C. Wright, Adel, Iowa. Passengers and not to exceed 150 pounds of freight. Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center.

No. 3. H. E. Walling, Anthon, Iowa. Passengers. Anthon, Merville and Sioux City.

No. 4. L. T. Munson, Monroe, Iowa. (Great White-Way Bus Line, Monroe, Iowa) Lessor. Hawkeye Stages, Inc., Boone, Iowa, and Donald Laster, Des Moines, Iowa, lessee. Passengers. Oskaloosa Pella, Otley, Monroe, Fairmont, Prairie City, Ivy and Des Moines.

No. 7. Hawkeye Stages, Inc., Boone, Iowa. Passengers. Ames, Nevada, Colo, State Center, Marshalltown, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo.

No. 8. Laude and Huntoon Bus Line, Dubuque, Iowa, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque, Iowa. Passengers. Monticello, Cascade, Fillmore, Ballaclough, Key West and Dubuque.

No. 9. Carl Height, Davenport, Iowa. Passengers. Route No. 1. Davenport, Mount Joy, Gambriel and De Witt. Route No. 2. De Witt, Welton and Maquoketa.

No. 10. Hawkeye Stages, Inc., Boone, Iowa. Passengers. Route No. 1. Des Moines, Ivy, Prairie City, Fairmont, Monroe, Otley and Pella. Route No. 2. Monroe, Cordova, Red Rock and Knoxville.

No. 11. Red Ball Transportation Co., Inc., Mason City, Iowa. Passengers. Route No. 1. Mason City, Nora Springs, Rudd, Floyd and Charles City. Route No. 2. Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo. Route No. 3. Mason City, Clear Lake, Ventura, Garner, Britt, Wesley and Algona. Route No. 4. Mason City, Manly, Kensett, Northwood and the north line of the State of Iowa. Route No. 5. Mason City, Rockwell, Sheffield, Hampton, Iowa Falls, Hubbard, Zearing, Colo, Nevada, Ames, Huxley, Ankeny and Des Moines.

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, Tabor, Glenwood and Council Bluffs. Route No. 2. Shenandoah, Norwich, Yorktown and Clarinda.

No. 15. Gehle Motor Transportation Co., Fort Madison, Iowa, a partnership composed of V. E. Gehle and C. C. Gehle, Fort Madison, Iowa. Freight. Fort Madison, Wever and Burlington.

No. 16. Henry Billman, Mason City, Iowa. Freight. Mason City, Nora Springs, Rudd, Floyd and Charles City.

No. 17. Service Transfer Company, Atlantic, Iowa, a partnership composed of Lee Gaylor and Harley Baxter, Atlantic, Iowa. Freight. Atlantic, Lorah, Brayton, Exira, Hamlin and Audubon.

No. 18. Benjamin W. Crips, Ottumwa, Iowa, lessor. H. G. Hill, Bloomfield, Iowa, lessee. Passengers. Ottumwa and Bloomfield.

No. 19. Otto and Stanley Jackson, Keokuk, Iowa, a partnership composed of Otto Jackson and Stanley Jackson, Keokuk, Iowa. Passengers. Route No. 1. Keokuk, Montrose and Fort Madison. Route No. 2. Keokuk, Montrose, Fort Madison, Wever and Burlington.

No. 20. Bert Myers, Adel, Iowa. Freight. Des Moines, Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines.

No. 21. R. L. Conard, Adel, Iowa. Freight. Adel, Waukee and Des Moines.

No. 22. Thomas Harper, Redfield, Iowa. Freight. From Redfield to Des Moines and from Des Moines to Redfield, but not to or from points intermediate thereto.

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. Route No. 2. Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids. Certificate does not permit the transportation of local passengers or freight between Marion and Cedar Rapids or points intermediate thereto.

No. 24. F. C. Fowler, Sioux City, Iowa. Passengers. Route No. 1. Sioux City, Lawton and Merville. Route No. 2. Merville and Correctionville. Route No. 3. Correctionville, Cushing, Holstein, Galva, Schaller and Storm Lake. Route No. 4. Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Greenville and Spencer. Certificate contains the following provision: "Provided, further, 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. F. H. Anderson & Son, Correctionville, Iowa, a partnership composed of F. H. Anderson and Gaylen F. Anderson. Freight. From Sioux City to Correctionville.

No. 27. Jefferson Highway Transportation Company, a corporation, Minneapolis, Minnesota. Passengers and a limited amount of freight (300 lbs.). Mason City, Manly, Kensett, Northwood and the north line of the State of Iowa.

No. 29. M. E. Butterworth, Fort Dodge, Iowa. Freight. Humboldt, Dakota City and Fort Dodge.

No. 30. Nis N. Ostergaard, Camanche, Iowa. Passengers and a limited amount of freight (600 lbs.) Camanche and Clinton.

No. 31. Clarence K. Reed, Clinton, Iowa. Freight. Route No. 1. Clinton, Low Moor, DeWitt and Grand Mound. Route No. 2. Clinton, Low Moor, DeWitt, Grand Mound and Calamus.

No. 32. R. A. Campbell, Rockwell, Iowa. Freight. Rockwell and Mason City.

No. 33. H. G. Hill, Bloomfield, Iowa. Freight. Bloomfield and Ottumwa.

- No. 35. C. T. Gates, LaPorte City, Iowa, owner and operator of Gates Transfer Line, LaPorte City, Iowa. Freight. LaPorte City and Waterloo.
- No. 36. Earl Neth, Atlantic, Iowa. Freight. Atlantic and Lewis.
- No. 37. W. H. Drake, Garner, Iowa. Freight. Mason City, Clear Lake, Ventura and Garner, except locally between Mason City and Clear Lake.
- No. 38. Clayton Nelson Corrow, Spencer, Iowa. Freight. Route No. 1. Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. Route No. 2. Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake. Route No. 3. Spencer, Greenville, Webb, Marathon and Albert City. Route No. 4. Spencer, Dickens and Emmetsburg.
- No. 40. A. Schoenewe, Jr., Everly, Iowa. Freight. Everly and Spencer.
- No. 41. C. L. Hartzell, Britt, Iowa. Freight. Britt, Garner, Clear Lake and Mason City, except locally between Clear Lake and Mason City.
- No. 42. R. L. Smith, Merville, Iowa, owner and operator of Motor Service Company, Merville, Iowa. Freight. Merville and Sioux City.
- No. 43. C. E. Grothaus, Kingsley, Iowa. Freight. Kingsley, Merville and Sioux City.
- No. 44. Robert A. Wilson, Grant, Iowa. Freight. From Elliott to Grant.
- No. 45. B. J. Kramer & Son, Maquoketa, Iowa, a partnership composed of B. J. Kramer and Floyd Kramer, Maquoketa, Iowa. Passengers. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque.
- No. 46. P. R. Davis, Avoca, Iowa, owner and operator of Avoca Transit Company, Avoca, Iowa. Passengers. Avoca, Hancock, Oakland, Carson, Treynor and Council Bluffs.
- No. 47. Hawkeye Stages, Inc., Boone, Iowa. Passengers. Indianola and Des Moines.
- 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.
- No. 49. C. B. Croghan, Griswold, Iowa. Freight. Griswold, Lewis and Atlantic, except locally between Lewis and Atlantic.
- No. 51. Adolph H. Ausenhus, Northwood, Iowa. Freight. North line of the State of Iowa, Northwood, Kensett, Manly, and Mason City, except locally between Manly and Mason City.
- No. 52. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Dray & Storage Line, Cedar Falls. Freight. Cedar Falls, Cedar Heights, Castle Hill and Waterloo.
- No. 53. Carl Baldwin, Griswold, Iowa. Passengers. Griswold, Carson, Treynor and Council Bluffs.
- No. 54. Ray Seaton, Eldon, Iowa. Freight. From Ottumwa to Eldon.
- No. 56. Stormer Transfer, Atlantic, Iowa, a partnership composed of John Stormer and Chester A. Stormer, Atlantic, Iowa. Freight. Atlantic, Walnut and Avoca.
- No. 58. Dale Harris, Earlham, Iowa. Freight. Earlham, DeSoto, Van Meter and Des Moines except locally between Van Meter and Des Moines.
- No. 59. Cedar Rapids & Iowa City Railway, a 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. Route No. 2. Tipton, Bennett, New Liberty, Mayesville and Davenport.
- No. 60. Roy German, Iowa Falls, Iowa. Freight. Iowa Falls, Wellsburg, Holland and Grundy Center.
- No. 61. Thomas W. Hannah, Fairfield, Iowa. Passengers and a limited

- amount of freight (250 lbs.). Fairfield, Birmingham, Mt. Zion and Keosauqua.
- No. 62. L. W. Lau, Ventura, Iowa. Freight. Ventura, Clear Lake and Mason City, except locally between Clear Lake and Mason City.
- No. 64. J. P. Maxwell & Son, 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.
- No. 65. Cedar Rapids & Iowa City Railway, a corporation, Cedar Rapids, Iowa. Passengers. Iowa City, Kalona and Washington.
- No. 66. Clarence Shannon, New Hartford, Iowa. Freight. From New Hartford to Waterloo and from Waterloo to New Hartford.
- No. 67. Harry C. Patridge, Spencer, Iowa. Freight. Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake.
- No. 68. R. G. Thompson, Montrose, Iowa. Freight. Route No. 1. Montrose and Keokuk. Route No. 2. Montrose and Fort Madison.
- No. 69. White Star Bus Company, a corporation, Muscatine, Iowa. Passengers. Route No. 1. Muscatine, Grand View, Wapello, Newport, Mediapolis and Burlington. Route No. 2. Muscatine, West Liberty and Iowa City.
- No. 71. Harold Kristensen, Hudson, Iowa. Freight. Hudson and Waterloo.
- No. 73. R. O. Seaton, Osage, Iowa. Freight. From Osage to Mason City and from Mason City to Osage.
- No. 74. J. W. Harris, Spencer, Iowa. Passengers. Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake.
- No. 75. Waterloo, Cedar Falls & Northern Railway Company, a corporation, Waterloo, Iowa. Passengers. Route No. 1. Waterloo, Castle Hill, Cedar Heights and Cedar Falls. Route No. 2. Waterloo, Jesup and Independence.
- No. 76. Waterloo, Cedar Falls and Northern Railway Company, a corporation, Waterloo, Iowa. Passengers, and a limited amount of freight (500 lbs.). Waterloo, Cedar Falls, Janesville, Waverly, Shellrock, Allison, Greene, Marble Rock, Rockford, Nora Springs and Mason City. Note: The decision of the Board granting this certificate was reversed by the District Court of Cerro Gordo County on November 15, 1927 and an appeal has been taken to the Supreme Court of Iowa.
- No. 80. Frank J. Clouss, Manson, Iowa. Freight. Manson and Fort Dodge.
- 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.
- No. 83. Des Moines and Central Iowa Motor Transportation Company, a corporation, Des Moines, Iowa. Passengers. Newton, Colfax, Mitchellville, Altoona and Des Moines.
- No. 85. Nick Beuzekom, Hull, Iowa. Freight. Hull and Sheldon.
- No. 88. N. C. Christensen, Algona, Iowa. Freight. Algona, Humboldt, Dakota City and Fort Dodge.
- No. 89. D. F. Cooksey, Red Oak, Iowa. Freight. Red Oak, Emerson, Hastings, Malvern, Glenwood and Council Bluffs.
- No. 90. Sioux Falls Traction System, a corporation, Sioux Falls, South Dakota. Passengers. Route No. 1. The north line of the State of Iowa, Larchwood, Lester, Rock Rapids, Little Rock, Sibley, Allendorf, Ocheydan, Harris, Lake Park, Montgomery and Spirit Lake. Route No. 2. The west line of the State of Iowa, Hawarden, Chatsworth, Akron, Westfield, west line of the State of Iowa and Sioux City. Route No. 3. Sioux

City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent and Council Bluffs. Route No. 4. Spirit Lake, Superior and Estherville.

No. 91. Ward D. Walrod, DeWitt, Iowa. Passenger and limited amount of freight (300 lbs.). Route No. 1. Wheatland, Calamus and Grand Mound. Route No. 2. Grand Mound, DeWitt and Clinton.

No. 92. R. Maxwell, Sloan, Iowa. Passengers. Sloan, Salix, Sergeant Bluff and Sioux City.

No. 93. J. E. Eldridge, Indianola, Iowa. Freight. Indianola and Des Moines.

No. 94. Bert H. Furness, Sheffield, Iowa. Freight. Sheffield, Chapin and Hampton.

No. 95. George Koss, Ely, Iowa. Freight. Ely and Cedar Rapids.

No. 96. Fort Dodge, Des Moines & Southern Transportation Company, a corporation, Boone, Iowa. Passengers. Route No. 1. Boone, Luther, Madrid, Polk City and Des Moines. Route No. 2. Boone, Stanhope and Webster City. Route No. 3. Ames, Huxley, Ankeny and Des Moines.

No. 98. George L. Heimendinger, Mason City, Iowa. Freight. Hampton, Sheffield, Rockwell and Mason City.

No. 99. Joe Bos, Hampton, Iowa. Freight. Hampton and Iowa Falls.

No. 100. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of Safety Coach Transit Company, Des Moines, Iowa. Passengers. Route No. 1. Des Moines, Altoona, Mitchellville, Colfax, and Newton. Route No. 2. Newton, Kellogg and Grinnell. Route No. 3. Newton, Laurel and Marshalltown.

No. 101. Gust Kasischke, Buckeye, Iowa. Freight. Buckeye, Alden and Iowa Falls.

No. 102. Iowa Central Motor Express Company, Inc., Mason City, Iowa. Freight. Route No. 1. Mason City and Clear Lake. Route No. 2. Mason City, Clear Lake and Garner. Route No. 3. Mason City, Clear Lake, Garner, Britt, Wesley and Algona. Provided 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.

No. 104. Carl Brown, Winterset, Iowa. Freight. Between Winterset and Des Moines, Patterson and Des Moines, Bevington and Des Moines, Winterset and Patterson, Winterset and Bevington and between Patterson and Bevington, but not to or from points located between Bevington and Des Moines.

No. 105. Raymond Mishler, West Union, Iowa. Passengers. Service authorized during the months of January, February, March and April of each year between Oelwein, Maynard, Fayette and West Union.

No. 106. Toney Gerdes, Independence, Iowa. Freight. Waterloo, Jesup and Independence.

No. 108. R. O. Seaton, Osage, Iowa. Interstate freight exclusively. Osage, Manly, Kensett, Northwood, and the north line of the state of Iowa.

No. 110. Clarence M. Vetter, Atlantic, Iowa. Freight. Atlantic, Anita, Adair and Casey, except for the transportation of that originating at or destined to Wiota.

No. 113. E. C. Dorsey, Anita, Iowa. Freight. Between Anita and Atlantic, except for the transportation of that originating at or destined to Wiota.

No. 114. Fort Dodge, Des Moines and Southern Transportation Company, a corporation, Boone, Iowa. Passengers. Boone, Pilot Mound, Dayton, Lehigh, Lundgren, and Fort Dodge.

No. 115. Henry F. Quade, Fort Dodge, Iowa. Freight. Fort Dodge, Manson, Pomeroy, Pocahontas, Palmer, Blanden, Manson and Fort Dodge.

No. 116. Fort Dodge, Des Moines and Southern Transportation Company, a corporation, Boone, Iowa. Passengers. Ames, Story City, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge. Certificate does not permit the transportation of passengers from Duncombe or Highview to Fort Dodge, Webster City or Blairsburg, or from Blairsburg, Webster City or Fort Dodge to Duncombe or Highview.

No. 117. Stalker Transportation Company, Rudd, Iowa, a partnership composed of Eli E. Stalker, Keith E. Stalker and Berl E. Stalker, Rudd, Iowa. Freight. Route 1. Rudd, Floyd and Charles City. Route 2. Rudd, Nora Springs and Mason City.

No. 118. Albert Welker, Thornton, Iowa. Freight. Thornton, Swaledale and Mason City, except that originating at or destined to Rockwell.

No. 119. Perry Bonar, New London, Iowa. Freight. New London, Danville, Middletown, West Burlington and Burlington.

No. 120. George F. Kirkpatrick, Alden, Iowa. Freight. Alden and Iowa Falls.

No. 121. M. J. Cass, Monticello, Iowa. Freight. Monticello, Cascade and Dubuque.

No. 122. W. D. Cross, Sidney, Iowa. Freight. Sidney, Tabor, Glenwood and Council Bluffs.

No. 123. H. B. Green, Burlington, Iowa, owner and operator of H. B. Green Motor Transport Company, Burlington, Iowa. Freight. Burlington and Fort Madison.

No. 124. M. B. Hildreth, Denison, Iowa. Passengers. Route No. 1. Sioux City, Holly Springs, Smithland, Mapleton, Ute, Charter Oak and Denison. Route No. 2. Sioux City, Correctionville, Cushing, Holstein, Ida Grove, Arthur, Odebolt, Kiron, Deloit and Denison. Provided that, no passengers originating at Correctionville or Sioux City, or points between Correctionville and Sioux City shall be transported to either of those stations or points intermediate thereto.

No. 125. Alf T. Brackey, Lake Mills, Iowa. Passengers, and a limited amount of freight (300 lbs.). Lake Mills, Forest City, Fertile, Hanlontown, Manly and Mason City.

No. 127. Louie Knoke, Klemme, Iowa. Freight. Klemme, Garner and Mason City, except that originating at or destined to points between Mason City and Garner.

No. 130. W. S. Cronk, Cambridge, Iowa. Freight. Cambridge and Des Moines except that originating at or destined to points intermediate thereto.

No. 133. George W. Hausman, Waterloo, Iowa. Freight. Waterloo, Dike, Grundy Center and Eldora, except that originating at or destined to Cedar Falls.

*No. 134. Geo. C. Wiegand, Emmetsburg, Iowa. Freight. Route No. 1. Emmetsburg, Dickens, Spencer, Dickens, Ruthven, Ayrshire, Curlew, Mallard and Emmetsburg. Route No. 2. Emmetsburg, Wallingford, Estherville, Wallingford, Graettinger, Ruthven and Emmetsburg. Route No. 3. Emmetsburg, Wallingford, Estherville, Wallingford, Graettinger and Emmetsburg.

No. 135. Emil Michaelson, Des Moines, Iowa, Lessor. Des Moines-Winterset-Bus Company, a partnership composed of Jerome C. Renfro, Carl Poindexter and Ed L. Gustafson, Des Moines, Iowa, Lessee. Passengers. Des Moines, Norwalk, Martensdale, Bevington, Patterson and Winterset.

No. 137. Vilas D. Wells, Pierson, Iowa. Freight. Pierson and Sioux City.

No. 138. Walter H. Kier, Davenport, Iowa. Freight. Davenport, Mayesville, New Liberty, Bennett and Tipton.

No. 139. D. A. Popham, Rockford, Iowa. Freight. Route 1. Rockford and Mason City. Route 2. Rockford, Marble Rock and Greene. Provided that 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 of Iowa.

No. 142. LeMars Associated Retailers, a corporation, LeMars, Iowa. Freight. LeMars, Merrill, Hinton and Sioux City.

No. 143. Laude & Huntoon Bus Line, Dubuque, Iowa, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque, Iowa. Passengers and a limited amount of freight (500 lbs.). Dubuque, Sageville, Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, New Vienna, Petersburg, Greeley, Edgewood and Strawberry Point.

No. 144. Paul Strait, Rock Rapids, Iowa. Interstate freight, exclusively. Rock Rapids, Larchwood and the north line of the state of Iowa.

No. 146. Fort Dodge, Des Moines and Southern Transportation Company, a corporation, Boone, Iowa. Passengers. Fort Dodge, Dakota City, Humboldt, Livermore, St. Joseph, Algona, Whittemore, Cylinder, Emmetsburg, Ruthven, Dickens and Spencer.

No. 147. R. S. Schmidt, Marne, Iowa. Freight. Marne and Atlantic.

No. 149. G. W. Van Tuyl, Carlisle, Iowa. Freight. Booneville and Des Moines.

No. 151. B. J. Kramer & Son, Dubuque, Iowa, a partnership composed of B. J. Kramer and Floyd Kramer, Dubuque, Iowa. Freight. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque.

No. 152. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Freight Line, Cedar Falls. Freight. Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo and Tama, except locally between Waterloo and Hudson.

No. 153. Barish Bros. Motor Co., Inc., Sioux City, Iowa. Passengers. Sanborn, Primghar, Paullina, Sutherland, Calumet, Larrabee, Cherokee, Quimby, Washta, Pierson and Sioux City, except locally between Sioux City and the southeast corner of Section 33, Township 89 North, Range 43 West.

No. 155. Lee A. Davis, Anthon, Iowa. Freight. From Sioux City to Anthon.

No. 156. V. C. Feay, Rock Rapids, Iowa. Interstate freight, exclusively. Rock Rapids, Larchwood, the north line of the State of Iowa, Larchwood, Inwood, Alvord, Doon and Rock Rapids.

*No. 157. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Alden, Williams, Blairsburg and Webster City.

*No. 158. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Hubbard, Radcliffe, Ellsworth and Jewell.

*No. 159. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Burdette, Popejoy, Dows, Galt, Clarion, Goldfield and Renwick.

*No. 160. C. L. McLeod, Iowa Falls, Iowa. Freight. Route No. 1. Iowa Falls, Burdette, Popejoy, Alexander, Belmont, Kanawha, Olaf, Galt and Dows. Route No. 2. Iowa Falls, Coulter, Latimer, Alexander, Belmont, Kanawha, Olaf, Galt and Dows.

No. 161. Henry Billman, Mason City, Iowa. Freight. Mason City, Hanlontown, Fertile, Joice, Lake Mills and Scarville.

No. 162. Morrison Service Company, Danbury, Iowa, a partnership composed of E. Morrison and O. W. Morrison, Climbing Hill, Iowa. Passengers. Battle Creek, Danbury, Oto, Climbing Hill, Bronson and Sioux City.

No. 163. R. L. Smith, Merville, Iowa, owner and operator of Motor Service Company, Merville, Iowa. Freight. Merville, Cushing, Holstein, Galva and Schaller, except that originating at or destined to Correctionville.

No. 164. Jefferson Highway Transportation Company, a corporation, Minneapolis, Minnesota. Passengers and a limited amount of freight (300 lbs.) North line of the state of Iowa, St. Ansgar, Osage, Orchard, Floyd and Charles City.

No. 165. Clarence Hass, Durant, Iowa. Freight. Route No. 1. Durant, Stockton, Walcott and Davenport. Route No. 2. Durant and Wilton. Route No. 3. Durant and Sunbury.

No. 166. Thomas W. Hannah, Fairfield, Iowa. Passengers and a limited amount of freight (250 lbs.). Washington, Brighton, Pleasant Plain and Fairfield.

No. 167. H. G. Hill, Bloomfield, Iowa. Passengers. Bloomfield, West Grove, Moulton and Centerville.

No. 168. Carl Reuter, West Union, Iowa. Freight. West Union, Fayette, Maynard and Waterloo, except that originating at or destined to Denver.

No. 169. Hawkeye Stages, Inc., Boone, Iowa. Passengers and a limited amount of freight (200 lbs.) over route No. 1 and passengers over route No. 2. Route No. 1. Ottumwa, Eddyville and Oskaloosa. Route No. 2. Ottumwa, Fremont, Cedar, Wright and Oskaloosa.

*No. 170. Jefferson Highway Transportation Co., a corporation, Minneapolis, Minn. Passengers and a limited amount of freight (300 lbs.). Interstate, exclusively. North line of the state of Iowa, Decorah, Ridgeway and Cresco.

*Certificate granted and service described is being furnished, but Certificate has not as yet issued.

ORDERS AND WARRANTS ISSUED DURING CURRENT YEAR TO LEVY UPON PROPERTY OF MOTOR CARRIERS AND BY SALE COLLECT DELINQUENT TAXES AND PENALTIES

March 3, 1927, Edward W. Paul, Marengo—tax and penalty for October, 1926, amounting to \$29.56.

March 25, 1927, Edward W. Paul, Marengo—tax and penalty for November, 1926, amounting to \$25.81.

March 25, 1927, J. E. Oleson, owner and operator, Manly Dray Line, Manly—taxes and penalties for October and November, 1926, amounting to \$8.25.

March 25, 1927, Geo. C. Wiegand, Emmetsburg—taxes and penalties for August, October and November, 1926, amounting to \$17.37.

March 25, 1927, Lewis Sedlacek, owner and operator Osage Transportation Company, Osage—tax and penalty for November, 1926, amounting to \$26.44.

April 26, 1927, J. E. Oleson, owner and operator Manly Dray Line, Manly—tax and penalty for December, 1926, amounting to \$3.39.

April 26, 1927, Edward W. Paul, Marengo—tax and penalty for December, 1926, amounting to \$25.79.

June 6, 1927, J. E. Oleson, owner and operator Manly Dray Line, Manly—tax and penalty for January, 1927, amounting to \$4.45.

June 6, 1927, George C. Wiegand, Emmetsburg—tax and penalty for January, 1927, amounting to \$7.56.

June 30, 1927, Ralph Vincent Spencer, Booneville—tax and penalty for February, 1927, amounting to \$7.05.

July 11, 1927, Otto Mitchell, Pierson, owner and operator Pierson Motor Express—taxes and penalties for October, November and December, 1925, amounting to \$16.30.

July 21, 1927, Ralph Vincent Spencer, Booneville—tax and penalty for March, 1927, amounting to \$7.94.

August 3, 1927, Virgil Beck, Waterloo—tax and penalty for March, 1927, amounting to \$13.90.

August 3, 1927, Otto Mitchell, Ocheyedon, formerly of Pierson, as owner and operator Pierson Motor Express—taxes and penalties for October, November and December, 1925, amounting to \$16.30.

August 25, 1927, George C. Wiegand, Emmetsburg—tax and penalty for March, 1927, amounting to \$9.46.

October 6, 1927, Virgil Beck, Waterloo—tax and penalty for May, 1927, amounting to \$10.59.

November 22, 1927, D. A. Popham, Rockford—tax and penalty for July, 1927, amounting to \$14.11.

TAXES ASSESSED AGAINST AND COLLECTED FROM MOTOR CARRIERS UNDER THE PROVISIONS OF CHAP. 4, LAWS OF THE 41ST G. A., ON OPERATIONS DURING THE PERIOD APRIL 17, 1925 TO DECEMBER 31, 1926

Period April 17, 1925 to December 31, 1925.		
Total amount taxes assessed.....	\$ 51,109.59	
Total amount penalties assessed.....	5,654.15	\$ 56,763.74
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Total amount taxes collected.....	\$37,851.31	
Total amount penalties collected.....	2,339.48	40,190.79
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Total amount unpaid taxes and penalties..		\$ 16,572.95
Period January 1, 1926 to December 31, 1926.		
Total amount taxes assessed.....	\$ 70,592.69	
Total amount penalties assessed.....	5,831.19	\$ 76,423.88
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Total amount taxes collected.....	\$ 51,142.20	
Total amount penalties collected.....	968.53	52,110.73
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Total amount unpaid taxes and penalties..		\$ 24,313.15
Recapitulation:		
Total amount taxes assessed.....	\$121,702.28	
Total amount penalties assessed.....	11,485.34	
Total amount taxes and penalties assessed.....	133,187.62	
Total amount taxes and penalties collected.....	92,301.52	
Total amount taxes and penalties unpaid.....	40,886.10	
Total amount unpaid taxes and penalties covered by bonds on file with Clerks of Supreme Court of Iowa and District Court of Polk County, Iowa.....	40,558.86	
Total amount of unpaid taxes and penalties which are considered as uncollectable.....		327.24

Cases Investigated and Adjusted by Signal Engineering Department

No. K-9—1927. Iowa Railroad Commission v. Tracy Telephone Co., Tracy. Defective construction overhead wire crossing over C., B. & Q. and Wabash tracks, at Tracy. Satisfactorily adjusted. Filed May 13, 1925. Closed April 7, 1927.

No. K-22—1927. Iowa Railroad Commission v. Rinard Electric Light & Power Co., Rinard. Defective overhead wire crossing west of C. G. W. depot. Satisfactorily adjusted. Filed July 17, 1926. Closed February 24, 1927.

No. K-23—1927. Iowa Railroad Commission v. Central Mutual Telephone Co., Lohrville. Defective overhead wire crossing over C. G. W. tracks. Satisfactorily adjusted. Filed July 19, 1926. Closed December 11, 1926.

No. K-25—1927. Iowa Railroad Commission v. Central Mutual Telephone Co., Lohrville. Defective overhead wire crossing over C. G. W. tracks west of Rinard. Satisfactorily adjusted. Filed July 19, 1926. Closed December 11, 1926.

No. K-35—1927. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. and C., B. & Q. R. R. Co. Crossing protection—"D" Street, Oskaloosa. Flagman installed. Filed April 23, 1926. Closed December 7, 1926.

No. K-38—1927. Iowa Railroad Commission v. Rhodes Telephone Co., Rhodes. Defective overhead wire construction over C. G. W. R. R., at Melbourne. Satisfactorily adjusted. Filed July 26, 1926. Closed December 31, 1926.

No. K-53—1927. Iowa Railroad Commission v. J. S. Devereau, Grinnell. Wire crossing over M. & St. L. tracks at Oak Grove. Satisfactorily adjusted. Filed October 29, 1926. Closed March 4, 1927.

No. K-55—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. tracks, Oak Grove. Satisfactorily adjusted. Filed November 2, 1926. Closed May 26, 1927.

No. K-56—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. tracks, Searsboro. Satisfactorily adjusted. Filed November 2, 1926. Closed May 26, 1927.

No. K-57—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. track, Lynnville. Satisfactorily adjusted. Filed November 2, 1926. Closed April 9, 1927.

No. K-58—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. track, Sully. Satisfactorily adjusted. Filed November 2, 1926. Closed April 9, 1927.

No. K-59—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. track, Kilduff. Satisfactorily adjusted. Filed November 2, 1926. Closed April 9, 1927.

No. K-60—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. track, Newton. Satisfactorily adjusted. Filed November 2, 1926. Closed April 9, 1927.

No. K-61—1927. Iowa Railroad Commission v. Iowa Southern Utilities Co., Centerville. Improperly constructed wire crossing over M. & St. L. track south of Grinnell. Satisfactorily adjusted.

Filed November 2, 1926. Closed December 7, 1926.

No. K-62—1927. Iowa Railroad Commission v. New Sharon Telephone Co. Improperly constructed wire crossing over M. & St. L. track, New Sharon. Satisfactorily adjusted.

Filed November 2, 1926. Closed August 3, 1927.

No. K-63—1927. Iowa Railroad Commission v. New Sharon Telephone Co. Improperly constructed wire crossing over M. & St. L. track, New Sharon. Satisfactorily adjusted.

Filed November 3, 1926. Closed August 3, 1927.

No. K-64—1927. Iowa Railroad Commission v. New Sharon Telephone Co. Improperly constructed wire crossing over M. & St. L. track, Taintor. Satisfactorily adjusted.

Filed November 2, 1926. Closed August 3, 1927.

No. K-65—1927. Iowa Railroad Commission v. New Sharon Telephone Co. Improperly constructed overhead crossing over M. & St. L. track, Taintor. Satisfactorily adjusted.

Filed November 2, 1926. Closed October 26, 1927.

No. K-68—1927. Iowa Railroad Commission v. Lynnville Telephone Co. Improperly constructed wire crossing over M. & St. L. track, Lynnville. Satisfactorily adjusted.

Filed November 3, 1926. Closed January 3, 1927.

No. K-69—1927. Iowa Railroad Commission v. Sully Telephone Co. Wire crossing south of Sully. Adjusted.

Filed November 3, 1926. Closed August 11, 1927.

No. K-70—1927. Iowa Railroad Commission v. Iowa Southern Utilities Co., Centerville. Improperly constructed wire crossing over M. & St. L. track, Sully. Satisfactorily adjusted.

Filed November 3, 1926. Closed December 7, 1926.

No. K-71—1927. Iowa Railroad Commission v. Sully Telephone Co. Overhead wire crossing, Sully. Adjusted.

Filed November 3, 1926. Closed August 11, 1927.

No. K-72—1927. Iowa Railroad Commission v. Sully Telephone Co. Overhead wire crossing north of depot at Sully. Adjusted.

Filed November 3, 1926. Closed August 11, 1927.

No. K-73—1927. Iowa Railroad Commission v. Sully Telephone Co. Overhead wire crossing north of Sully. Adjusted.

Filed November 3, 1926. Closed August 11, 1927.

No. K-74—1927. Iowa Railroad Commission v. Sully Telephone Co. Overhead wire crossing one mile north of Sully. Adjusted.

Filed November 3, 1926. Closed August 11, 1927.

No. K-75—1927. Iowa Railroad Commission v. Sully Telephone Co. Overhead wire crossing south of Kilduff. Adjusted.

Filed November 3, 1926. Closed August 11, 1927.

No. K-76—1927. Iowa Railroad Commission v. Jasper County Telephone Co., Newton. Improperly constructed overhead wire crossing over M. & St. L. track south of Newton. Closed without prejudice. Consolidated with another case.

Filed November 3, 1926. Closed March 2, 1927.

No. K-77—1927. Iowa Railroad Commission v. Kilduff Mutual Telephone Co. Improperly constructed wire crossing over M. & St. L. track south of depot at Kilduff. Satisfactorily adjusted.

Filed November 3, 1926. Closed October 20, 1927.

No. K-79—1927. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Murphy. Improperly constructed wire crossing over M. & St. L. track south of depot at Newton. Satisfactorily adjusted.

Filed November 3, 1926. Closed October 6, 1927.

No. K-80—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed wire crossing over M. & St. L. track at Newton. Satisfactorily adjusted.

Filed November 3, 1926. Closed April 9, 1927.

No. K-81—1927. Iowa Railroad Commission v. Earl Thrans, Mason City. Improperly constructed wire crossing over M. & St. L. track south of depot at Clear Lake Junction. Satisfactorily adjusted.

Filed November 6, 1926. Closed January 13, 1927.

No. K-83—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed overhead wire crossing, Moorland, Iowa. Satisfactorily adjusted.

Filed November 22, 1926. Closed September 19, 1927.

No. K-84—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Improperly constructed overhead wire crossing at Somers. Satisfactorily adjusted.

Filed November 22, 1926. Closed December 31, 1926.

No. K-87—1927. Iowa Railroad Commission v. C., M. & St. P. Ry. Co. Violation of speed limit while crossing automatically protected crossings at Sioux City. Satisfactorily adjusted.

Filed January 31, 1927. Closed February 15, 1927.

No. K-88—1927. Iowa Railroad Commission v. C., M. & St. P. Ry. Co. Crossing protection at Arion. Satisfactorily adjusted.

Filed February 1, 1927. Closed February 24, 1927.

No. K-89—1927. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Accident to Train No. 7, February 9, 1927, at Walnut. Investigation made and report rendered to Board.

Filed February 15, 1927. Closed July 19, 1927.

No. K-90—1927. Iowa Railroad Commission v. Great Northern Railway. Failure to have "stop" sign for crossing in Sioux City Yards. Satisfactorily adjusted.

Filed February 15, 1927. Closed March 7, 1927.

No. K-91—1927. Iowa Railroad Commission v. C. G. W. R. R.—Crossing protection at Oelwein. Satisfactorily adjusted.

Filed February 15, 1927. Closed May 14, 1927.

No. K-92—1927. Iowa Railroad Commission v. Postal Telegraph Co. Overhead wire crossing, Des Moines. Satisfactorily adjusted.

Filed February 18, 1927. Closed February 22, 1927.

No. K-93—1927. Iowa State Highway Commission, Ames v. C. & N. W. Ry. Co. and Ft. D., D. M. & S. R. R. Crossing protection and split rail, Crossing project 560, Ankeny. Satisfactorily adjusted.

Filed February 16, 1927. Closed June 27, 1927.

No. K-94—1927. J. B. Gibbard, Dyersville. Highway grade crossing protective device. Investigation and report made to Board.

Filed February 14, 1927. Closed February 24, 1927.

No. K-95—1927. Great Northern Railway Co. v. Lester Telephone Co. Wires over railroad at Lester. Satisfactorily adjusted.

Filed April 4, 1927. Closed October 31, 1927.

No. K-96—1927. Iowa Railroad Commission v. C., B. & Q. Wire crossing over railroad, Tracy. Satisfactorily adjusted.

Filed May 12, 1927. Closed May 26, 1927.

No. K-97—1927. Iowa Railroad Commission v. M. & St. L. R. R. Derailment Train No. 1, near Ashawa. Investigation and report made.

Filed May 17, 1927. Closed July 3, 1927.

No. K-98—1927. Iowa Railroad Commission v. Wabash Ry. Elimination of "Stop" boards at Lacy. Satisfactorily adjusted.

Filed May 12, 1927. Closed May 17, 1927.

No. K-99—1927. Iowa Railroad Commission v. Oskaloosa Home Telephone Co. Wires over C., R. I. & P., Oskaloosa. Satisfactorily adjusted.

Filed June 3, 1927. Closed October 25, 1927.

No. K-100—1927. Iowa Railroad Commission v. Iowa United Telephone Co., Eddyville. Wire crossing over C., R. I. & P., Kirkville. Satisfactorily adjusted.

Filed June 9, 1927. Closed July 21, 1927.

No. K-101—1927. Iowa Railroad Commission v. Iowa Southern Utilities Co., Centerville. Wires crossing over C., R. I. & P. and C., B. & Q. west of Ottumwa. Satisfactorily adjusted.

Filed June 9, 1927. Closed July 9, 1927.

No. K-102—1927. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Wires crossing over C., B. & Q. and C., R. I. & P. west of Ottumwa. Satisfactorily adjusted.

Filed June 9, 1927. Closed July 9, 1927.

No. K-104—1927. Iowa Railroad Commission v. Postal Telegraph Co. Wires crossing over C. G. W. at Marshalltown. Satisfactorily adjusted.

Filed June 16, 1927. Closed July 14, 1927.

No. K-105—1927. Iowa Railroad Commission v. Shelby Independent Telephone Co. Wire crossing over C., R. I. & P. Railway, Neola, Iowa. Satisfactorily adjusted.

Filed June 16, 1927. Closed July 19, 1927.

No. K-106—1927. Iowa Railroad Commission v. Town of Neola Municipal Light Plant, Neola. Wire crossing over C., M. & St. P. and C., R. I. & P., Neola. Adjusted.

Filed June 16, 1927. Closed October 11, 1927.

No. K-108—1927. Iowa Railroad Commission v. Bagley Mutual Telephone Co. Wire crossings over C., M. & St. P. east of Bagley. Satisfactorily adjusted.

Filed June 20, 1927. Closed October 12, 1927.

No. K-110—1927. Iowa Railroad Commission v. Des Moines Union Ry. Wire crossing over tracks at Des Moines. Satisfactorily adjusted.

Filed June 20, 1927. Closed July 1, 1927.

No. K-112—1927. Iowa Railroad Commission v. Des Moines Electric Light Co. Wire crossing C., R. I. & P., at Des Moines. Satisfactorily adjusted.

Filed June 24, 1927. Closed October 11, 1927.

No. K-113—1927. Iowa Railroad Commission v. Des Moines Electric Light Co. Wire crossing over M. & St. L. at Dallas Center. Satisfactorily adjusted.

Filed June 24, 1927. Closed November 30, 1927.

No. K-114—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Wire crossing over C., M. & St. P., west of Clive. Satisfactorily adjusted.

Filed June 24, 1927. Closed October 28, 1927.

No. K-116—1927. Iowa Railroad Commission v. Iowa Southern Utilities Co., Centerville. Wire crossing over C., R. I. & P., at Washington. Satisfactorily adjusted.

Filed July 1, 1927. Closed October 7, 1927.

No. K-117—1927. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Wire crossing over M. & St. L., south of depot at Perry. Satisfactorily adjusted.

Filed July 11, 1927. Closed October 18, 1927.

No. K-118—1927. Iowa Railroad Commission v. Iowa Railway & Light Corporation, Cedar Rapids. Wire crossing over M. & St. L., north of depot at Perry. Adjusted.

Filed July 11, 1927. Closed October 25, 1927.

No. K-119—1927. Iowa Railroad Commission v. Iowa Railway & Light Corporation, Cedar Rapids. Wire crossing over M. & St. L., Warford Street, Perry. Adjusted.

Filed July 11, 1927. Closed October 25, 1927.

No. K-120—1927. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Grimes. Wire crossing over C., M. & St. P. at Grimes. Satisfactorily adjusted.

Filed July 11, 1927. Closed July 19, 1927.

No. K-121—1927. Iowa Railroad Commission v. Lester Telephone Co. Wire crossing over G. N. R. R., at depot, Lester. Satisfactorily adjusted.

Filed July 18, 1927. Closed October 31, 1927.

No. K-122—1927. Iowa Railroad Commission v. Lester Telephone Co. Wire crossing over G. N. R. R., west of depot at Lester. Satisfactorily adjusted.

Filed July 18, 1927. Closed October 31, 1927.

No. K-123—1927. Iowa Railroad Commission v. Sioux City Gas & Electric Co. and Northwestern Bell Telephone Co. Wire crossing over C., M. & St. P. at Sioux City. Satisfactorily adjusted.

Filed July 18, 1927. Closed August 1, 1927.

No. K-124—1927. Iowa Railroad Commission, Des Moines, v. Northwestern Bell Telephone Co. Wire crossing over C., R. I. & P., W. 11th Street, Des Moines. Satisfactorily adjusted.

Filed July 18, 1927. Closed November 12, 1927.

No. K-125—1927. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Wire crossing over D. M. U. Ry., W. 11th Street, Des Moines. Satisfactorily adjusted.

Filed July 18, 1927. Closed November 12, 1927.

No. K-126—1927. Iowa Railroad Commission v. Town of Panora. Wire crossing over C., M. & St. P., Panora. Satisfactorily adjusted.

Filed July 23, 1927. Closed November 1, 1927.

No. K-129—1927. Iowa Railroad Commission v. Yale Mutual Telephone Co., Yale. Wire crossing over C., M. & St. P. north of depot. Satisfactorily adjusted.

Filed July 25, 1927. Closed November 10, 1927.

No. K-132—1927. Iowa Railroad Commission v. Iowa Public Service Co., Carroll. Wire crossing over C., M. & St. P., Manning. Satisfactorily adjusted.

Filed July 25, 1927. Closed August 9, 1927.

No. K-134—1927. Iowa Railroad Commission v. Town of Waukee. Wire crossing over C., M. & St. P. Satisfactorily adjusted.

Filed July 25, 1927. Closed November 19, 1927.

No. K-135—1927. Iowa Railroad Commission v. Farm Mutual Telephone Co., Waukee. Wire crossing over C., M. & St. P., Elevator Siding, Waukee. Satisfactorily adjusted.

Filed July 25, 1927. Closed August 9, 1927.

No. K-136—1927. Iowa Railroad Commission v. C., M. & St. P. Ry. Co. Wire crossing over tracks at depot, Waukee. Satisfactorily adjusted.

Filed July 28, 1927. Closed October 20, 1927.

No. K-137—1927. Iowa Railroad Commission v. Peoples Telephone Co., Madrid. Wire crossing over C., M. & St. P., Madrid. Satisfactorily adjusted.

Filed July 29, 1927. Closed August 18, 1927.

No. K-138—1927. Iowa Railroad Commission v. Town of Granger. Wire crossing over C., M. & St. P., at depot, Granger. Satisfactorily adjusted.

Filed July 29, 1927. Closed October 13, 1927.

No. K-139—1927. Iowa Railroad Commission v. Peoples Telephone Co., Madrid, and Western Union Telegraph Co. Wire crossing over C., M. & St. P., at depot, Highbridge, Iowa. Satisfactorily adjusted.

Filed July 29, 1927. Closed September 17, 1927.

No. K-140—1927. Iowa Railroad Commission v. Ft. D., D. M. & S. R. R. Weeds obstructing crossings. Weeds cut.

Filed July 18, 1927. Closed October 25, 1927.

No. K-141—1927. Iowa Railroad Commission v. C., B. & Q. R. R. Wire crossing over C., B. & Q. tracks, S. W. 9th and Elm Streets, Des Moines. Satisfactorily adjusted.

Filed August 11, 1927. Closed August 22, 1927.

No. K-142—1927. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Wire crossing over M. & St. L., near depot, Dallas Center. Satisfactorily adjusted.

Filed June 24, 1927. Closed August 11, 1927.

No. K-144—1927. Iowa Railroad Commission, Des Moines, v. Des Moines Electric Light Co. Wire crossing over C., B. & Q., at S. W. 4th and Elm Streets, Des Moines. Satisfactorily adjusted.

Filed September 1, 1927. Closed October 26, 1927.

No. K-146—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Wire crossing over C., R. I. & P., at East 4th and Vine Streets, Des Moines. Satisfactorily adjusted.

Filed September 1, 1927. Closed October 26, 1927.

No. K-147—1927. Iowa Railroad Commission v. Des Moines Elevator and Grain Co. Guy wire crossing over Wabash Ry., east of depot, Runnells. Satisfactorily adjusted.

Filed September 1, 1927. Closed October 28, 1927.

No. K-149—1927. R. Burton, Ft. Dodge, v. Illinois Central Railroad. Coal piles near tracks of Ill. Cent. at Universal Gypsum Mills, Ft. Dodge. Adjusted.

Filed July 12, 1927. Closed November 10, 1927.

No. K-150—1927. Iowa Railroad Commission v. Western Union Telegraph Co. Wire crossing over C., R. I. & P., near depot, Prairie City. Satisfactorily adjusted.

Filed September 22, 1927. Closed October 26, 1927.

No. K-151—1927. F. G. Bell & Co., McGregor, v. Western Union Telegraph Co. Location of telegraph line over C., M. & St. P. sidetrack, McGregor. Satisfactorily adjusted.

Filed September 12, 1927. Closed October 25, 1927.

No. K-154—1927. Iowa Railroad Commission v. Story County Independent Tel. Co., Nevada. Wire crossing over C. & N. W. at Nevada. Satisfactorily adjusted.

Filed October 3, 1927. Closed October 12, 1927.

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
Albia	Remote Control	C., B. & Q.—Wabash
Altoona	Mechanical	C., R. I. & P.—End of double track
Belle Plaine (B)	Mechanical	C. N. W. Jct.—Yard
Boone, 8th Street	Mechanical	C. N. W.—Yard
Browns	Spec. Control	C., M. & St. P.—Jct.
Carnaforth	Mechanical	C., R. I. & P.—C. N. W.
Clear Lake Junction	Mechanical	C. G. W.—C., R. I. & P.—M. C. & O. L.
Culver	Mechanical	C., R. I. & P.—C., M. & St. P.
Davenport (West)	Mechanical	C., M. & St. P.—C., R. I. & P.
Davenport (Jct.)	Mechanical	C., R. I. & P.—Jct.
Delmar	Automatic	C., M. & St. P.—C. N. W.
Des Moines (East 20th)	Electric	C., R. I. & P.—C. G. W.
Dewitt	Mechanical	C. & N. W.—C., M. & St. P.
Dubuque (East)	Mechanical	I. C.—C. G. W.—C., B. & Q.
Fonda	Mechanical	C., M. & St. P.—I. C.
Port Madison	Electrical	A., T. & S. F.—Drawbridge
Goldfield	Spec. Protection	C. & N. W.—C., R. I. & P.
Green Island	Mechanical	C., M. & St. P.—Jct.
Halpin	Mechanical	C., B. & Q.—Jct.
Harcourt	Mechanical	Ft. D., D. M. & S.—C. & N. W.
Hartley	Automatic	C., R. I. & P.—C., M. & St. P.
Herndon	Mechanical	C., M. & St. P.—Crossing
Indian Creek	Remote Control	C., M. & St. P.—Jct.
Iowa City	Electric	C., R. I. & P.—End of double track
Libertyville	Mechanical	C., R. I. & P.—C., B. & Q.
Manly	Mechanical	C. G. W.—C., R. I. & P.—M. & St. L.
Marathon	Automatic	C., M. & St. P.—C. & N. W.
Marquette	Spec. Protection	C., M. & St. P.—C., M. & St. P.
Mason City	Automatic	C. & N. W.—M. & St. L.
Mason City	Mechanical	C. G. W.—C. & N. W.
Maxon	Mechanical	C., B. & Q.—M. & St. L.
Neola	Mechanical	C., R. I. & P.—C., M. & St. P.
Nora Springs Junction	Automatic	C., M. & St. P.—C., R. I. & P.
Ogden	Mechanical	C. & N. W.—M. & St. L.
Onawa	Automatic	C. & N. W.—I. C.
Rockwell City	Mechanical	I. C.—C., M. & St. P.—Ft. D., D. M. & S.
Rowan	Mechanical	C. G. W.—C., R. I. & P.
Sargents Bluff	Automatic	C. & N. W.—C., M. & St. P.
Sibley	Mechanical	C., St. P., M. & O.—C., R. I. & P.
Sioux City	Spec. Protection	C. & N. W.—C., St. P., M. & O.—I. C.
Slater	Mechanical	C., M. & St. P.—C. & N. W.
Tama	Mechanical	C. & N. W.—C., M. & St. P.
Washington	Automatic	C., M. & St. P.—C., R. I. & P.
Waterloo (East)	Mechanical	I. C.—W., C. F. & N.
Waterloo (West)	Mechanical	I. C.—W., C. F. & N.
Waverly	Automatic	C. G. W.—I. C.
Wheatland	Mechanical	C. & N. W.—C., M. & St. P.
Wood	Mechanical	C., B. & Q.—Jct. and yard

The following named plants having been modified, or having been repaired in accordance with the suggestions of the Commission, reinspections were made and inspection certificates of approval issued:

Name of Plant	Kind	Participating Companies	Date of Certificate
Boone, 8th Street	Contr'l	C., B. & Q.—Wabash	4-20-27
Browns	Mech.	C. & N. W.—Yard	2-12-27
	Special		
Carnsforth	Contr'l	C., M. & St. P.—Junction	12-16-26
Clear Lake Jet	Mech.	C., R. I. & P.—O. & N. W.	4-30-27
Davenport (Jet.)	Mech.	C. G. W.—C., R. I. & P.—M. C. & C. L.	7-30-27
Dewitt	Mech.	C., R. I. & P.—Junction	2-12-27
Fonda	Mech.	C. & N. W.—C., M. & St. P.	4-16-27
Fort Madison	Mech.	C., M. & St. P.—I. C.	11-17-27
Halpin	Elec.	A., T. & S. F.—Drawbridge	9-15-27
Harcourt	Mech.	C., B. & Q.—Junction	9-9-27
Indian Creek	Mech.	Ft. D., D. M. & S.—O. & N. W.	6-29-27
	Remote		
Iowa City	Contr'l	C., M. & St. P.—Junction	1-27-27
Manly	Elec.	C., R. I. & P.—End of double track	1-6-27
Marathon	Mech.	C. G. W.—C., R. I. & P.—M. & St. L.	12-11-26
Mason City	Auto.	C., M. & St. P.—O. & N. W.	10-22-27
Mason City	Auto.	C. & N. W.—M. & St. L.	12-29-26
Maxon	Mech.	C. G. W.—C. & N. W.	12-11-26
Neola	Mech.	C., B. & Q.—M. & St. L.	9-9-27
Ogden	Mech.	C., R. I. & P.—C., M. & St. P.	12-9-26
Sargents Bluff	Mech.	C. & N. W.—M. & St. L.	12-31-26
Sibley	Auto.	C. & N. W.—C., M. & St. P.	1-22-27
Sioux City	Mech.	O., St. P., M. & O.—C., R. I. & P.	11-25-27
	Special		
Slater	Prot.	C. & N. W.—C., St. P., M. & O.—I. C.	10-3-27
Tama	Mech.	C., M. & St. P.—C. & N. W.	10-8-27
Washington	Mech.	C. & N. W.—C., M. & St. P.	7-16-27
Waverly	Auto.	C., M. & St. P.—C., R. I. & P.	3-18-27
Wheatland	Auto.	C. G. W.—I. C.	11-17-27
Wood	Mech.	C. & N. W.—C., M. & St. P.	5-7-27
	Mech.	C., B. & Q.—Jet. and yard	1-19-27

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:

Location	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Work-ing		
Ackley	Mech.	24	24	I. C.—M. & St. L.	4-8-26
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	5-14-18
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	6-6-24
Arlon	Mech.	56	53	C. & N. W.—C., M. & St. P.—I. C.	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.	29	20	C. & N. W.—Yard	12-18-23
Belle Plaine "B"	Mech.	32	30	C. & N. W. Jet.—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.	7-23-24
Boone, 8th St.	Mech.	40	31	C. & N. W.—Yard	2-12-27
Boone "BU"	Mech.	20	19	C. & N. W.—Yard	9-30-07
Browns	Special				
	Contr'l	0	0	C., M. & St. P.—Jet.	12-16-26
Burlington	Elec.	16	16	C., B. & Q.—Drawbridge	2-21-18
California Jet	Elec.	3	3	C. & N. W.—Jet	8-18-26
Carnsforth	Mech.	28	23	C., R. I. & P.—C. & N. W.	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.—C., R. I. & P.	4-23-26

Location	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Work-ing		
Cedar River	Elec.	12	7	C. & N. W.—Gauntlet bridge	7-13-25
Centerville	Mech.	24	24	C., R. I. & P.—C., B. & Q.	10-16-16
Clarion	Mech.	32	27	C. G. W.—C., R. I. & P.	1-19-20
Clarksville	Mech.	24	22	C. G. W.—C., R. I. & P.	7-20-06
Clear Lake Jet	Mech.	32	25	C. G. W.—C., R. I. & P.—M. C. & C. L.	7-30-27
Clinton (2d St.)	Elec.	65	64	C. & N. W.—C., M. & St. P.—C., R. I. & P.	9-26-24
Clinton	Elec.	20	20	C. & N. W.—Drawbridge	9-26-24
Cllo	Mech.	16	11	C., R. I. & P.—End of double track	5-24-21
Cone	Mech.	24	18	C., M. & St. P.—C., R. I. & P.	7-16-18
Council Bluffs	Mech.	6	6	O. & C. B. St. Ry.—C., B. & Q.	11-12-17
Council Bluffs	Mech.	6	6	O. & C. B. St. Ry.—Wabash	11-13-17
Council Bluffs	Elec.	128	126	U. P. Transfer	11-29-24
Council Bluffs	Elec.	15	12	U. P. Bridge app.	2-17-22
Culver	Mech.	32	27	C., R. I. & P.—C., M. & St. P.	4-11-19
Davenport	Mech.	8	7	D., R. I. & N. W.—Drawbridge	
Davenport (West)	Mech.	8	6	C., M. & St. P.—C., R. I. & P.	1-21-25
Davenport (Jet.)	Mech.	8	5	C., R. I. & P.—Jet	2-12-27
Delmar	Auto.	0	0	C., M. & St. P.—C. & N. W.	8-16-26
Denison	Mech.	32	20	I. C.—C. & N. W.	10-31-16
Des Moines (20th)	Elec.	56	48	C., R. I. & P.—C. G. W.	11-16-35
Des Moines	Auto.	0	0	C., R. I. & P.—M. & St. L.	6-8-25
Dewitt	Mech.	28	28	C. & N. W.—C., M. & St. P.	4-16-27
Dubuque (East)	Mech.	36	30	I. C.—C. G. W.—C., B. & Q.	2-23-21
Dubuque Fair-grounds	Mech.	16	14	C. G. W.—End of double track	10-24-23
Dubuque	Elec.	52	35	I. C.—G. G. W.—C., B. & Q.	10-31-16
Dumont	Mech.	16	15	C. & N. W.—C. G. W.	2-2-17
Eagle Grove	Mech.	21	15	C. G. W.—C. & N. W.	1-30-20
Elberon	Mech.	32	26	C., M. & St. P.—C. & N. W.	9-27-18
Estherville No. 2	Mech.	12	11	C., R. I. & P.—M. & St. L.	8-6-17
Fairfield	Mech.	52	41	C., R. I. & P.—C., B. & Q.	4-23-19
Fonda	Mech.	32	21	C., M. & St. P.—I. C.	11-17-27
Ft. Dodge	Mech.	20	14	Ft. D., D. M. & S.—C. G. W.	3-19-21
Ft. Madison	Elec.	27	17	A., T. & S. F.—Drawbridge	9-15-27
Gladbrook	Mech.	24	21	C. G. W.—C. & N. W.	11-6-19
Gowrie	Mech.	20	17	Ft. D., D. M. & S.—C. & N. W.—M. & St. L.	11-2-16
Grand Jet	Mech.	36	26	C. & N. W.—M. & St. L.	9-7-21
Green Island	Mech.	24	24	C., M. & St. P.—Jet	6-18-24
Gypsum	Mech.	20	14	Ft. D., D. M. & S.—I. C.	2-25-26
Gypsum	Mech.	32	19	I. C.—C. G. W.	2-25-26
Halpin	Mech.	28	28	C., B. & Q.—Jet	9-9-27
Hampton A	Mech.	20	17	C. G. W.—M. & St. L.	5-2-23
Hampton B	Elec.	32	26	C. G. W.—M. & St. L.—C., R. I. & P.	7-22-20
Harcourt	Mech.	20	19	Ft. D., D. M. & S.—C. & N. W.	6-29-27
Harrison	Elec.	4	4	C., B. & Q.—End of double track	12-23-25
Hartley	Mech.	16	11	C., R. I. & P.—C., M. & St. P.	1-25-24
Hayfield	Mech.	12	8	C., R. I. & P.—M. & St. L.	12-20-00
Herndon	Mech.	20	18	C., M. & St. P.—Crossing	4-6-20
Hicks	Mech.	16	16	C. & N. W.—C. G. W.	6-26-16
Hinton	Mech.	16	15	I. C.—G. N.—C. & N. W.	1-25-24
Indian Creek	Remote				
	Contr'l	4	4	C., M. & St. 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.	8-7-16
Kelly	Mech.	24	22	Ft. D., D. M. & S.—C. & N. W.	12-20-24
Keithsburg	Mech.	2	2	M. & St. L.—Drawbridge	9-11-24
Lake Mills	Mech.	12	10	C. & N. W.—M. & St. L.	2-2-17
Laurens	Auto.	0	0	C., R. I. & P.—C. & N. W.	3-26-26
Lawler	Mech.	24	21	C., B. & Q.—C., R. I. & P.—C., M. & St. P.	9-26-24
Libertyville	Mech.	12	8	C., R. I. & P.—C., B. & Q.	12-6-20
Linby	Mech.	16	14	C., M. & St. P.—C., B. & Q.	10-27-03
Lockridge	Mech.	22	20	C., B. & Q.—Crossover	10-29-23
Lohrville	Mech.	28	22	C. G. W.—C., M. & St. P.—C. & N. W.	4-2-25
Manly	Mech.	48	38	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

Location	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Maple River	Elec.	28	26	C. & N. W.—Jet.	6-2-17
Marathon	Auto.	0	0	C., M. & St. P.—C. & N. W.	10-22-27
Marshalltown	Mech.	68	51	C. & N. W.—C. G. W.—M. & St. L.	12-14-16
Mason City	Mech.	20	18	C. & N. W.—C., M. & St. 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. G. W.—C. & N. 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	Wabash—C., M. & St. P.	7-31-19
Nabant	Mech.	4	4	C., R. I. & P.—C., M. & St. P.	6-13-18
Neola	Mech.	25	21	C., R. I. & P.—C., M. & St. P.	12-9-26
New Hampton	Mech.	24	17	C. G. W.—C., M. & St. P.	1-12-17
Oelwein	Mech.	16	16	C. G. W.—C., R. I. & P.	8-27-17
Ogden	Mech.	32	30	C. & N. W.—M. & St. L.	12-31-26
Onawa	Auto.	0	0	C. & N. W.—I. C.	10-16-26
Oneida	Mech.	24	17	C. G. W.—C., M. & St. P.—M. & O.	3-9-21
Oralabor	Mech.	12	8	Ft. D., D. M. & S.—C. & N. W.	9-10-15
Otis	Mech.	28	19	C. & N. W.—Jet.	5-1-26
Ottumwa	Mech.	5	5	C., B. & Q.—C., M. & St. P.—Wabash	5-27-26
Paralta	Mech.	24	19	C., M. & St. P.—Jet.	10-31-24
Red Oak	Mech.	20	16	C., B. & Q.—End of double track	1-3-25
Rinard	Mech.	20	17	Ft. D., D. M. & S.—C. G. W.	12-29-19
Rockwell City	Mech.	40	36	I. C.—C., M. & St. P.—Ft. D., D. M. & S.	4-21-09
Rodney	Auto.	0	0	C., M. & St. P.—I. C.	7-31-26
Rowan	Mech.	24	22	C. G. W.—C., R. I. & P.	5-2-23
Sabula	Elec.	24	18	C., M. & St. P.—Drawbridge	8-14-19
Sargents Bluff	Auto.	0	0	C. & N. W.—C., M. & St. P.	1-22-27
Seymour	Mech.	20	19	C., R. I. & P.—C., M. & St. P.	1-6-22
Shannon	Mech.	12	9	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	19	A., T. & S. F.—Yard	1-27-26
Sibley	Mech.	24	20	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., M. & St. P.—O. & N. W.	10-8-27
Somers	Elec.	28	23	C. G. W.—C., R. I. & P.	10-20-17
Spencer	Mech.	40	35	C., M. & St. P.—M. & St. L.	11-1-20
Tama	Mech.	60	42	C. & N. W.—C., M. & St. 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.	10-19-18
Washington	Auto.	0	0	C., M. & St. P.—C., R. I. & 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	C. G. W.—I. C.	11-17-27
Webb	Mech.	16	12	C., M. & St. P.—C., R. I. & P.	6-11-18
Webster City	Mech.	24	21	I. C.—C. & N. W.	3-6-26
Wheatland	Mech.	20	20	C. & N. W.—C., M. & St. P.	5-7-27
Wood	Mech.	40	33	C., B. & Q.—Jet. and yard	1-19-27

The Atchison, Topeka & Santa Fe Railroad Company's interlocking at New Boston, the Colfax Northern, and Chicago, Rock Island and Pacific Railway Companies' interlocking at Colfax, which were stated in the last annual report as being temporarily discontinued, are now permanently discontinued from operation. The New Boston plant was abandoned for the reason that it was a facility for crossover operation of trains, but this now being in double track automatic block signal territory, the necessity for same has been eliminated. The Colfax interlocking was discontinued because of the fact that coal mines located on the Colfax Northern ceased operation, and this service constituted the only traffic on that line. The Atchison, Topeka and Santa Fe Railroad Company's interlocking at Dumas was abandoned for the reason that the railroad bridge across the Des Moines River at this point was recon-

structed and widened to accommodate two main tracks instead of the gauntlet tracks heretofore occupying the bridge.

The interlocking plants located at Marathon, Mason City (C. & N. W.—M. & St. L.), Sargents Bluff, Washington and Waverly, Iowa, were abandoned during this fiscal year and automatic signal protection substituted for the railroad grade crossings at these points. Automatic signal protection for the railroad grade crossing located at Hartley has been approved. This point is now protected by a mechanical interlocking plant. Special protection installations have been made at Browns, Davenport Jct., and Sioux City, Iowa, and special protection schemes have been approved for installation at Goldfield and Marquette, Iowa. Remote control was substituted for the mechanical interlocking at Albia, Iowa, and a remote control installation was made for the protection of the junction of the Ottumwa-Cedar Rapids line of the Chicago, Milwaukee and Saint Paul Railway Company, with the main line of the same company at what is known as Indian Creek Junction, one mile west of Marion, Iowa. The control is located at Marion, Iowa.

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. Forty-eight interlockings were so changed during the fiscal year, requiring special inspection by this department.

There are one hundred and thirty-five (135) authorized interlocking plants now in operation; one hundred and one (101) are manually operated mechanical plants, twenty (20) are manually controlled and electrically operated, ten (10) are automatic signal protection, two (2) are special protection and two (2) are remote control. The mechanical plants have a machine frame capacity of 2,336 levers with 1,973 working levers. The manually controlled and electrically operated have a machine frame capacity of 639 levers with 551 working levers.

Automatic signal protection for railroad grade crossings has only come into prominence in this territory within the last three 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 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 will 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., M. & St. P.—C., M. & St. P.—C. & N. W.	8-16-26
Des Moines	C., R. I. & P.—M. & St. L.	6-8-25
Laurens	C., R. I. & P.—C. & N. W.	3-26-26
Marathon	C., M. & St. P.—C. & N. W.	10-22-27
Mason City	C. & N. W.—M. & St. L.	12-29-26
Onawa	C. & N. W.—I. C.	10-16-26
Rodney	C., M. & St. P.—I. C.	7-31-26
Sargents Bluff	C. & N. W.—C., M. & St. P.	1-22-27
Washington	C., M. & St. P.—C., R. I. & P.	3-18-27
Waverly	C. G. W.—I. C.	11-17-27

The following crossings have been approved for protection by automatic signals:

Location	Participating Companies
Harley	C., R. I. & P.—C., M. & St. P.
Nora Springs Junction.....	C., M. & St. P.—C., R. I. & P.

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 a device at the particular location. 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 (10) miles per hour, all movements being dependent on the position of the gate. The gate is provided with light indications.

Crossings so protected are as follows:

Location	Participating Companies	Date of Certificate
Abbotts Crossing	C., R. I. & P.—M. & St. L.	7-13-25
Cedar Falls	C. G. W.—C., R. I. & P.	10-18-25
Columbus Junction	C., R. I. & P.—C., R. I. & P.	3-6-25
Des Moines (E. 4th St.).....	C., R. I. & P.—C. & N. W.	6-8-25
Des Moines (South).....	C., B. & Q.—Des Moines Terminal	6-6-25
Dixon	C., M. & St. P.—C., R. I. & 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
Greenville	C., R. I. & P.—M. & St. L.	6-5-26
Grinnell	C., R. I. & P.—M. & St. L.	12-3-27
Leeds	G. N.—I. O.	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.	11-18-27
Oskaloosa	M. & St. L.—M. & St. L.	6-3-26
Plymouth Junction	C., M. & St. P.—C., R. I. & P.	2-15-27
Webster	C., M. & St. P.—C., R. I. & P.	2-15-27
West Liberty	C., R. I. & P.—C., R. I. & P.	2-7-25

Approved, but certificates not yet issued:

Ointon	D., R. I. & N. W.—C., R. I. & P.
Given	C., R. I. & P.—M. & St. L.

There were a total of twenty-two (22) derailments at interlocking plants, seven (7) of which were ascribed to disregarding danger signals and fifteen (15) 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 wrecks, 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 or under the tracks of steam and electrified railroads.

Interstate and Motor Bus Cases Handled by the Commerce Counsel of Iowa for Year 1927

To the Honorable Board of Railroad Commissioners:

Before calling attention to the specific cases that have been and are being handled by this department relating to general adjustment in freight rates, it may be well to again call your attention to the joint resolution of Congress, approved January 30, 1925, which is properly known as the Hoch-Smith Resolution.

This resolution, which is now the law of the land, provides "That it is hereby declared to be the true policy in rate making to be pursued by the Interstate Commerce Commission in adjusting freight rates, that the conditions which at any given time prevail in our several industries should be considered insofar as it is legally possible to do so, to the end that commodities may freely move."

This resolution thereupon directs the Interstate Commerce Commission to make a thorough investigation of the rate structure of common carriers to remove discriminations and burdens as between the various localities and the various classes of traffic and to correct defects as they may be found. This virtually is in accordance with the long time practice not only of the Interstate Commerce Commission, but of the State Commissions also.

The Commission is also directed to consider the various commodities in their relation to the other commodities, with the idea of fixing rates upon such relations found to exist.

While this paragraph of the resolution is quite sweeping in character, it does not change the practice followed by the State and Interstate Commerce Commissions generally in adjusting rate complaints.

The closing paragraph of the resolution provides, "In view of the existing depression in agriculture, the Commission is hereby directed to effect with the least practicable delay such lawful changes in the rate structure of the country as will promote the freedom of movement by common carriers of the products of agriculture affected by that depression, including livestock, at the lowest possible lawful rates compatible with the maintenance of adequate transportation service,".....

It is under this paragraph that the Interstate Commerce Commission has instituted the general investigation known as No. 17,000, with the different numbers referring to the different commodities considered. The *Class Rate Case*, Part 2 of No. 17,000, has been under investigation more than a year, with thousands of pages of testimony and hundreds of exhibits. It seems almost incredible that any man or set of men could ever properly digest the evidence and reach any conclusions that might be based thereon.

The claim is made by carriers that if rates on agricultural products are to be lowered or remain low as a result "of the existing depression in agriculture," then the class rates must be advanced. Indeed, that seems to be the generally accepted situation among those who have attended these hearings, both shippers and carriers.

The class rates in Iowa, as fixed by the Iowa Railroad Commission, have been so adjusted as to enable jobbing and distributing centers being located in many towns in Iowa. Any advance in the class rates which will more materially affect the short hauls more than the long hauls will be disastrous to Iowa jobbing centers. It can not be hoped that, after the long months of hearings, any state may hold to any materially lower rates on classes than are found reasonable by the Interstate Commerce Commission, in co-operation with the representatives of the State Commissions, on interstate traffic. It may be said here that in all of these cases involving rates in the agriculture section, of which Iowa is a part, committees representing the State Commissions are sitting,

and co-operating, with the Interstate Commerce Commission in the hearings, and in the determination of the issues.

Furthermore, the carriers, even where Section 13 of the Transportation Act is not involved, will expect any interstate class scales found reasonable by the Interstate Commerce Commission in the pending cases, to be applied to intrastate traffic in the same territory. Any advances that may be made in class rates will certainly not benefit the farmer, for much that he buys and sells is shipped under class rates.

In the class rate case referred to, No. 17,000, *Rate Structure Investigation, Part 2, Western Trunk Line Investigation*, Ex Parte 87, Sub. No. 1, *Class Rates, Western Trunk Line Territory*, the carriers propose to increase class rates within the Western Trunk Line Territory, which will include class rates between Iowa and all stations in the Dakotas, Minnesota, Wisconsin, Illinois, Missouri (on and north of the Missouri River), Kansas, Nebraska, eastern Colorado and southeastern Wyoming, but exclusive of class rates between points in Illinois Freight Association territory and Iowa-Mississippi River cities, Dubuque to Keokuk inclusive. This docket covers also increased proportional class rates between points in Iowa west of the Mississippi River cities named and east bank or west bank Mississippi River crossings, applicable on traffic destined to or coming from official classification territory east of the Indiana-Illinois state line, Carolina territory and southeastern territory. The carriers announce the increased class rate scales proposed by them will be sought on intrastate as well as interstate traffic.

Other parts of this same docket, No. 17,000, cover all the grain and grain products rates in which Iowa is interested; all the rates on edible livestock from Iowa to her every market; all rates on hay; rates on iron and steel articles between Iowa-Mississippi River cities and all territory east thereof to the Atlantic seaboard; and as the rates from producing points in Official Classification territory east of the Indiana-Illinois state line and Iowa west of the Iowa-Mississippi River cities are based on combinations over Chicago, Peoria, or Mississippi River crossings, the whole of Iowa is involved; all the rates on cottonseed and its products to Iowa points. There are various other parts or divisions of this No. 17,000 docket with hearings proceeding simultaneously.

This department is striving to be represented at all the hearings, but it is practically impossible to do so with our limited force, so we are concentrating on the more important subjects, particularly grain, grain products, livestock and hay.

No. 17,000, Part 6, is the investigation on Iron and Steel; No. 17,000, Part 7—Grain; No. 17,000, Part 8—Cottonseed and its products; No. 17,000, Part 9—Edible livestock; and No. 17,000, Part 10—Hay.

No. 19,299, Board of Railroad Commissioners of Wisconsin vs. A. & R. R. Co., is a complaint case brought by the Railroad Commissioners of Wisconsin, asking that cab curtains be provided during the inclement season. Hearings have been held, in which this department represented the engine men of Iowa.

No. 6410, Finance Docket, Great Northern, Northern Pacific and Great Northern Pacific Railroad Company proposed merger. By direction of your honorable body, we presented petition of intervention opposing the proposed merger, and we were in constant attendance at the hearing held in Minneapolis, Minn., which adjourned but recently, to be resumed at a later date, not yet fixed.

In addition to these Hoch-Smith and other cases, the following cases have been adjusted through this department during the past year.

No. 15686, *American National Live stock Assn. v. A. T. & S. F. Ry. Co.*, 122 I. C. C., 609, decided March 14, 1927, found that carload rates in the aggregate for the interstate transportation of livestock in carloads between points in the territory served by the western and mountain-Pacific groups of carriers, including Illinois and Wisconsin, were not in excess of reasonable maxima. In closing the report in this case, the commission stated that in accordance with the directions of the Hoch-Smith Resolution, further investigation will be made as

expeditiously as practicable under No. 17000, in relation to the rates on live stock in the western district.

No. 17558, *Farley & Loetscher Mfg. Co. vs. A. C. & Y. Ry. Co.*, 129 I. C. C., 645, decided August 15, 1927, found that the carload rates on sash and doors and related articles in carloads from Iowa upper Mississippi River cities to points in central territory, including the western termini of eastern trunk lines and points taking the same rates or arbitraries higher, are unreasonable and unduly prejudicial, and prescribed reasonable and nonprejudicial rates for the future.

No. 15584, *Midcontinent Oil Rates, 1925*, 132 I. C. C., 103, decided October 4, 1927, found, upon further hearing, and consideration, that the findings in the original report 112 I. C. C., 421, should be modified in part with respect to carload rates on gasoline and other petroleum products taking the same rates from Missouri, Kansas, and Oklahoma origins and origins taking the same rates to St. Louis, Missouri, certain destinations east of the Mississippi River, and intermediate destinations west of the river, including numerous Iowa points, and prescribed reasonable and nonprejudicial rates or bases of rates for the future.

No. 13535, and related cases, *Consolidated Southwestern Cases*, 123 I. C. C., 203, prescribes new rates or basis of rates on all class rate traffic and on numerous articles moving under commodity rates between Iowa on the one hand and southwestern territory and Missouri-Kansas territory, on the other hand, Missouri-Kansas territory may be roughly defined as those portions of Missouri and Kansas beyond the west or south bank of the Missouri River, and southwestern territory includes Arkansas, Louisiana west of the Mississippi River, Texas and Oklahoma. This report embraces No. 15231, *R. R. Comm'n of Iowa vs. A. T. & S. F. Ry. Co.*, filed at the request of Iowa shippers and receivers of freight, with particular reference to traffic originating or terminating in Oklahoma and Texas.

No. 17976, *Omaha Grain Exchange vs. The A. T. & S. F. Ry. Co.* The grain exchanges at Omaha and Sioux City, Iowa, complained that there were no through carload grain rates from points on the Minneapolis & St. Louis R. R. Co., in Iowa to Sioux City, Council Bluffs or Omaha, applicable upon interstate traffic, except the full local rates from the point of origin to junction, with connecting lines and full local rate thence. Complainants assailed the applicable basis as unreasonable and unduly prejudicial to Sioux City, Council Bluffs and Omaha, and preferential to Minneapolis, Minn., St. Louis, Mo., Chicago, Ill., and Kansas City, Mo., to which the defendants contemporaneously maintained through interstate rates relatively lower than those applicable from the same Iowa stations to Sioux City, Council Bluffs or Omaha. While hearing of the complaint was pending, defendants sought a conference with complainants, as a result of which a compromise basis of rates to the Iowa markets named, and to Omaha, was published, and the complaints were thereupon withdrawn, February 14, 1927.

N. 17279, *Des Moines Board of Trade vs. Ft. D., D. M. & S. R. R. Co.*, 129 I. C. C., 138, decided June 28, 1927, found proportional carload rates on grain and grain products in carloads from Des Moines, Iowa, to territory in Louisiana, west of the Mississippi River, not unreasonable but unduly prejudicial, and ordered the undue prejudice removed by applying from Des Moines to the Louisiana destinations rates not exceeding those contemporaneously published from Council Bluffs or Omaha to the same destinations.

I. & S. No. 2783, *Rates from Iowa and South Dakota*, 126, I. C. C., 81, decided April 13, 1927, found proposed increased class and commodity rates between certain Iowa points and stations in Colorado and Utah not justified, and ordered suspended schedules carrying the increased rates cancelled.

Finance Docket No. 6321, *Abandonment of Part of Branch Line by C. R. I. & P. Ry. Co.*, decided July 18, 1927, authorized the carrier named to abandon that portion of its Newton-Monroe branch from Reasnor to Monroe, Iowa.

Finance Docket No. 6058, *Operation of Line by B. M. & N. W. Ry. Co.*, decided February 18, 1927, authorized the carrier named to operate a line of railroad in Muscatine County, Iowa, being a portion of the former Muscatine, Burlington & Southern Railroad Company, operation of which had ceased un-

der authority of the Interstate Commerce Commission in *Abandonment of M. B. & S. R. R.*, 90 I. C. C., 31.

No. 19185, *Walter T. Hall & Company vs. Alabama Great Southern R. R. Co.*, assailed the rates on shelled peanuts, carloads, to Ottumwa, Iowa, from Cairo, Illinois, when originating in Alabama, Florida, Georgia and South Carolina, as unreasonable and unduly prejudicial to Complainant and preferential to competitors, and in violation of the long and short haul provision of the interstate commerce act. The complaint was set for hearing at Ottumwa, Iowa, June 13, 1927, and the services of this office were requested by complainant, but prior to hearing complainant advised us that the defendants had adjusted the rate complained of, so that the complaint was withdrawn.

No. 15228, *Iowa R. R. Commissioners vs. A. & S. R. R.*, 128 I. C. C., 293, decided June 6, 1927, found the assailed rates on bituminous coal from producing points in Illinois, Indiana and western Kentucky to Ottumwa, Cedar Rapids, (except on fine coal), Des Moines, Waterloo and Ft. Dodge, and to Dubuque on fine coal, unreasonable, and prescribed rates for the future.

No. 17789, *Missouri Gravel Company vs. C. B. & Q. R. R. Co.*, decided October 15, 1927, found the rates on sand and gravel, carloads, from La Grange, Missouri, to points on the carriers named in southeastern Iowa, unreasonable and unduly prejudicial, and required the publication from La Grange to the affected Iowa points of the same scale as applies from Rock Island, Illinois, to stations in Iowa. The complaint had assailed the rates from La Grange to the named Iowa points as unreasonable and prejudicial and, at the request of the Iowa producers of sand and gravel and as a protective measure in respect of the Iowa intrastate rates, this office intervened and presented evidence at the hearing, and argued the case. The Iowa intrastate rates are unaffected by the decision.

No. 17773, *Eggers-O'Flying Co. vs. C. & N. W. Ry. Co.*, 128 I. C. C., 644, decided June 27, 1927, found the rating on corrugated fiber boxes, knocked down, less than carload, from Omaha, Nebraska, and Keokuk, Iowa, to stations in Iowa, to have been in the period prior to May 1, 1927, fourth class, and sustained the interpretation of the Board of Railroad Commissioners of Iowa. The opinion further finds that the second class rating which the carriers had insisted was applicable, and which was the rating in western classification, was unreasonable from May 1, 1927, to the extent exceeding third class. In conformity with this decision western classification was amended to provide third class.

No. 19584, *A. T. Jacobson vs. C. M. & St. P. Ry. Co.*, covered formal complaint to the Board of Railroad Commissioners and the Interstate Commerce Commission that the carrier named refused to switch carload freight to and from the warehouse of complainant located on its side track at Madrid, Iowa. The filing of the complaint brought on an informal investigation by the Interstate Commerce Commission, through its Bureau of Service, the result of which was that the defendant agreed to perform the service that it had theretofore refused complainant, and the complaint was withdrawn without formal hearing before the Interstate Commerce Commission.

In addition to the above matters, this department for the year ending December 1, 1927, has filed suits in the District Court and enjoined the following motor carriers for illegal operations:

G. C. Stickney, Nora Springs, Iowa.

Sturgis Morphew, Nora Springs, Iowa.

Harve Rogers, Bloomfield, Iowa.

J. F. Umbarger, Spirit Lake, Iowa.

W. J. Holdcroft, Sloan, Iowa.

We were successful in the first three cases, but lost the last two. The Holdcroft case, which involves the same questions as are contained in the Umbarger case, has been appealed to the Supreme Court.

Suit was successfully filed against the Red Ball Transportation Company to enjoin illegal operations. The injunction was violated and on presentation to the Court, the operators of the Red Ball Transportation Company were found guilty of contempt of Court.

This department, upon request, has rendered opinions in regard to

the operations of the following motor carriers whose operations were called in question:

Lawrence Larson, Fostoria, Iowa.

Worthington Creamery Co., Worthington, Minn.

Henry S. Boland, Orange City, Iowa.

Iowa Motor Transportation Company, Des Moines, Iowa.

Lawrence De Bower, Allison, Iowa.

R. O. Seaton, Osage, Iowa.

Virgil C. Feay, Rock Rapids, Iowa.

M. F. Schlick, Charles City, Iowa.

Instead of prosecuting Virgil C. Feay, the Iowa Motor Transportation Company, and M. F. Schlick of Charles City, Iowa, for illegal operations, we induced them to make application to the Board for certificate of convenience and necessity.

We have collected delinquent taxes from the following motor carriers:

Lewis Sedlacek, Osage, Iowa.

J. E. Olson, Manly, Iowa.

G. C. Wiegand, Emmetsburg, Iowa.

Virgil Beck, Waterloo, Iowa.

Otto Mitchell, Pierson, Iowa.

In a number of cases appeals have been made from the decision of the Board, in motor carrier cases. In these cases we represented the Board. The appeal of the Mercer Transfer & Storage Company, of Burlington, Iowa, is still pending in the District Court. In the J. R. Campbell, Osceola, Iowa, case we won the appeal in the District Court, which has been further appealed to the Supreme Court. The Ed Langren, Whiting, Iowa, case, pending in the District Court, and the Waterloo, Cedar Falls & Northern Railway Company case, decided adversely to the Board by the District Court, have been appealed to the Supreme Court.

We have represented the Iowa State Highway Commission before the Railroad Commission in a number of cases involving the separation of grades at railroad crossings.

We do not list the cases involving intrastate rates or service in which we have appeared in the public interest before your honorable body, inasmuch as your own records provide this information.

The work of this department is much heavier and more varied than is generally supposed. We are called upon constantly for conference relative to the various phases of public regulation, not only with reference to rates, but as to train service, closing of stations, switching service, abandonment of portions of lines, motor carriers, electric high lines, the rights of parties in high tension or electric transmission lines, private and public crossings of railroads, numerous classification adjustments, both before the Iowa Commission and the Western Classification Committee, the study of tariffs, making changes in rates to determine whether Iowa interests are adversely involved, and if so, to make proper representations. Many requests are received from shippers, and others, for opinions, which, to answer properly, require days of painstaking investigation.

The work of this department is well in hand, and with the employment of Hon J. H. Henderson to continue in the *Class Rate Case, I. C. C. No. 17,000, Part 2*, we shall be able to take care of the numerous cases that are pending before the courts, the Interstate Commerce Commission, and your honorable body.

I desire to acknowledge with gratitude the efficient and unstinted cooperation in the work of this department, afforded by Dr. C. L. Holmes and his assistants, of the Iowa State College at Ames; the Iowa Traffic League, of which Mr. H. F. Sundberg is President, and Mr. Geo. M. Cummins, Secretary; of the Farmers' Grain Dealers Association of Iowa, of which Mr. S. J. Cottingham is President and Mr. J. P. Larson, Secretary; of the Corn Belt Meat Producers Association, of which Mr. A. Sykes is President and Mr. H. A. Wallace, Secretary; of the Iowa Co-operative Livestock Shippers of which Mr. Knute Espe is Secretary; of

the Farm Bureau Federation of which Mr. Charles Hearst is President; and the Iowa Packers Association.

It is a pleasure to express my deep appreciation of the courteous and prompt assistance afforded this department by the members of your commission and of the office force and department heads. Exhibits prepared and testimony offered by members of the rate and statistical departments have been of incalculable benefit in presenting the cause of the public in the many rate investigations before the Interstate Commerce Commission.

DWIGHT LEWIS,
Commerce Counsel.

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Officers and Directors of Companies

For the year ended December 31, 1926

OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors: Ogden L. Mills, New York; S. T. Bledsoe, Chicago; Warren E. Brown, Wichita, Kansas; Edward J. Berwind, New York; William C. Potter, New York; Andrew C. Jobes, Merriam, Kansas; Joseph E. Otis, Chicago; William B. Storey, Chicago; Myron C. Taylor, New York; Arthur T. Hadley, New Haven, Conn.; Charles Steele, New York; Henry S. Pritchett, New York; Howel Jones, Topeka, Kansas; Myer Hurley, New York.

General Officers: President, W. B. Storey, Chicago; Vice President, E. J. Engel, Chicago; Vice President, Edward Chambers, Chicago; Vice President, A. G. Wells, Chicago; Vice President, W. E. Hodges, Los Angeles, California; Secretary and Treasurer, E. L. Copeland, Topeka, Kansas; General Counsel, S. T. Bledsoe, Chicago; General Solicitor, E. E. McInnis, Chicago; Comptroller, L. C. Deming, New York; General Auditor, J. E. Baxter, Chicago; General Mgr., F. C. Fox, Topeka, Kansas; General Mgr., F. A. Lehman, Amarillo, Texas; General Mgr., W. K. Etter, Los Angeles, California; Chief Engineer, C. F. W. Felt, Chicago.

ATLANTIC NORTHERN RAILWAY COMPANY

Directors: John Liestad, Elk Horn, Iowa; Bertel Christensen, Kimballton, Iowa; S. C. Pederson, Elk Horn, Iowa; L. H. Lauritzen, Kimballton, Iowa; Niels A. Hansen, Kimballton, Iowa; Andrew Kroman, Elk Horn, Iowa; Thomas Christiansen, Elk Horn, Iowa.

General Officers: President, John Liestad, Elk Horn, Iowa; Vice President, S. C. Pederson, Elk Horn, Iowa; Secretary, C. E. Spar, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; General Manager, C. E. Spar, Atlantic, Iowa.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors: Steven Birch, New York; Edward P. Bracken, Chicago; Wm. H. Baldwin, Chicago; Ralph Budd, St. Paul, Minn.; Claude G. Burnham, Chicago; Charles Donnelly, St. Paul, Minn.; Walker D. Hines, New York; Howard Elliott, New York; Charles O. Jenks, St. Paul, Minn.; Hale Holden, Chicago; Arthur Curtiss James, New York; Charles E. Perkins, Burlington, Iowa; Frederick H. Rawson, Chicago; Bruce Scott, Chicago; Conrad E. Spens, Chicago; Charles I. Sturgis, Chicago; Edward M. Shelton, Chicago.

General Officers: President, Hale Holden, Chicago; Executive Vice President, Claude G. Burnham, Chicago; Assistant to President, Thomas J. Thomas, Chicago; Vice President, William W. Baldwin, Chicago; Vice President, Edward P. Bracken, Chicago; Vice President, Conrad E. Spens, Chicago; Vice President, Secretary and Treasurer, Charles I. Sturgis, Chicago; General Counsel, Bruce Scott, Chicago;

General Solicitors, Kenneth F. Burgess and James Charles James, Chicago; Assistant to General Counsel, Edward M. Shelton, Chicago; Comptroller, Herbert W. Johnson, Chicago; General Auditor, Harry D. Foster, Chicago; General Manager, Wm. F. Thiehoff, Chicago; General Manager, Edward Flynn, Omaha, Neb.; Chief Engineer, Albert W. Newton, Chicago.

CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors: E. C. Finkbine, Des Moines, Iowa; H. M. Dawes, Columbus, Ohio; Milton Tootle, Jr., St. Joseph, Mo.; C. T. Jaffray, Minneapolis, Minn.; N. L. Howard, Chicago; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago; B. E. Sunny, Chicago; Geo. H. Prince, St. Paul, Minn.; S. M. Felton, Chairman, Chicago; Charles Steele, New York; E. N. Hurley, Chicago; J. E. Davidson, Omaha, Neb.; G. W. Wattles, Omaha, Neb.; S. L. Avery, Chicago.

General Officers: President, N. L. Howard, Chicago; Vice President and Secretary, W. G. Lerch, Chicago; Treasurer, C. A. Cook, Chicago; General Counsel, Ralph M. Shaw, Chicago; General Solicitor, W. H. Jacobs, Chicago; Comptroller, Con. F. Krebs, Chicago; General Manager, C. L. Hinkle, Chicago; Chief Engineer, C. G. Delo, Chicago; Assistant to President, W. W. Sullivan, Chicago.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

Directors: M. N. Buckner, New York; Donald G. Geddes, New York; John McHugh, New York; J. Ogden Armour, Chicago; Franklin M. Crosby, Minneapolis, Minn.; Samuel McRoberts, New York; C. H. McNider, Mason City, Iowa; H. E. Byram, Chicago; W. E. S. Griswold, New York; Edward S. Harkness, New York; G. G. Mason, New York; A. L. Gates, New York.

General Officers: Receivers, H. E. Byram, Mark W. Potter, Edward J. Brundage, Chicago; Chief Traffic Officer, H. E. Pierpont, Chicago; Chief Operating Officer, J. T. Gillick, Chicago; Western Representative, H. B. Earling, Seattle, Wash.; Chief Finance and Accounting Officer, W. W. K. Sparrow, Chicago; Chief Purchasing Officer, D. C. Curtis, Chicago; New York Finance Representative, R. J. Marony, New York; Assts. to Receiver, Lee W. Spratlen, F. H. Johnson and R. M. Calkins, Chicago; Secretary, T. W. Burtness, Milwaukee, Wis.; Treasurer, John Dickie, Chicago; General Counsel, H. H. Field, Chicago; General Solicitor, O. W. Dynes, Chicago; Comptroller, Walter V. Wilson, Chicago; General Managers, O. N. Harstad, Chicago, and C. O. Gradshaw, Seattle, Wash.; Chief Engineer, C. F. Loweth, Chicago.

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Directors: Frederick W. Vanderbilt, Harold S. Vanderbilt, W. Seward Webb, Jr., Chauncey M. Depew, Marshall Field, Samuel A. Lynde of New York City; Cyrus H. McCormick, Chauncey Keep, Fred W. Sargent, John P. Caldwell, Ray N. Van Doren, Marvin Hughitt, Albert A. Sprague, of Chicago; Walter W. Head, Omaha, Neb.; Gordon Abbott, Oliver Ames, of Boston, Mass.; Henry C. McEldowney, Pittsburgh, Pa.

General Officers: Chairman of Finance, Marvin Hughitt, Chicago; President, Fred W. Sargent, Chicago; Vice President, Samuel A. Lynde, New York; Vice President in charge of Operations and Maintenance; Frank Walters, Chicago; Vice President in charge of Traffic, Alex C. Johnson, Chicago; Vice President and General Counsel, Ray N. Van Doren, Chicago; Vice President in charge of Personnel, William Walliser, Chicago; Secretary, John D. Caldwell, Chicago; Treasurer, Arthur S. Pierce, New York; General Solicitor, Samuel H. Cady, Chicago; Comptroller, Lewis A. Robinson, Chicago; General Auditor, Charles D. Brandriff, Chicago; General Manager, Geo. B. Villas, Chicago; Chief Engineer, Walter J. Towne, Chicago; General Superintendents, Bert E. Terpning, Harry E. Dickinson, and Harry T. Bentley.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.

Directors: Chauncey M. DePew, New York; Marvin Hughitt, Chicago; Harold S. Vanderbilt, New York; Edson S. Woodworth, Minneapolis, Minn.; Fred W. Sargent, Chicago; Oliver Ames, Boston, Mass.; Albert A. Sprague, Chicago; Marvin Hughitt, Jr., Chicago; Gordon Abbott, Boston, Mass.; Frederick W. Vanderbilt, New York; W. Seward Webb, Jr., New York; Chauncey Keep, Chicago; Samuel A. Lynde, New York.

General Officers: President, Fred W. Sargent, Chicago; Vice President and Assistant Secretary, Samuel A. Lynde, New York; Vice President, Alex C. Johnson, Chicago; Vice President and General Counsel, Ray N. Van Doren, Chicago; Secretary, John D. Caldwell, Chicago; Treasurer and Assistant Secretary, Arthur S. Pierce, New York; General Solicitor, Richard L. Kennedy, St. Paul, Minn.; General Manager, Frank R. Pichin, St. Paul, Minn.; Superintendent Motive Power and Machinery, Eugene R. Gorman, St. Paul, Minn.; Master Car Builder, William H. Thorn, Hudson, Wis.; Comptroller, Charles Jensch, St. Paul, Minn.; Local Treasurer, Charles P. Nash, St. Paul, Minn.; General Freight Agent, Albion M. Fenton, St. Paul, Minn.; General Passenger Agent, George H. MacRae, St. Paul, Minn.; Chief Engineer, Harry E. Barlow, St. Paul, Minn.; General Purchasing Agent, Eugene A. Clifford, Chicago; Tax Comm'r, William Mueller, St. Paul, Minn.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

Directors: N. L. Amster, Boston, Mass.; M. L. Bell, New York; E. N. Brown, New York; Alfred A. Cook, New York; G. Watson French, Davenport, Iowa; J. E. Gorman, Chicago; Charles Hayden, New York; Jesse Hirschman, New York; A. C. Rearick, New York; Wm. Z. Ripley, Newton Centre, Mass.; F. W. Scott, Richmond, Virginia; P. G. Ten Eyck, Albany; J. M. Kurn, St. Louis, Mo.

General Officers: President, J. E. Gorman, Chicago; Vice President and General Counsel, M. L. Bell, New York; General Solicitor, W. F. Dickinson, Chicago; Assistant General Counsel, W. F. Peter, Chicago; Vice President, Secretary and Treasurer, Carl Nyquist; Vice President and General Auditor, W. H. Burns, Chicago; Vice President and Purchasing Agent, F. D. Reed, Chicago; Vice President-Opera-

tions, L. C. Fritch, Chicago; General Manager, D. Coughlin, Des Moines, Iowa; General Manager, A. B. Warner, El Reno, Okla.; Chief Engineer, C. A. Morse, Chicago.

ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD

Directors: J. E. Gorman, Chicago; M. L. Bell, New York; L. C. Fritch, Chicago; Carl Nyquist, Chicago; W. H. Burns, Chicago.

General Officers: President, J. E. Gorman, Chicago; Vice President, M. L. Bell, New York; Vice President, Treasurer and Assistant Secretary, Carl Nyquist, Chicago; Secretary and Assistant Treasurer, Wm. La Venture, Davenport, Iowa; Assistant Secretary and Assistant Treasurer, W. Vanderpool, Chicago; General Auditor, W. H. Burns, Chicago; Assistant Secretary, Clayton Snyder, New York.

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY

Directors: C. H. Buford, Chicago; J. T. Gillick, Chicago; O. N. Harstad, Chicago; Hale Holden, Chicago; C. G. Burnham, Chicago; E. P. Bracken, Chicago; J. R. Lane, Davenport, Iowa.

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, C. B. Rodgers, Davenport, Iowa.

GREAT NORTHERN RAILWAY COMPANY

Directors: Ralph Budd, St. Paul, Minn.; F. L. Paetzold, 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; Jackson E. Reynolds, 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. R. 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; 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, W. S. Horton, Chicago; General Solicitor, R. V. Fletcher, Chicago; General Auditor, L. A. Harkness, Chicago; General Manager, G. E. Patterson, Chicago; Chief Engineer, A. F. Bloess, 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, 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: Charles J. Seeds, Manchester, Iowa; G. W. Dunham, Manchester, Iowa; W. H. Hutchinson, Manchester, Iowa; L. Mathews, Manchester, Iowa; F. B. Wilson, Manchester, Iowa; Hubert Carr, Manchester, Iowa; Jos. Hutchinson, Manchester, Iowa; William Hockaday, Manchester, Iowa; A. R. LeRoy, Manchester, Iowa; Charles McCormick, Manchester, Iowa; J. S. Jones, Manchester, Iowa; E. M. Carr, Manchester, Iowa.

General Officers: President, Jos. Hutchinson, Manchester, Iowa; Secretary, Lafe Mathews, Manchester, Iowa; Treasurer, F. B. Wilson, Manchester, Iowa; Auditor, Chas. J. Seeds, Manchester, Iowa; Attorney or General Counsel, Geo. W. Dunham, Manchester, Iowa; Traffic Manager, C. J. Boardway, Manchester, Iowa; General Superintendent, J. S. Jones, Manchester, Iowa; General Freight Agent, W. H. Hutchinson, Manchester, Iowa; General Passenger Agent, Hubert Carr, Manchester, Iowa; Chairman General Managing Board, E. M. Carr, Manchester, Iowa.

MINNEAPOLIS AND ST. LOUIS RAILROAD

Directors: W. H. Bremner, Minneapolis, Minn.; F. A. Chamberlain, Minneapolis, Minn.; F. E. Kenaston, Minneapolis, Minn.; E. E. Nash, Minneapolis, Minn.; S. B. November, Baltimore, Md.; P. V. Davis,

W. B. Davids, W. L. McKenna, W. P. Hawley, W. S. Crandell, C. K. Seymour, F. M. Tompkins, all of New York.

General Officers: Receiver, W. H. Bremner, Minneapolis, Minn.; Agent for Receiver, W. B. Davids, New York; Counsel for Receiver, M. M. Joyce, Minneapolis, Minn.; Comptroller, A. E. Smith, Minneapolis, Minn.; Treasurer for Receiver, H. Johns, Minneapolis, Minn.; Traffic Manager, J. A. Lucey, Minneapolis, Minn.; Chief Operating Officer, E. E. Nash, Minneapolis, Minn.; Superintendent Motive Power and R. S., H. W. Johnson, Minneapolis, Minn.; Purchasing Agent, E. C. Hoffman, Minneapolis, Minn.; Chief Engineer, R. G. Kenley, Minneapolis, Minn.

TABOR AND NORTHERN RAILWAY COMPANY

Directors: C. O. Laird, Tabor, Iowa; W. W. Glynn, Tabor, Iowa; R. F. Weatherhead, Tabor, Iowa; A. S. Bloedel, Tabor, Iowa; E. V. Stopper, Tabor, Iowa.

General Officers: President, A. S. Bloedel, Tabor, Iowa; Vice President, R. Weatherhead, Tabor, Iowa; Secretary, C. O. Laird, Tabor, Iowa; Treasurer, Ira McCormick, Tabor, Iowa; Comptroller or Auditor and General Manager, E. V. Stopper, Tabor, Iowa.

UNION PACIFIC RAILROAD COMPANY

Directors: Oliver Ames, Boston, Mass.; E. E. Calvin, Omaha, Neb.; 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, H. M. Adams, Omaha, Neb.; Vice President, E. E. Calvin, Omaha, Neb.; Vice President, 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, F. W. Robinson, Omaha, Neb.; Passenger Traffic Manager, W. S. Basinger, Omaha, Neb.; General Solicitor, N. H. Loomis, Omaha, Neb.; Valuation and Commerce Counsel, H. A. Scandrett, Omaha, Neb.; 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; J. C. Otteson, New York; 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; S. Hoge, Jr., New York.

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 DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; F. M. Hubbell, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; First Vice President, H. D. Thompson, Des Moines, Iowa; Secretary, J. W. Hubbell, Des Moines, Iowa; Treasurer, F. O. Thompson, Des Moines, Iowa; Auditor, B. F. Flenniken, 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; D. H. McKee, Des Moines, Iowa; J. T. Gillick, Chicago; J. N. Hughes, Des Moines, Iowa; B. F. Van Vleit, Des Moines, Iowa.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, J. T. Gillick, Chicago; 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, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa; O. P. Thompson, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, O. P. Thompson, Des Moines, Iowa; Secretary-Treasurer, H. D. Thompson, Des Moines, Iowa; Assistant Secretary, J. W. Hubbell, Des Moines, Iowa; Assistant Treasurer, F. O. Thompson, Des Moines, Iowa; Auditor, B. F. Flenniken, Des Moines, Iowa.

SIoux CITY TERMINAL RAILWAY COMPANY

Directors: C. F. Morrison, Sioux City, Iowa; L. F. Swift, Chicago; William Milchrist, Sioux City, Iowa; G. F. Silkknitter, Sioux City, Iowa; W. H. Benn, Sioux City, Iowa.

General Officers: President, G. F. Silkknitter, 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. Behn, Sioux City, Iowa.

OF RAILWAY BRIDGE COMPANIES
DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, Chicago; G. J. Bunting, Chicago; W. S. Horton, Chicago; B. A. Beck, Chicago; A. E. Clift, Chicago.

General Officers: President, C. H. Markham, Chicago; Vice President, A. E. Clift, 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: Joseph J. Asch, South Norwalk, Conn.; Louis H. Bean, New York; James Bertram, New York; Edwin F. Gailey, 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, Chicago; L. A. Downs, Chicago; G. J. Bunting, Chicago; A. E. Clift, Chicago; F. B. Bowes, Chicago; W. S. Horton, Chicago; Burt A. Beck, 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, Cedar Rapids; Richard Schaddelee, Grand Rapids, Mich.; B. J. Denman, Davenport, Iowa; 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, Davenport, Iowa; Vice President, William Chamberlain, Cedar Rapids, Iowa; Secretary, E. C. Allen, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Counsel, Barnes-Chamberlain and Hanzlik, Cedar Rapids, Iowa; 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; M. Frudden, Charles City, Iowa; C. D. Ellis, Charles City, Iowa; A. F. Burnham, Charles City, Iowa; W. H. Fairbanks, Charles City, Iowa; M. W. Ellis, Charles City, Iowa; R. J. Smith, 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, Davenport, Iowa; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; R. B. MacDonald, Moline, Ill.; R. J. Smith, Davenport, Iowa.

General Officers: President, B. J. Denman, Davenport, Iowa; 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, Davenport, Iowa; E. S. H. Donahue, Davenport, Iowa; Dick R. Lane, Davenport, Iowa.

General Officers: President, James P. Donahue, Davenport, Iowa; Vice President, E. S. H. Donahue, Davenport, Iowa; Secretary, E. S. H. Donahue, Davenport, Iowa; Treasurer, James P. Donahue, 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 Agent, O. H. Bernd, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Superintendent of Transportation, C. T. Baker, Des Moines; 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, Ia.; C. H. Crooks, Boone, Ia.

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: William G. Dows, 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, 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 Counsel, Frank S. Payne, Centerville, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa; Traffic Manager, H. O. Kelly.

IOWA TRANSFER RAILWAY COMPANY

Directors: D. Coughlin, J. G. Gamble, F. C. Hubbell, J. A. Wagner, of Des Moines, Iowa; and C. L. Hinkle, Chicago; W. A. Card, Burlington.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, W. A. Card, Burlington, Iowa; Secretary, Treasurer, and General Manager, J. A. Wagner; General Counsel, J. G. Gamble; Auditor, T. S. Ford, of Des Moines, 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, S. M. Baker, Chattanooga, Tenn.; General Auditor, Richard Burr, Chicago; General Auditor, J. F. Brizzle, Philadelphia, Pa.; General Auditor, H. D. Freeman, New York.

STATISTICS

OF

Steam Railway Companies

For the Year Ended December 31, 1926

STATISTICS OF THE RAILWAY COMPANIES
 OF THE UNITED STATES AND POSSESSIONS
 FOR THE YEAR ENDED DECEMBER 31, 1926

As published by the Interstate Commerce Commission
 in accordance with the Act of March 3, 1907 (34 Stat. 1185)

Washington, D. C., 1927

STATISTICS OF STEAM RAILWAY COMPANIES

In the following tables all names indented are of lesser companies, with the exception of the Chicago, St. Paul, Minneapolis & Omaha Railway Company which is controlled by the Chicago & North Western Railway Company through the ownership of 88.48 per cent of the 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 Close of Year	
		Common	Preferred	Common	Preferred	In Treasury		In Sinking or Other Funds		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		111,225						111,225.00	
3	C., B. & Q. R. R.....	170,839,100		170,839,100						170,839,100.00	
4	Chi. Great Western R. R.....	46,000,000	50,000,000	45,246,913	47,160,952	36,400.00	41,050			45,210,513.00	47,128,902
5	Chi., Mil. & 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	Chi. & Northwestern Ry.....	156,732,400	22,395,000	156,732,400	22,395,000					156,732,400.00	22,395,000
7	Chi., 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	Chi., R. I. & P. Ry.....	75,000,000	65,000,000	75,000,000	54,549,480	640,277.50				74,359,722.50	54,549,480
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		249,620,550		685,000				248,934,950
12	Illinois Central R. R.....	154,445,480	34,144,880	129,181,600	25,263,800	208.33				129,181,391.67	25,263,800
13	Dubuque & S. C. R. R.....	15,000,000		11,579,500						11,579,500.00	
14	Manchester & Oneida Ry.....	100,000		62,745						62,745.00	
15	M. & Ft. L. R. R.....	26,000,000		25,792,600		592,880.20				25,199,719.80	
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 Railway.....	70,402,050	73,056,950	66,677,775	71,815,192	115,661.00	256,607			66,562,114.00	71,558,585
	Total.....	\$1,516,485,030	\$946,331,130	\$1,275,210,858	\$822,091,183	\$ 1,438,927.03	\$1,352,957	\$ 5,300	\$ 86,100	\$1,273,766,630.97	\$820,632,126

*This statement does not include \$10,232.38 capital stock scrip outstanding in the hands of the public.

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		Dividends					
						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
1	A., T. & S. F. Ry.	\$ 53,500.00	\$ 26,700			7.75%	5%	\$232,409,500	\$124,172,800	\$24,220,376.25	
2	Atlantic Northern Ry.										
3	C., B. & Q. R. R.					10%		170,838,000		17,088,800.00	
4	Chi. Great Western R. R.	36,400.00	38,000		\$ 3,050.00						
5	Chi., Mil. & St. P. Ry.		343,000	5,300.00	86,100.00						
6	Chi. & Northwestern Ry.					4%	7%	156,081,250	22,395,000	7,810,900.00	
7	Chi., St. P., M. & O. Ry.						5%		11,259,300	562,965.00	
8	Chi., R. I. & P. Ry.	122,800.00		\$517,477.50			7% & 6%		54,549,400	3,567,185.00	
9	St. P. & K. C. S. L. R. R.										
10	D., R. I. & N. W. Ry.										
11	Great Northern Ry.		1,100		684,500.00		5%		248,917,100	12,445,855.00	
12	Illinois Central R. R.				208.33	7%	6%	128,254,300	52,329,300		\$10,547,696.00
13	Dubuque & S. C. R. R.										
14	Manchester & Oneida Ry.										
15	M. & St. L. R. R.	592,880.20									
16	Tabor & Northern Ry.										
17	Union Pacific R. R.					10%	4%	222,291,600	99,543,500	26,210,900.00	
18	Wabash Railway			115,661.00	256,607.00		5%		69,168,525		3,458,426.25
	Total	\$805,580.20	\$ 408,800	\$638,438.50	\$1,030,465.33			\$909,874,650	\$682,334,925	\$91,901,981.25	\$14,006,122.25

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 Consideration for Issue		Cash Value of Other Property Acquired or Services Received as Considerations for Issue		Net Total Discounts or Premiums	
		Common	Preferred	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.		\$ 190,150.00				\$ 190,150.00		
5	Chicago, Milwaukee & St. Paul Ry.								
6	Chicago & Northwestern Ry.	\$11,579,900.00				\$ 7,137,800.00	4,325,400.00		
7	Chicago, St. P., M. & O. Ry.								
8	Chicago, Rock Island & Pacific Ry.								
9	St. P. & K. C. Short Line R. R.	182,200.00				182,200.00			
10	Davenport, R. I. & N. W. Ry.								
11	Great Northern Ry.		69,900.00		69,900.00				
12	Illinois Central R. R.	4,260,000.00	329,400.00		392,794.50	4,260,000.00			\$ *63,394.50
13	Dubuque & Sioux City R. R.								
14	Manchester & Oneida Ry.								
15	Minneapolis & St. Louis R. R.	12,184.20				10,190.00	22,960.00		
16	Tabor & Northern Ry.								
17	Union Pacific R. R.	75,000.00	75,000.00			75,000.00	75,000.00		
18	Wabash Railway								
	Total	\$16,109,284.20	\$ 664,450.00		\$ 462,694.50	\$11,665,190.00	\$ 4,613,510.00		\$ 63,394.50

*Premium.

TABLE 2—UNMATURED FUNDED DEBT
PART 1—MORTGAGE BONDS

Number	Railway Companies	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 reacquired after actual issue and held alive at close of year
				In treasury	Pledged as collateral					
1	A., T. & S. F. Ry.	\$ 225,357,500	\$ 217,973,771.00	\$ 642,599.00		\$ 217,331,172.00	\$ 8,862,302.45	\$ 8,852,008.75	\$ 628,000	\$ 14,599.50
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.	229,561,000	218,308,000.00	12,252,000.00		206,056,000.00	8,407,810.98	8,413,040.00	9,873,000	2,379,000.00
4	C. G. W. R. R.	75,500,000	60,343,750.00	18,503,750.00	\$ 5,800,000	35,980,000.00	1,440,980.00	1,496,460.50	24,129,500	234,250.00
5	C., M. & St. P. Ry.	*475,155,000	465,191,500.00	49,388,200.00	*112,759,700	303,043,600.00	13,366,631.00	5,337,197.50	160,217,200	1,930,700.00
6	C. & N. W. Ry.	259,625,000	259,625,000.00	27,059,000.00	48,300,000	184,266,000.00	7,711,298.48	7,564,955.98	75,338,000	81,000.00
7	C., St. P., M. & O. Ry.	30,491,000	30,186,000.00			30,186,000.00	1,702,810.00	1,699,695.00		
8	C., R. I. & P. Ry.	283,150,000	231,653,000.00	16,271,000.00	38,179,000	177,303,000.00	7,206,580.00	7,207,020.00		
9	St. P. & K. C. S. L. R. R.	30,000,000	16,012,635.00			16,012,635.00	448,694.04	448,629.92		
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.	965,548,989	390,399,909.00	25,006,000.00	51,145,394	314,749,515.16	17,012,187.04	16,702,204.04	72,860,000	3,290,393.93
12	Illinois Central R. R.	334,800,000	215,570,595.00	181,000.00	33,960,000	181,423,595.00	7,457,953.34	7,449,850.51	34,126,000	21,000.00
13	D. & S. C. R. R.	3,930,000	3,930,000.00			3,930,000.00	196,500.00	196,500.00		
14	M. & O. Ry.	128,448	65,000.00			65,000.00	3,900.00	3,900.00		
15	M. & St. L. R. R.	146,822,000	46,339,094.91	318,044.12	4,662,000	41,359,050.79	1,852,230.00	73,520.00	4,980,000	44.12
16	Tabor & Northern Ry.									
17	Union Pacific R. R.	300,000,000	199,943,435.00	14,098,000.00		185,845,435.00	1,633,755.96	7,638,403.85	14,068,000	
18	Wabash Railway	98,200,000	90,259,689.00	331,780.00		89,927,909.00	3,852,631.12	3,542,794.46	139,780	192,000.00
	Total	\$3,438,268,937	\$ 2,446,301,378.91	\$ 164,050,373.12	\$294,932,094	\$ 1,987,318,911.95	\$7 156,234.41	\$76,626,180.51	\$396,339,480	\$ 8,142,987.55

*Excludes the following: General and Refunding Mortgage Bonds. The aggregate principle 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 companies 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.
*Includes \$1,939,700 in sinking or other funds.

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 2—COLLATERAL TRUST BONDS

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value 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 reacquired after actual issue and held alive at close of year
				In treasury	Pledged as collateral					
1	A., T. & S. F. Ry.									
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.									
4	Chi. Great Western R. R.	\$ 2,700,000	\$ 2,700,000			\$ 2,700,000	\$ 172,762.88	\$ 172,762.88		
5	Chi., Mil. & St. P. Ry.	55,000,000	55,000,000			55,000,000	3,300,000.00	2,100,000.00		
6	Chi. & Northwestern Ry.	39,354,000	39,354,000	\$ 81,000.00		39,273,000	2,539,983.88	2,541,063.88		\$ 81,000.00
7	Chi., St. P., M. & O. Ry.	30,491,000	30,186,000				1,702,810.00	1,699,695.00		
8	Chi., R. I. & P. Ry.	22,862,000	22,862,000			22,862,000	1,221,720.00	1,221,720.00		
9	St. P. & K. C. S. L. R. R.	30,000,000	16,012,635				448,694.04	448,629.92		
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.									
12	Illinois Central R. R.	72,352,000	72,266,000	71,000.00		72,195,000	3,301,470	3,303,253.75	\$ 71,000.00	
13	Dubuque & S. O. R. R.									
14	Manchester & Oneida Ry.									
15	M. & St. L. R. R.	2,007,000	2,007,000			2,007,000	120,420.00			
16	Tabor & Northern Ry.									
17	Union Pacific R. R.	20,000,000	20,000,000			20,000,000	1,200,000.00	1,199,280.00		
18	Wabash Railway	1,500,000	1,500,000			1,500,000	90,000.00	89,850.00		
	Total	\$ 276,268,000	\$ 261,887,635	\$ 152,000.00		\$ 215,537,000	\$14,067,860.30	\$12,776,254.93	\$ 71,000.00	\$ 81,000.00

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 3—INCOME BONDS

Number	Railway Companies	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 reacquired after actual issue and held alive at close of year.
				In treasury	Pledged as collateral					
1	Atchison, Topeka & Santa Fe Ry.	\$ 51,728,000	\$ 51,728,000	\$ 381,000		\$ 51,346,000	\$ 2,053,840	\$ 2,057,520	\$ 382,000	
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.									
4	Chicago Great Western R. R.									
5	Chicago, Milwaukee & St. Paul Ry.									
6	Chicago & Northwestern Ry.									
7	Chicago, St. P., M. & O. Ry.									
8	Chicago, Rock Island & Pacific Ry.									
9	St. P. & K. O. Short Line R. R.									
10	Davenport, R. I. & N. W. Ry.									
11	Great Northern Ry.									
12	Illinois Central R. R.	122,000	122,000		116,000	6,000				116,000
13	Dubuque & Sioux City R. R.									
14	Manchester & Oneida Ry.									
15	Minneapolis & St. Louis R. R.									
16	Tabor & Northern Ry.									
17	Union Pacific R. R.									
18	Wabash Railway	26,500,000	1,248,450		1,037,924	210,526	12,540	11,340		1,037,924
	Total	\$ 78,350,000	\$ 1,370,450	\$ 382,000	\$ 1,153,924	\$ 51,562,526	\$ 2,066,380	\$ 2,068,860	\$ 382,000	\$ 1,153,924

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 4—MISCELLANEOUS OBLIGATIONS

Number	Railway Companies	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 reacquired after actual issue and held alive at close of year
				In treasury	Pledged as collateral					
1	A., T. & S. F. Ry.	\$ 128,397,000.00	\$ 8,501,000.00			\$ 8,501,000.00	\$ 340,040.00	\$ 338,200.00		
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.									
4	Chi. Great Western R. R.									
5	Chi., Mil. & St. F. Ry.									
6	Chi. & Northwestern Ry.	7,371,000.00	7,371,000.00	\$60,000.00		7,311,000.00	368,743.06	373,159.73		\$60,000.00
7	Chi., St. P., M. & O. Ry.	13,900,000.00	13,900,000.00			13,900,000.00	695,000.00	694,550.00		
8	Chi., R. I. & P. Ry.									
9	St. P. & K. C. S. L. R. R.									
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.									
12	Illinois Central R. R.	45,000,000.00	44,989,700.00			44,989,700.00	392,526.39			
13	Dubuque & S. C. R. R.	5,868,074.76	4,093,374.76			4,093,374.76	163,722.96	163,722.96		
14	Manchester & Oneida Ry.									
15	M. & St. L. R. R.	\$4,350,000.00		\$4,700,000		\$1,950,000.00	100,159.28	100,144.67		
16	Tabor & Northern Ry.									
17	Union Pacific R. R.	75,000,000.00	26,835,225.00			26,835,225.00	1,073,409.00	1,071,460.00		
18	Wabash Railway									
	Total	\$ 279,886,074.76	\$ 105,690,299.76	\$60,000.00	\$ 4,700,000	\$ 107,579,999.76	\$ 3,133,609.69	\$ 2,741,237.36		\$60,000.00

*Receivers certificates.
 †Total amount of receivers certificates actually issued to close of year.
 ‡Total amount of receivers certificates actually outstanding at close of year.

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 5—EQUIPMENT OBLIGATIONS

Number	Railway Companies	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 and Charged to		Amount of interest paid during year	Total par value nominally but not actually issued
				In Treasury	Pledged as collateral		Income	Construction		
1	A., T. & S. F. Ry.									
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.	\$ 6,060,000	\$ 3,635,000			\$ 3,635,000.00	\$ 219,170.00		\$ 230,040.00	
4	Chi. Great Western R. R.	1,371,000	1,371,000			1,371,000.00	65,853.42		70,800.51	
5	Chi., Mil. & St. P. Ry.	48,835,500	36,392,500			36,392,500.00	1,950,638.69	\$21,581.31	1,972,992.50	
6	Chi. & Northwestern Ry.	34,034,100	34,034,100	\$ 9,280,000.00		24,754,100.00	1,365,496.00		1,365,496.00	\$ 9,280,000.00
7	Chi., St. P., M. & O. Ry.	4,622,000	2,406,200	410,000.00		1,996,200.00	133,072.34		141,351.00	
8	Chi., R. I. & P. Ry.	30,927,250	19,633,000			19,633,000.00	1,050,454.41	4,420.50	1,078,375.00	410,000.00
9	St. P. & K. C. S. L. R. R.									
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.	22,275,500	17,565,700			17,565,700.00	919,154.02		949,615.00	
12	Illinois Central R. R.	89,757,700	68,111,049			68,111,049.42	3,348,900.06		3,379,474.32	
13	Dubuque & C. O. R. R.									
14	Manchester & Oneida Ry.									
15	M. & St. L. R.	4,804,250	2,085,625			2,085,625.00	63,892.35		70,206.00	
16	Tabor & Northern Ry.									
17	Union Pacific R. R.	25,487,000	22,988,000			22,988,000.00	1,230,280.83		1,285,615.00	
18	Wabash Railway	27,068,916	19,716,717			19,716,717.25	1,072,423.10		1,091,013.75	
	Total	\$235,243,315	\$227,939,900	\$ 9,690,000.00		\$ 218,249,900.67	\$11,460,335.22	\$26,001.90	\$11,635,009.08	\$ 9,690,000.00

TABLE 2—UNMATURED FUNDED DEBT—Continued
PART 6—GRAND 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 reacquired after actual issue and held alive at close of year
				In treasury	Pledged as collateral					
1	A., T. & S. F. Ry.	\$ 405,482,500.00	\$ 278,202,771.00	\$ 1,024,599.00		\$ 277,178,172.00	\$ 11,256,182.45	\$ 11,247,728.75	\$ 1,010,000	\$ 14,569.50
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.	235,621,000.00	221,944,000.00	12,252,000.00		209,692,000.00	8,626,980.98	8,643,080.00	9,873,000	2,379,000.00
4	C. G. W. R. R.	79,571,000.00	64,414,849.00	38,503,750.00	\$ 5,860,000	40,051,000.00	1,679,505.80	1,740,113.39	24,129,500	234,250.00
5	C., M. & St. P. Ry.	578,960,500.00	556,584,000.00	49,388,200.00	112,759,700	394,436,100.00	*18,638,851.00	9,410,190.00	160,217,200	1,930,700.00
6	C. & N. W. Ry.	340,384,100.00	340,384,100.00	36,480,000.00	48,300,000	255,544,100.00	11,985,491.42	11,844,675.59	84,618,000	222,000.00
7	O., St. P., M. & O. Ry.	49,013,000.00	46,492,200.00	410,000.00		46,082,200.00	2,530,882.34	2,535,506.00	410,000	
8	C., R. I. & P. Ry.	316,939,250.00	274,148,000.00	16,271,000.00	38,179,000	219,698,000.00	*9,483,175.00	9,507,115.00	54,329,000	111,000.00
9	St. P., & K. O. S. L. R. R.	30,000,000.00	16,012,635.00			16,012,635.00	448,694.04	448,629.22		
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.	987,824,489.00	408,465,609.00	25,005,000.00	51,145,394	332,315,215.16	17,931,341.06	17,661,819.04	72,860,000	3,290,393.93
12	Illinois Central R. R.	542,031,700.00	401,059,344.00	252,000.00	34,082,000	366,725,344.42	14,500,849.79	14,132,578.58	34,197,000	137,000.00
13	D. & S. O. 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	50,431,719.91	318,044.12	4,602,000	45,451,675.79	2,036,542.35	143,726.00	4,980,000	44.12
		*4,350,000.00	*4,700,000.00			*1,950,000.00	100,159.28	100,144.67		
16	Tabor & Northern Ry.									
17	Union Pacific R. R.	420,487,000.00	269,766,600.00	14,098,000.00		255,668,600.00	11,187,445.79	11,194,758.85	14,098,000	
18	Wabash Railway	153,268,916.00	112,724,856.00	331,730.00	1,037,924	112,355,152.25	5,027,594.22	4,734,998.21	139,780	1,229,924.00
	Total	\$4,307,523,336.76	\$3,053,418,813.67	\$174,334,373.12	\$296,086,018	\$2,580,248,428.38	\$115,797,908.48	\$103,609,276.96	\$460,871,480	\$ 9,548,911.55

*Includes \$21,581.31 interest charged to construction.
 †Includes \$4,420.59 interest charged to construction.
 ‡Receivers certificates.
 §Amount actually issued to close of year.
 ¶Amount actually outstanding at close of year.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—Continued
PART 7—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Unmatured Funded Debt at Close of Year								
		Amount Bearing Interest Rate of								
		3%	3½%	4%	4¼%	4½%	4¾%	5%	5½%	
1	A. T. & S. F. Ry.			\$ 246,929,500.00		\$ 18,522,672.00		\$ 11,726,000.00		
2	Atlantic Northern Ry.									
3	C. B. & Q. R. R.		\$ 60,449,000.00	115,607,000.00				40,000,000.00		
4	Chi. Great Western R. R.		500,000.00	35,480,000.00					980,499.00	
5	Chi., Mil. & St. P. Ry.		8,950,000.00	107,702,000.00		142,855,800.00		45,268,800.00	10,800,000.00	
6	Chi. & Northwestern Ry.		45,994,000.00	45,554,000.00		3,620,000.00	\$18,632,000.00	88,884,000.00		
7	Chi., St. P., M. & O. Ry.		3,734,000.00					15,400,000.00		
8	Chi., R. I. & P. Ry.			166,053,000.00		5,210,000.00		35,563,000.00		
9	St. P. & K. C. S. L. R. R.					16,012,635.00				
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.			56,085,515.16	\$35,668,000.00	43,382,000.00		29,525,000.00	30,000,000.00	
12	Illinois Central R. R.	\$15,733,000.00	57,874,000.00	103,868,700.00		34,339,000.00	35,000,000.00	76,691,595.00	18,387,000.00	
13	Dubuque & S. O. R. R.			4,093,074.76				3,930,000.00		
14	Manchester & Oneida Ry.									
15	M. & St. L. R. R.			23,472,000.00				*18,857,050.79		
16	Tabor & Northern Ry.									
17	Union Pacific R. R.			192,680,660.00		8,687,000.00		26,800,000.00		
18	Wabash Railway		8,173,000.00	8,823,909.00		3,906,000.00		72,835,117.25	14,108,000.00	
	Total	\$15,733,000.00	\$ 170,674,000.00	\$ 1,106,349,358.92	\$35,668,000.00	\$ 276,595,107.00	\$53,632,000.00	\$ 465,480,563.04	\$74,275,499.00	

*\$1,750,000 receivers certificates included.

TABLE 2—UNMATURED FUNDED DEBT—ENTIRE LINE—Continued
PART 8—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM AND AVERAGE PER MILE OF ROAD OWNED

Number	Railway Companies	Unmatured Funded Debt at Close of Year				Miles of road owned—single track	Unmatured funded debt per mile of road owned—single track	Total par value of common and preferred stock actually outstanding at close of year	Average per mile of road owned—single track—of par value of common and preferred stock actually outstanding at close of year
		Amount Bearing Interest Rate of							
		6%	6½%	7%	Total Unmatured Funded Debt at Close of Year				
1	A. T. & S. F. Ry.				\$ 277,178,172.00	7,137.59	\$ 33,833.57	\$ 350,582,300.00	\$49,958.36
2	Atlantic Northern Ry.					17.07		111,225.00	6,515.81
3	C. B. & Q. R. R.	\$ 3,636,000.00			299,692,000.00	8,974.73	23,364.71	170,839,100.00	19,035.56
4	Chi. Great Western R. R.	3,090,600.00			40,051,099.00	1,410.13	28,402.41	92,339,415.00	65,482.91
5	Chi., Mil. & St. P. Ry.	78,859,500.00			394,436,100.00	10,217.28	33,604.80	233,251,800.00	22,829.14
6	Chi. & Northwestern Ry.	18,330,100.00	\$19,530,000.00	\$ 15,000,000.00	255,544,100.00	8,385.67	30,473.90	179,127,400.00	21,361.13
7	Chi., St. P., M. & O. Ry.	26,363,200.00		585,000.00	46,082,200.00	1,676.71	27,483.70	29,816,000.00	17,782.24
8	Chi., R. I. & P. Ry.	12,722,000.00		150,000.00	219,698,000.00	5,312.45	41,355.30	128,909,211.00	24,265.49
9	St. P. & K. C. S. L. R. R.				16,012,635.00	345.27	46,377.13	3,000,000.00	672.52
10	D., R. I. & N. W. Ry.					46.80			64,162.56
11	Great Northern Ry.	22,149,700.00	505,000.00	115,000,000.00	332,315,215.16	7,129.74	46,609.72	243,934,950.00	34,915.01
12	Illinois Central R. R.	6,899,049.42	11,240,000.00	6,633,000.00	360,725,344.42	2,263.61	162,000.00	154,445,192.00	68,229.59
13	Dubuque & S. O. R. R.				8,023,074.76	760.89	10,544.33	11,579,500.00	15,218.36
14	Manchester & Oneida Ry.	65,000.00			65,000.00	8.03	8,004.64	62,745.00	7,813.82
15	M. & St. L. R. R.	*3,114,200.00	\$1,008,425.00	950,000.00	47,401,675.79	1,513.54	31,318.42	25,199,730.00	16,649.52
16	Tabor & Northern Ry.			7,501,000.00	255,668,660.00	8.79		32,200.00	3,663.25
17	Union Pacific R. R.	20,000,000.00			111,355,152.25	3,092.81	69,234.17	321,835,100.00	87,151.82
18	Wabash Railway	8,509,126.00				1,946.14	57,218.46	138,120,699.00	70,971.76
	Total	\$ 209,738,475.42	\$32,283,425.00	\$ 145,819,000.00	\$ 2,580,243,428.38	60,847.25	\$ 42,405.34	\$ 2,094,418,757.00	\$34,420.92

*\$200,000 receivers certificates included.
*Equipment obligations interest included—rate not given.

TABLE 3— INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE
PART 1—TOTAL EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Total Expenditures During Year For				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	Grand Total	Leased Lines	Owned Lines	Total		
1	A., T. & S. F. Ry.	\$13,204,980.24	\$ 8,611,667.21	\$ 31.55	\$ 21,816,679.00	\$ 2,253,424.37	\$ 799,622,968.45	\$ 801,876,412.82	7,160.46	\$ 111,672.01
2	Atlantic Northern Ry.						143,184.01	143,184.01	17.04	8,402.81
3	C., B. & Q. R. R.	5,341,940.47	1,293,405.96	254,278.62	6,889,625.05		580,430,377.14	580,430,377.14	8,972.55	64,689.56
4	Chi. Great Western R. R.	208,598.33	*95,586.11		113,012.22	61,516.28	125,982,387.43	126,043,906.71	1,034.90	121,733.88
5	Chi., Mil. & St. P. Ry.	3,528,484.35	*4,448,778.34	4,160.32	*916,133.67		704,366,719.00	704,366,719.00	10,183.11	69,170.10
6	Chi. & Northwestern Ry.	7,331,045.14	2,330,230.06	19,562.51	9,679,837.71	53,318.06	509,897,183.74	509,950,501.80	8,336.94	60,796.57
7	Chi., St. P., M. & O. Ry.	762,875.05	125,018.42		887,893.47		89,391,063.86	89,391,063.86	1,673.97	53,400.64
8	Chi., R. I. & P. Ry.	6,207,502.30	*650,242.66	*28,313.03	5,588,946.61	11,686,839.21	314,961,723.82	326,648,563.03	5,340.86	58,972.10
9	St. P. & K. C. S. L. R. R.	*132,521.00	166,360.61	63,484.56	97,324.17		16,472,046.74	16,472,046.74	345.27	47,707.73
10	D., R. I. & N. W. Ry.	12,294.77	16,093.96		28,388.73		3,717,798.10	3,717,798.10	46.80	79,440.00
11	Great Northern Ry.	10,273,478.03	*2,156,753.79	10,248.28	8,126,972.52	131,571.63	480,883,334.68	481,014,956.31	7,134.03	67,406.98
12	Illinois Central R. R.	10,945,407.67	19,083,637.18	96,420.38	30,125,465.23		368,943,039.56	368,943,039.56	2,258.69	163,343.81
13	Dubuque & S. O. R. R.	757,780.42		12,316.36	770,096.78		39,164,994.14	39,164,994.14	760.89	51,572.61
14	Manchester & Oneida Ry.	388.94	1,275.90		1,664.84		138,893.05	138,893.05	8.03	17,296.76
15	M. & St. L. R. R.	51,747.44	*50,816.39	*10,553.53	*9,622.48	50,845.34	65,174,250.60	65,225,095.94	1,514.99	43,019.59
16	Tabor & Northern Ry.	498.92	1,112.52		1,611.44		93,676.57	93,676.57	8.79	10,655.92
17	Union Pacific R. R.	5,025,355.21	7,064,452.94	74.59	12,089,882.74		412,264,593.70	412,264,593.70	3,701.05	111,391.25
18	Wabash Railway	8,351,266.94	6,695,533.30		15,046,800.24		269,041,860.17	269,041,860.17	1,952.68	137,780.82
	Total	\$71,931,023.22	\$37,986,613.77	\$ 420,710.61	\$ 110,338,347.60	\$14,237,514.89	\$ 4,780,000,164.76	\$ 4,794,927,679.65	60,501.05	\$ 79,253.63

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA
PART 1—EXPENDITURES DURING YEAR AND AVERAGE INVESTMENT PER MILE OF ROAD

Number	Railway Companies	Expenditures During Year				Length of Road Owned—Single Track—Iowa (Miles)	Average Investment Per Mile of Road Owned—Single Track—Iowa
		Road	Equipment	General	Total		
1	Atchison, Topeka & Santa Fe Ry.	\$ 549,909.19			\$ 549,909.19	19.89	\$ 27,647.52
2	Atlantic Northern Ry.						
3	Chicago, Burlington & Quincy R. R.	268,000.31		25,409.42	293,409.73	1,371.59	213.92
4	Chicago Great Western R. R.	171,678.35			171,678.35	770.59	222.79
5	Chicago, Milwaukee & St. Paul Ry.	564,306.68			564,306.68	1,858.99	303.55
6	Chicago & Northwestern Ry.	1,253,238.18		3,786.05	1,257,024.23	1,617.10	777.33
7	Chicago, St. P., M. & O. Ry.	94,266.41	\$ 6,169.87		100,436.28	74.26	1,352.49
8	Chicago, Rock Island & Pacific Ry.	756,123.64			756,123.64	1,836.28	411.77
9	St. P. & K. C. Short Line R. R.	*132,521.00	166,360.61	63,484.56	97,324.17	345.27	281.88
10	Davenport, R. I. & N. W. Ry.	5,813.28	10,729.32		16,542.60	34.54	478.94
11	Great Northern Ry.	46,832.11			46,832.11	77.86	601.49
12	Illinois Central R. R.						
13	Dubuque & Sioux City R. R.	763,039.58		12,202.66	775,242.24	715.78	1,063.07
14	Manchester & Oneida Ry.	388.94	1,275.90		1,664.84	8.03	207.33
15	Minneapolis & St. Louis R. R.	19,979.77	*26,455.02	*10,553.53	*17,028.78	790.34	*21.55
16	Tabor & Northern Ry.	498.92	1,112.52		1,611.44	8.79	183.32
17	Union Pacific R. R.	128,520.61	7,184.61		135,705.22	2.48	54,719.84
18	Wabash Railway						
	Total	\$ 4,400,074.97	\$ 166,377.81	\$ 94,829.16	\$ 4,750,781.94	9,531.79	\$ 4,984.14

*Credit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE
PART 1—OPERATING INCOME

Number	Railway Companies	Railway operating revenues	Railway operating expenses	Net revenue from railway operations	Railway tax accruals	Uncollectible railway revenues	Railway operating income	Revenues from miscellaneous operations	Expenses of miscellaneous operations	Net revenue from miscellaneous operations
2	Atlantic Northern Ry.	38,471.56	36,910.59	1,560.97	2,356.96	.36	*796.35			
3	C., B. & Q. R. R.	161,317,442.19	116,462,908.23	44,854,533.96	11,480,061.28	59,084.16	33,315,488.52			
4	Chi. Great Western R. R.	25,359,000.31	20,027,495.85	5,331,504.46	1,129,182.88	6,120.15	4,196,201.43			
5	Chi., Mil. & St. P. Ry.	100,538,439.90	128,401,168.02	32,137,271.88	8,900,806.18	36,173.64	23,200,202.06			
6	Chi. & Northwestern Ry.	154,335,724.14	120,588,383.45	33,747,340.69	9,278,362.96	39,530.45	24,429,447.28			
7	Chi., St. P., M. & O. Ry.	26,433,019.01	21,272,948.69	5,160,070.32	1,274,029.01	12,843.83	3,873,197.48			
8	Chi., R. I. & P. Ry.	130,768,558.67	98,126,341.03	32,641,717.64	7,174,497.14	67,457.05	25,399,763.45			
9	St. P. & K. C. S. L. R. R.									
10	D., R. I. & N. W. Ry.				56,987.25		*56,987.25			
11	Great Northern Ry.	117,383,908.60	75,285,463.98	42,098,444.62	9,669,806.61	15,338.60	32,383,299.41			
12	Illinois Central R. R.	158,328,258.35	121,673,777.36	36,649,480.99	10,309,676.00	38,315.79	26,301,489.20			
13	Dubuque & S. O. R. R.									
14	Manchester & Oneida Ry.	27,993.79	20,858.17	7,135.62	1,226.38	2.73	5,906.51			
15	M. & St. J. R. R.	14,733,725.44	13,305,890.30	1,428,835.14	750,464.54	2,978.89	674,891.71			
16	Tabor & Northern Ry.	26,701.27	20,778.25	5,923.02	1,137.06		4,785.36			
17	Union Pacific R. R.	113,972,307.64	74,044,570.58	39,927,737.06	8,782,409.53	5,343.13	31,139,984.40	\$38,169.53	\$ 3,686.07	\$34,483.46
18	Wabash Railway	71,698,340.96	52,465,679.84	19,227,661.12	3,428,682.45	8,380.39	15,790,598.31			
	Total	\$1,344,294,438.49	\$976,541,660.71	\$367,752,777.78	\$91,005,661.45	\$628,470.13	\$276,418,646.20	\$38,169.53	\$ 3,686.07	\$34,483.46

*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—Continued
PART 2—OPERATING INCOME—Continued—AND NON-OPERATING INCOME

Number	Railway Companies	Operating Income				Non-operating Income				
		Taxes on miscellaneous operating property	Miscellaneous operating income	Total operating income	Hire of freight cars—credit balance—15—	Rent From				Joint facility rent income—20—
						Locomotives—16—	Passenger train cars—17—	Floating equipment—18—	Work equipment—19—	
1	Atchison, Topeka & Santa Fe Ry.			\$ 55,761,174.68		\$ 868,196.59	\$ 213,742.12	\$12,772.88	\$ 154,858.48	\$ 542,126.23
2	Atlantic Northern Ry.			*796.35						
3	Chicago, Burlington & Quincy R. R.			33,315,488.52		219,160.37	259,203.51		142,820.69	631,321.75
4	Chicago Great Western R. R.			4,196,201.43		3,270.09	8,595.68		6,680.56	93,964.65
5	Chicago, Milwaukee & St. Paul Ry.			23,200,202.06		87,737.61	99,142.17	2,576.24	35,199.31	252,238.74
6	Chicago & Northwestern Ry.			24,429,447.28		114,284.05	518,993.85		20,429.59	203,252.02
7	Chicago, St. P., M. & O. Ry.			3,873,197.48		73,509.06	128,968.53		8,279.72	140,787.98
8	Chicago, Rock Island & Pacific Ry.			25,399,763.45		130,558.54	292,261.48		62,653.30	514,441.10
9	St. P. & K. O. Short Line R. R.									
10	Davenport, R. I. & N. W. Ry.			*56,987.25						70,907.80
11	Great Northern Ry.			32,383,299.41		79,512.70	313,909.47		49,663.88	1,019,982.47
12	Illinois Central R. R.			26,301,489.20		747,723.93	641,075.80	3,500.00	154,212.61	1,566,508.93
13	Dubuque & Sioux City R. R.									
14	Manchester & Oneida Ry.			5,906.51						
15	Minneapolis & St. Louis R. R.			674,891.71		9,140.34	11,521.37		15,758.07	124,862.52
16	Tabor & Northern Ry.			4,785.36						
17	Union Pacific R. R.	\$51,336.92	\$ *16,853.46	31,123,130.94		150,691.50	765,997.69		17,903.46	751,202.32
18	Wabash Railway			15,790,598.31		78,748.32	58,224.17	35,880.90	17,891.59	421,466.24
	Total	\$51,336.92	\$ *16,853.46	\$ 276,401,792.74		\$ 2,567,433.10	\$ 3,311,835.84	\$54,730.02	\$ 686,351.16	\$ 6,333,062.75

*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—Continued
PART 3—NON-OPERATING INCOME—Continued—AND GROSS INCOME AND DEDUCTIONS FROM GROSS INCOME

Number	Railway Companies	Total non-operating income	Gross income	Deductions from Gross Income					
				Hire of freight cars—Debit balance—35	Rent for				Joint facility rents—40
					Locomotives—36	Passenger train cars—37	Floating equipment—38	Work equipment—39	
1	Atchison, Topeka & Santa Fe Ry.	\$19,778,435.01	\$ 75,539,609.69	\$ 688,172.09	\$ 106,536.08	\$ 192,791.88	\$ 5,228.45	\$ 1,066,370.99	
2	Atlantic Northern Ry.	205.40	*500.95	1,053.03	1,254.70				
3	Chicago, Burlington & Quincy R. R.	4,249,110.58	37,564,569.10	1,331,363.41	186,748.96	391,382.69	27,602.70	2,675,066.28	
4	Chicago Great Western R. R.	346,600.24	4,542,801.67	790,873.02	3,761.38	82,818.78	4,062.88	960,349.71	
5	Chicago, Milwaukee & St. Paul Ry.	1,738,033.67	24,938,235.73	2,266,471.25	93,339.72	117,518.53	11,431.34	2,793,392.55	
6	Chicago & Northwestern Ry.	2,562,362.40	27,991,809.68	1,967,687.73	109,377.48	472,925.53	5,429.29	435,847.57	
7	Chicago, St. P., M. & O. Ry.	556,278.82	4,429,476.30	244,600.88	26,659.48	192,329.27	6,328.66	579,645.33	
8	Chicago, Rock Island & Pacific Ry.	2,933,835.18	28,333,598.63	3,499,849.45	123,511.82	398,502.05	51,159.48	1,842,176.43	
9	St. P. & K. C. Short Line R. R.	448,694.04	448,694.04						
10	Davenport, R. I. & N. W. Ry.	72,888.47	15,901.22					7,010.96	
11	Great Northern Ry.	14,638,639.01	47,021,938.42	1,038,532.94	58,679.55	130,603.71	23,068.42	1,314,354.40	
12	Illinois Central R. R.	11,051,795.45	37,353,284.65	1,306,985.96	77,763.81	223,776.72	\$ 77.66	22,522.10	
13	Dubuque & Sioux City R. R.	817,088.50	817,088.50						
14	Manchester & Oneida Ry.	1,012.59	6,919.10	516.64				210.00	
15	Minneapolis & St. Louis R. R.	327,023.97	1,001,915.68	315,329.81	63,023.16	17,731.38	1,604.68	216,311.59	
16	Tabor & Northern Ry.	67.00	4,862.36	651.89					
17	Union Pacific R. R.	22,940,188.15	54,063,319.09	3,875,744.13	26,845.87	624,010.66	4,375.02	442,640.42	
18	Wabash Railway	1,874,590.97	17,665,179.28	1,851,695.23	63,713.05	74,686.28	4,446.14	54,376.52	
	Total	\$85,396,889.45	\$ 361,738,632.19	\$19,179,617.46	\$ 941,215.96	\$ 2,919,077.48	\$ 4,523.80	\$ 217,859.54	
								\$15,706,567.34	

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—Continued
PART 4—DEDUCTIONS FROM GROSS INCOME—Continued—NET INCOME—AND DISPOSITION OF NET INCOME

Number	Railway Companies	Total deductions from gross income	Net income	Disposition of Net Income			Income balance transferred to profit and loss	Net railway operating income (see footnote a)
				Income applied to sinking and other reserve funds	Dividend appropriations of income	Total appropriations of income		
1	Atchison, Topeka & Santa Fe Ry.	\$ 15,444,268.04	\$ 60,095,341.65	\$ 56,440.11	\$24,220,376.25	\$24,276,816.36	\$ 35,818,525.29	\$ 55,498,700.59
2	Atlantic Northern Ry.	2,308.96	*2,809.91				*2,809.91	*3,104.08
3	Chicago, Burlington & Quincy R. R.	13,576,630.71	23,987,968.39	98,034.67	17,083,800.00	17,181,834.67	6,806,133.72	29,955,830.70
4	Chicago Great Western R. R.	3,641,397.07	901,404.60				901,404.60	2,467,146.64
5	Chicago, Milwaukee & St. Paul Ry.	27,337,277.62	*2,399,041.89	48,633.67		48,633.67	*2,447,675.56	18,394,932.74
6	Chicago & Northwestern Ry.	15,571,968.35	12,419,841.33		7,810,900.00	7,810,900.00	4,608,941.33	22,295,139.19
7	Chicago, St. P., M. & O. Ry.	3,619,734.26	809,742.04		562,965.00	562,965.00	246,777.04	3,189,089.10
8	Chicago, Rock Island & Pacific Ry.	17,777,677.71	10,555,920.92		3,567,185.00	3,567,185.00	6,988,735.92	20,484,479.64
9	St. P. & K. C. Short Line R. R.	448,694.04						6,909.59
10	Davenport, R. I. & N. W. Ry.	15,901.22						
11	Great Northern Ry.	21,078,689.64	25,943,257.78	5,512.29	12,445,855.00	12,451,367.29	13,491,890.58	31,280,428.91
12	Illinois Central R. R.	20,202,886.08	17,150,398.57				17,150,398.57	26,202,011.60
13	Dubuque & Sioux City R. R.	609,126.16	207,962.34	207,962.34		207,962.34		
14	Manchester & Oneida Ry.	4,626.64	2,292.46				2,292.46	5,179.87
15	Minneapolis & St. Louis R. R.	3,019,061.93	*2,017,136.25				*2,017,136.25	222,173.39
16	Tabor & Northern Ry.	3,330.13	1,522.23				1,522.23	4,133.47
17	Union Pacific R. R.	16,339,174.88	37,724,144.21		26,210,900.00	26,210,900.00	11,513,244.21	27,832,064.27
18	Wabash Railway	9,447,691.71	8,217,487.57				8,217,487.57	12,562,082.87
	Total	\$ 168,140,425.15	\$ 193,568,206.04	\$ 415,982.90	\$91,901,981.25	\$92,317,964.24	\$ 101,280,241.80	\$ 250,403,197.49

*"Net Railway Operating Income" is arrived at by adding column 7 "Railway Operating Income" to the total of columns 15 to 20 inclusive, and subtracting the total of columns 35 to 40, inclusive.
*Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA
PART 1—YEAR ENDED DECEMBER 31, 1926

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa—not including U. S. Government taxes	Mileage owned Iowa—single track	Mileage owned—entire line—single track	Taxes per mile of road owned—excluding U. S. Government taxes—Iowa	Taxes per mile of road owned—including U. S. Government taxes—entire line
		Other than U. S. Government taxes	U. S. Government taxes	Total					
1	Atchison, Topeka & Santa Fe Ry.	\$10,586,593.04	\$ 8,149,291.58	\$18,735,884.62	\$ 70,305.06	19.89	\$ 7,137.15	\$ 3,534.09	\$ 2,025.12
2	Atlantic Northern Ry.	2,356.96		2,356.96	2,356.96	17.07	17.07	138.06	138.06
3	Chicago, Burlington & Quincy R. R.	8,493,713.63	2,986,347.65	11,480,061.28	1,062,321.36	1,371.59	8,972.55	774.52	1,127.96
4	Chicago Great Western R. R.	969,753.79	159,429.09	1,129,182.88	473,779.72	770.59	1,410.13	614.86	800.76
5	Chicago, Milwaukee & St. Paul Ry.	8,900,988.26	*92.08	8,900,896.18	1,247,191.80	1,358.99	10,162.00	670.90	875.85
6	Chicago & Northwestern Ry.	7,044,165.51	2,234,197.45	9,278,362.96	1,368,109.12	1,617.10	8,385.97	846.03	1,106.45
7	Chicago, St. P., M. & O. Ry.	1,167,861.49	106,167.52	1,274,029.01	73,372.63	74.36	1,673.97	988.05	761.09
8	Chicago, Rock Island & Pacific Ry.	5,765,525.20	1,408,971.94	7,174,497.14	1,441,623.67	1,836.23	5,312.45	660.83	1,268.09
9	St. P. & K. C. Short Line R. R.					345.27	345.27		
10	Davenport, R. I. & N. W. Ry.	56,839.77	147.48	56,987.25	32,398.32	34.54	46.80	937.99	1,217.68
11	Great Northern Ry.	7,524,156.60	2,175,650.01	9,699,806.61	55,889.28	77.86	7,128.62	717.82	1,360.68
12	Illinois Central R. R.	7,885,746.00	1,898,930.00	9,784,676.00			2,258.89		4,332.01
13	Dubuque & Sioux City R. R.	525,000.00		525,000.00	505,000.00	715.78	768.81	705.52	682.87
14	Manchester & Oneida Ry.	1,226.38		1,226.38	1,226.38	8.03	8.03	152.72	152.72
15	Minneapolis & St. Louis R. R.	750,413.54	51.00	750,464.54	347,839.31	790.34	1,513.54	440.11	495.83
16	Tabor & Northern Ry.	1,137.66		1,137.66	1,137.66	8.79	8.79	129.43	129.43
17	Union Pacific R. R.	4,403,713.21	4,378,696.32	8,782,409.53	89,593.13	2.48	3,694.38	36,126.26	2,377.23
18	Wabash Railway	2,249,813.03	1,178,869.42	3,428,682.45	98,646.82	203.31	1,945.85	485.20	1,762.05
	Total	\$66,329,004.07	\$24,676,657.38	\$91,005,661.45	\$ 6,870,796.22	\$ 9,752.17	\$60,790.37	\$ 704.54	\$ 1,497.04

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT
PART 2—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income	Profit on road and equipment sold	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.	\$ 206,440,630.83	\$ 35,815,525.29	\$ 31,398.66	\$ 7,562.29	\$ 134,910.08	\$ 2,620,812.52		\$ 245,053,839.67
2	Atlantic Northern Ry.							\$ 20,072.15	20,072.15
3	C., B. & Q. R. R.	148,499,630.58	6,806,133.72	692,696.97		38,006.67	52,532.13		156,079,990.07
4	Chi. Great Western R. R.	8,288,117.00	901,494.60	5,508.04	7,514.59	4,013.58	13,859.78		9,230,417.59
5	Chi., Mil. & St. P. Ry.	10,251,504.75		12,274.61	17,881.51	177,888.33	51,837.16		10,511,386.36
6	Chi. & Northwestern Ry.	62,031,847.15	4,608,941.33	219,675.22	111,848.68	108,723.98	725,844.20		67,797,880.56
7	Chi., St. P., M. & O. Ry.	6,008,654.04	246,777.04	9,711.15	5,121.34	*23,160.13	25,475.33		6,272,578.77
8	Chi., R. I. & P. Ry.	17,218,855.80	6,988,735.92	55,761.13	4,226.51	30,580.30	313,446.22		24,611,606.88
9	St. P. & K. C. S. L. R. R.	58,894.20				993.64		490,720.92	490,608.76
10	D., R. I. & N. W. Ry.							6,249.97	6,249.97
11	Great Northern Ry.	99,989,627.36	13,491,800.58	17,153.00		78,238.88	868,574.61		114,445,484.43
12	Illinois Central R. R.	64,050,412.18	17,150,398.57	327,859.84		23,242.56	113,037.09		81,678,950.24
13	Dubuque & S. C. R. R.					2,492.53		379,562.50	381,955.03
14	Manchester & Oneida Ry.		2,292.46		2.00				2,294.46
15	M. & St. L. R. R.			1,766.75	7,051.06	7,850.04	760.75	9,309,048.15	9,326,476.75
16	Tabor & Northern Ry.	6,250.06	1,522.23						7,772.29
17	Union Pacific R. R.	147,416,867.12	11,513,244.21	129,113.81	8,941.33	54,781.73	33,453.69		159,156,401.89
18	Wabash Railway	33,060,768.75	8,217,487.57	47,860.41		188,195.45	6,333.31		42,129,645.49
	Total	\$ 803,922,069.81	\$ 105,747,353.52	\$ 1,541,769.59	\$ 170,149.31	\$ 831,667.64	\$ 4,825,966.79	\$10,145,643.69	\$ 927,184,610.35

*Debit item.

TABLE 5—PROFIT AND LOSS ACCOUNT—Continued
PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income	Dividend appropriation of surplus	Surplus appropriated for investment in physical property	Debt discount extinguished through surplus	Loss on retired road and equipment	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.				\$ 134,910.08	\$ 108,875.00	\$ 258,782.14	\$ 173,587.54	\$ 244,377,684.91	\$ 245,053,839.07
2	Atlantic Northern Ry.	\$ 17,172.24	\$ 2,899.91							20,072.15
3	C., B. & Q. R. R.				88,006.67		1,073,829.25	1,648,263.84	153,319,890.31	156,079,990.07
4	Chi. Great Western R. R.				4,013.58	1,640.50	61,265.71	7,732.76	9,145,765.04	9,220,417.59
5	Chi., Mil. & St. P. Ry.		2,447,075.56	\$ 1,408.30	177,888.33	5,225.16	1,768,049.44	147,806.30	5,963,932.27	10,511,386.36
6	Chi. & Northwestern Ry.				108,723.98	81,641.15	1,014,590.92	47,313.70	66,545,610.81	67,797,880.56
7	Chi., St. P., M. & O. Ry.				^b 23,160.13		341,526.56	13,952.68	5,940,259.66	6,272,578.77
8	Chi., R. I. & P. Ry.				30,580.30	3,422.00	1,422,004.71	55,818.72	23,099,780.15	24,611,605.88
9	St. P. & K. C. S. L. R. R.				993.64	474,689.80	14,925.32			490,608.76
10	D., R. I. & N. W. Ry.	5,906.71					343.29			6,249.97
11	Great Northern Ry.			\$ 844.95	107,544.97	141.22	478,166.43	574,451.65	113,294,335.21	114,445,484.43
12	Illinois Central R. R.			10,547,696.00	28,242.56		1,351,146.36	268,961.52	69,482,903.80	81,678,950.24
13	Dubuque & S. C. R. R.	379,552.50			2,402.53					381,955.03
14	Manchester & Oneida Ry.	326.18						33.88	1,934.45	2,294.46
15	M. & St. I. R. R.	7,116,207.29	2,017,136.25		7,860.04		179,333.70	5,949.47		9,326,476.75
16	Tabor & Northern Ry.								7,772.28	7,772.28
17	Union Pacific R. R.				54,781.73		173,055.28	93,711.08	158,834,853.80	159,156,401.89
18	Wabash Railway			3,458,426.25	188,195.45		49,245.00	24,029.89	38,400,748.90	42,120,645.49
	Total	\$ 7,519,164.92	\$ 4,467,111.72	\$ 14,008,375.50	\$ 890,973.73	\$ 675,635.83	\$ 8,186,264.08	\$ 3,061,612.98	\$ 888,405,471.59	\$ 927,184,610.35

*Surplus applied to sinking and other reserve funds.
*Credit item.

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	A., T. & S. F. Ry.	\$ 153,778,647.37	\$ 39,278,701.27	\$ 413,901.39		\$ 65,223.18	\$ 4,557,514.92	\$ 5,993,644.24	\$ 1,395,004.63
2	Atlantic Northern Ry.	33,763.00	1,862.77	28.83			1,113.76	1,171.43	
3	C., B. & Q. R. R.	121,410,650.40	24,288,306.90	221,745.29		3,682.41	3,765,802.07	4,292,310.49	624,985.40
4	Chi. Great Western R. R.	20,031,749.34	3,382,716.44	27,806.24		16,430.53	409,209.06	577,941.45	31,966.70
5	Chi., Mil. & St. P. Ry.	124,405,025.96	19,506,023.02	172,420.73	\$ 1,557,543.21	69,709.01	2,061,419.54	4,234,991.70	132,580.69
6	Chi. & Northwestern Ry.	110,229,474.60	26,592,517.32	189,696.55		209,059.03	2,874,975.83	4,034,837.79	685,411.81
7	Chi., St. P., M. & O. Ry.	19,348,006.14	4,937,997.37	50,980.14		17,004.47	485,509.81	737,141.21	105,710.23
8	Chi., R. I. & P. Ry.	96,002,741.75	22,800,296.74	188,716.75		37,104.87	2,485,685.51	3,415,635.06	542,064.26
9	St. P. & K. C. S. L. R. R.								
10	D., R. I. & N. W. Ry.								
11	Great Northern Ry.	93,346,740.06	13,041,085.35	129,901.65	17,963.75	83,470.71	2,873,619.40	2,160,877.28	65,690.91
12	Illinois Central R. R.	122,568,733.56	24,237,342.94	141,780.49		67,564.72	2,180,505.19	3,752,744.44	533,366.21
13	Dubuque & S. C. R. R.						873.92	322.83	
14	Manchester & Oneida Ry.	24,434.14	1,800.04	20.86					
15	Tabor & Northern Ry.	12,792,275.50	1,144,075.27	9,853.89			285,097.14	269,482.88	5,459.63
16	Tabor & Northern Ry.	19,908.68	547.75	29.82			753.00	1,349.51	
17	Union Pacific R. R.	87,663,480.28	16,207,850.24	212,248.25		2,553.25	2,857,122.68	2,418,050.07	732,278.47
18	Wabash Railway	37,205,295.50	9,234,814.86	67,127.43		21,401.06	810,434.33	1,722,640.50	67,002.90
	Total	\$ 1,019,430,926.28	\$ 204,814,945.28	\$ 1,826,267.81	\$ 1,575,506.96	\$ 593,804.13	\$ 26,579,636.16	\$ 34,213,140.87	\$ 4,922,361.84

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.		\$ 1,333,535.21	\$ 98,714.99	\$ 4,276.02	\$ 203,919,163.22			\$ 665,888.85
2	Atlantic Northern Ry.	\$ 436.07		30.00		38,405.86			
3	Chicago, Burlington & Quincy R. R.	1,074,328.57	2,548,244.50	51,868.42	52,749.95	158,334,624.40	\$ 942,897.40	\$ 99,111.72	43,856.90
4	Chicago Great Western R. R.	201,509.19	250,438.15	5,408.00	315.00	24,935,490.10	101,194.69	3,338.23	9,397.47
5	Chicago, Milwaukee & St. Paul Ry.	1,363,543.37	3,245,122.56	55,263.95	31,008.48	157,825,348.12	715,543.64		73,036.75
6	Chicago & Northwestern Ry.	2,546,697.19	2,938,042.13	63,181.02	147,043.50	151,110,336.77	786,871.96		166,354.63
7	Chicago, St. P., M. & O. Ry.	203,860.64	182,446.06	10,311.43	161.51	26,079,738.01	103,740.87	8,839.51	8,317.12
8	Chicago, Rock Island & Pacific Ry.	403,784.39	953,425.29	50,722.90	7,950.00	127,557,119.51	794,041.51	35,384.41	178,182.63
9	St. P. & K. O. Short Line R. R.								
10	Davenport, P. I. & N. W. Ry.		114,302.12			114,302.12			749.55
11	Great Northern Ry.	608,527.69	883,865.66	47,415.00	1,938.90	113,261,096.36	693,136.87	89,570.98	12,778.88
12	Illinois Central R. R.	498,753.48	1,835,162.34	39,530.10		155,795,483.47	771,879.80	243,333.39	227,967.54
13	Dubuque & Sioux City R. R.								
14	Manchester & Oneida Ry.		240.00			27,691.79			
15	Minneapolis & St. Louis R. R.		145,132.94	2,693.75		14,654,071.00		2,715.09	3,018.18
16	Tabor & Northern Ry.	490.04	3,083.50			26,162.30			
17	Union Pacific R. R.	393,185.19	507,348.19	17,020.37	7,856.24	111,078,993.23	1,127,329.13	944,538.71	67,983.59
18	Wabash Railway	55,905.19	1,321,674.75	9,222.00	25,166.41	70,541,584.92	326,059.22		21,787.50
	Total	\$ 7,350,421.01	\$16,262,063.40	\$ 451,381.93	\$ 279,156.01	\$ 1,318,299,611.18	\$ 6,362,695.09	\$ 1,426,832.89	\$ 1,479,319.68

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued
PART 3—INCIDENTAL OPERATING REVENUES—Continued

Number	Railway Companies	Parcel room	Storage		Demurrage	Telegraph and telephone	Grain elevators	Stock yard	Power
			Freight	Baggage					
1	Atchison, Topeka & Santa Fe Ry.	\$ 4,795.43	\$ 67,304.53	\$ 35,734.52	\$ 417,878.19	\$ 353,496.65		\$ 100,496.15	
2	Atlantic Northern Ry.		9.70		56.00				
3	Chicago, Burlington & Quincy R. R.	12,271.95	60,167.72	13,296.37	373,917.23	246,875.65		424,165.78	\$ 3,820.40
4	Chicago Great Western R. R.	359.45	20,175.69	1,002.13	57,151.62	1,170.38			
5	Chicago, Milwaukee & St. Paul Ry.	554.60	76,816.60	13,559.74	324,662.41	115,752.81		91,827.32	60.90
6	Chicago & Northwestern Ry.	55,391.65	98,188.43	19,719.92	328,369.50			29,195.58	
7	Chicago, St. P., M. & O. Ry.	1,953.30	24,338.50	763.23	59,542.67				
8	Chicago, Rock Island & Pacific Ry.	32,128.19	50,978.86	16,418.14	330,015.01	33,287.61		58,201.05	
9	St. P. & K. O. Short Line R. R.								
10	Davenport, R. I. & N. W. Ry.	448.43	341.26		5,469.00				
11	Great Northern Ry.	31,267.85	59,337.21	19,118.48	198,243.30	184,153.67			20,582.11
12	Illinois Central R. R.	45,862.40	104,480.91	15,348.68	455,885.37				
13	Dubuque & Sioux City R. R.								
14	Manchester & Oneida Ry.				302.00				
15	Minneapolis & St. Louis R. R.	.60	5,558.52	112.03	38,732.22	1,435.42			
16	Tabor & Northern Ry.		13.25		26.00	499.72			
17	Union Pacific R. R.	871.26	15,406.75	14,462.61	167,119.12	149,118.60			
18	Wabash Railway	1,984.30	23,880.07	1,351.40	278,314.94				3,502.17
	Total	\$ 188,489.41	\$ 607,048.00	\$ 150,887.25	\$ 3,435,684.58	\$ 1,087,790.51		\$ 703,885.88	\$ 27,965.67

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued
PART 4—INCIDENTAL OPERATING REVENUE—Continued—JOINT FACILITY OPERATING REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue			Joint Facility Operating Revenue			Total railway operating revenue
		Rent from buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total	
1	Atchison, Topeka & Santa Fe Ry.....	\$ 62,305.93	\$ 555,883.54	\$ 2,265,843.79	\$ 259,043.64	\$ 106,503.99	\$ 152,539.65	\$ 209,337,546.66
2	Atlantic Northern Ry.....			65.70				38,471.56
3	Chicago, Burlington & Quincy R. R.....	147,483.31	249,521.84	2,617,386.45	386,208.52	20,777.18	365,431.34	161,317,442.19
4	Chicago Great Western R. R.....	12,985.63	40,234.84	247,010.13	189,947.67	10,447.59	176,500.08	25,359,000.31
5	Chicago, Milwaukee & St. Paul Ry.....	140,918.15	454,855.97	2,207,588.89	506,740.60	1,237.80	505,502.89	160,538,439.90
6	Chicago & Northwestern Ry.....	319,038.11	1,200,923.46	3,204,653.24	45,257.04	24,522.91	20,734.13	154,335,724.14
7	Chicago, St. P., M. & O. Ry.....	8,198.39	38,776.26	254,469.85	124,405.30	25,594.15	98,811.15	26,433,019.01
8	Chicago, Rock Island & Pacific Ry.....	84,238.68	128,833.26	1,741,709.35	1,492,292.76	22,472.95	1,469,729.81	130,768,558.67
9	St. P. & K. C. Short Line R. R.....							
10	Davenport, R. I. & N. W. Ry.....	3,559.42	1,525.05	12,092.71		126,394.83	*126,394.83	
11	Great Northern Ry.....	185,409.26	2,368,986.72	3,862,635.28	318,719.50	58,542.54	290,176.96	117,383,908.60
12	Illinois Central R. R.....	106,675.12	532,124.53	2,503,557.74	102,492.45	73,275.31	29,217.14	158,328,258.35
13	Dubuque & Sioux City R. R.....							
14	Manchester & Oneida Ry.....			302.00				27,993.79
15	Minneapolis & St. Louis R. R.....	1,200.00	14,389.65	67,162.61	72,593.67	101.84	12,491.83	14,733,725.44
16	Tabor & Northern Ry.....			538.97				26,701.27
17	Union Pacific R. R.....	51,324.27	162,832.24	2,700,986.29	224,735.54	32,407.41	192,328.13	113,972,307.64
18	Wabash Railway.....	15,895.08	137,412.54	810,187.22	342,877.09	1,308.27	341,568.82	71,693,340.96
	Total.....	\$ 1,139,291.35	\$ 5,886,299.90	\$ 22,496,190.21	\$ 4,002,223.87	\$ 503,586.77	\$ 3,498,637.10	\$ 1,344,294,438.49

*Credit item.

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE
PART 1—RAIL TRANSPORTATION REVENUE

Number	Railway Companies	Revenue From								
		Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train	Milk
1	A., T. & S. F. Ry.....	\$ 1,149,652.27	\$ 289,239.42	\$ 2,909.17		\$ 344.18	\$ 39,231.37	\$ 56,908.34	\$ 13,300.54	
2	Atlantic Northern Ry.....	33,763.00	1,802.77	28.83			1,113.76	1,171.43		\$ 436.07
3	U., B. & Q. R. R.....	12,345,055.83	3,347,254.39	31,219.86			901,900.60	436,442.85	73,434.49	225,340.10
4	Chi. Great Western R. R.....	19,307,951.84	1,867,298.68	16,881.20		6,512.69	217,136.43	292,507.40	13,648.70	64,173.69
5	Chi., Mil. & St. P. Ry.....	21,661,476.45	2,634,509.05	26,494.66	\$ 200,470.36	2,893.75	393,154.85	615,296.36	5,810.78	135,799.17
6	Chi. & Northwestern Ry.....	24,111,044.38	6,162,465.50	60,992.50		19,952.99	876,006.12	496,574.70	180,673.56	208,442.76
7	Chi., St. P., M. & O. Ry.....	2,061,497.97	369,467.55	3,818.03		1,461.56	37,211.16	46,508.77	10,046.46	33,908.06
8	Chi., R. I. & P. Ry.....	21,011,137.61	5,646,804.60	54,762.71		5.94	681,652.27	337,090.07	97,525.40	109,240.43
9	St. P. & K. C. S. L. R. R.....									
10	D., R. I. & N. W. Ry.....									
11	Great Northern Ry.....	779,447.99	39,750.28	401.40			17,789.09	5,036.32	170.92	11,324.60
12	Illinois Central R. R.....	7,963,013.52	1,563,205.86	10,011.82		2,492.48	225,430.44	321,404.38	18,677.52	55,687.52
13	Dubuque & S. O. R. R.....									
14	Manchester & Oneida Ry.....	24,434.14	1,800.04	20.86			873.92	322.83		
15	M. & St. L. R. R.....	6,250,645.60	512,248.37	5,419.37			144,281.42	124,549.71	2,677.41	
16	Tabor & Northern Ry.....	19,908.68	547.75	39.82			753.00	1,349.51		490.04
17	Union Pacific R. R.....	142,011.22	18,668.97	229.65			5,198.32	2,418.05	253.96	5.91
18	Wabash Railway.....	1,077,455.05	272,871.67	1,989.25			61,625.28	32,554.66	3,355.94	7,067.91
	Total.....	\$ 108,938,405.61	\$ 22,777,965.40	\$ 215,209.13	\$ 200,470.36	\$ 33,693.59	\$ 3,603,367.03	\$ 3,270,135.38	\$ 428,875.54	\$ 851,916.35

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.	\$ 1,346.37		\$ 43.42	\$ 1,532,974.88			\$ 3,989.00	\$ 167.60	\$ 129.27	\$ 98.16
2	Atlantic Northern Ry.		\$ 30.00		38,405.86					9.76	
3	Chicago, Burlington & Quincy R. R.	120,979.24	12,962.21		17,494,598.57	\$ 96,154.20		9,504.50	1,524.80	9,408.73	1,628.93
4	Chicago Great Western R. R.	86,231.32	3,543.31	5.00	12,875,860.32	47,609.54		5,364.82	278.20	3,622.19	590.33
5	Chicago, Milwaukee & St. Paul Ry.	153,253.43	11,026.65	573.19	25,890,758.70	71,513.33		10,659.48	108.60	10,495.00	799.30
6	Chicago & Northwestern Ry.	100,582.44	6,593.16	48,222.60	32,340,850.71	250,814.70		11,907.95	511.90	12,196.11	2,052.77
7	Chicago, St. P., M. & O. Ry.	10,354.52	442.97		2,574,627.05	9,032.70		342.68		495.91	84.76
8	Chicago, Rock Island & Pacific Ry.	101,954.33	13,916.77		28,554,060.13	186,274.23		33,319.86	87.90	14,338.31	4,353.80
9	St. P. & K. O. Short Line R. R.										
10	Davenport, R. I. & N. W. Ry.	65,002.93			65,002.93			584.26	432.22	223.51	
11	Great Northern Ry.	28,554.74	220.80		882,696.23			103.47	279.00	240.10	43.74
12	Illinois Central R. R.	96,829.69	1,181.50		10,257,934.73	51,299.96		10,032.73	80.90	5,091.65	517.30
13	Dubuque & Sioux City R. R.										
14	Manchester & Oneida Ry.	240.00			27,691.79						
15	Minneapolis & St. Louis R. R.	48,230.41	2,411.56		7,090,464.41			1,317.93	.60	3,427.60	88.87
16	Tabor & Northern Ry.	3,083.50			26,162.30					13.25	
17	Union Pacific R. R.	507.35		10.62	169,304.05	1,127.33	\$ 944.54	67.98	.87	15.40	14.46
18	Wabash Railway	11,391.05			1,468,310.81	7,525.26		1,475.81	16.35	791.60	9.12
	Total	\$ 888,541.32	\$ 52,323.93	\$ 48,854.83	\$ 141,309,733.47	\$ 721,351.35	\$ 944.54	\$ 88,760.47	\$ 3,483.94	\$ 60,498.33	\$ 10,281.54

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued
PART 3—INCIDENTAL OPERATING REVENUE—Continued—AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue					Joint Facility Revenue			Total railway operating revenues	
		Demurrage	Telegraph and telephone	Power	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit		Total joint facility operating revenue
1	A., T. & S. F. Ry.	\$ *25.00	\$ 293.08		\$ 335.30	\$ 30,478.43	\$ 35,465.98				\$ 1,588,440.81
2	Atlantic Northern Ry.	55.00					65.70				38,471.56
3	C., B. & Q. R. R.	41,286.12	30,065.43		10,987.54	33,609.36	234,299.61	\$ 38,167.02	\$ 14,736.70	\$ 23,430.32	17,752,328.50
4	Chi. Great Western R. R.	17,628.27	826.47		1,176.87	8,857.79	85,954.48	98,970.10	5,530.95	98,439.15	13,055,253.95
5	Chi., Mil. & St. P. Ry.	44,366.17	14,632.64	\$ ^a 1,196.00	5,522.42	22,112.42	181,405.41	170,721.73	381.00	170,340.73	26,242,504.84
6	Chi. & Northwestern Ry.	44,672.70			34,823.31	40,967.70	397,947.14	12,604.60	10,196.83	2,407.77	32,741,205.62
7	Chi., St. P., M. & O. Ry.	3,867.00			10.00	5,474.45	19,307.50	8,630.20	4,652.05	3,978.15	2,597,912.70
8	Chi., R. I. & P. Ry.	68,770.95	10,432.56	^b 9,254.15	7,281.20	24,370.75	358,483.76	2,660.88	4,450.76	*1,798.88	28,910,775.01
9	St. P. & K. C. S. L. R. R.										
10	D., R. I. & N. W. Ry.	2,197.00			3,559.42	1,400.85	8,307.26		73,400.19	*73,400.19	
11	Great Northern Ry.	1,886.72	412.92		5,095.71	1,436.32	9,497.98	2.77	18,198.48	*18,195.71	873,998.56
12	Illinois Central R. R.	16,179.08			2,402.10	16,775.73	102,379.45	806.29	228.27	578.02	10,360,892.26
13	Dubuque & S. C. R. R.										
14	Manchester & Oneida Ry.	302.00					302.00				27,995.79
15	M. & St. L. R. R.	11,276.00	1,211.58		325.00	4,249.30	21,896.88	19.63	34.24	*14.56	7,112,346.73
16	Tabor & Northern Ry.	26.00	499.72				538.97				26,701.27
17	Union Pacific R. R.	167.12	149.12		51.33	162.83	2,700.96	224.74	32.41	192.33	172,197.36
18	Wabash Railway	1,933.75			2.61	2,727.82	14,482.32	55,597.67		55,597.67	1,538,390.80
	Total	\$ 254,589.88	\$ 58,523.52	\$ 10,450.15	\$ 71,522.90	\$ 192,713.75	\$ 1,473,125.37	\$ 388,405.68	\$ 131,850.88	\$ 256,554.80	\$ 143,039,413.64

*Debit item.

^a\$1,135.10 stockyard included.^bStockyard.

TABLE 7—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—ENTIRE LINE

Number	Railway Companies	Maintenance of way and structures	Maintenance of equipment	Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment—credit	Grand total railway operating expenses	Operating ratio per cent
1	A., T. & S. F. Ry.....	\$ 27,347,396.43	\$ 28,356,067.64	\$ 4,425,582.04	\$ 60,974,912.28	\$ 112,813.70	\$ 4,405,803.97	\$ 878,489.69	\$134,803,586.37	64.40
2	Atlantic Northern Ry.....	12,963.08	6,763.72	447.88	15,294.35		1,441.56		36,910.59	95.94
3	C., B. & Q. R. R.....	23,965,177.70	30,131,658.29	3,084,633.02	54,315,493.88	1,758,420.32	4,303,988.77	1,096,513.75	116,462,808.23	72.19
4	Chi. Great Western R. R.....	3,422,673.81	4,991,566.58	921,447.75	9,854,746.63	156,117.81	705,586.46	24,643.19	20,027,495.85	78.98
5	Chi., Mil. & St. P. Ry.....	24,056,867.81	35,458,013.70	3,040,054.31	59,986,504.98	1,030,410.95	4,151,454.97	322,138.70	128,401,168.02	79.98
6	Chi. & Northwestern Ry.....	23,200,735.95	31,917,474.48	2,453,744.30	58,127,865.55	1,081,255.15	4,075,241.37	357,933.35	120,588,383.45	78.13
7	Chi., St. P., M. & O. Ry.....	3,793,837.07	4,888,977.57	415,433.65	11,174,461.02	140,320.06	907,777.20	47,837.88	21,272,948.69	80.48
8	Chi., R. I. & P. Ry.....	16,351,897.99	27,728,492.35	2,787,380.80	47,235,454.20	1,088,054.04	3,735,948.20	849,786.55	98,126,841.03	75.04
9	St. P. & K. C. S. L. R. R.....									
10	D., R. I. & N. W. Ry.....	95,542.23	19,678.89		247,067.69		8,746.79	*\$71,005.00		293.52
11	Great Northern Ry.....	14,140,177.33	17,856,097.98	2,639,978.41	37,294,131.59	1,481,557.96	2,621,005.18	743,084.45	75,285,463.98	64.14
12	Illinois Central R. R.....	22,543,100.38	36,644,320.50	3,016,124.42	54,772,246.09	1,181,549.74	4,032,272.51	510,826.28	121,678,777.36	76.85
13	Dubuque & S. C. R. R.....									
14	Manchester & Oneida Ry.....	7,130.90	684.67	1,042.47	11,659.79		340.34		20,858.17	74.50
15	M. & St. L. R. R.....	2,459,002.68	3,284,039.35	435,363.15	6,615,979.91	2,906.46	520,139.68	12,040.93	13,305,390.30	90.31
16	Tabor & Northern Ry.....	5,921.99	3,068.70	401.09	10,651.96		734.51		20,778.25	77.81
17	Union Pacific R. R.....	13,126,142.11	22,929,520.29	2,154,953.13	30,068,111.57	2,246,100.80	3,560,379.96	40,437.28	74,044,570.58	64.97
18	Wabash Railway.....	9,839,555.51	12,457,128.34	1,890,493.27	26,276,878.27	417,702.21	2,057,377.20	493,454.96	52,465,679.84	73.18
	Total.....	\$184,478,122.97	\$267,674,153.05	\$27,267,079.69	\$457,031,429.76	\$10,696,709.20	\$35,147,388.65	\$ 5,753,222.61	\$976,541,660.71	72.64

*Joint facility credit.

TABLE 7A—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—WITHIN THE STATE

Number	Railway Companies	Maintenance of way and structures	Maintenance of equipment	Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment—Credit	Grand total railway operating expenses	Operating ratio per cent
1	A., T. & S. F. Ry.....	\$ 250,019.82	\$ 346,203.47	\$ 35,701.56	\$ 656,805.85		\$ 45,410.74	\$ 5,171.37	\$ 1,337,970.07	84.23
2	Atlantic Northern Ry.....	12,963.08	6,763.72	447.88	15,294.35		1,441.56		36,910.59	95.94
3	C., B. & Q. R. R.....	3,367,430.47	3,736,602.59	448,547.56	6,825,388.91	\$ 153,546.69	599,013.34	123,763.61	15,001,815.95	84.51
4	Chi. Great Western R. R.....	1,811,963.51	2,642,535.37	487,814.43	5,217,102.84	82,648.76	373,537.48	13,046.10	10,602,556.29	81.21
5	Chi., Mil. & St. P. Ry.....	3,932,186.00	6,021,924.12	540,638.18	9,609,955.97	83,352.40	724,925.22	23,604.39	21,484,378.50	81.37
6	Chi. & Northwestern Ry.....	4,852,574.87	7,472,211.91	587,095.26	10,520,791.89	339,448.70	828,275.82	88,241.43	24,512,157.02	74.87
7	Chi., St. P., M. & O. Ry.....	197,304.63	421,158.50	31,787.05	984,412.61	8,802.23	72,330.32	3,923.32	1,712,372.02	65.91
8	Chi., R. I. & P. Ry.....	3,793,968.17	6,560,651.18	685,817.03	11,031,498.94	244,578.73	910,900.67	121,328.05	23,081,086.67	79.84
9	St. P. & K. C. S. L. R. R.....									
10	D., R. I. & N. W. Ry.....	58,032.17	10,334.09		111,779.49		4,479.01	*\$184,624.76		251.53
11	Great Northern Ry.....	197,040.95	186,597.25	27,403.75	342,477.33	2.54	27,282.39	724.29	760,079.92	86.97
12	Illinois Central R. R.....	2,027,219.39	3,134,798.10	296,578.57	4,570,948.14	81,218.89	427,253.65	14,590.94	10,523,425.80	101.37
13	Dubuque & S. C. R. R.....									
14	Manchester & Oneida Ry.....	7,130.90	684.67	1,042.47	11,659.79		340.34		20,858.17	74.50
15	M. & St. L. R. R.....	1,281,336.63	1,736,246.83	218,915.55	3,159,059.43		296,169.42	5,055.93	6,026,671.93	93.17
16	Tabor & Northern Ry.....	5,921.99	3,068.70	401.09	10,651.96		734.51		20,778.25	77.81
17	Union Pacific R. R.....	39,378.43	68,788.56	6,464.85	90,204.33	6,738.30	10,680.54	121.30	222,133.71	129.00
18	Wabash Railway.....	475,791.73	419,320.46	78,934.51	983,565.14	9,157.96	93,404.91	4,000.36	2,056,174.35	133.66
	Total.....	\$22,294,812.74	\$33,347,889.62	\$ 3,447,589.74	\$54,141,596.97	\$ 1,009,495.20	\$ 4,356,130.92	\$ 598,195.85	\$ 117,099,369.24	82.49

*Joint facility credit.

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	\$10,806,002.69	\$ 5,492,680.72	\$ 42,109,100.00	\$ 37,866,151.42	\$ 141,040,571.51	\$ 108,018,087.35
2	Atlantic Northern Ry.								
3	C., B. & Q. R. R.			5,396,787.33	5,664,072.91	36,007,066.66	22,924,187.16	11,952,244.05	9,081,398.76
4	Chl. Great Western R. R.	48,700.00	182,700.00	726,600.00	865,700.00	45,019,285.00	12,187,824.42	314,819.58	369,720.39
5	Chi., Mil. & St. P. Ry.			900,000.00	600,299.30	482,833.33	408,833.33	11,676,971.07	4,647,417.64
6	Chi. & Northwestern Ry.			4,360,000.00	260,000.00			30,000,682.64	23,915,889.14
7	Chi., St. P., M. & O. Ry.							848,900.00	330,500.00
8	Chi., R. I. & P. Ry.	4,290,311.42	1,530,313.42	363,960.95	701,973.71	43,328,525.00	42,519,042.59	16,952,126.72	7,085,277.10
9	St. P. & K. C. S. L. R. R.								
10	D., R. I. & N. W. Ry.								
11	Great Northern Ry.			4,285,500.00	4,081,440.09	119,372,700.00	144,908,626.82	88,811,108.29	72,348,836.85
12	Illinois Central R. R.			15,947,675.00	16,680,802.00	42,682,000.00	34,698,402.48	62,152,274.77	54,740,192.51
13	Dubuque & S. C. R. R.							6,000,000.00	2,836,440.63
14	Manchester & Oneida Ry.								
15	M. & St. L. R. R.	40,700.00	265,834.82			306,500.00	.02	103,600.00	103,600.00
16	Tabor & Northern Ry.								
17	Union Pacific R. R.			14,565,667.37	12,827,169.18	4,000,000.00	3,800,000.00	243,888,396.11	211,279,138.79
18	Wabash Railway					4,399,833.00	2,021,798.00	10,205,791.00	5,620,094.00
	Total	\$ 8,567,711.42	\$ 2,178,848.24	\$57,352,183.34	\$47,174,137.91	\$ 337,707,842.99	\$ 301,424,866.24	\$ 623,947,485.74	\$ 500,326,593.16

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.	\$ 27,734.90	\$ 54,926.00	\$ 36,326,912.15	\$ 36,548,148.76	\$49,797,326.93	\$50,511,608.71	\$50,511,608.71
2	Atlantic Northern Ry.							
3	Chicago, Burlington & Quincy R. R.			7,665,145.34	7,682,917.01	11,833,792.20	10,616,062.01	10,614,962.51
4	Chicago Great Western R. R.	12,500.00	1.00	2,011,900.47	2,020,470.43	737,057.34	736,757.34	*50,191.00
5	Chicago, Milwaukee & St. Paul Ry.			582,181.67	582,103.04	77,211.37	70,155.37	70,155.37
6	Chicago & Northwestern Ry.			4,882,500.00	4,585,150.74	11,969,200.00	12,067,333.37	12,068,332.74
7	Chicago, St. P., M. & O. Ry.			6,159.27	6,178.02	12,318.54	12,356.04	12,374.22
8	Chicago, Rock Island & Pacific Ry.			1,184,857.47	765,381.20	978,977.16	977,271.62	734,484.56
9	St. P. & K. C. Short Line R. R.							
10	Davenport, R. I. & N. W. Ry.							
11	Great Northern Ry.							
12	Illinois Central R. R.	1,625,000.00	1,619,480.00	3,643,963.27	3,856,104.68	3,361,721.42	3,699,360.44	2,526,281.49
13	Dubuque & Sioux City R. R.			6,401,342.10	6,440,265.71	1,477,039.21	2,481,504.82	2,481,504.82
14	Manchester & Oneida Ry.			670.00	1.00	237,000.00	207,178.75	207,178.75
15	Minneapolis & St. Louis R. R.							
16	Tabor & Northern Ry.							
17	Union Pacific R. R.	26,000,000.00	25,068,945.25	108,048,337.08	107,982,699.24	5,892,348.99	5,711,222.85	5,711,222.85
18	Wabash Railway	1,200,000.00	.01	390,429.00	44,888.00	5,027,070.00	2,167,647.00	2,175,621.00
	Total	\$28,865,234.90	\$26,743,352.26	\$ 171,144,397.82	\$ 170,520,307.82	\$91,311,063.16	\$89,250,058.32	\$87,163,908.11

*Does not include \$686,000 which was acquired in exchange for first mortgage bonds and preferred stock of C. G. W. R. R. Co. under agreement of October 20, 1922, approved and authorized by I. C. C. Finance Docket 2646, dated December 23, 1922.

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 subsidiary's books at close of year	Date acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.	\$22,389,239.02	\$19,658,417.93	\$19,652,206.99	\$20,148,433.81	\$13,513,547.10	\$21,938,800.85	1926	\$ 28,900.00
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.	12,921,599.36	10,606,618.45	10,606,333.80	23,853.33	27,186.66	27,186.66	1926	608,000.00
4	Chicago Great Western R. R.	349,975.82	270,020.82	280,250.82	100,000.00	100,000.00	100,000.00	1926	1,595,977.17
5	Chicago, Milwaukee & St. Paul Ry.	102,809.29	102,809.29	101,047.58				1926	6,387,500.00
6	Chicago & Northwestern Ry.	405,000.00	149,856.30	464,875.00				Various	46,280,110.00
7	Chicago, St. P., M. & O. Ry.	2,535.03	2,532.69	2,504.00				Various	371,800.00
8	Chicago, Rock Island & Pacific Ry.	140,197.43	130,717.72	56,505.94				1926	9,106,000.00
9	St. P. & K. O. Short Line R. R.							1926	110,580.00
10	Davenport, R. I. & N. W. Ry.								
11	Great Northern Ry.	3,129,911.02	1,697,401.77	3,658,656.11	3,794,386.33	3,746,793.05	3,746,794.05	1926	1,549,300.00
12	Illinois Central R. R.	6,142,330.93	6,120,008.51	6,187,715.87	30,101,441.87	22,300,470.37	22,512,161.45	Various	9,013,647.64
13	Dubuque & Sioux City R. R.								
14	Manchester & Oneida Ry.								
15	Minneapolis & St. Louis R. R.							1926	376,950.00
16	Tabor & Northern Ry.								
17	Union Pacific R. R.	11,897,728.09	11,859,550.52	11,809,628.09	17,488,150.00	20,304,173.31	15,554,062.60	Various	920,605.00
18	Wabash Railway	1,042,254.00	792,256.00	792,256.00				Various	1,966,068.00
	Total	\$58,529,579.99	\$51,486,196.07	\$53,791,980.20	\$71,656,265.34	\$60,052,170.49	\$63,879,095.61		\$78,495,527.81

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE
PART 1—INVESTMENTS

Number	Railway Companies	Investment in road and equipment	Improvements on leased railway property	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies			
							Stocks	Bonds	Notes	Advances
1	A., T. & S. F. Ry.	\$ 790,622,988.45	\$ 2,253,424.37	\$ 296.14		\$ 7,897,420.39	\$ 31,410,456.13	\$ 80,622,784.54	\$39,543,678.82	\$ 48,468,036.74
2	Atlantic Northern Ry.	143,184.01								
3	C., B. & Q. R. R.	580,430,377.14			\$ 27,079.99	947,470.99	32,079,912.39	689,515.04	4,850,231.40	7,285,733.97
4	Chi. Great Western R. R.	123,982,387.43	61,516.28			128,016.51	1,334,025.23	12,009,000.00	262,919.58	344,104.87
5	Chi., Mil. & St. P. Ry.	704,366,719.00		9,318.89	175,671.94	4,680,509.44	4,356,594.20	674,000.00	625,956.07	8,537,840.00
6	Chi. & Northwestern Ry.	509,897,183.74	53,318.06		16,187.31	874,529.57	23,500,434.00	96,372.50	519,082.64	
7	Chi., St. P., M. & O. Ry.	89,391,063.86			5,314.72	544,237.46	212,500.00	118,000.00		54,892.99
8	Chi., R. I. & P. Ry.	314,961,723.82	11,686,839.21			2,372,513.40	27,188,686.38	24,490,942.77	156,977.67	23,253,888.62
9	St. P. & K. C. S. L. R. I	16,472,046.74								
10	D., R. I. & N. W. Ry.	8,717,798.10								
11	Great Northern Ry.	480,889,384.68	181,571.63	777.21	38,158.43	5,283,567.71	191,889,394.97	26,787,600.50	2,661,908.29	21,347,915.46
12	Illinois Central R. R.	368,943,039.56				1,256,991.63	37,687,478.08	51,809,243.91	16,622,675.00	164,747,177.06
13	Dubuque & S. C. R. R.	39,164,994.14		3,445,322.95			2,836,440.63			124,181.17
14	Manchester & Oneida Ry.	138,863.05								
15	M. & St. L. R. R.	65,174,250.60	50,845.34		180.00	182,705.32	300,434.84			54,541.98
16	Tabor & Northern Ry.	98,676.57								
17	Union Pacific R. R.	412,264,503.70			184,860.63	353,607.48	130,324,781.21	97,253,983.19	417,543.57	45,794,825.04
18	Wabash Railway	269,041,860.17		911.97	26,262.28	2,007,606.45	6,540,139.83	847,761.00	253,991.11	1,101,680.56
	Total	\$4,780,690,164.76	\$14,237,514.89	\$3,466,627.16	\$473,715.30	\$26,529,176.55	\$489,700,277.80	\$295,399,203.45	\$65,914,961.15	\$321,014,728.45

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued
PART 2—INVESTMENTS—Continued

Number	Railway Companies	Other Investments				Total Investments		Increase or decrease 1926
		Stocks	Bonds	Notes	Miscellaneous	December 31, 1926	December 31, 1925	
1	Atchison, Topeka & Santa Fe Ry.	\$ 496,095.26	\$ 30,637,113.68	\$ 5,469,862.82		\$ 1,046,422,160.34	\$ 987,497,228.18	\$ 58,924,932.16
2	Atlantic Northern Ry.					143,184.01	143,184.01	
3	Chicago, Burlington & Quincy R. R.	66,500.00	7,286,163.54	329,795.34	\$ 458.13	633,998,237.93	627,990,976.39	6,007,261.54
4	Chicago Great Western R. R.	501.00	2,016,969.96		9,000.47	142,048,441.33	141,331,601.34	716,839.99
5	Chicago, Milwaukee & St. Paul Ry.	8,308.99	139,700.00	433,256.53	837.52	724,008,712.58	724,140,449.94	*131,737.36
6	Chicago & Northwestern Ry.	3,910,575.93	654,444.35	12,124.38	8,006.08	539,602,258.56	518,147,544.54	21,454,714.02
7	Chicago, St. P., M. & O. Ry.	3,659.27		2,518.75		90,332,097.05	89,470,345.20	861,751.85
8	Chicago, Rock Island & Pacific Ry.	2,732.01	42,100.00	720,549.19		404,876,953.07	397,076,965.00	7,799,988.07
9	St. P. & K. C. Short Line R. R.					16,472,046.74	16,374,722.57	97,324.17
10	Davenport, R. I. & N. W. Ry.					3,717,798.10	3,680,409.37	28,388.73
11	Great Northern Ry.	1,189,658.53	2,170,330.00	54,000.00	2,070,596.15	734,499,863.56	719,421,441.24	15,078,422.32
12	Illinois Central R. R.	51,051.00	5,384,792.61	1,000,434.60	3,987.50	647,506,870.94	602,324,614.84	45,182,256.10
13	Dubuque & Sioux City R. R.	1.00				45,570,939.89	44,584,195.46	986,744.43
14	Manchester & Oneida Ry.					138,893.05	137,228.21	1,664.84
15	Minneapolis & St. Louis R. R.					65,831,958.28	65,821,257.10	10,701.18
16	Tabor & Northern Ry.					93,676.57	92,065.13	1,611.44
17	Union Pacific R. R.	32,945,656.28	99,900,742.21	205,250.00		819,645,843.31	801,067,827.81	18,578,015.50
18	Wabash Railway	39,826.54	1.00		5,061.00	279,865,101.91	263,497,808.49	16,367,293.42
	Total	\$88,705,565.81	\$ 148,232,357.35	\$ 8,227,794.61	\$ 2,007,946.85	\$ 6,194,770,037.22	\$ 6,002,808,864.82	\$ 191,961,172.40

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued
PART 3—CURRENT ASSETS

Number	Railway Companies	Cash	Demand loans and deposits	Time drafts and deposits	Special deposits	Loans and bills receivable	Traffic and car service balances receivable	Net balances receivable from agents and conductors	Miscellaneous accounts receivable	Materials and supplies
2	Atlantic Northern Ry.	1,650.90					314.49	1,387.99	342.48	961.22
3	C., B. & Q. R. R.	12,945,228.23		192,183.43	240.00	536,159.43	1,833,138.19	1,825,693.57	5,133,431.98	14,023,738.65
4	Chi. Great Western R. R.	2,239,670.39			31,249.50	336.99	238,639.48	136,255.54	584,658.84	1,482,070.80
5	Chi., Mil. & St. P. Ry.	9,084,958.50	\$500,000.00		12,385,654.20	28,230.75	961,106.95	3,730,166.82	5,972,693.75	14,057,799.83
6	Chi. & Northwestern Ry.	7,430,401.67			34,500.00	70,000.00	440,528.79	2,634,797.25	4,824,106.32	13,509,202.23
7	Chi., St. P., M. & O. Ry.	563,333.39			16,625.00	1,622.58	50,634.71	462,781.08	794,603.82	2,392,443.11
8	Chi., R. I. & P. Ry.	9,377,368.63		10,000.00	1,388,943.92	13,981.64	1,000,545.98	861,329.14	3,077,179.42	10,084,374.01
9	St. P. & K. C. S. L. R. R.									
10	D., R. I. & N. W. Ry.	14,883.69						1,438.32	123,096.43	32,557.76
11	Great Northern Ry.	23,004,942.79	35,000.00	9,000,000.00	414,400.00	3,056,298.72	1,188,349.11	2,512,512.29	10,731,743.11	9,834,356.94
12	Illinois Central R. R.	6,679,809.27			892,596.81	13,523,668.42	2,369,055.05	2,889,554.64	9,194,824.38	12,530,609.94
13	Dubuque & S. O. R. R.				243.82					
14	Manchester & Oneida Ry.	7,422.86				2,724.09	1,873.68	131.75	412.73	
15	M. & St. L. R. R.	721,200.31				3,167.00	140,543.02	515,731.52	2,844,710.45	1,522,941.78
16	Tabor & Northern Ry.	778.28					492.20	2,626.79	303.24	537.02
17	Union Pacific R. R.	36,532,430.00			44,188.53	475.18	2,417,598.74	565,035.51	2,994,649.00	7,922,540.14
18	Wabash Railway	3,330,680.49			13,151,762.57	2,746,750.64	2,010,254.55	440,677.19	1,881,570.26	5,391,958.32
	Total	\$142,197,317.78	\$535,000.00	\$9,347,183.43	\$28,632,758.99	\$20,120,593.47	\$15,895,053.91	\$17,499,032.30	\$56,070,015.20	\$115,111,356.43

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued
PART 4—CURRENT ASSETS—Continued—AND DEFERRED ASSETS

Number	Railway Companies	Current Assets			Total Current Assets			Deferred Assets	
		Interest and dividends receivable	Rents receivable	Other current assets	December 31, 1926	December 31, 1925	Increase or decrease 1926	Working fund advances	Insurance and other funds
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,713,020.91		\$ 126,157.27	\$ 66,884,124.68	\$ 71,347,939.12	\$*4,463,814.44	\$ 29,730.46	\$20,051.41
2	Atlantic Northern Ry.				4,647.08	7,374.47	*2,727.39		
3	Chicago, Burlington & Quincy R. R.	54,155.35	\$ 22,232.40		36,571,201.23	33,884,171.83	*2,312,970.60	32,112.32	
4	Chicago Great Western R. R.	37,082.19		88,296.78	4,788,260.60	4,207,684.06	580,576.54	6,271.02	
5	Chicago, Milwaukee & St. Paul Ry.	275,060.42	975.00	104,786.75	47,071,432.97	44,439,152.86	2,632,280.11	254,269.06	
6	Chicago & Northwestern Ry.			233,913.01	29,227,449.27	37,527,156.67	*8,299,707.40	60,214.29	
7	Chicago, St. P., M. & O. Ry.				4,282,043.69	4,780,740.24	*507,696.55	6,149.70	
8	Chicago, Rock Island & Pacific Ry.	360,547.46	30,522.71	641,664.22	28,851,487.13	26,192,720.93	*9,341,233.80	41,003.83	
9	St. P. & K. O. Short Line R. R.		186,935.14		186,935.14	186,884.99	50.15		
10	Davenport, R. I. & N. W. Ry.		53,651.41		225,597.61	176,341.11	49,256.50		
11	Great Northern Ry.	33,269.85		69,455.82	59,970,328.63	49,982,709.08	9,987,619.55	25,371.35	
12	Illinois Central R. R.	943,835.21			49,023,953.72	45,733,995.80	3,289,957.92	39,139.40	
13	Dubuque & Sioux City R. R.				243.82	243.82			
14	Manchester & Oneida Ry.			1,882.23	14,447.34	14,109.65	337.69		
15	Minneapolis & St. Louis R. R.	690.66			5,748,984.74	5,829,876.69	*80,891.95	2,755.59	
16	Tabor & Northern Ry.				4,737.53	9,036.39	*4,298.86		
17	Union Pacific R. R.	2,613,757.20	60,066.00	284,605.10	53,435,945.40	43,726,977.58	9,708,967.82	27,538.02	
18	Wabash Railway	105,423.65	46,586.00	126,536.92	29,282,200.59	22,570,867.47	6,711,333.12	222,451.51	52,138.98
	Total	\$ 6,136,842.90	\$ 401,568.66	\$ 1,627,298.10	\$ 413,574,021.17	\$ 405,626,082.76	\$ 7,947,038.41	\$ 747,066.55	\$72,190.39

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued
PART 5—DEFERRED ASSETS—Continued—AND UNADJUSTED DEBITS

Number	Railway Companies	Deferred Assets				Unadjusted Debits		
		Other deferred assets	Total Deferred Assets			Rents and insurance premiums paid in advance	Discount on capital stock	Discount on funded debt
			December 31, 1926	December 31, 1925	Increase or decrease 1926			
1	Atchison, Topeka & Santa Fe Ry.	\$ 770,804.77	\$ 820,676.04	\$ 3,402,920.04	\$*2,582,243.40	\$ 9,537.38		
2	Atlantic Northern Ry.							
3	Chicago, Burlington & Quincy R. R.	274,908.54	307,018.86	360,081.68	*62,062.82	109,637.81		\$ 4,126,942.93
4	Chicago Great Western R. R.	8,346.86	14,617.88	8,213.98	6,403.90	19,570.55		453,000.39
5	Chicago, Milwaukee & St. Paul Ry.	414,499.46	668,768.52	494,199.51	174,569.01	21,453.07		
6	Chicago & Northwestern Ry.		60,214.29	32,366.97	27,847.32	65,442.43		
7	Chicago, St. P., M. & O. Ry.		6,149.70	6,516.75	*367.05	5,526.63		73,230.55
8	Chicago, Rock Island & Pacific Ry.	47,889.19	88,983.02	79,601.85	9,381.17	204,937.65		
9	St. P. & K. O. Short Line R. R.							
10	Davenport, R. I. & N. W. Ry.	105,548.27	105,548.27	104,808.34	739.93	42.91		
11	Great Northern Ry.	13,315,908.71	13,341,275.06	13,061,637.43	280,637.63	72,483.13		5,515,665.61
12	Illinois Central R. R.	139,221.87	178,361.27	182,075.71	*3,714.44			6,596,196.20
13	Dubuque & Sioux City R. R.							
14	Manchester & Oneida Ry.							
15	Minneapolis & St. Louis R. R.	4,167.12	6,922.71	7,711.47	*788.76	2,165.34	\$ 8,339,182.50	1,950,100.80
16	Tabor & Northern Ry.					2,969.17		
17	Union Pacific R. R.	769,608.67	797,146.69	537,949.55	259,197.14	2,595.29		
18	Wabash Railway	10,880.96	285,471.45	268,733.84	16,737.61	95,725.01		2,286,979.46
	Total	\$15,861,867.42	\$16,631,154.36	\$18,546,717.12	\$*1,865,562.76	\$ 610,217.20	\$ 8,342,091.67	\$20,972,715.94

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued
PART 6—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS

Number	Railway Companies	Unadjusted Debits			Grand Total Assets			
		Other unadjusted debits	Total Unadjusted Debits		December 31, 1926	December 31, 1925	Increase or decrease 1926	
			December 31, 1926	December 31, 1925				Increase or decrease 1926
1	Atchison, Topeka & Santa Fe Ry.....	\$ 1,394,470.41	\$ 1,404,057.79	\$ 1,806,157.72	\$ *402,099.93	\$ 1,115,531,019.45	\$ 1,064,054,245.06	\$ 51,476,774.39
2	Atlantic Northern Ry.....					147,831.09	150,558.48	*2,727.39
3	Chicago, Burlington & Quincy R. R.....	3,225,945.70	7,462,576.44	7,131,906.05	330,670.39	678,334,034.46	674,377,035.95	3,956,998.51
4	Chicago Great Western R. R.....	3,606,780.72	4,080,960.66	4,839,091.48	*758,130.82	150,932,280.47	150,386,590.86	545,689.61
5	Chicago, Milwaukee & St. Paul Ry.....	4,066,236.25	4,107,689.32	4,042,154.56	65,534.76	775,856,603.39	773,115,956.87	2,740,646.52
6	Chicago & Northwestern Ry.....	2,365,480.88	2,430,923.31	2,091,871.02	339,052.29	571,320,845.43	557,798,939.20	13,521,906.23
7	Chicago, St. P., M. & O. Ry.....	404,115.07	482,872.25	497,301.79	*14,429.54	95,103,162.69	94,763,903.98	339,258.71
8	Chicago, Rock Island & Pacific Ry.....	2,469,149.24	2,674,086.89	1,566,289.60	1,107,797.29	434,491,510.11	434,915,577.38	*424,067.27
9	St. P. & K. C. Short Line R. R.....					16,658,981.88	16,561,607.56	97,374.32
10	Davenport, R. I. & N. W. Ry.....	203.44	246.35	53.08	193.27	4,049,190.32	3,970,611.90	78,578.43
11	Great Northern Ry.....	10,830,854.03	16,419,002.77	15,308,771.23	1,110,231.54	824,230,470.02	797,764,558.98	26,465,911.04
12	Illinois Central R. R.....	3,635,643.81	10,201,840.01	7,659,639.37	2,542,200.64	706,911,625.94	655,900,325.72	51,010,700.22
13	Dubuque & Sioux City R. R.....					45,571,183.71	44,584,439.28	986,744.43
14	Manchester & Oneida Ry.....					153,340.39	151,337.96	2,002.53
15	Minneapolis & St. Louis R. R.....	4,130,611.36	14,422,060.00	14,600,074.88	*268,014.88	86,009,925.73	86,348,920.14	*338,994.41
16	Tabor & Northern Ry.....		2,909.17	2,900.00	9.17	101,323.27	104,001.52	*2,678.25
17	Union Pacific R. R.....	1,909,899.86	1,912,495.15	2,126,938.56	*214,443.41	875,791,430.55	847,459,693.50	28,331,737.05
18	Wabash Railway.....	1,043,964.78	3,426,669.25	2,231,208.78	1,145,460.47	312,859,443.20	288,618,618.58	24,240,824.62
	Total.....	\$39,103,364.55	\$69,028,389.36	\$64,044,358.12	\$ 4,984,031.24	\$ 6,094,053,002.11	\$ 6,491,026,922.82	\$ 203,026,679.29

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE
PART 7—CAPITAL STOCK AND GOVERNMENTAL GRANTS

Number	Railway Companies	Capital Stock			Government Grants					
		Capital stock	Stock liability for conversion	Premium on capital stock	Total Stock		December 31, 1926	December 31, 1925	Increase or decrease 1926	
					December 31, 1926	December 31, 1925				
1	A., T. & S. F. Ry.....	\$ 356,582,300.00			\$ 356,582,300.00	\$ 356,582,300.00				
2	Atlantic Northern Ry.....	111,225.00			111,225.00	111,225.00				
3	C., B. & Q. R. R.....	170,839,100.00			170,839,100.00	170,839,100.00				
4	Chi. Great Western R. R.....	92,339,415.00			92,339,415.00	92,149,315.00	\$ 190,100.00			
5	Chi., Mil. & St. P. Ry.....	233,251,800.00	\$ 36,182.87		233,287,982.87	233,287,982.87		\$ 70,171.13	\$ 47,685.96	
6	Chi. & Northwestern Ry.....	179,127,400.00	\$ 10,232.38	\$ 29,657.75	179,167,290.13	167,580,971.57	11,586,318.56		\$ 22,585.47	
7	Chi., St. P., M. & O. Ry.....	29,816,000.00	2,945.78		29,818,945.78	29,818,945.78				
8	Chi., R. I. & P. Ry.....	128,909,211.50	122,800.00		129,032,011.50	129,032,011.50				
9	St. P. & K. C. S. L. R. R.....	232,200.00		191,662.85	423,862.85	50,000.00	373,862.85			
10	D., R. I. & N. W. Ry.....	3,000,000.00			3,000,000.00	3,000,000.00				
11	Great Northern Ry.....	248,934,950.00		81,268.44	249,016,218.44	248,967,818.44	18,400.00	721,978.84	435,846.19	
12	Illinois Central R. R.....	154,445,191.67		138,754.53	154,583,946.20	154,191,151.70	392,794.50	6,209.83	32,272.14	
13	Dubuque & S. C. R. R.....	11,759,500.00			11,759,500.00	11,759,500.00		285.33	285.31	
14	Manchester & Oneida Ry.....	62,745.00			62,745.00	62,745.00				
15	M. & St. L. R. R.....	25,199,719.80	592,880.20		25,792,600.00	25,792,600.00		30,895.48	25,834.10	
16	Tabor & Northern Ry.....	32,200.00			32,200.00	32,200.00				
17	Union Pacific R. R.....	321,835,100.00			321,835,100.00	321,835,100.00		111,701.45	39,863.67	
18	Wabash Railway.....	138,120,699.51			138,120,699.51	138,120,699.51				
	Total.....	\$ 2,094,598,757.48	\$728,858.36	\$477,527.44	\$ 2,095,805,113.28	\$ 2,085,243,067.37	\$12,561,475.91	\$ 941,302.06	\$ 581,687.66	\$ 359,614.41

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 8—LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Companies	Long Term Debt				Current Liabilities			
		Funded debt unmatured	Open accounts	Total Long Term Debt			Loans and bills payable	Traffic and car service balances payable	Audited accounts and wages payable
				December 31, 1925	December 31, 1926	Increase or decrease 1926			
1	A. T. & S. F. Ry.	\$ 277,178,172.10		\$ 277,178,172.10	\$ 275,906,992.00	\$ 1,271,180.10	\$ 1,202,566.68	\$12,648,920.15	
2	Atlantic Northern Ry.						17.47	1,132.94	
3	C., B. & Q. R. R.	209,692,000.00		209,692,000.00	211,340,000.00	*1,648,000.00	2,670,597.76	8,667,119.75	
4	Chi. Great Western R. R.	49,051,099.48	\$ 83,704.17	49,134,803.65	40,205,110.92	*70,307.27	\$ 10,450.00	1,233,568.17	
5	Chi., Mil. & St. P. Ry.	394,436,100.00		394,436,100.00	400,832,600.00	*6,396,500.00	3,236,823.29	11,394,302.30	
6	Chi. & North Western Ry.	255,544,100.00		255,544,100.00	262,433,000.00	*6,888,900.00	4,211,240.33	6,509,348.01	
7	Chi., St. P., M. & O. Ry.	46,082,200.00		46,082,200.00	46,444,000.00	*361,800.00	894,201.38	2,327,871.66	
8	Chi., R. I. & P. Ry.	219,608,000.00	2,565,870.55	222,263,870.55	230,342,955.49	*8,079,084.94	6,000,000.00	1,786,111.55	
9	St. P. & K. C. S. L. R. R.	16,012,635.00	450,000.10	16,462,704.10	16,250,621.20	212,082.80		8,795,813.30	
10	D., R. I. & N. W. Ry.		853,125.09	853,125.09	798,855.44	54,269.65		84,230.34	
11	Great Northern Ry.	332,315,215.16	1,079,329.69	333,394,544.85	320,716,680.66	12,677,864.19	6,500,000.00	6,296,656.00	
12	Illinois Central R. R.	566,725,344.42		566,725,344.42	326,604,337.60	40,120,936.82	3,397,979.19	19,250,676.08	
13	Dubuque & S. C. R. R.	8,023,074.76	21,812,766.50	29,835,841.26	29,059,461.70	776,379.56		25.00	
14	Manchester & Oneida Ry.	65,000.00		65,000.00	65,000.00		10,995.25		
15	M. & St. L. E. R.	45,451,675.79	*1,950,000.00	47,401,675.79	47,778,625.79	*376,950.00	2,800,958.40	4,956,260.13	
16	Tabor & Northern Ry.						7,330.30	2,199.39	
17	Union Pacific R. R.	255,668,660.00		255,668,660.00	267,509,530.75	*11,840,870.75	1,136,944.83	5,550,731.62	
18	Wabash Railway	111,355,152.48		111,355,152.48	93,638,250.11	17,716,902.37	1,637,514.75	5,908,432.40	
	Total	\$ 2,578,298,429.19	\$28,794,865.10	\$ 2,607,093,294.29	\$ 2,569,926,041.76	\$39,167,252.53	\$15,408,738.70	\$23,118,525.95	

*Decrease.
*Receivers certificates.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 9—CURRENT LIABILITIES—Continued

Number	Railway Companies	Miscellaneous accounts payable	Interest matured unpaid	Dividends matured unpaid	Funded debt matured unpaid	Unmatured			Other current liabilities
						Dividends declared	Interest accrued	Bonds accrued	
1	Athlison, Topeka & Santa Fe Ry.	\$ 1,823,446.13	\$ 743,035.53	\$ 228,861.20		\$ 8,914,537.50	\$ 3,138,240.06	\$ 482,817.22	\$ 522,229.26
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.	815,466.39	1,011,587.00		\$ 4,600.00		1,912,510.00		230,197.86
4	Chicago Great Western R. R.	75,475.97	37,557.50	1,272.00			504,234.83	89,776.62	152,046.11
5	Chicago, Milwaukee & St. Paul Ry.	923,489.37	20,996,250.69		46,950,515.42		6,028,076.13	356,023.01	534,307.24
6	Chi. & North Western Ry.	323,138.56	757,060.84	10,549.20	34,500.00		2,135,462.46		330,167.91
7	Chicago, St. P., M. & O. Ry.	95,942.05	56,983.50	4,072.50	500.00		429,292.17		
8	Chicago, Rock Island & Pacific Ry.	300,735.76	1,171,626.41	3,804.75	197,000.00	*	2,019,460.66	467,967.24	893,435.55
9	St. P. & K. C. Short Line R. R.						186,935.14		
10	Davenport, R. I. & N. W. Ry.								
11	Great Northern Ry.	786,904.91	8,393,237.05	11,702.25	287,500.00		404,040.52		170,966.96
12	Illinois Central R. R.	5,768,105.70	1,921,153.88	48,939.55	14,041.70	3,018,354.50	2,856,306.13	39,000.62	237,776.27
13	Dubuque & Sioux City R. R.	510,692.41	83,278.98				16,375.00		
14	Manchester & Oneida Ry.						3,250.00		
15	Minneapolis & St. Louis R. R.	171,359.10	6,463,182.50				477,826.45	478.08	
16	Tabor & Northern Ry.	191.32	70.00	43,000.00			575.81		
17	Union Pacific R. R.	33,152,023.90	3,225,116.10	5,825,026.65	5,000.00		1,451,413.39	92,171.62	98,028.97
18	Wabash Railway	447,054.63	273,412.00	7,575.75	200.00		1,511,784.27	204,745.99	291,001.07
	Total	\$45,193,951.20	\$45,133,551.98	\$ 6,184,808.85	\$47,498,857.12	\$11,932,912.00	\$23,075,783.02	\$ 1,732,260.35	\$ 3,455,187.20

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 10—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES

Number	Railway Companies	Total Current Liabilities			Deferred Liabilities			
		December 31, 1926	December 31, 1925	Increase or decrease 1926	Other deferred liabilities	Total Deferred Liabilities		Increase or decrease 1926
						December 31, 1926	December 31, 1925	
1	A. T. & S. F. Ry.	\$ 29,704,673.73	\$ 27,848,618.03	\$ 1,856,055.70	\$ 798,694.03	\$ 798,694.03	\$ 879,114.56	\$ *80,420.55
2	Atlantic Northern Ry.	1,150.41	1,479.81	*329.40	0.63	0.63	188.15	*188.78
3	C., B. & Q. R. R.	15,312,012.76	14,955,031.12	356,981.64	66,385.29	66,385.29	82,179.17	*15,793.88
4	Chi. Great Western R. R.	3,034,890.97	3,132,942.27	*98,051.30	53,866.94	53,866.94	24,055.94	29,811.00
5	Chi., Mil. & St. P. Ry.	90,419,868.45	81,974,231.55	8,445,636.90	902,760.49	902,760.49	597,463.29	305,297.20
6	Chi. & North Western Ry.	14,311,467.31	13,698,438.67	613,028.64	62,775.40	62,775.40	35,342.30	27,433.10
7	Chi., St. P., M. & O. Ry.	3,808,863.26	3,167,024.55	641,838.71	2,489.52	2,489.52	4,772.57	*2,283.05
8	Chi., R. I. & P. Ry.	21,635,955.22	23,831,512.66	*2,195,557.44	579,150.84	579,150.84	62,759.06	516,391.78
9	St. P. & K. C. S. L. R. R.	186,935.14	186,884.99	50.15				
10	D., R. I. & N. W. Ry.	85,852.57	44,649.71	41,202.86				
11	Great Northern Ry.	23,611,506.04	23,381,340.06	230,165.98	13,357,884.37	13,357,884.37	13,171,557.84	186,326.53
12	Illinois Central R. R.	36,552,333.62	35,533,582.22	1,018,751.40	479,342.36	479,342.36	288,904.78	190,437.58
13	Dubuque & S. O. R. R.	610,371.39	610,371.39					
14	Manchester & Oneida Ry.	14,245.25	14,508.35	*258.10				
15	M. & St. L. R. R.	16,197,844.33	14,378,920.96	1,818,923.37	6,228.64	6,228.64	9,428.80	*3,200.16
16	Tabor & Northern Ry.	56,520.22	61,550.59	*5,030.37				
17	Union Pacific R. R.	50,531,456.48	27,466,953.97	23,064,502.51	251,895.68	251,895.68	267,283.07	*15,387.39
18	Wabash Railway	10,281,720.86	9,987,677.26	294,043.60	178,881.07	178,881.07	182,992.48	*4,111.41
	Total	\$ 316,357,668.01	\$ 280,275,713.16	\$36,081,954.85	\$16,740,354.00	\$16,740,354.00	\$15,606,042.03	\$ 1,134,311.97

*Decrease.
*Credit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 11—UNADJUSTED CREDITS

Number	Railway Companies	Tax liability	Premium on funded debt	Insurance and casualty reserves	Accrued Depreciation			Other unadjusted credits
					Road	Equipment	Miscellaneous physical property	
1	Atchison, Topeka & Santa Fe Ry.	\$ 15,308,700.21			\$ 1,371,093.27	\$ 99,043,191.96		\$ 4,060,518.48
2	Atlantic Northern Ry.	596.57			1,348.71	3,822.52		5,423,516.64
3	Chicago, Burlington & Quincy R. R.	10,158,855.04		\$ 1,637,236.47		67,398,404.42		3,200,245.76
4	Chicago Great Western R. R.	903,469.83		3,267,081.00		2,052,011.15		3,968,839.43
5	Chicago, Milwaukee & St. Paul Ry.	6,317,249.83				35,523,720.95		1,170,305.00
6	Chi. & North Western Ry.	7,135,689.00	\$ 515,995.26			44,259,584.66		338,105.68
7	Chicago, St. P., M. & O. Ry.	432,559.40	107,566.90			7,397,495.52		5,221,358.36
8	Chicago, Rock Island & Pacific Ry.	5,258,986.90				26,815,537.94		
9	St. P. & K. O. Short Line R. R.					62,633.90		10,177.33
10	Davenport, R. I. & N. W. Ry.	53,651.41		2,209,446.22	2,363,824.96	27,206,936.28	\$ 36,029.48	9,150,175.41
11	Great Northern Ry.	8,722,633.96		3,002,463.22		55,838,690.34		5,930,738.92
12	Illinois Central R. R.	6,162,270.51						
13	Dubuque & Sioux City R. R.					6,568.29		960,984.44
14	Manchester & Oneida Ry.	636,544.51	165,307.88	208,973.56		3,832,015.34		
15	Minneapolis & St. Louis R. R.	1,080.76	1,400.00			2,341.01		6,974,265.86
16	Tabor & Northern Ry.	5,834,148.67		1,403,578.12	199,359.62	33,944,399.57		2,235,236.33
17	Union Pacific R. R.	2,714,819.63		87,662.56		8,900,891.21		
18	Wabash Railway							
	Total	\$ 69,641,256.23	\$ 790,210.04	\$ 11,816,441.15	\$ 3,935,626.56	\$ 412,283,265.06	\$ 36,029.48	\$ 48,040,458.64

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 12—TOTAL UNADJUSTED CREDITS AND CORPORATE SURPLUS

Number	Railway Companies	Total Unadjusted Credits			Corporate Surplus				
		December 31, 1926	December 31, 1925	Increase or decrease 1926	Additions to property through income and surplus	Funded debt retired through income and surplus	Sinking fund reserves	Appropriated surplus not specifically invested	Total appropriated surplus
1	A., T. & S. F. Ry.	\$ 119,778,508.94	\$ 109,496,517.56	\$10,281,986.38	\$ 86,629,876.26	\$ 190,768.69	\$ 290,845.79		\$ 87,110,990.74
2	Atlantic Northern Ry.	5,767.80	5,077.10	690.70	36,885.66			\$ 12,875.00	49,760.66
3	C., B. & Q. R. R.	84,618,012.57	84,319,502.89	298,509.68	441,856.58	44,044,176.95	600.00		44,486,633.53
4	Chi. Great Western R. R.	6,155,717.74	6,523,242.18	*367,524.44	67,821.13				67,821.13
5	Chi., Mil. & St. P. Ry.	49,076,882.21	44,620,043.08	4,456,839.13	1,581,687.60	106,785.60	10,431.77		1,698,904.97
6	Chi. & North Western Ry.	53,081,573.92	49,520,035.63	3,561,538.29	2,608,027.86				2,608,027.86
7	Chi., St. P., M. & O. Ry.	8,275,667.50	8,122,009.94	153,657.56	1,174,736.97				1,174,736.97
8	Chi., R. I. & P. Ry.	37,295,883.20	33,873,204.52	3,422,678.68	584,858.65				584,858.65
9	St. P. & K. C. S. L. R. R.				16,200.71				16,200.71
10	D., R. I. & N. W. Ry.	116,462.64	133,013.46	*16,550.82					
11	Great Northern Ry.	49,689,096.31	50,496,413.51	*807,317.20	37,505,773.30	1,554,320.64	4,484.56	2,090,327.46	41,154,905.96
12	Illinois Central R. R.	70,934,132.99	67,072,134.94	3,861,998.05	8,146,752.72				8,146,752.72
13	Dubuque & S. O. R. R.				299,415.28		3,445,322.95		3,744,738.23
14	Manchester & Oneida Ry.	6,568.29	6,568.29						2,847.40
15	M. & St. L. R. R.	5,800,825.73	5,407,663.85	402,161.88	2,847.40				2,847.40
16	Tabor & Northern Ry.	4,830.77	4,000.88	829.89	79,903.91				79,903.91
17	Union Pacific R. R.	48,355,751.84	42,776,865.35	5,578,886.49	19,524,341.70			20,677,669.80	40,202,011.30
18	Wabash Railway	13,938,609.73	12,632,795.27	1,305,814.46	583,630.65				583,630.65
	Total	\$ 547,143,287.18	\$ 515,009,688.45	\$32,133,598.73	\$ 159,284,016.18	\$45,396,051.88	\$ 3,751,185.07	\$22,780,872.26	\$ 231,712,725.39

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued
PART 13—CORPORATE SURPLUS—Continued—AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Profit and loss—Credit balance	Total Corporate Surplus			Grand Total Liabilities		
			December 31, 1926	December 31, 1925	Increase or decrease 1926	December 31, 1926	December 31, 1925	Increase or decrease 1926
1	A., T. & S. F. Ry.	\$ 244,377,684.51	\$ 331,488,675.65	\$ 293,340,702.89	\$38,147,972.76	\$ 1,115,531,019.45	\$ 1,064,054,245.06	\$ 51,476,774.39
2	Atlantic Northern Ry.	*20,072.18	29,688.51	32,588.42	*2,899.91	147,831.09	150,558.48	*2,727.39
3	C., B. & Q. R. R.	153,319,890.31	197,806,523.84	182,841,222.77	4,965,301.07	678,334,034.46	674,377,035.95	3,956,998.51
4	Chi. Great Western R. R.	9,145,765.04	9,213,589.17	8,351,924.55	861,661.62	150,932,280.47	150,336,500.86	595,779.61
5	Chi., Mil. & St. P. Ry.	5,963,632.27	7,602,837.24	11,756,049.42	*4,663,212.18	775,856,603.39	773,115,956.87	2,740,646.52
6	Chi. & North Western Ry.	66,546,610.81	69,153,638.67	64,531,151.03	4,622,487.64	571,320,845.43	557,798,939.20	13,521,906.23
7	Chi., St. P., M. & O. Ry.	5,940,259.66	7,114,996.63	7,206,551.14	*91,554.51	95,103,162.69	94,763,903.98	339,258.71
8	Chi., R. I. & P. Ry.	23,009,780.15	23,684,638.80	17,773,134.15	5,911,504.65	434,491,510.11	434,915,577.38	*424,067.27
9	St. P. & K. C. S. L. R. R.	*430,730.92	*414,520.21	74,101.27	*488,621.48	16,658,961.88	16,561,607.56	97,354.32
10	D., R. I. & N. W. Ry.	*6,249.97	*6,249.97	*5,606.71	*343.26	4,049,190.33	3,970,611.90	78,578.43
11	Great Northern Ry.	113,284,335.21	154,439,241.17	140,564,901.78	13,874,339.39	824,230,470.02	797,764,558.98	26,465,911.04
12	Illinois Central R. R.	69,482,903.80	77,629,656.52	72,177,922.34	5,451,734.18	706,911,025.94	655,900,325.72	51,010,700.22
13	Dubuque & S. O. R. R.	*379,532.50	3,365,185.73	3,154,826.86	210,364.87	45,571,183.71	44,584,439.28	986,744.43
14	Manchester & Oneida Ry.	1,934.45	4,781.85	2,521.22	2,290.63	153,340.39	151,337.86	2,002.53
15	M. & St. L. R. R.	*9,309,048.15	*9,229,144.24	*7,044,153.42	*2,184,990.82	86,009,925.73	86,348,920.14	*338,994.41
16	Tabor & Northern Ry.	7,772.28	7,772.28	6,250.05	1,522.23	101,323.27	104,001.52	*2,678.25
17	Union Pacific R. R.	158,834,853.80	199,030,865.10	187,564,066.69	11,472,768.41	875,791,430.55	847,459,693.50	28,331,737.05
18	Wabash Railway	38,400,748.90	38,984,379.55	34,056,203.95	4,928,175.60	312,859,443.20	288,618,618.58	24,240,824.62
	Total	\$ 878,259,827.90	\$ 1,109,972,553.29	\$ 1,026,384,082.40	\$83,588,470.89	\$ 6,694,053,602.11	\$ 6,491,026,922.82	\$ 203,026,679.29

*Decrease.
*Debit balance.
*Deficit.

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.	9,281.40	17,912,257	127,843	18,040,100	19,725,981	1,576,643	29,551	39,372,275	740,935
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	9,403.79	17,907,574	96,421	18,003,995	17,908,780	762,913	15,521	36,691,209	581,878
4	Chicago Great Western R. R.	1,496.06	3,209,460	2,503	3,211,963	2,897,427	112,971	2,267	6,224,628	103,422
5	Chicago, Milwaukee & St. Paul Ry.	11,192.90	17,913,638	64,810	17,978,448	16,909,649	1,298,694	14,483	36,201,274	1,117,457
6	Chicago & North Western Ry.	8,458.91	16,706,673	129,079	16,835,752	17,842,299	1,420,951	13,579	36,112,581	930,469
7	Chicago, St. P., M. & O. Ry.	1,802.08	3,427,448	34,507	3,461,955	3,333,596	472,942	2,490	7,270,983	112,903
8	Chicago, Rock Island & Pac. Ry.	7,565.31	15,488,697	89,822	15,578,519	14,951,808	1,024,411	12,450	31,567,194	559,577
9	Great Northern Ry.	8,188.21	9,540,155	79,469	9,619,624	10,900,174	724,343	17,339	21,351,480	677,513
10	Illinois Central R. R.	4,874.58	20,119,027	201,026	20,320,053	15,270,381	348,692	9,374	35,948,500	696,532
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.	1,627.80	2,582,900	11,296	2,594,196	1,726,165	238,016	738	4,559,115	43,784
13	Tabor & Northern Ry.									
14	Union Pacific R. R.	3,696.57	11,148,007	196,754	11,344,761	11,693,063	929,845	4,063	23,971,842	512,977
15	Wabash Railway	2,524.20	8,384,981	136,799	8,521,780	5,731,027	491,279	2,158	14,746,244	250,406
	Total	70,111.81	144,340,907	1,170,329	145,511,236	138,980,350	*9,401,700	124,039	294,017,325	6,327,853

*Freight proportion of mixed train miles 80% of 9,401,700 equals 7,521,360. Passenger proportion of mixed train miles 20% of 9,401,700 equals 1,880,340.

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.	18,044,450	1,620,045	1,188,520	20,853,015	19,599,833	790,692	477,628	20,868,153
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.	18,007,388	653,758	711,041	19,372,187	17,690,989	156,392	411,267	18,258,648
4	Chicago Great Western R. R.	3,212,447	469,081	229,183	3,910,711	2,617,859	5,484	41,095	2,664,438
5	Chicago, Milwaukee & St. Paul Ry.	17,982,225	1,277,498	1,154,738	20,414,461	16,673,099	159,307	288,133	17,120,539
6	Chicago & North Western Ry.	16,941,262	548,374	303,417	17,693,053	17,699,670	27,550	239,139	17,966,359
7	Chicago, St. P., M. & O. Ry.	3,589,127	162,679	160,793	3,912,599	3,344,447	12,390	62,970	3,419,807
8	Chicago, Rock Island & Pac. Ry.	15,578,519	605,943	184,811	16,369,273	14,688,177	104,939	169,441	14,942,557
9	Great Northern Ry.	9,619,624	365,375	592,001	10,577,000	10,299,884	55,794	250,613	10,606,291
10	Illinois Central R. R.	20,320,053	172,838	520,632	21,013,523	14,252,907	174,930	396,701	14,824,538
11	Manchester & Oneida Ry.								
12	Minneapolis & St. Louis R. R.	2,594,196	243,734	132,608	2,970,538	1,726,165	1,759	8,936	1,736,860
13	Tabor & Northern Ry.								
14	Union Pacific R. R.	11,348,956	315,514	694,440	12,358,910	10,717,894	42,206	217,390	10,977,490
15	Wabash Railway	8,521,780	355,047	135,976	9,012,803	5,649,589	100,460	90,941	5,840,990
	Total	145,660,027	6,794,886	5,918,760	158,373,673	134,940,513	1,631,903	2,654,224	139,226,640

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.....	1,577,723	3,087	25,867	1,606,677	29,551	2,158	741	32,450	836,496
2	Atlantic Northern Ry.....	762,922	8,364	6,867	778,143	15,521	1,571	1,177	18,269	1,032,410
3	Chicago, Burlington & Quincy R. R.....	112,971	312	1,639	114,922	2,267	241	222	2,730	308,088
4	Chicago Great Western R. R.....	1,298,694	12,586	28,881	1,340,161	14,483	1,607	502	16,592	2,671,001
5	Chicago, Milwaukee & St. Paul Ry.....	1,421,056	5,210	10,858	1,437,124	13,638	1,377	398	15,413	585,353
6	Chicago, St. P., M. & O. Ry.....	476,040	1,599	13,107	490,746	3,011	996	80	4,087	359,061
7	Chicago, Rock Island & Pac. Ry.....	1,024,411	17,120	30,643	1,072,174	12,456	1,570	-----	14,026	1,336,200
8	Great Northern Ry.....	724,348	1,125	8,636	734,104	17,339	973	2,670	20,982	1,263,491
9	Illinois Central R. R.....	348,692	-----	2,555	351,247	9,374	-----	-----	9,374	1,335,868
10	Manchester & Oneida Ry.....	-----	100	7,275	245,391	738	30	200	1,028	301,564
11	Minneapolis & St. Louis R. R.....	233,016	-----	-----	-----	-----	-----	-----	-----	-----
12	Tabor & Northern Ry.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
13	Union Pacific R. R.....	929,846	4,665	24,340	958,851	4,083	40	2,191	6,314	788,832
14	Wabash Railway.....	491,279	2,630	6,605	500,514	2,158	-----	-----	2,158	417,418
	Total.....	9,405,993	56,798	167,263	9,630,054	124,619	10,563	8,241	143,423	11,236,381

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles					Car Miles			
		Yard Switching			Total transpor- tation service	Work service	Freight Train			
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty	Caboose
1	Atchison, Topeka & Santa Fe Ry.....	7,106,250	610,134	7,716,384	51,913,174	854,693	586,947,534	341,211,893	928,159,337	18,786,846
2	Atlantic Northern Ry.....	7,752,655	675,946	8,428,601	47,888,258	1,217,979	546,785,885	328,596,473	875,382,358	17,012,535
3	Chicago, Burlington & Quincy R. R.....	1,345,116	99,741	1,444,857	8,445,746	126,241	100,388,061	53,589,501	153,977,162	3,475,324
4	Chicago Great Western R. R.....	10,002,649	747,008	10,749,657	52,313,011	1,506,245	547,179,136	291,894,692	839,073,828	18,488,093
5	Chicago, Milwaukee & St. Paul Ry.....	9,782,299	881,921	10,664,220	48,361,522	1,125,904	432,139,896	258,892,314	691,032,210	17,158,477
6	Chicago & North Western Ry.....	1,587,020	151,508	1,738,528	9,924,828	118,806	74,191,413	37,000,015	111,191,428	3,477,329
7	Chicago, St. P., M. & O. Ry.....	6,021,264	488,966	6,510,230	40,244,460	870,777	309,637,243	220,364,029	630,031,272	15,766,873
8	Chicago, Rock Island & Pac. Ry.....	4,159,389	287,930	4,447,319	27,649,787	685,925	355,347,545	195,453,094	550,800,639	10,321,227
9	Great Northern Ry.....	8,008,859	859,237	8,868,146	46,402,666	1,515,739	573,108,000	329,890,000	902,998,000	21,332,000
10	Manchester & Oneida Ry.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
11	Minneapolis & St. Louis R. R.....	781,854	50,676	832,530	6,092,911	43,784	52,634,759	24,961,123	77,595,882	2,594,196
12	Tabor & Northern Ry.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
13	Union Pacific R. R.....	3,210,610	236,499	3,504,109	28,504,476	513,886	432,637,567	206,013,332	638,650,899	11,146,452
14	Wabash Railway.....	4,303,101	144,733	4,447,839	20,221,722	385,759	269,180,217	132,056,965	401,237,182	8,633,963
	Total.....	64,061,066	5,291,354	69,352,420	387,962,501	8,964,898	4,390,297,856	2,420,522,341	6,810,730,197	148,193,315

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.....	2,025,646	948,971,829	33,151,705	74,831,416	5,560,873	49,680,797	163,224,791	9,955,710	4,150,248
2	Atlantic Northern Ry.....									
3	Chicago, Burlington & Quincy R. R.....	2,429,463	894,824,356	40,912,656	30,405,122	5,480,240	42,178,065	118,976,113	4,830,240	2,337,698
4	Chicago Great Western R. R.....	349,560	157,802,046	5,621,553	5,645,567	398,680	4,760,904	16,396,704	1,337,601	423,008
5	Chicago, Milwaukee & St. Paul Ry.....	2,251,386	839,813,307	32,362,479	29,900,145	5,163,756	37,536,787	104,963,167	5,726,999	3,510,587
6	Chicago & North Western Ry.....	920,927	709,111,614	40,448,827	30,002,680	3,359,756	41,880,436	115,691,689	9,567,837	5,603,558
7	Chicago, St. P., M. & O. Ry.....	269,688	115,538,440	6,133,979	5,522,899	599,568	7,185,394	19,441,840	1,263,307	733,797
8	Chicago, Rock Island & Pac. Ry.....	1,330,571	637,128,716	30,911,749	33,518,546	4,642,104	26,394,945	95,467,344	5,007,087	2,361,230
9	Great Northern Ry.....	1,195,012	562,316,878	17,719,739	17,533,815	3,819,884	27,274,244	66,347,682	3,068,726	1,714,082
10	Illinois Central R. R.....	1,192,000	925,522,000	37,750,830	27,087,270	3,625,069	32,786,613	101,249,782	919,581	401,452
11	Manchester & Oneida Ry.....									
12	Minneapolis & St. Louis R. R.....		80,190,078	3,133,877	665,002		2,897,477	6,696,416	848,604	514,217
13	Tabor & Northern Ry.....									
14	Union Pacific R. R.....	832,008	670,629,359	16,116,451	39,275,227	6,105,724	32,188,409	93,685,811	8,064,632	5,357,968
15	Wabash Railway.....	719,619	410,500,764	13,596,043	10,624,575	1,955,616	9,627,863	35,804,097	2,066,796	1,134,257
	Total.....	13,515,875	6,972,439,387	277,859,888	305,012,324	40,681,270	314,391,954	937,945,436	53,247,210	28,242,102

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		
		Gaboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.....	50,864	78,436	1,815,873	32,668	18	970,959	17,051,776	349,581	35,156
2	Atlantic Northern Ry.....									
3	Chicago, Burlington & Quincy R. R.....	7,442	65,905	888,621	14,906		283,827	8,453,639	186,543	10,907
4	Chicago Great Western R. R.....	7,046		121,467	8,488		2,644	1,900,254	30,120	
5	Chicago, Milwaukee & St. Paul Ry.....	156,684	137,506	1,404,491	436	56	478,100	11,414,919	186,510	121
6	Chicago & North Western Ry.....	278,569	185,502	1,613,155			141,295	17,329,916	200,134	
7	Chicago, St. P., M. & O. Ry.....		15,112	718,772			161,641	2,892,629	38,616	
8	Chicago, Rock Island & Pac. Ry.....	246,128	25,237	969,555	5,385	26	435,629	9,650,968	184,081	1,101
9	Great Northern Ry.....	42,221	44,546	862,831	1,702		381,107	6,105,215	191,097	1,227
10	Illinois Central R. R.....	88,465	8,788	466,893			310,726	2,195,905	107,415	
11	Manchester & Oneida Ry.....									
12	Minneapolis & St. Louis R. R.....			236,704			82,000	1,682,305	10,692	
13	Tabor & Northern Ry.....									
14	Union Pacific R. R.....	25,245	150,683	942,007	177		104,123	14,644,835	61,274	1,631
15	Wabash Railway.....		7,184	676,212	20,265	475	504,720	4,410,009	27,855	301
	Total.....	902,664	669,569	10,716,581	84,127	575	3,857,512	97,720,570	1,572,918	50,444

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—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.	24,736	12	122,645	14,814	992	12,199	560,135	1,129,811,531	6,253,179
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	14,105		71,373	6,335	1,232	6,350	295,895	1,022,535,003	2,334,249
4	Chicago Great Western R. R.	2,267		11,382				43,769	176,142,773	1,035,141
5	Chicago, Milwaukee & St. Paul Ry.	14,500		4,263	48,620	7,408	2,602	264,024	976,455,417	8,529,751
6	Chicago & North Western Ry.	11,098		57,225	15,399	88	4,761	288,705	842,421,924	4,998,355
7	Chicago, St. P., M. & O. Ry.	2,490		1,906	13,48		764	57,263	137,930,172	508,545
8	Chicago, Rock Island & Pac. Ry.	11,570		67,003	1,770		1,985	267,516	742,514,544	2,362,770
9	Great Northern Ry.	14,144		71,672	10,154	2,713	16,675	307,682	635,077,457	3,503,422
10	Illinois Central R. R.	9,020		40,061				156,496	1,029,124,183	6,789,903
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.	738		1,104	2,145		474	15,153	88,588,952	98,739
13	Tabor & Northern Ry.									
14	Union Pacific R. R.	4,657		20,937				88,499	779,048,504	6,766,054
15	Wabash Railway	2,158		7,340	1,529			39,183	450,844,053	1,102,173
	Total	111,483	12	476,911	114,259	12,483	45,810	2,384,320	8,010,480,513	44,417,281

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.	38,597,613	8,842,477	47,440,090	11,638,224,332	1,437,702,888	13,075,927,270	4,933,876	1,230,718,156
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.	43,934,446	8,970,222	52,904,668	12,651,221,639	2,126,526,661	14,777,748,300	16,365,795	871,773,261
4	Chicago Great Western R. R.	7,169,345	1,222,415	8,391,760	2,088,988,772	116,923,930	2,205,912,702	931,880	105,482,412
5	Chicago, Milwaukee & St. Paul Ry.	40,003,529	6,746,145	55,749,674	11,978,810,065	1,596,479,525	13,575,290,460	9,328,187	661,403,735
6	Chicago & North Western Ry.	58,984,276	7,333,706	66,317,982	8,687,781,924	1,338,009,475	19,525,791,399	28,726,472	1,017,895,200
7	Chicago, St. P., M. & O. Ry.	9,877,181	1,006,456	10,883,637	1,540,474,889	133,682,594	1,674,157,483	1,711,310	146,282,484
8	Chicago, Rock Island & Pac. Ry.	32,452,577	5,728,214	38,180,791	7,923,863,879	990,447,875	8,914,341,754	14,038,800	762,069,102
9	Great Northern Ry.	35,117,929	4,231,789	39,399,718	8,902,970,446	1,015,875,501	9,918,845,947	3,081,457	409,510,459
10	Illinois Central R. R.	53,014,568	9,121,079	62,135,647	14,131,977,693	1,708,698,307	15,843,676,000	31,528,518	839,159,921
11	Manchester & Oneida Ry.								
12	Minneapolis & St. Louis R. R.	6,585,189	819,827	7,405,016	1,249,681,259	164,056,941	1,413,738,200	677,309	38,452,608
13	Tabor & Northern Ry.								
14	Union Pacific R. R.	18,828,125	4,761,425	23,589,550	8,133,261,013	1,423,593,851	9,556,854,864	2,090,402	554,469,017
15	Wabash Railway	21,754,990	4,053,428	25,808,427	5,376,861,117	617,273,618	5,994,134,735	2,936,571	294,281,148
	Total	375,319,802	62,887,183	438,206,985	94,307,147,948	13,169,271,166	107,476,419,114	116,350,643	6,940,407,663

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.....	\$ 153,778,647.37	\$ 39,278,701.27	\$ 51,703,989.63	\$ 209,337,546.06	\$ 134,803,586.37	\$ 74,533,960.29
2	Atlantic Northern Ry.....	121,410,650.40	24,288,306.90	34,271,111.13	161,317,442.19	116,462,806.23	44,854,633.96
3	Chicago, Burlington & Quincy R. R.....	20,031,749.34	3,382,716.44	4,647,579.61	25,359,000.31	20,027,495.85	5,331,504.46
4	Chicago, Milwaukee & St. Paul Ry.....	124,405,025.96	19,587,899.47	30,080,076.57	160,530,279.30	128,383,334.87	32,146,894.43
5	Chicago & North Western Ry.....	110,229,474.60	26,592,517.32	37,732,595.52	154,335,724.14	120,588,383.45	33,747,340.69
6	Chicago, St. P., M. & O. Ry.....	19,348,006.14	4,937,997.37	6,538,812.87	26,433,019.01	21,272,948.69	5,160,070.32
7	Chicago, Rock Island & Pac. Ry.....	96,602,741.73	22,869,298.74	29,942,279.57	130,768,558.67	98,126,841.03	32,641,717.64
8	Great Northern Ry.....	93,346,740.00	13,041,085.35	18,981,136.74	117,338,908.60	75,285,463.98	42,098,444.62
9	Illinois Central R. R.....	122,508,733.56	24,237,342.94	31,412,057.47	158,328,258.35	121,678,777.36	36,649,480.99
10	Manchester & Onida Ry.....	12,792,275.50	1,144,075.27	1,718,908.81	14,733,725.44	13,305,390.30	1,428,335.14
11	Minneapolis & St. Louis R. R.....	87,693,480.28	16,207,850.24	22,853,288.15	113,972,307.64	74,044,570.58	39,927,737.06
12	Tabor & Northern Ry.....	57,205,295.50	9,234,814.86	11,980,226.26	71,693,340.96	52,465,679.84	19,227,661.12
13	Union Pacific R. R.....						
14	Wabash Railway.....						
15	Total.....	\$ 1,019,352,820.44	\$ 204,802,006.17	\$ 281,857,122.33	\$ 1,344,193,111.27	\$ 976,445,330.55	\$ 367,747,780.72

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—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 miles—transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.....	1,944	2,125	170	3	4,242	80	5,593	103,822	17,906	\$16,568.48	\$ 5,570.71
2	Atlantic Northern Ry.....	2,057	2,069	657	12	3,902	62	5,092	96,517	13,067	12,987.37	3,723.87
3	Chicago, Burlington & Quincy R. R.....	12,300	2,061	76	12	4,161	69	5,645	109,326	11,764	13,721.60	3,305.49
4	Chicago, Milwaukee & St. Paul Ry.....	1,607	1,590	122	1	3,234	100	4,674	77,712	10,030	11,118.13	2,822.08
5	Chicago & North Western Ry.....	1,990	2,109	168	12	4,309	110	5,717	85,896	13,893	13,031.17	4,460.69
6	Chicago, St. P., M. & O. Ry.....	1,921	1,859	263	1	4,035	63	5,507	65,253	11,286	10,736.49	3,628.48
7	Chicago, Rock Island & Pac. Ry.....	2,059	1,976	135	12	4,172	74	5,320	85,332	12,815	12,769.17	3,957.84
8	Great Northern Ry.....	1,175	1,376	88	12	2,608	83	3,377	69,294	8,477	11,400.14	2,377.21
9	Illinois Central R. R.....	4,169	3,133	71	2	7,375	143	9,519	190,182	20,939	25,132.16	6,444.05
10	Manchester & Onida Ry.....	1,594	1,090	146	1	2,801	27	3,743	50,107	4,312	7,858.63	1,652.94
11	Minneapolis & St. Louis R. R.....	3,066	3,163	252	1	6,485	139	7,711	185,116	25,633	23,722.93	6,182.30
12	Tabor & Northern Ry.....	3,376	2,270	195	1	5,842	99	8,011	163,945	14,664	22,662.74	4,746.15
13	Union Pacific R. R.....											
14	Wabash Railway.....											
15	Total.....	2,075	1,982	134	2	4,193	90	5,533	100,657	13,596	\$14,538.96	\$ 4,020.11

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.....	\$22,554.52	\$14,524.06	\$ 8,030.46	1,253,930	1,408,831	133,570	32.54	6.31	18.91	2.63	604.01	678.62
2	Atlantic Northern Ry.....	17,154.52	12,384.67	4,769.85	1,353,309	1,580,785	94,726	30.37	6.33	18.25	3.06	679.96	794.25
3	Chicago, Burlington & Quincy R. R.....	16,950.52	13,386.83	3,563.69	1,430,942	1,511,034	75,022	31.25	11.84	16.68	3.74	629.78	665.03
4	Chicago, Milwaukee & St. Paul Ry.....	14,342.15	11,470.07	2,872.08	1,070,552	1,213,230	62,052	30.44	4.41	16.24	2.70	628.38	712.13
5	Chicago & North Western Ry.....	18,245.34	14,255.78	3,989.56	1,027,057	1,244,344	120,334	25.67	6.73	15.38	3.94	479.65	581.12
6	Chicago, St. P., M. & O. Ry.....	14,608.06	11,304.63	2,803.40	854,832	929,014	81,174	21.43	2.67	10.86	1.55	406.36	441.62
7	Chicago, Rock Island & Pac. Ry.....	17,285.29	12,970.63	4,314.66	1,047,398	1,178,318	100,732	22.65	5.47	14.15	2.30	481.90	542.13
8	Great Northern Ry.....	14,335.72	9,194.37	5,141.35	1,087,291	1,211,357	51,287	36.94	4.24	20.32	2.37	873.16	972.79
9	Illinois Central R. R.....	32,480.39	24,961.90	7,518.49	2,899,732	3,250,265	172,150	28.20	2.64	16.23	1.15	690.65	774.14
10	Manchester & Oneida Ry.....	9,051.31	8,173.85	877.46	767,712	868,496	23,622	20.29	3.57	9.62	2.16	448.39	507.25
11	Minneapolis & St. Louis R. R.....	30,831.91	20,030.62	10,801.29	2,200,218	2,585,330	149,996	39.90	8.67	18.16	5.76	666.25	782.82
12	Tabor & Northern Ry.....	28,492.40	20,785.07	7,617.33	2,130,125	2,374,667	116,584	31.59	4.21	15.50	2.31	605.56	675.08
13	Union Pacific R. R.....												
14	Wabash Railway.....												
15	Total.....	\$19,172.14	\$13,926.97	\$ 5,245.17	1,345,096	1,532,929	98,992	30.17	5.66	16.63	3.00	616.25	702.31

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued
PART 13—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 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.....	8.27	1.79	61.76	\$ 7.98	\$ 2.58	\$ 5.31	\$ 3.42	\$ 1.89	.87	45.51	.94	7.82	.98	10.61	.91	17.28
2	Atlantic Northern Ry.....	6.64	1.57	48.24	6.53	1.90	4.40	3.17	1.23	.93	46.19	.97	6.50	.95	10.84	.95	16.20
3	Chicago, Burlington & Quincy R. R.....	5.66	1.17	36.31	6.04	1.60	4.07	3.21	.88	.82	40.35	.98	5.98	.98	16.54	.83	16.03
4	Chicago, Milwaukee & St. Paul Ry.....	6.21	1.45	38.62	6.53	1.76	4.44	3.55	.89	.88	42.12	.97	6.12	.97	8.52	.87	15.91
5	Chicago & North Western Ry.....	6.48	1.23	56.59	6.09	2.10	4.27	3.34	.93	.95	40.08	.99	6.43	.99	12.06	.88	18.73
6	Chicago, St. P., M. & O. Ry.....	5.83	1.86	42.06	5.10	1.88	3.64	2.93	.71	.88	29.53	.97	5.69	.96	5.89	.61	14.01
7	Chicago, Rock Island & Pac. Ry.....	6.39	1.38	50.43	5.87	1.98	4.14	3.11	1.03	.95	33.92	1.00	6.29	.96	9.00	.89	19.07
8	Great Northern Ry.....	6.04	1.71	36.77	9.16	1.70	5.50	3.53	1.97	.91	53.16	.97	6.14	.99	8.32	.83	14.66
9	Illinois Central R. R.....	6.63	2.23	54.23	5.99	2.03	4.40	3.38	1.02	.97	44.04	.96	6.58	.99	6.25	1.00	16.69
10	Manchester & Oneida Ry.....	3.88	1.34	21.71	45.9	.97	3.23	2.92	.31	.87	26.96	.99	3.86	.97	6.86	.72	14.74
11	Minneapolis & St. Louis R. R.....	8.01	1.13	47.15	7.18	1.94	4.75	3.09	1.66	.92	54.66	.98	8.39	.97	15.27	.65	14.02
12	Tabor & Northern Ry.....	6.23	2.45	50.18	6.44	2.04	4.86	3.56	1.30	.95	45.56	.97	6.10	.98	8.81	1.00	18.16
13	Union Pacific R. R.....																
14	Wabash Railway.....																
15	Total.....	6.75	1.56	49.27	\$ 6.92	\$ 2.00	\$ 4.57	\$ 3.32	\$ 1.25	.92	44.02	1.00	6.74	.98	10.15	.86	16.62

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	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.	19.83	21.91	\$.25763	11.29	\$.35763	301.53	162.59	275.63	251.27	\$ 3.98415	\$.01321	\$ 7.96102	\$.03168	64.40
2	Atlantic Northern Ry.	22.93	26.79	.22010	12.07	.33626	287.96	237.06	279.33	53.27	2.76345	.00960	1.48409	.02786	72.19
3	Chicago, Burlington & Quincy R. R.	20.53	21.68	.19692	9.26	.29681	291.33	95.65	262.87	113.19	2.79408	.00959	3.62999	.03207	78.98
4	Chicago Great Western R. R.	21.66	24.55	.22500	10.39	.30766	244.45	236.65	243.50	70.90	2.53870	.01039	2.09086	.02962	79.97
5	Chicago & North Western Ry.	19.67	23.83	.24956	14.12	.36901	147.29	250.62	158.72	35.43	1.86879	.01269	.92571	.02613	78.13
6	Chicago, St. P., M. & O. Ry.	20.42	22.19	.25642	11.82	.39901	155.96	132.83	153.82	85.48	1.95886	.01256	2.88551	.03376	80.48
7	Chicago, Rock Island & Pac. Ry.	19.55	22.00	.23836	11.65	.34966	244.17	172.91	233.48	54.28	2.97674	.01219	1.62900	.03001	75.04
8	Great Northern Ry.	24.84	27.67	.26044	11.34	.36117	273.52	237.25	251.75	132.90	2.658.09	.01048	4.23212	.03185	84.14
9	Illinois Central R. R.	24.62	27.60	.21342	12.85	.37114	266.62	187.34	254.96	26.62	2.31085	.00867	.76874	.02888	76.85
10	Manchester & Oneida Ry.	23.37	26.43	.23918	9.53	.28349	189.77	200.11	190.92	56.77	1.94258	.01024	1.68015	.02975	90.31
11	Minneapolis & St. Louis R. R.	17.65	20.74	.19035	9.84	.28771	431.97	298.98	405.13	265.25	4.65758	.01078	7.75346	.02923	64.97
12	Tabor & Northern Ry.	19.82	22.10	.21090	11.81	.37062	247.16	152.28	232.25	109.21	2.82952	.01064	3.14476	.03188	73.18
13	Union Pacific R. R.	21.22	24.19	.22940	11.69	.34497	251.27	209.41	245.26	59.65	2.71329	\$.01081	\$ 1.76022	\$.02951	72.64
14	Wabash Railway														
15	Grand average	21.22	24.19	.22940	11.69	.34497	251.27	209.41	245.26	59.65	2.71329	\$.01081	\$ 1.76022	\$.02951	72.64

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA
PART 1—AVERAGE MILES OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles							
			Freight			Passenger	Mixed	Special	Total transportation service	Work service
			Ordinary	Light	Total					
1	Atchison, Topeka & Santa Fe Ry.	19.89	116,987	1,109	118,096	130,906	7,282	37	256,321	10,825
2	Atlantic Northern Ry.	1,445.43	2,156,599	7,550	2,164,149	2,962,762	172,239	3,780	5,302,930	60,322
3	Chicago, Burlington & Quincy R. R.	776.41	1,705,662	1,715	1,707,377	1,490,361	96,083	1,770	3,296,591	51,444
4	Chicago Great Western R. R.	1,928.82	4,031,636	5,983	4,037,619	3,091,919	235,197	1,912	7,366,647	265,313
5	Chicago, Milwaukee & St. Paul Ry.	1,634.09	4,185,790	8,628	4,194,418	4,149,657	307,051	2,300	8,653,426	120,655
6	Chicago & North Western Ry.	157.31	301,536	1,858	303,394	238,575	14,632	173	556,794	2,381
7	Chicago, St. P., M. & O. Ry.	2,266.40	3,991,977	27,642	4,019,619	3,667,434	501,214	3,572	8,191,839	105,785
8	Chicago, Rock Island & Pac. Ry.	77.86	109,277	16	109,293	103,785		75	213,153	17,070
9	Great Northern Ry.	718.06	2,202,633	7,658	2,210,291	1,349,647		347	3,560,286	79,467
10	Illinois Central R. R.	877.17	1,415,416	6,771	1,422,187	832,756	155,384	620	2,410,947	19,846
11	Manchester & Oneida Ry.	2.48	30,781	294	21,075	13,520			34,565	45,676
12	Minneapolis & St. Louis R. R.	208.87	299,907	8,093	308,000	282,801	26,280		617,081	7,680
13	Tabor & Northern Ry.									
14	Union Pacific R. R.									
15	Wabash Railway									
	Total	10,112.79	20,538,201	77,817	20,615,518	18,314,123	1,515,382	14,586	40,459,609	785,864

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—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.....	118,096	7,524	6,360	131,980	130,906	3,363	6,884	141,153
2	Atlantic Northern Ry.....								
3	Chicago, Burlington & Quincy R. R.....	2,164,927	114,252	97,913	2,377,092	2,918,522	18,888	48,009	2,986,014
4	Chicago Great Western R. R.....	1,707,528	195,003	119,403	2,021,934	1,323,734	3,930	17,448	1,345,118
5	Chicago, Milwaukee & St. Paul Ry.....	4,037,748	167,004	146,009	4,350,801	2,959,406	20,877	33,233	3,013,516
6	Chicago & North Western Ry.....	4,195,045	104,765	22,113	4,321,923	4,106,537	1,580	19,315	4,127,432
7	Chicago, St. P., M. & O. Ry.....	309,819	8,663	8,398	326,880	235,518	727	7,138	243,383
8	Chicago, Rock Island & Pac. Ry.....	4,019,619	123,496	72,025	4,215,140	3,565,518	8,889	18,176	3,592,533
9	Great Northern Ry.....	109,293	154	1,972	111,419	103,461	61	4,035	107,557
10	Illinois Central R. R.....	2,210,291	10,258	4,893	2,225,442	1,349,647	6,369	25,544	1,381,560
11	Manchester & Onelda Ry.....								
12	Minneapolis & St. Louis R. R.....	1,422,187	187,455	68,688	1,678,330	832,756	150	1,466	834,372
13	Tabor & Northern Ry.....								
14	Union Pacific R. R.....	21,075	5,105	14,799	40,979	13,520		20,977	34,497
15	Wabash Railway.....	308,000	124,934	3,69	433,303	282,801	15,552	8,728	307,081
	Total.....	20,623,028	1,048,633	562,951	22,235,232	17,822,326	80,337	211,553	18,114,216

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 3—LOCOMOTIVES 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.....	7,282	3	362	7,647	37		3	39	
2	Atlantic Northern Ry.....									
3	Chicago, Burlington & Quincy R. R.....	172,244	3,232	2,179	177,655	3,730	722	401	4,903	120,076
4	Chicago Great Western R. R.....	96,083	112	1,502	97,697	1,770		32	1,802	133,413
5	Chicago, Milwaukee & St. Paul Ry.....	235,197	981	8,295	244,473	1,912	70	84	2,066	388,373
6	Chicago & North Western Ry.....	307,051	32	917	308,000	2,313	34	20	2,367	77,841
7	Chicago, St. P., M. & O. Ry.....	13,791	30	1,973	15,794	173	15	7	195	1,330
8	Chicago, Rock Island & Pac. Ry.....	501,214	12,451	26,168	539,833	3,572	224		3,796	525,095
9	Great Northern Ry.....					75			75	10,520
10	Illinois Central R. R.....					347			347	121,465
11	Manchester & Onelda Ry.....									
12	Minneapolis & St. Louis R. R.....	155,834	100	4,565	160,499	620	30	369	910	165,409
13	Tabor & Northern Ry.....									
14	Union Pacific R. R.....			3	3			7	7	
15	Wabash Railway.....	25,230			25,230					28,243
	Total.....	1,514,526	16,941	45,964	1,577,431	14,599	1,095	813	16,507	1,571,815

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles					Car Miles		
		Yard Switching			Total transporta- tion service	Work service	Freight Train		
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty
1	Atchison, Topeka & Santa Fe Ry.....	163,098	8,544	171,642	452,470	11,795	5,020,581	3,344,513	8,365,094
2	Atlantic Northern Ry.....								
3	Chicago, Burlington & Quincy R. R.....	818,919	79,284	898,203	6,563,943	111,159	50,291,285	35,918,710	92,209,995
4	Chicago Great Western R. R.....	530,118	32,247	562,365	4,162,329	71,083	51,086,961	27,710,994	78,797,955
5	Chicago, Milwaukee & St. Paul Ry.....	1,151,690	54,388	1,206,078	9,205,307	265,313	108,491,779	69,377,514	177,869,293
6	Chicago & North Western Ry.....	1,075,105	130,596	1,205,691	10,043,254	176,096	120,238,514	70,241,616	190,480,130
7	Chicago, St. P., M. & O. Ry.....	223,248	90,519	259,767	847,399	2,646	5,842,511	3,734,499	9,577,010
8	Chicago, Rock Island & Pac. Ry.....	1,129,265	116,913	1,246,178	10,122,575	161,928	95,465,203	49,242,818	144,708,021
9	Great Northern Ry.....	102,425	10,639	113,064	342,635	17,243	2,834,861	2,048,263	4,883,124
10	Illinois Central R. R.....	476,262	45,421	521,683	4,250,447	107,993	43,088,000	31,760,000	74,848,000
11	Manchester & Oneida Ry.....								
12	Minneapolis & St. Louis R. R.....	301,567	30,302	331,869	3,170,939	19,846	27,274,928	13,650,217	40,925,145
13	Tabor & Northern Ry.....								
14	Union Pacific R. R.....	432,024	58,731	490,755	566,241	10,294	636,161	288,294	924,455
15	Wabash Railway.....	55,637	1,504	57,141	852,048	7,090	4,945,103	2,560,189	7,505,292
	Total.....	6,459,358	605,078	7,064,436	50,579,637	961,576	521,215,947	309,877,627	831,093,574

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—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 observa- tion	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.....	122,164	9,846	8,407,104	203,833	506,759	75,846	430,762	1,304,200	54,680	5,514
2	Atlantic Northern Ry.....										
3	Chicago, Burlington & Quincy R. R.....	1,909,568	263,925	94,383,513	5,444,930	3,986,714	623,490	7,949,451	18,004,585	621,928	363,226
4	Chicago Great Western R. R.....	1,836,834	209,020	80,843,809	2,986,572	3,033,600	129,170	2,391,088	8,540,430	1,212,618	333,705
5	Chicago, Milwaukee & St. Paul Ry.....	4,159,724	439,321	182,468,338	5,162,743	4,473,578	452,700	5,526,093	15,615,103	687,568	481,752
6	Chicago & North Western Ry.....	4,298,907	234,051	195,013,088	5,443,410	11,824,527	1,483,903	11,268,718	30,020,558	2,180,698	1,323,360
7	Chicago, St. P., M. & O. Ry.....	303,632	15,660	9,895,702	498,202	573,974	95,810	625,023	1,795,009	10,736	9,879
8	Chicago, Rock Island & Pac. Ry.....	4,149,849	320,137	149,178,067	7,263,215	7,346,518	1,088,351	6,590,294	22,288,378	3,087,087	1,114,063
9	Great Northern Ry.....	150,680	5,033,804	116,436	1,155			112,681	230,272		
10	Illinois Central R. R.....	2,266,000	198,000	77,312,000	3,599,560	1,361,470	75,333	2,259,882	7,296,245		
11	Manchester & Oneida Ry.....										
12	Minneapolis & St. Louis R. R.....	1,422,187		42,347,332	1,438,357	283,772		1,358,566	3,080,695	528,946	331,533
13	Tabor & Northern Ry.....										
14	Union Pacific R. R.....	20,755	311	945,521	21,537	14,606	7,265	47,041	90,449		
15	Wabash Railway.....	308,430	53,904	7,867,716	581,707	237,173	689	423,554	1,243,123	75,536	49,831
	Total.....	20,948,155	1,744,265	853,785,994	32,760,502	33,732,826	4,032,566	38,983,153	109,509,047	8,459,797	4,062,862

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Mixed Train						Special Train— Freight		
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.	24	116	7,632	17		19,370	87,353	79	
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	4,689	7,772	194,945	316		53,300	1,246,237	44,462	56
4	Chicago Great Western R. R.	5,891		106,579	4,752		1,951	1,715,496	22,678	
5	Chicago, Milwaukee & St. Paul Ry.	14,186	12,323	338,426	53		27,457	1,561,765	21,337	
6	Chicago & North Western Ry.	92,029	41,860	342,935			80,532	4,061,423	38,044	
7	Chicago, St. P., M. & O. Ry.		144	19,330				40,089	873	
8	Chicago, Rock Island & Pac. Ry.	75,036	9,516	446,180	606	26	175,141	4,907,735	62,900	58
9	Great Northern Ry.								1,050	
10	Illinois Central R. R.								2,155	
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.			153,967				1,013,846	10,047	
13	Tabor & Northern Ry.									
14	Union Pacific R. R.									
15	Wabash Railway		300	52,624			21	178,372		
	Total	191,826	72,091	1,662,018	5,834	26	357,862	14,812,316	203,625	114

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 7—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Special Train						Total transporta- tion service	Work service	
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observa- tion	Dining	Other passenger train			Total
1	Atchison, Topeka & Santa Fe Ry.	17		26	80	20	20	242	9,888,800	118,372
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.	3,607		17,360	185	37	185	65,892	113,700,227	227,406
4	Chicago Great Western R. R.	1,770		8,398				32,846	91,132,581	557,925
5	Chicago, Milwaukee & St. Paul Ry.	1,825		464	5,966	1,135		30,727	199,675,933	1,490,338
6	Chicago & North Western Ry.	966		9,852	3,638		305	52,805	229,147,874	944,954
7	Chicago, St. P., M. & O. Ry.	173			564			1,610	11,732,410	10,923
8	Chicago, Rock Island & Pac. Ry.	3,572		22,472			235	89,237	176,463,417	329,203
9	Great Northern Ry.	75		450				1,575	5,265,651	209,782
10	Illinois Central R. R.	347		842				3,344	84,611,589	1,332,512
11	Manchester & Oneida Ry.									
12	Minneapolis & St. Louis R. R.	620		975	2,145		888	14,175	46,456,048	46,867
13	Tabor & Northern Ry.									
14	Union Pacific R. R.	2						2	1,035,972	45,607
15	Wabash Railway								9,289,211	22,701
	Total	12,974		60,839	12,578	1,192	1,133	292,455	978,399,812	5,307,680

^aIncludes 291,864 motor car and trailer car miles.
^bIncludes 508 motor car and trailer car miles.
^cIncludes 44,484 motor car and trailer car miles.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Revenue	
		Tons			Ton Miles			Passengers car-ried—revenue	Passenger miles—revenue
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total		
1	Atchison, Topeka & Santa Fe Ry.	4,748,667	768,154	5,511,821	93,965,592	7,933,330	101,898,922	467,115	8,974,220
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.	8,778,617	1,768,780	10,547,397	1,038,867,966	249,738,405	1,288,606,400	1,708,236	104,151,824
4	Chicago Great Western R. R.	5,832,509	971,380	6,803,889	1,087,562,251	78,286,420	1,165,848,671	624,900	56,636,906
5	Chicago, Milwaukee & St. Paul Ry.	11,536,684	1,327,078	12,863,762	2,160,558,947	183,469,657	2,344,028,604	1,215,427	81,809,407
6	Chicago & North Western Ry.	10,191,530	2,079,769	12,271,299	2,060,552,115	343,875,771	2,443,427,886	1,522,410	189,091,788
7	Chicago, St. P., M. & O. Ry.	1,602,353	90,431	1,692,784	142,424,010	5,685,604	148,109,614	217,924	10,776,883
8	Chicago, Rock Island & Pac. Ry.	12,258,892		12,258,892	1,791,511,510		1,791,511,510	2,141,473	168,768,700
9	Great Northern Ry.	798,296	56,313	849,609	59,163,782	2,882,688	62,046,470	25,121	1,274,037
10	Illinois Central R. R.	4,389,052	887,175	5,276,227	854,741,133	110,922,177	965,663,310	660,124	45,935,164
11	Manchester & Oneida Ry.								
12	Minneapolis & St. Louis R. R.	4,259,496	686,723	4,946,219	677,910,667	98,129,989	776,040,656	365,774	16,334,440
13	Tabor & Northern Ry.								
14	Union Pacific R. R.	5,035,401	271,554	5,306,955	11,338,195	704,836	12,103,031	319,784	703,501
15	Wabash Railway	1,750,532	138,868	1,889,400	110,426,155	4,456,846	114,883,001	166,023	8,179,564
	Total	71,172,029	9,046,225	80,218,254	10,128,022,352	1,086,145,723	11,214,168,075	9,464,411	608,346,434

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Revenues and Expenses					
		Freight revenue	Passenger revenue	Passenger service—train revenue	Operating revenues	Operating expenses	Net operating revenues
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,149,652.27	\$ 289,239.42	\$ 401,962.82	\$ 1,588,440.81	\$ 1,337,970.07	\$ 250,470.74
2	Atlantic Northern Ry.						
3	Chicago, Burlington & Quincy R. R.	12,345,055.83	3,347,254.39	5,015,001.29	17,732,328.50	15,001,815.95	2,730,512.55
4	Chicago Great Western R. R.	10,307,951.84	1,867,268.68	2,413,955.16	13,055,253.95	10,602,556.29	2,452,697.66
5	Chicago, Milwaukee & St. Paul Ry.	21,631,476.45	2,684,509.05	4,064,428.98	26,242,504.84	21,484,378.50	4,758,126.34
6	Chicago & North Western Ry.	24,111,044.38	6,162,465.50	8,014,408.13	32,741,205.02	24,512,157.02	8,229,048.00
7	Chicago, St. P., M. & O. Ry.	2,061,407.97	369,467.55	502,421.59	2,597,912.70	1,712,372.02	885,540.68
8	Chicago, Rock Island & Pac. Ry.	21,011,137.61	5,646,804.60	7,427,081.42	28,910,775.01	23,081,086.67	5,829,688.34
9	Great Northern Ry.	779,447.99	39,750.28	74,472.70	873,968.50	760,079.92	113,918.58
10	Illinois Central R. R.	7,963,013.52	1,563,205.86	2,196,910.02	10,360,892.20	10,523,425.80	*162,533.60
11	Manchester & Oneida Ry.						
12	Minneapolis & St. Louis R. R.	6,250,645.66	512,248.87	789,176.78	7,112,346.73	6,020,671.93	485,674.80
13	Tabor & Northern Ry.						
14	Union Pacific R. R.	142,011.22	18,668.97	26,774.86	172,197.96	222,133.71	*49,936.35
15	Wabash Railway	1,077,455.05	272,871.67	379,464.71	1,538,390.80	2,056,174.35	*517,783.55
	Total	\$ 108,860,299.79	\$ 22,773,754.84	\$ 31,306,628.46	\$ 142,946,247.02	\$ 117,920,822.23	\$ 25,025,424.79

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—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 miles—transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.	5,937	6,582	366	2	12,887	541	22,749	430,243	66,936	\$ 57,800.52	\$ 20,207.73
2	Atlantic Northern Ry.	1,053	2,274	648	3	3,660	42	5,541	66,158	12,641	8,538.39	3,469.97
3	Chicago, Burlington & Quincy R. R.	2,199	1,920	124	2	4,245	66	5,361	106,220	11,157	13,276.43	3,169.12
4	Chicago Great Western R. R.	2,093	1,606	122	1	3,819	138	4,773	95,233	8,300	11,230.43	2,100.85
5	Chicago, Milwaukee & St. Paul Ry.	2,567	2,539	188	1	5,295	74	6,146	121,591	18,639	14,755.03	4,904.51
6	Chicago & North Western Ry.	1,929	1,517	93	1	3,540	15	5,387	63,044	11,537	13,104.11	3,193.83
7	Chicago, St. P., M. & O. Ry.	1,774	1,618	221	1	3,614	47	4,466	67,742	10,119	9,270.71	3,277.04
8	Chicago, Rock Island & Pac. Ry.	1,404	1,383	—	1	2,738	219	4,401	64,696	2,963	10,010.89	966.50
9	Great Northern Ry.	3,078	1,879	—	1	4,958	111	5,919	107,671	10,162	11,089.62	3,059.51
10	Illinois Central R. R.	1,621	949	177	1	2,749	23	3,615	49,270	3,691	7,125.92	890.69
11	Manchester & Oneida Ry.	—	—	—	—	—	—	—	—	—	—	—
12	Minneapolis & St. Louis R. R.	—	—	—	—	—	—	—	—	—	—	—
13	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—	—	—
14	Union Pacific R. R.	8,498	5,452	—	—	13,950	18,418	288,323	381,259	36,471	57,262.59	10,706.31
15	Wabash Railway	1,475	1,354	126	—	2,954	34	4,079	38,270	6,204	5,158.50	1,816.75
	Grand average	2,039	1,811	150	1	4,001	78	5,001	85,712	11,037	\$ 10,764.62	\$ 3,095.75

RAILROAD COMMISSIONERS' REPORT

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—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 revenue	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.	68,561	1,108,909	1,001,606	2,474.63	\$ 2,474.63	\$11,660.66	11,131.19	42.51	7.51	28.82	.76	766.18	830.87
2	Atlantic Northern Ry.	39,161	550,028	528,084	2,478.98	\$ 2,478.98	9,844.28	7,363.90	26.10	3.19	16.00	2.11	451.82	560.43
3	Chicago, Burlington & Quincy R. R.	383,670	4,880,254	4,571,852	20,136.02	\$ 20,136.02	89,670.04	60,434.43	29.92	12.62	16.23	3.99	605.30	648.87
4	Chicago Great Western R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—
5	Chicago, Milwaukee & St. Paul Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—
6	Chicago & North Western Ry.	18,622	884,710	772,838	553.68	\$ 553.68	7,524.60	8,108.28	28.87	7.10	16.75	4.31	469.76	546.70
7	Chicago, St. P., M. & O. Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—
8	Chicago, Rock Island & Pac. Ry.	69,999	1,944,828	1,190,248	236.36	\$ 236.36	14,655.36	14,439.01	23.75	6.16	12.25	2.22	402.55	472.31
9	Great Northern Ry.	16,363	796,868	759,574	1,463.12	\$ 1,463.12	9,762.14	11,223.96	25.94	—	18.74	—	541.33	567.71
10	Illinois Central R. R.	74,166	790,466	790,466	2,572.22	\$ 2,572.22	10,184.03	12,756.25	19.49	—	14.37	—	386.71	436.80
11	Manchester & Oneida Ry.	68,444	914,514	906,372	5,629.27	\$ 5,629.27	10,882.34	16,514.61	19.18	—	—	—	—	—
12	Minneapolis & St. Louis R. R.	116,084	1,466,284	1,284,846	5,065.86	\$ 5,065.86	15,000.49	20,036.35	19.18	3.40	9.00	2.13	436.22	499.36
13	Tabor & Northern Ry.	42,514	1,215,266	1,120,145	2,466.86	\$ 2,466.86	11,138.61	13,906.47	—	—	—	—	—	—
14	Union Pacific R. R.	72,947	1,601,689	1,400,757	3,139.02	\$ 3,139.02	13,656.87	16,814.89	30.61	—	13.69	—	537.09	574.23
15	Wabash Railway	72,056	863,446	720,211	1,902.91	\$ 1,902.91	10,378.78	12,281.60	30.61	2.87	13.18	1.90	338.19	351.84
	Grand average	451,193	5,123,123	4,724,263	2,592.80	\$ 2,592.80	12,598.48	17,981.28	25.25	5.58	15.03	2.66	464.00	513.76

*Deficit.

STATISTICS OF STEAM RAILWAYS

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—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 service train 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	3.71	67.15	9.37	3.01	6.20	5.22	.98	.89	64.33	.98	9.24	.95	11.42	.95	6.21
2	Atlantic Northern Ry.	6.08	1.44	34.71	5.37	1.67	3.35	2.82	.53	.91	39.71	.99	6.03	.97	7.01	.77	13.44
3	Chicago, Burlington & Quincy R. R.	5.73	1.18	37.83	5.74	1.61	3.96	3.22	.74	.84	39.98	.98	6.13	.98	17.56	.98	18.23
4	Chicago Great Western R. R.	5.05	1.56	26.03	5.13	1.29	3.56	2.92	.64	.93	41.94	.98	5.14	.96	6.39	.93	14.87
5	Chicago, Milwaukee & St. Paul Ry.	7.23	1.38	45.36	5.39	1.92	3.73	2.83	.95	.97	45.12	.99	7.28	1.00	13.19	.97	21.31
6	Chicago & North Western Ry.	7.52	1.32	44.30	6.57	2.07	4.67	3.08	1.59	.98	30.27	.98	7.33	.93	2.54	.89	8.26
7	Chicago, St. P., M. & O. Ry.	6.08	1.24	45.15	4.72	1.99	3.53	2.82	.71	.95	35.39	1.02	6.20	.93	9.09	.94	23.51
8	Chicago, Rock Island & Pac. Ry.	2.22	—	12.28	7.13	.72	4.10	3.57	.53	.98	45.18	.96	2.14	—	—	1.00	21.00
9	Great Northern Ry.	5.41	—	34.05	3.60	1.63	2.91	2.96	*.05	.99	34.74	.98	5.23	—	—	1.00	9.64
10	Illinois Central R. R.	3.70	.99	19.08	4.02	.92	2.95	2.75	.20	.85	25.23	1.00	3.69	.97	6.33	.63	15.58
11	Manchester & Oneida Ry.	6.00	—	52.03	6.74	1.98	4.98	6.42	*1.44	.51	23.07	.99	2.62	—	—	—	.29
12	Minneapolis & St. Louis R. R.	4.40	2.09	28.15	3.30	1.31	2.49	3.33	.84	.71	18.16	.92	4.05	1.00	6.79	—	—
13	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
14	Union Pacific R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	Wabash Railway	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Grand average	5.98	1.34	37.24	5.20	1.68	3.53	2.91	.62	.93	38.40	1.01	6.04	.96	9.39	.88	17.72

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA—Continued
PART 13—AVERAGES PER LOADED FREIGHT CAR MILE AND PER CAR MILE PASSENGER—AND MISCELLANEOUS AVERAGES

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		Tons of freight	Ton mile of freight	Passenger		Passenger mile
1	Atchison, Topeka & Santa Fe Ry.	20.08	20.08	22652	11.14	35920	19.81	10.33	18.49	19.21	24236	.61223	.61920	.03223	84.23
2	Atlantic Northern Ry.	18.25	22.64	21601	10.82	34770	118.34	141.19	122.17	69.97	1,40626	.01188	1.95948	.03213	84.51
3	Chicago, Burlington & Quincy R. R.	20.79	22.29	19709	9.24	30454	186.47	80.59	171.35	90.63	1,76733	.00948	2.98811	.03297	81.21
4	Chicago Great Western R. R.	19.79	21.47	19840	8.21	26913	187.28	138.25	182.23	67.38	1,87762	.01003	2.20670	.03278	81.87
5	Chicago, Milwaukee & St. Paul Ry.	17.15	19.96	19695	10.77	34992	206.01	165.34	199.12	122.19	2,36579	.01148	3.96961	.03249	74.87
6	Chicago & North Western Ry.	24.33	25.30	36218	9.85	33787	88.88	62.87	87.49	49.41	1,28649	.01447	1.86540	.03432	65.91
7	Chicago, St. P., M. & O. Ry.	18.18	—	21320	11.21	37504	146.14	—	—	78.81	1,71395	.01173	2.63687	.03346	79.84
8	Chicago, Rock Island & Pac. Ry.	20.87	21.80	27495	10.83	33804	74.58	51.19	73.03	50.72	.98254	.01317	1.58235	.03120	86.97
9	Great Northern Ry.	19.84	22.41	18481	9.26	31510	194.74	125.09	183.02	69.61	1,81429	.00932	2.36769	.03402	101.57
10	Illinois Central R. R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	Manchester & Oneida Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
12	Minneapolis & St. Louis R. R.	24.33	27.91	22481	8.71	27313	159.15	142.00	156.90	44.66	1,46946	.00922	1.40945	.03136	93.17
13	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
14	Union Pacific R. R.	17.82	19.03	22323	19.46	51653	2.25	2.82	2.28	2.20	.02820	.01253	.05338	.02654	129.00
15	Wabash Railway	21.99	22.88	21461	9.39	31310	63.08	32.09	60.80	49.27	.61550	.00976	1.64358	.03336	133.06
	Grand average	19.12	21.17	20592	10.17	33412	142.30	120.07	139.80	73.26	1,52954	.01075	2.40025	.03285	82.49

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.....	62,918	2,524,396	6,165	253,940	69,083	2,778,336	8,197	294,960	2,954	114,053	11,061	409,019
2	Chicago, Burlington & Quincy R. R.....	35,148	1,445,923	6,828	284,429	41,976	1,730,352	42,880	1,716,368	5,570	222,567	48,450	1,938,935
3	Chicago Great Western R. R.....	2,346	93,435	7,174	304,353	9,520	397,788	3,772	137,120	1,071	67,757	5,443	204,877
4	Chicago, Milwaukee & St. Paul Ry.....	32,842	1,407,675	3,241	135,090	36,083	1,542,765	19,176	752,865	2,598	101,638	21,774	854,503
5	Chicago & North Western Ry.....	9,256	384,552	8,444	349,158	17,700	733,710	26,466	1,070,298	9,010	332,872	35,476	1,403,170
6	Chicago, St. Paul, Minn. & O. Ry.....	8,212	342,193	5,060	211,381	13,272	553,574	4,720	178,674	2,290	89,152	7,019	267,826
7	Chicago, Rock Island & Pacific Ry.....	41,992	1,812,762	9,749	404,118	51,741	2,216,880	24,171	962,374	7,515	291,129	31,686	1,213,503
8	Great Northern Ry.....	52,145	2,233,760	5,164	219,211	57,309	2,452,971	2,424	86,052	1,244	44,623	3,668	130,675
9	Illinois Central R. R.....	6,546	272,715	2,326	95,507	8,872	368,222	35,115	1,421,112	5,560	208,575	40,675	1,629,687
10	Minneapolis & St. Louis R. R.....	7,175	289,537	8,555	365,482	15,730	655,019	8,667	332,799	610	23,748	9,277	356,547
11	Union Pacific R. R.....	20,202	1,035,325	4,951	232,289	25,153	1,267,614	15,053	614,975	2,421	94,132	17,474	709,107
12	Wabash Railway.....	8,396	340,246	2,928	121,465	11,324	461,711	13,301	522,335	3,470	139,526	16,771	661,861
	Total.....	287,178	12,182,519	70,585	2,976,423	357,763	15,158,942	203,801	8,079,938	44,913	1,609,772	248,774	9,779,710

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,600	81,422	2,007	66,229	4,607	147,651	5,013	167,499	2,359	82,211	7,372	249,710
2	Chicago, Burlington & Quincy R. R.....	8,162	237,942	5,099	169,315	13,261	427,257	2,633	94,658	1,301	44,904	3,934	138,962
3	Chicago Great Western R. R.....	3,050	99,852	1,092	33,598	4,148	133,450	1,642	59,885	320	10,818	1,962	70,703
4	Chicago, Milwaukee & St. Paul Ry.....	17,267	604,898	1,367	45,238	18,634	650,136	8,453	338,544	877	30,496	9,330	369,040
5	Chicago & North Western Ry.....	13,433	469,118	9,539	324,008	22,972	793,126	4,426	170,694	5,216	202,854	9,642	373,548
6	Chicago, St. Paul, Minn. & O. Ry.....	7,156	250,728	2,597	95,636	9,753	346,364	4,300	171,224	1,316	50,559	5,616	221,783
7	Chicago, Rock Island & Pacific Ry.....	16,941	537,484	3,001	92,717	19,942	650,201	5,199	163,245	1,138	33,034	6,337	196,279
8	Great Northern Ry.....	6,559	237,016	358	12,121	6,917	249,137	11,638	472,970	456	16,962	12,094	489,932
9	Illinois Central R. R.....	16,359	504,384	5,737	184,077	22,096	688,461	758	19,925	1,738	46,701	2,496	66,626
10	Minneapolis & St. Louis R. R.....	7,368	276,456	183	6,036	8,051	282,492	1,850	69,977	72	2,011	1,922	71,988
11	Union Pacific R. R.....	1,481	47,426	545	15,691	2,026	63,117	987	42,432	228	6,718	1,215	49,150
12	Wabash Railway.....	4,983	162,974	3,576	119,584	8,559	282,558	483	17,533	924	30,599	1,407	48,132
	Total.....	105,925	3,549,700	35,101	1,164,250	141,026	4,713,950	47,382	1,787,966	15,945	567,867	63,327	2,345,853

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	33,787	857,714	2,317	61,128	36,104	918,842	13,386	314,552	1,994	51,323	15,380	365,875
2	Chicago, Burlington & Quincy R. R.....	20,374	525,796	9,120	237,810	29,494	763,606	18,006	397,701	7,327	164,406	25,333	562,107
3	Chicago Great Western R. R.....	10,754	287,192	2,599	71,525	13,353	358,717	3,260	76,633	1,400	27,257	4,660	103,890
4	Chicago, Milwaukee & St. Paul Ry.....	29,115	726,770	6,508	152,930	35,623	879,700	19,862	463,816	2,588	61,998	22,450	535,814
5	Chicago & North Western Ry.....	4,910	118,271	15,947	405,028	20,857	523,899	6,014	138,384	17,295	393,636	23,309	532,019
6	Chicago, St. Paul, Minn. & O. Ry.....	9,131	229,598	1,717	42,869	10,848	272,467	10,646	254,506	900	19,672	11,546	274,268
7	Chicago, Rock Island & Pacific Ry.....	30,748	788,873	5,311	133,246	36,059	922,119	27,930	628,578	2,907	62,355	30,837	690,933
8	Great Northern Ry.....	14,503	376,472	2,205	64,775	16,708	441,247	6,850	175,322	830	17,752	7,680	193,074
9	Illinois Central R. R.....	4,875	108,088	13,866	335,716	18,741	443,804	13,440	288,967	10,441	223,518	23,881	512,475
10	Minneapolis & St. Louis R. R.....	16,956	435,106	2,042	51,601	18,998	486,707	4,061	97,896	544	11,218	4,605	109,114
11	Union Pacific R. R.....	11,656	301,461	2,983	89,557	14,639	391,018	3,818	87,644	2,222	44,655	6,040	132,299
12	Wabash Railway.....	5,160	135,302	9,889	264,865	15,068	400,167	5,855	129,381	7,754	170,045	13,609	299,426
	Total.....	191,978	4,890,643	74,504	1,911,650	266,482	6,802,296	133,128	3,053,460	56,452	1,247,834	189,580	4,301,294

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	20,703	266,613	1,816	23,892	22,519	290,505						
2	Chicago, Burlington & Quincy R. R.....	12,474	160,849	5,609	72,915	18,083	233,764	337	3,924	91	1,176	428	5,100
3	Chicago Great Western R. R.....	1,868	22,725	868	11,129	2,736	33,854	17	170	12	232	29	402
4	Chicago, Milwaukee & St. Paul Ry.....	10,443	141,336	3,199	42,300	13,642	183,636	2,100	33,809	580	8,189	2,680	41,998
5	Chicago & North Western Ry.....	16,996	213,169	3,569	45,817	20,565	258,986	608	9,198	171	2,141	779	11,339
6	Chicago, St. Paul, Minn. & O. Ry.....	2,956	37,455	2,770	35,239	5,726	72,744	68	944	38	411	106	1,355
7	Chicago, Rock Island & Pacific Ry.....	4,979	62,399	4,238	54,500	9,207	116,899	1	10	26	240	27	250
8	Great Northern Ry.....	8,260	114,904	948	13,317	9,208	128,221	9	129	6	136	15	205
9	Illinois Central R. R.....	7,019	86,052	7,166	89,803	14,125	175,855	3,845	48,883	1,368	16,728	5,183	65,611
10	Minneapolis & St. Louis R. R.....	643	8,387	390	4,276	973	12,663			2	56	2	56
11	Union Pacific R. R.....	15,818	208,091	1,941	28,529	17,759	236,620			18	261	18	261
12	Wabash Railway.....	6,546	82,142	2,631	34,740	9,177	116,882	11	76	169	1,356	180	1,332
	Total.....	108,705	1,404,122	35,015	456,507	143,720	1,860,629	7,005	97,143	2,451	31,426	9,456	128,569

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE
PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed 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.....	7,420	71,824	1,104	16,619	8,524	88,443	5,323	129,201	4,416	102,205	9,739	231,408
2	Chicago, Burlington & Quincy R. R.....	33	551	1,060	18,904	1,093	19,455	123	2,535	2,826	65,864	2,949	68,399
3	Chicago Great Western R. R.....	4	113	506	9,049	510	9,162	34	787	438	9,834	472	10,621
4	Chicago, Milwaukee & St. Paul Ry.....	5	53	371	5,536	376	5,589	18	364	396	8,985	414	9,349
5	Chicago & North Western Ry.....	29	447	186	2,345	215	2,792	40	1,039	1,512	36,806	1,552	37,845
6	Chicago, St. Paul, Minn. & O. Ry.....	11	190	71	859	82	1,049			48	1,096	48	1,096
7	Chicago, Rock Island & Pacific Ry.....	13,984	149,133	3,747	53,816	17,731	202,949	10,202	252,733	3,913	88,990	14,115	341,723
8	Great Northern Ry.....	2	25	456	9,007	458	9,032	3	55	267	6,840	270	6,895
9	Illinois Central R. R.....	16,144	167,982	19,311	211,288	35,455	379,270	11,601	268,629	10,304	251,300	21,905	519,929
10	Minneapolis & St. Louis R. R.....			56	602	56	602			241	6,099	241	6,099
11	Union Pacific R. R.....			283	5,525	283	5,525	5	115	2,158	50,298	2,163	50,413
12	Wabash Railway.....			3,449	40,781	3,449	40,781	69	1,566	958	23,685	1,027	25,251
	Total.....	37,632	390,318	30,600	374,331	68,232	764,649	27,418	657,024	27,477	652,002	54,895	1,309,026

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE
PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	26,842	460,080	2,399	46,500	28,741	506,580	31,556	434,134	10,349	146,010	41,905	580,144
2	Chicago, Burlington & Quincy R. R.....	64	705	3,215	54,303	3,279	55,008	3,094	41,450	20,999	318,272	24,093	359,731
3	Chicago Great Western R. R.....	13	136	968	17,126	981	17,262	193	2,493	8,431	131,093	8,624	133,586
4	Chicago, Milwaukee & St. Paul Ry.....	160	4,280	4,262	77,711	4,422	82,000	1,281	21,967	18,558	271,720	19,839	293,687
5	Chicago & North Western Ry.....	49	594	3,747	65,513	3,796	66,107	2,640	33,075	36,117	514,299	38,757	547,374
6	Chicago, St. Paul, Minn. & O. Ry.....	7	82	1,324	22,778	1,331	22,860	444	6,855	5,602	88,151	6,046	95,006
7	Chicago, Rock Island & Pacific Ry.....	39	603	11,608	201,152	11,737	201,755	1,491	20,248	23,964	309,420	25,455	329,698
8	Great Northern Ry.....	24	220	969	16,579	1,023	16,799	20,705	374,759	3,362	46,562	24,067	421,321
9	Illinois Central R. R.....	59	1,467	5,769	91,159	5,868	92,626	32,069	348,349	26,816	370,514	58,885	718,863
10	Minneapolis & St. Louis R. R.....			250	4,214	250	4,214	37	479	3,803	62,949	3,840	63,428
11	Union Pacific R. R.....	12	140	11,640	203,065	11,652	203,205	203	2,613	69,461	1,014,936	69,664	1,017,549
12	Wabash Railway.....	65	658	6,307	107,475	6,372	108,133	1,458	20,424	14,297	206,949	15,755	227,373
	Total.....	26,874	468,974	52,578	907,575	79,452	1,376,549	95,171	1,306,855	241,759	3,480,875	336,930	4,787,730

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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	Achison, Topeka & Santa Fe Ry.....	7,442	122,545	6,050	99,485	13,492	222,030	11,754	137,806	2,964	37,651	14,718	175,457
2	Chicago, Burlington & Quincy R. R.....	4,554	74,742	12,326	217,747	16,880	292,489	1,191	16,154	8,840	114,703	10,031	130,857
3	Chicago Great Western R. R.....	186	3,102	2,111	35,582	2,297	38,684	302	4,150	2,520	30,188	2,822	34,338
4	Chicago, Milwaukee & St. Paul Ry.....	2,304	43,312	2,967	52,085	5,271	95,397	3,847	56,348	3,800	58,202	7,647	114,550
5	Chicago & North Western Ry.....	6,700	121,137	15,656	277,328	22,356	398,465	3,729	51,013	9,920	123,691	13,649	175,004
6	Chicago, St. Paul, Minn. & O. Ry.....	2,314	43,278	5,864	105,577	8,178	148,855	712	11,003	1,245	20,603	1,957	31,606
7	Chicago, Rock Island & Pacific Ry.....	1,494	24,925	8,637	149,306	10,131	174,231	1,167	15,462	23,139	278,827	24,306	294,289
8	Great Northern Ry.....	16,755	303,161	591	10,630	17,346	313,791	645	9,946	1,022	12,878	1,667	22,824
9	Illinois Central R. R.....	1,545	23,722	12,753	219,476	14,298	243,198	7,452	85,229	11,617	144,407	19,069	229,636
10	Minneapolis & St. Louis R. R.....	574	10,184	6,869	122,401	7,443	132,585	59	986	927	11,825	986	12,811
11	Union Pacific R. R.....	6,300	97,139	19,395	334,833	25,695	432,022	3,028	39,787	23,986	291,017	27,014	330,804
12	Wabash Railway.....	887	12,500	6,275	105,986	7,162	118,486	1,684	21,864	14,274	173,829	15,958	195,683
	Total.....	51,055	879,747	99,494	1,730,486	150,549	2,610,233	35,630	449,738	104,254	1,298,121	139,884	1,747,859

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruits and Vegetables						Other Products of Agriculture					
		Originating on Road		Received from Connecting Carriers		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	Achison, Topeka & Santa Fe Ry.....	6,490	183,607	1,508	38,414	8,007	222,021	14,992	377,412	1,907	42,146	16,509	419,558
2	Chicago, Burlington & Quincy R. R.....	1,263	31,014	1,513	41,764	2,776	72,778	26,223	1,214,174	9,004	255,590	35,227	1,469,764
3	Chicago Great Western R. R.....	53	824	644	17,510	697	18,334	3,146	85,401	1,142	26,444	4,288	111,845
4	Chicago, Milwaukee & St. Paul Ry.....	1,168	29,722	1,834	54,226	3,002	83,948	13,018	417,716	5,411	120,997	18,429	538,713
5	Chicago & North Western Ry.....	337	8,558	1,559	44,095	1,896	52,654	3,773	289,702	8,024	196,322	16,797	486,024
6	Chicago, St. Paul, Minn. & O. Ry.....	38	740	324	9,094	362	9,834	3,000	89,054	2,035	60,695	5,035	149,749
7	Chicago, Rock Island & Pacific Ry.....	688	14,855	1,305	35,223	1,993	50,083	6,268	147,258	3,171	55,198	9,439	202,456
8	Great Northern Ry.....	100	2,349	329	8,685	429	11,034	10,552	379,001	915	22,735	11,467	401,736
9	Illinois Central R. R.....	614	9,769	1,911	40,844	2,525	50,613	5,143	98,194	6,674	122,797	11,817	230,991
10	Minneapolis & St. Louis R. R.....	2	20	205	5,380	207	5,400	2,582	84,899	2,480	70,081	5,062	154,980
11	Union Pacific R. R.....	2,302	54,474	4,745	159,575	6,047	214,049	24,376	1,191,556	3,350	65,690	27,726	1,237,246
12	Wabash Railway.....	269	6,141	1,590	38,509	1,859	44,650	2,190	61,548	4,247	80,221	6,437	141,769
	Total.....	13,233	342,073	17,467	493,325	30,700	835,398	119,963	4,435,915	48,360	1,118,916	168,323	5,554,831

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 9—TOTAL PRODUCTS OF AGRICULTURE

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	% of Total Carloads	Tons	% of Total Tons Carloads Traffic
1	Atchison, Topeka & Santa Fe Ry.....	257,602	27.98	6,423,771	22.58	50,309	1,181,806	307,911	24.64	7,605,577	20.33
2	Chicago, Burlington & Quincy R. R.....	176,559	18.63	5,983,895	20.47	100,728	2,284,669	277,287	19.43	8,268,564	19.52
3	Chicago Great Western R. R.....	30,706	29.73	874,018	35.14	31,896	803,495	62,602	22.48	1,577,513	24.26
4	Chicago, Milwaukee & St. Paul Ry.....	161,068	14.97	5,043,484	15.94	58,807	1,227,341	219,875	14.00	6,270,825	13.24
5	Chicago & North Western Ry.....	104,406	9.33	3,079,249	8.29	145,912	3,316,813	250,318	13.99	6,396,062	11.24
6	Chicago, St. Paul, Minn. & O. Ry.....	53,724	25.75	1,616,614	33.74	33,201	853,822	80,925	23.75	2,470,436	26.32
7	Chicago, Rock Island & Pacific Ry.....	187,294	23.22	5,590,942	30.57	113,449	2,213,276	300,743	26.55	7,804,218	25.12
8	Great Northern Ry.....	151,174	30.27	4,766,141	15.67	19,152	522,813	170,326	19.14	5,288,954	15.32
9	Illinois Central R. R.....	162,624	15.35	3,753,457	11.98	143,267	2,652,410	305,891	19.03	6,405,867	12.49
10	Minneapolis & St. Louis R. R.....	59,474	42.20	1,606,726	49.72	27,169	747,979	77,643	33.83	2,354,705	36.96
11	Union Pacific R. R.....	105,141	34.64	3,723,178	39.65	150,327	2,636,821	255,468	35.94	6,359,999	34.75
12	Wabash Railway.....	51,306	18.70	1,514,680	19.63	82,738	1,000,115	134,104	17.48	3,174,795	15.25
	Total.....	1,492,138		43,976,155		956,955	20,101,360	2,449,093		64,077,515	
13	Atlantic Northern Ry.....			681			473			1,154	
14	Manchester & Onondaga Ry.....			223			1,280			1,503	
15	Tabor & Northern Ry.....			6,097			27			6,124	
	Total 13 to 15 inclusive.....			7,001			1,780			8,781	
	Total tons.....			43,983,156			20,103,140			64,086,296	

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.....	2,497	29,080	471	5,507	2,968	34,587	53,550	644,875	17,926	202,669	71,476	847,544
2	Chicago, Burlington & Quincy R. R.....	3,821	43,710	1,587	18,693	5,408	62,403	88,945	1,040,129	15,143	182,686	104,088	1,222,815
3	Chicago Great Western R. R.....	153	1,759	138	1,795	291	3,554	10,390	119,753	1,455	16,860	11,845	136,603
4	Chicago, Milwaukee & St. Paul Ry.....	2,727	31,905	723	8,872	3,450	40,777	65,505	753,945	12,663	148,615	78,168	902,569
5	Chicago & North Western Ry.....	2,590	29,993	844	10,081	3,434	40,074	66,235	769,487	12,195	142,214	78,480	902,701
6	Chicago, St. Paul, Minn. & O. Ry.....	1,037	10,612	747	8,624	1,784	19,236	18,007	210,770	6,010	69,882	24,017	280,652
7	Chicago, Rock Island & Pacific Ry.....	2,127	24,732	830	9,769	2,957	34,501	45,732	526,408	11,893	139,085	57,535	656,493
8	Great Northern Ry.....	1,564	18,459	304	3,370	1,868	21,829	30,575	237,738	2,374	27,186	22,949	264,924
9	Illinois Central R. R.....	1,353	15,822	723	8,650	2,076	24,472	19,772	232,501	5,667	65,657	25,439	298,158
10	Minneapolis & St. Louis R. R.....	158	1,809	200	2,402	358	4,301	8,728	96,962	878	10,149	9,606	107,111
11	Union Pacific R. R.....	1,316	15,354	645	8,020	1,961	23,374	37,635	441,897	6,507	80,344	44,142	522,241
12	Wabash Railway.....	675	7,953	482	5,124	1,107	13,077	8,885	108,155	2,240	26,037	11,125	134,192
	Total.....	20,618	231,278	7,644	90,907	27,662	322,185	444,009	5,173,620	94,861	1,102,374	538,870	6,275,994

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.	8,164	83,874	3,680	33,357	11,844	117,231	9,137	84,731	3,158	27,765	12,295	112,496
2	Chicago, Burlington & Quincy R. R.	9,871	92,890	5,435	59,237	15,306	152,117	79,881	723,578	7,302	76,430	87,183	800,008
3	Chicago Great Western R. R.	929	8,149	246	2,707	1,175	10,856	11,934	107,736	1,434	15,318	13,368	123,104
4	Chicago, Milwaukee & St. Paul Ry.	4,517	40,081	2,685	29,256	7,202	69,337	72,218	649,422	7,228	73,470	79,446	722,892
5	Chicago & North Western Ry.	5,248	49,265	4,613	50,288	9,861	99,553	80,545	792,395	9,420	87,885	99,965	890,250
6	Chicago, St. Paul, Minn. & O. Ry.	679	6,177	989	10,407	1,668	16,584	17,965	173,117	6,022	63,700	24,587	236,817
7	Chicago, Rock Island & Pacific Ry.	3,103	25,436	1,181	11,274	4,284	36,710	43,139	393,540	2,804	25,804	45,943	419,344
8	Great Northern Ry.	4,339	43,751	566	5,487	4,905	49,238	14,002	135,798	1,090	9,785	15,692	145,583
9	Illinois Central R. R.	1,595	13,047	536	5,189	2,131	18,236	20,902	198,052	4,207	42,397	25,109	240,449
10	Minneapolis & St. Louis R. R.	303	1,986	100	954	403	2,940	15,916	140,938	446	3,945	16,362	144,883
11	Union Pacific R. R.	6,981	76,485	11,953	140,587	18,934	217,072	18,567	163,971	3,731	32,136	22,298	196,107
12	Wabash Railway	1,023	14,818	746	6,642	2,369	21,460	11,323	118,709	5,482	55,433	16,805	174,142
	Total	47,352	455,949	32,730	355,385	80,082	811,334	396,129	3,682,007	52,924	514,068	449,053	4,196,075

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.	8,703	105,249	115	1,627	8,818	106,876	1,967	31,553	807	13,295	2,774	44,848
2	Chicago, Burlington & Quincy R. R.	19,248	244,191	2,077	26,629	21,325	270,820	8,144	132,267	1,004	17,792	9,148	150,059
3	Chicago Great Western R. R.	7,772	97,480	417	6,265	8,189	103,745	5,688	91,262	1,372	25,753	7,060	117,015
4	Chicago, Milwaukee & St. Paul Ry.	23,189	361,709	526	8,817	23,715	370,526	6,841	121,234	313	5,426	7,154	126,660
5	Chicago & North Western Ry.	18,052	224,289	7,165	96,339	25,217	320,628	5,901	107,668	2,358	39,539	8,259	147,207
6	Chicago, St. Paul, Minn. & O. Ry.	6,307	81,227	65	915	6,372	82,142	3,835	54,137	65	959	3,900	55,096
7	Chicago, Rock Island & Pacific Ry.	10,794	122,888	425	5,060	11,219	127,948	7,567	123,819	1,356	30,729	8,923	159,548
8	Great Northern Ry.	1,659	22,038	144	1,975	1,803	24,013	755	10,714	37	584	792	11,298
9	Illinois Central R. R.	14,855	189,305	4,515	62,418	19,370	251,723	7,629	120,067	5,494	85,288	13,123	205,355
10	Minneapolis & St. Louis R. R.	2,316	35,010	157	1,901	2,473	36,911	1,352	24,112	190	2,167	1,542	26,279
11	Union Pacific R. R.	1,667	28,170	669	10,629	2,337	38,799	1,610	28,426	794	13,684	2,404	42,110
12	Wabash Railway	11,177	134,951	2,750	35,175	13,927	170,126	5,716	93,430	3,071	54,100	8,787	147,530
	Total	130,739	1,646,507	19,016	257,741	149,755	1,904,248	57,005	943,689	16,891	289,316	73,896	1,233,105

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.....	1,988	22,860	1,179	11,848	3,167	34,708	3,323	36,613	685	7,952	3,958	44,565
2	Chicago, Burlington & Quincy R. R.....	3,814	40,830	1,244	13,810	5,058	54,640	5,853	64,430	1,252	15,418	7,105	79,848
3	Chicago Great Western R. R.....	431	4,896	176	1,835	607	6,731	688	8,002	678	8,082	1,366	16,084
4	Chicago, Milwaukee & St. Paul Ry.....	1,603	19,523	1,545	17,047	3,148	36,570	3,719	42,209	1,305	15,947	5,024	58,156
5	Chicago & North Western Ry.....	3,655	41,849	1,350	15,293	5,011	57,142	4,562	52,066	2,092	25,677	6,654	77,743
6	Chicago, St. Paul, Minn. & O. Ry.....	536	6,153	224	2,712	760	8,865	750	8,352	225	2,799	975	11,151
7	Chicago, Rock Island & Pacific Ry.....	3,482	38,733	618	6,878	4,100	45,611	4,108	46,432	793	8,205	4,721	54,637
8	Great Northern Ry.....	595	7,244	7	81	602	7,325	1,043	12,982	39	525	1,082	13,457
9	Illinois Central R. R.....	1,045	11,598	1,762	18,057	2,807	29,655	1,672	19,365	1,858	21,667	3,530	41,032
10	Minneapolis & St. Louis R. R.....	617	7,134	51	516	668	7,650	908	10,194	142	1,899	1,050	12,093
11	Union Pacific R. R.....	1,172	15,120	514	5,355	1,686	18,475	2,153	23,611	1,441	19,770	3,594	43,381
12	Wabash Railway.....	1,628	18,487	4,487	50,759	6,115	69,246	2,429	26,795	7,171	81,567	9,600	108,362
	Total.....	20,566	232,427	13,163	144,191	33,729	376,618	31,118	351,001	17,541	209,506	48,659	560,507

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.....	673	7,893	550	7,118	1,223	15,011	465	7,924	176	2,912	641	10,836
2	Chicago, Burlington & Quincy R. R.....	3,589	47,327	988	12,205	4,577	59,532	470	6,615	514	8,525	984	15,140
3	Chicago Great Western R. R.....	1,480	17,264	515	6,658	1,995	23,922	86	1,431	67	820	153	2,251
4	Chicago, Milwaukee & St. Paul Ry.....	6,313	83,796	2,336	30,415	8,649	114,211	422	6,800	380	6,637	802	13,437
5	Chicago & North Western Ry.....	9,809	125,361	2,866	36,964	12,675	162,325	339	4,587	745	11,977	1,084	16,564
6	Chicago, St. Paul, Minn. & O. Ry.....	2,543	32,885	464	5,809	3,007	38,754	16	189	123	2,042	139	2,231
7	Chicago, Rock Island & Pacific Ry.....	2,248	26,936	783	10,246	3,031	37,182	90	1,427	147	2,380	237	3,807
8	Great Northern Ry.....	2,248	30,082	24	318	2,272	30,400	335	5,278	22	408	357	5,686
9	Illinois Central R. R.....	1,710	19,509	2,098	25,078	3,808	44,647	38	485	145	2,290	183	2,775
10	Minneapolis & St. Louis R. R.....	831	10,830	31	453	862	11,283	3	30	74	1,391	77	1,421
11	Union Pacific R. R.....	327	4,146	408	6,086	735	10,232	326	5,798	1,108	18,567	1,434	24,365
12	Wabash Railway.....	990	12,203	2,705	35,058	3,695	47,261	567	8,109	551	8,581	1,118	16,690
	Total.....	33,011	418,292	13,768	176,468	46,779	594,760	3,157	48,673	4,052	66,530	7,209	115,203

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.....	619	14,153	63	1,271	682	15,424	779	17,228	342	7,727	1,121	24,955
2	Chicago, Burlington & Quincy R. R.....	1,053	23,395	344	7,004	1,397	30,399	1,378	29,510	1,714	42,122	3,092	71,632
3	Chicago Great Western R. R.....	917	20,963	107	3,683	1,024	24,646	723	15,056	508	11,849	1,226	26,905
4	Chicago, Milwaukee & St. Paul Ry.....	2,656	64,474	1,696	37,987	4,352	102,461	2,859	65,531	1,643	33,744	4,502	99,275
5	Chicago & North Western Ry.....	1,610	37,939	1,720	40,089	3,330	78,028	2,065	46,388	2,136	41,690	4,201	88,078
6	Chicago, St. Paul, Minn. & O. Ry.....	267	6,354	56	1,272	323	7,626	606	10,172	357	7,032	963	17,204
7	Chicago, Rock Island & Pacific Ry.....	1,314	31,710	277	6,687	1,591	38,397	1,615	33,603	2,786	76,778	4,401	110,381
8	Great Northern Ry.....	171	3,625	14	332	185	3,957	1,260	20,924	305	6,634	1,565	27,558
9	Illinois Central R. R.....	800	19,186	548	11,434	1,348	30,620	1,359	34,286	2,066	48,982	3,425	83,268
10	Minneapolis & St. Louis R. R.....	37	716	6	105	43	821	217	5,234	324	6,567	541	11,801
11	Union Pacific R. R.....	167	3,989	284	6,356	451	10,345	92	1,604	581	14,406	673	16,010
12	Wabash Railway.....	1,269	30,315	1,068	22,718	2,337	53,033	539	15,893	1,268	24,027	2,107	39,920
	Total.....	10,880	256,819	6,243	138,968	17,123	395,787	13,792	295,429	14,025	321,558	27,817	616,987

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 16—TOTAL ANIMALS AND PRODUCTS

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of Total Car-loads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	% of Total Car-loads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.....	91,865	9.98	1,086,033	3.82	29,302	323,048	120,967	9.68	1,409,081	3.77
2	Chicago, Burlington & Quincy R. R.....	236,317	23.88	2,488,862	8.52	38,604	480,549	264,921	13.56	2,969,411	7.01
3	Chicago Great Western R. R.....	41,191	35.86	493,801	19.86	7,168	101,615	48,350	17.36	595,416	8.61
4	Chicago, Milwaukee & St. Paul Ry.....	197,569	18.36	2,240,629	6.81	33,043	416,233	230,612	14.68	2,656,892	5.61
5	Chicago & North Western Ry.....	200,661	17.93	2,272,257	6.12	47,510	598,036	248,171	13.87	2,870,293	5.04
6	Chicago, St. Paul, Minn. & O. Ry.....	52,548	25.18	600,145	11.00	15,947	176,213	68,495	18.72	776,358	8.27
7	Chicago, Rock Island & Pacific Ry.....	125,229	18.87	1,400,664	7.66	23,743	323,895	148,972	13.15	1,724,559	5.55
8	Great Northern Ry.....	49,146	6.59	548,383	1.80	4,926	56,685	54,072	6.08	603,268	1.75
9	Illinois Central R. R.....	72,730	8.21	873,283	2.79	29,619	397,107	102,349	6.37	1,270,390	2.48
10	Minneapolis & St. Louis R. R.....	31,386	26.34	335,045	10.37	2,599	32,449	33,985	14.81	367,494	5.77
11	Union Pacific R. R.....	72,013	23.72	806,571	8.59	28,626	355,931	100,639	14.16	1,162,502	6.35
12	Wabash Railway.....	47,121	19.02	589,818	7.64	31,971	405,221	79,092	10.31	995,039	4.78
	Total.....	1,207,776		13,735,691		292,858	3,666,982	1,500,634		17,402,673	
13	Atlantic Northern Ry.....			6,332			407			6,739	
14	Manchester & Oneida Ry.....			2,471			268			2,739	
15	Tabor & Northern Ry.....			1,768			248			2,016	
	Total 13 to 15 inclusive.....			10,621			923			11,544	
	Total tons.....			13,746,312			3,667,905			17,414,217	

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.....	999	34,672	191	5,859	1,190	40,531	58,197	2,414,043	24,460	1,059,322	82,657	3,473,365
2	Chicago, Burlington & Quincy R. R.....	254	9,340	1,404	50,433	1,658	59,773	233,493	11,153,802	52,698	2,365,745	286,191	13,519,547
3	Chicago Great Western R. R.....	44	1,539	666	25,841	710	27,380	1,678	85,974	23,915	1,095,806	25,593	1,181,810
4	Chicago, Milwaukee & St. Paul Ry.....	5,849	216,125	2,896	124,563	8,745	340,688	114,083	5,148,408	75,148	3,651,816	189,231	8,800,224
5	Chicago & North Western Ry.....	3,824	140,076	8,826	378,834	12,650	518,910	42,872	1,771,739	121,091	5,738,200	163,963	7,509,939
6	Chicago, St. Paul, Minn. & O. Ry.....	4,373	148,577	237	8,653	4,610	157,230	24,979	945,977	7,884	356,832	32,863	1,302,809
7	Chicago, Rock Island & Pacific Ry.....	221	8,927	536	18,100	757	27,027	23,389	1,033,695	76,540	3,468,270	99,929	4,501,965
8	Great Northern Ry.....	5,508	196,272	34	1,422	5,542	197,694	61,595	2,340,212	13,139	531,538	74,734	2,871,750
9	Illinois Central R. R.....	51	2,018	662	25,626	713	27,644	327,183	16,204,486	98,484	4,886,151	425,667	21,089,637
10	Minneapolis & St. Louis R. R.....			802	26,080	802	26,080	4,135	184,747	18,976	845,209	23,111	1,029,956
11	Union Pacific R. R.....	2	44	587	18,069	589	18,113	54,287	2,233,543	18,023	762,775	72,310	2,996,318
12	Wabash Railway.....			7,555	313,035	7,555	313,035	32,240	1,520,968	65,935	3,310,360	98,175	4,831,328
	Total.....	21,125	837,590	24,306	996,515	45,521	1,754,105	978,131	45,037,594	596,293	28,071,084	1,574,424	73,108,678

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
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.....	149	5,146	1,910	76,723	2,059	81,869	5,865	330,163	7	374	5,870	330,537
2	Chicago, Burlington & Quincy R. R.....	5,279	146,033	3,621	113,741	8,900	259,774	10	370	6,761	387,881	6,771	388,251
3	Chicago Great Western R. R.....	189	4,392	866	26,101	1,055	30,493	3	98	2	69	5	167
4	Chicago, Milwaukee & St. Paul Ry.....	15,957	496,162	5,113	160,822	21,070	656,984	44,993	2,232,815	1,042	55,549	46,035	2,308,264
5	Chicago & North Western Ry.....	8,820	261,779	8,122	242,892	16,942	504,671	211,690	11,719,807	775	41,253	212,465	11,761,060
6	Chicago, St. Paul, Minn. & O. Ry.....	125	3,005	516	14,696	641	17,701	2	31	98	4,757	100	4,788
7	Chicago, Rock Island & Pacific Ry.....	860	25,977	3,010	99,120	3,870	125,097	7	194	9	313	16	507
8	Great Northern Ry.....	4,572	137,347	351	11,066	4,923	148,413	272,099	16,220,056	3,993	207,018	276,092	16,427,072
9	Illinois Central R. R.....	3,322	99,601	5,461	171,139	8,783	270,740	1,149	63,265	2,129	113,915	3,278	177,183
10	Minneapolis & St. Louis R. R.....	110	3,301	1,002	27,995	1,112	31,296	2	80	1	20	3	100
11	Union Pacific R. R.....	235	9,966	833	24,009	1,068	33,975			3	116	3	116
12	Wabash Railway.....	2,546	74,573	2,504	77,415	5,050	151,988			3,728	201,206	3,728	201,206
	* Total.....	42,164	1,267,282	33,309	1,045,719	75,473	2,313,001	535,818	30,586,882	18,548	1,012,469	554,366	31,609,351

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

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.....	81,363	4,343,015	2,453	111,618	84,116	4,454,633	1,922	86,557	491	24,528	2,413	111,086
2	Chicago, Burlington & Quincy R. R.....	44	1,530	976	41,063	1,020	43,193	15	533	2,405	108,981	2,420	109,514
3	Chicago Great Western R. R.....	16	718	47	1,922	63	2,640	1	36	2	92	3	128
4	Chicago, Milwaukee & St. Paul Ry.....	4,086	193,681	10,970	596,444	15,056	790,125	3	120	623	30,050	626	30,170
5	Chicago & North Western Ry.....	2,254	96,012	365	15,083	2,619	111,095	6	275	336	17,495	342	17,770
6	Chicago, St. Paul, Minn. & O. Ry.....	18	603	199	8,386	217	8,989	—	—	—	—	—	—
7	Chicago, Rock Island & Pacific Ry.....	220	8,970	5,146	237,560	5,366	246,530	4	71	1,006	40,951	1,010	41,022
8	Great Northern Ry.....	3,883	182,197	4,303	226,516	8,186	408,713	—	—	—	—	—	—
9	Illinois Central R. R.....	633	27,210	2,210	108,019	2,843	135,229	10	379	178	9,688	188	10,067
10	Minneapolis & St. Louis R. R.....	—	—	39	1,615	39	1,615	—	—	—	—	—	—
11	Union Pacific R. R.....	4,396	278,372	465	22,831	5,361	301,203	13	602	3,823	182,521	3,836	183,123
12	Wabash Railway.....	341	16,359	1,414	63,416	1,755	79,775	—	—	1,129	55,028	1,129	55,028
	Total.....	98,054	5,148,667	28,587	1,435,073	126,641	6,588,740	1,974	88,573	9,993	469,334	11,967	557,907

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		Connecting Received from 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.....	68,433	3,645,290	17,328	839,010	85,761	4,484,270	17,371	624,574	24,892	879,093	42,263	1,503,667
2	Chicago, Burlington & Quincy R. R.....	73,439	3,682,091	15,367	735,116	88,806	4,417,207	2,369	85,142	8,225	260,810	10,594	345,962
3	Chicago Great Western R. R.....	6,240	271,402	2,092	99,794	8,332	371,196	2	44	8	232	10	276
4	Chicago, Milwaukee & St. Paul Ry.....	89,157	4,578,960	14,347	677,089	103,504	5,256,049	5,620	183,760	2,937	95,945	8,557	278,705
5	Chicago & North Western Ry.....	140,209	7,521,076	17,169	796,661	157,378	8,317,733	2,374	82,316	1,475	51,608	3,849	133,924
6	Chicago, St. Paul, Minn. & O. Ry.....	7,986	400,447	2,386	117,758	10,372	518,205	1	33	37	1,319	38	1,352
7	Chicago, Rock Island & Pacific Ry.....	90,446	4,281,911	14,410	670,939	104,856	4,952,850	19,685	640,332	651	21,790	20,336	662,122
8	Great Northern Ry.....	12,081	592,625	2,685	129,142	14,766	721,767	4,105	145,472	4,021	143,874	8,126	289,347
9	Illinois Central R. R.....	84,365	4,371,406	16,166	697,103	100,531	5,068,508	71	2,496	1,753	59,105	1,824	61,601
10	Minneapolis & St. Louis R. R.....	11,346	509,918	974	41,786	12,320	551,704	—	—	—	—	—	—
11	Union Pacific R. R.....	12,926	685,508	2,926	143,076	15,852	828,584	11,444	463,208	1,335	46,500	12,779	509,768
12	Wabash Railway.....	24,404	1,279,546	14,990	691,765	39,394	1,971,311	—	—	4,648	159,658	4,648	159,658
	Total.....	621,035	31,820,149	120,840	5,639,239	741,875	37,459,388	63,042	2,227,378	49,982	1,718,994	113,024	3,946,372

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,006	68,456	1,082	45,081	3,088	113,537	6,444	190,166	1,333	41,953	7,777	232,119
2	Chicago, Burlington & Quincy R. R.....	1,224	48,068	744	25,072	1,968	73,140	163	4,038	4,321	119,283	4,484	123,321
3	Chicago Great Western R. R.....	53	1,030	583	21,349	616	22,379	169	5,790	1,308	42,868	1,468	48,658
4	Chicago, Milwaukee & St. Paul Ry.....	33	678	938	34,669	971	35,347	672	18,235	4,405	119,683	5,077	137,918
5	Chicago & North Western Ry.....	1,453	49,529	1,457	54,847	2,910	104,376	905	16,014	4,295	117,186	4,810	133,200
6	Chicago, St. Paul, Minn. & O. Ry.....	22	499	541	21,728	563	22,227	125	3,119	1,602	51,474	1,727	54,593
7	Chicago, Rock Island & Pacific Ry.....	51	1,468	1,745	62,349	1,796	63,817	4,019	113,602	2,465	75,884	6,484	189,486
8	Great Northern Ry.....	18	396	418	16,453	436	16,849	647	16,264	855	22,483	1,502	38,747
9	Illinois Central R. R.....	1,608	74,027	9,060	346,267	10,668	420,294	480	11,916	6,459	178,036	6,939	189,952
10	Minneapolis & St. Louis R. R.....	1	24	280	11,380	281	11,404	3	27	813	24,663	816	24,690
11	Union Pacific R. R.....	20	518	370	11,096	390	11,604	3,777	140,458	1,524	42,391	5,301	182,849
12	Wabash Railway.....	83	1,905	1,362	49,988	1,445	51,893	6,672	221,557	1,096	31,384	7,768	252,941
	Total.....	6,547	246,598	18,580	700,269	25,127	946,867	23,767	741,186	30,386	867,288	54,153	1,608,474

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 22—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....						
2	Chicago, Burlington & Quincy R. R.....	539	21,394	3,758	166,015	4,297	187,409
3	Chicago Great Western R. R.....	306	14,300	726	27,683	1,092	41,983
4	Chicago, Milwaukee & St. Paul Ry.....	14	567	71	2,757	85	3,324
5	Chicago & North Western Ry.....	38	1,168	784	29,872	822	31,040
6	Chicago, St. Paul, Minn. & O. Ry.....	87	2,502	987	38,948	1,074	41,450
7	Chicago, Rock Island & Pacific Ry.....	33	1,027	30	1,449	63	3,376
8	Great Northern Ry.....	243	9,691	1,506	63,060	1,749	72,751
9	Illinois Central R. R.....	19	457	108	4,202	122	4,659
10	Minneapolis & St. Louis R. R.....	2,285	103,891	2,360	89,299	4,545	193,190
11	Union Pacific R. R.....			44	1,586	44	1,586
12	Wabash Railway.....	183	7,614	499	19,958	682	27,572
	Total.....	231	6,205	1,155	43,735	1,386	49,940
	Total.....	4,038	169,716	11,923	488,564	15,961	658,280

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE
PART 23—TOTAL PRODUCTS OF MINES

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	% of Total Carloads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.....	243,586	26.46	11,764,446	41.35	77,905	3,249,576	321,491	25.73	15,013,022	40.14
2	Chicago, Burlington & Quincy R. R.....	316,656	33.41	15,145,247	51.82	97,248	4,236,408	413,904	29.00	19,381,655	45.76
3	Chicago Great Western R. R.....	8,380	7.30	371,590	14.94	29,560	1,316,891	37,940	13.62	1,688,481	24.42
4	Chicago, Milwaukee & St. Paul Ry.....	280,491	26.05	13,090,112	39.79	119,203	5,575,502	399,694	25.45	18,665,614	39.42
5	Chicago & North Western Ry.....	414,194	37.02	21,661,125	58.35	164,808	7,493,007	579,002	32.35	29,154,132	51.21
6	Chicago, St. Paul, Minn. & O. Ry.....	37,664	18.05	1,504,218	27.58	13,530	587,052	51,194	13.99	2,091,270	22.28
7	Chicago, Rock Island & Pacific Ry.....	139,145	20.97	6,124,838	33.49	107,024	4,758,336	246,169	21.73	10,883,174	35.03
8	Great Northern Ry.....	364,530	48.89	19,831,290	65.21	29,902	1,296,712	394,432	44.32	21,125,011	61.18
9	Illinois Central R. R.....	421,152	47.52	20,960,697	66.89	144,822	6,688,348	565,974	35.21	27,644,045	53.91
10	Minneapolis & St. Louis R. R.....	15,597	13.04	698,097	21.60	22,931	980,334	38,528	16.78	1,678,431	26.35
11	Union Pacific R. R.....	87,783	28.92	3,819,833	40.68	30,388	1,273,392	118,171	16.63	5,093,225	27.83
12	Wabash Railway.....	66,517	24.21	3,121,113	40.45	105,516	4,906,990	172,033	22.43	8,118,103	39.00
	Total.....	2,395,695		118,091,615		942,837	42,444,548	3,333,532		160,536,163	
13	Atlantic Northern Ry.....						9,344			9,344	
14	Manchester & Oneida Ry.....			28			15,863			15,891	
15	Tabor & Northern Ry.....						3,552			3,552	
	Total 13 to 15 inclusive.....			28			28,759			28,787	
	Total tons.....			118,091,643			42,473,307			160,564,950	

RAILROAD COMMISSIONERS' REPORT

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE
PART 24—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	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	14,667	359,428	2,111	52,726	16,778	412,154	365	8,800	986	33,502	1,251	42,302
2	Chicago, Burlington & Quincy R. R.....	5,962	128,248	5,310	128,579	11,272	256,827	1,520	49,158	495	15,426	2,015	64,584
3	Chicago Great Western R. R.....	280	6,696	1,323	32,643	1,603	39,339	13	377	464	14,333	477	14,710
4	Chicago, Milwaukee & St. Paul Ry.....	154,955	5,729,298	7,158	186,936	162,113	5,916,234	749	22,831	861	25,999	1,610	48,830
5	Chicago & North Western Ry.....	57,701	2,103,635	7,012	262,370	64,713	2,366,005	602	16,039	919	25,136	1,521	41,175
6	Chicago, St. Paul, Minn. & O. Ry.....	14,045	419,784	3,299	78,848	17,344	498,632	197	5,861	206	4,841	403	10,702
7	Chicago, Rock Island & Pacific Ry.....	12,904	337,320	3,660	71,782	15,994	409,102	993	32,989	1,511	45,673	2,504	78,662
8	Great Northern Ry.....	53,517	1,794,696	3,520	93,925	57,037	1,888,621	1,046	27,321	705	20,024	1,751	47,845
9	Illinois Central R. R.....	25,604	704,596	6,906	194,230	32,510	898,736	8,203	239,613	7,658	240,060	15,861	529,673
10	Minneapolis & St. Louis R. R.....	240	5,492	1,837	47,097	2,077	52,589	1,027	29,327	657	20,524	1,684	49,851
11	Union Pacific R. R.....	233	5,303	1,169	26,304	1,402	31,607	84	2,947	316	11,250	400	14,197
12	Wabash Railway.....	1,469	39,872	1,586	43,111	3,055	82,983	1,183	36,342	2,049	59,751	3,232	96,093
	Total.....	341,577	11,634,278	44,321	1,158,551	385,898	12,792,829	15,882	522,105	16,827	516,519	32,709	1,038,624

STATISTICS OF STEAM RAILWAYS

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 25—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		Received from Connecting Carriers		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.							13,765	346,397	34,899	909,474	48,664	1,255,871
2	Chicago, Burlington & Quincy R. R.			5	175	5	175	3,924	85,924	79,110	2,050,387	83,034	2,136,311
3	Chicago Great Western R. R.	1	83	22	524	23	607	895	22,895	16,098	419,345	17,593	442,240
4	Chicago, Milwaukee & St. Paul Ry.	3,670	130,271	4,630	154,528	8,300	284,799	52,946	1,567,823	52,701	1,391,601	105,647	2,959,424
5	Chicago & North Western Ry.	23,339	913,316	8,975	341,329	32,314	1,254,645	29,259	847,030	67,614	1,792,981	96,873	2,640,011
6	Chicago, St. Paul, Minn. & O. Ry.	5,916	206,606	2,392	86,002	8,308	292,608	12,307	316,412	22,636	588,028	34,943	904,440
7	Chicago, Rock Island & Pacific Ry.			19	510	19	510	26,849	715,378	38,103	987,374	64,952	1,702,752
8	Great Northern Ry.	2,143	79,651	1,079	39,151	3,222	118,802	57,882	1,476,831	19,955	557,062	77,837	2,033,893
9	Illinois Central R. R.	36	882	222	8,423	258	9,305	52,264	1,374,504	138,785	3,640,018	191,049	5,014,522
10	Minneapolis & St. Louis R. R.			9	285	9	285	224	5,307	12,950	328,491	13,174	333,798
11	Union Pacific R. R.			5	164	5	164	585	13,991	69,730	1,864,087	70,315	1,878,078
12	Wabash Railway							2,582	64,308	34,657	888,811	37,239	953,209
	Total	35,105	1,330,809	17,368	631,091	52,463	1,961,900	253,482	6,836,890	587,838	15,417,659	841,320	22,254,549

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 26—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Other Products of Forests					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.						
2	Chicago, Burlington & Quincy R. R.	506	10,336	507	8,702	1,013	19,038
3	Chicago Great Western R. R.	291	6,067	619	14,421	910	20,488
4	Chicago, Milwaukee & St. Paul Ry.	102	2,916	236	6,019	338	8,935
5	Chicago & North Western Ry.	2,678	64,307	2,424	56,088	5,102	120,390
6	Chicago, St. Paul, Minn. & O. Ry.	2,117	43,524	2,175	43,880	4,292	87,404
7	Chicago, Rock Island & Pacific Ry.	1,077	20,028	515	13,365	1,592	33,393
8	Great Northern Ry.	648	18,827	441	8,172	1,089	26,999
9	Illinois Central R. R.	601	14,925	115	2,308	716	17,233
10	Minneapolis & St. Louis R. R.	1,866	52,785	3,550	94,923	5,416	147,708
11	Union Pacific R. R.	4	67	129	2,361	133	2,428
12	Wabash Railway	51	1,282	401	7,924	452	9,206
	Total	382	7,529	1,014	20,943	1,376	28,472

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 27—TOTAL PRODUCTS OF FORESTS

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	% of Total Carloads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.	29,306	3.17	724,961	2.55	38,503	1,004,404	67,706	5.42	1,729,365	4.62
2	Chicago, Burlington & Quincy R. R.	11,697	1.23	209,397	.92	85,539	2,208,988	97,235	6.81	2,478,385	5.85
3	Chicago Great Western R. R.	1,291	1.12	32,967	1.33	18,743	472,804	20,034	7.19	505,831	7.31
4	Chicago, Milwaukee & St. Paul Ry.	214,998	19.98	7,514,530	22.84	67,774	1,815,147	282,772	18.00	9,329,677	19.70
5	Chicago & North Western Ry.	113,018	10.10	3,923,544	10.57	86,695	2,405,696	199,713	11.16	6,329,240	11.12
6	Chicago, St. Paul, Minn. & O. Ry.	33,542	16.07	968,691	17.76	29,048	771,084	62,500	17.10	1,739,775	18.54
7	Chicago, Rock Island & Pacific Ry.	41,394	6.24	1,104,514	6.04	43,164	1,113,511	84,558	7.46	2,218,025	7.14
8	Great Northern Ry.	115,189	15.45	3,393,924	11.16	25,374	712,470	140,563	15.80	4,106,394	11.80
9	Illinois Central R. R.	87,973	9.93	2,422,290	7.73	157,121	4,177,654	245,094	15.25	6,599,944	12.87
10	Minneapolis & St. Louis R. R.	1,495	1.20	40,193	11.24	15,582	398,758	17,077	7.44	438,951	6.89
11	Union Pacific R. R.	953	.31	23,523	.95	71,621	1,909,729	72,574	10.21	1,933,252	10.56
12	Wabash Railway	5,596	2.04	148,141	1.92	39,306	1,012,616	44,902	5.85	1,160,757	5.58
	Total	656,349		20,566,675		678,470	18,002,921	1,334,819		38,509,596	
13	Atlantic Northern Ry.						1,082			1,082	
14	Manchester & Oneida Ry.			56			598			654	
15	Tabor & Northern Ry.			76			323			399	
	Total 13 to 15 inclusive			132			2,003			2,135	
	Total tons			20,566,807			18,004,924			38,571,731	

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 28—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.	161,321	4,731,339	36,170	1,057,433	200,491	5,788,822	1,206	38,880	790	23,078	2,083	61,958
2	Chicago, Burlington & Quincy R. R.	56,848	1,560,494	35,022	962,722	91,870	2,523,216	500	13,011	974	28,589	1,474	41,000
3	Chicago Great Western R. R.	1,739	46,055	27,292	764,291	29,031	810,346	727	18,448	234	6,685	961	25,133
4	Chicago, Milwaukee & St. Paul Ry.	10,278	282,009	55,885	1,565,418	66,163	1,848,027	922	23,374	3,954	109,596	4,876	132,970
5	Chicago & North Western Ry.	36,942	1,015,375	43,092	1,227,478	80,034	2,242,853	321	7,886	1,776	50,233	2,097	58,119
6	Chicago, St. Paul, Minn. & O. Ry.	1,561	37,437	17,634	480,338	19,195	517,775	582	15,761	193	6,090	775	21,851
7	Chicago, Rock Island & Pacific Ry.	31,492	877,637	56,831	1,577,456	88,323	2,455,093	1,392	39,247	921	27,148	2,313	66,395
8	Great Northern Ry.	18,923	509,057	18,521	498,775	37,444	1,058,832	679	19,680	184	5,633	861	25,313
9	Illinois Central R. R.	9,440	255,442	70,896	2,037,270	80,336	2,292,712	1,631	50,018	2,305	67,737	3,936	117,755
10	Minneapolis & St. Louis R. R.	306	11,107	9,000	247,925	9,306	258,332	158	4,622	133	3,635	291	8,257
11	Union Pacific R. R.	12,400	355,437	20,074	533,964	32,474	889,451	30	768	2,102	63,289	2,132	64,057
12	Wabash Railway	2,392	62,059	41,070	1,108,843	43,462	1,230,902	157	4,101	744	21,032	901	25,133
	Total	346,642	9,795,148	431,487	12,121,213	778,129	21,916,361	8,440	235,796	14,310	412,745	22,750	648,541

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Syrup, Sugar, 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	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	5,485	184,271	2,093	69,882	7,578	254,153	2	13	8	40	10	53
2	Chicago, Burlington & Quincy R. R.	9,555	308,026	4,484	153,645	14,039	461,671	9	197	13	217	22	414
3	Chicago Great Western R. R.	969	24,619	1,679	54,477	2,648	79,096	5	167	1	15	6	182
4	Chicago, Milwaukee & St. Paul Ry.	3,704	97,882	4,939	163,228	8,643	261,110	5	132	25	435	30	567
5	Chicago & North Western Ry.	2,101	54,474	7,798	245,568	9,899	300,042	31	317	24	172	55	489
6	Chicago, St. Paul, Minn. & O. Ry.	268	7,227	1,651	55,038	1,919	62,265	9	114	5	26	14	140
7	Chicago, Rock Island & Pacific Ry.	3,367	84,811	4,585	142,910	7,952	227,721			6	38	6	38
8	Great Northern Ry.	857	24,016	2,124	64,355	2,981	88,371	19	112	4	30	23	142
9	Illinois Central R. R.	6,249	184,797	11,371	341,312	17,620	526,109	12	116	18	272	30	388
10	Minneapolis & St. Louis R. R.	689	20,250	784	24,808	1,473	45,057						
11	Union Pacific R. R.	4,150	148,380	10,814	391,587	14,964	539,967			3	32	3	32
12	Wabash Railway	4,456	114,214	3,607	108,627	8,063	222,841	1	7	13	90	14	97
	Total	41,850	1,252,976	55,920	1,815,437	97,779	3,068,413	93	1,175	120	1,367	213	2,542

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 30—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	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	107	5,067	487	26,303	594	31,370	940	37,990	244	8,816	1,184	46,806
2	Chicago, Burlington & Quincy R. R.	505	24,381	1,989	92,603	2,494	116,984	298	9,735	2,235	94,714	2,533	104,449
3	Chicago Great Western R. R.	43	1,699	796	41,120	839	42,819	20	1,139	2,392	4,090	112	4,545
4	Chicago, Milwaukee & St. Paul Ry.	5,555	272,123	2,873	136,439	8,428	408,562	349	13,610	9,349	39,028	1,448	62,242
5	Chicago & North Western Ry.	690	33,373	7,775	399,378	8,465	432,751	534	19,937	16,065	42,161	1,479	62,137
6	Chicago, St. Paul, Minn. & O. Ry.	193	9,335	892	45,142	1,085	54,477	237	9,300	77	3,769	314	12,937
7	Chicago, Rock Island & Pacific Ry.	588	28,017	1,623	79,732	2,211	107,749	282	11,376	1,011	47,300	1,293	58,585
8	Great Northern Ry.	546	27,021	460	24,586	1,006	51,607	123	4,822	634	27,966	757	32,778
9	Illinois Central R. R.	766	33,091	2,379	108,997	3,145	142,088	1,509	65,116	2,270	97,783	3,839	162,899
10	Minneapolis & St. Louis R. R.			731	37,063	731	37,063			69	2,947	69	2,947
11	Union Pacific R. R.	4	118	114	5,447	118	5,565	99	4,045	896	45,013	995	49,058
12	Wabash Railway	950	42,291	1,858	91,319	2,808	133,610	201	7,367	686	27,780	887	35,147
	Total	9,947	476,516	21,977	1,088,129	31,924	1,564,645	4,632	182,334	10,258	452,196	14,910	634,530

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 31—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.	8,872	273,963	17,006	637,957	26,478	911,920	1,727	74,924	322	14,123	2,049	89,047
2	Chicago, Burlington & Quincy R. R.	4,358	110,223	13,187	419,890	17,545	530,113	2,005	81,730	4,138	179,923	6,743	261,653
3	Chicago Great Western R. R.	755	18,492	4,364	144,115	5,119	162,607	73	2,102	747	32,273	820	34,375
4	Chicago, Milwaukee & St. Paul Ry.	5,015	148,116	10,827	362,101	15,842	510,217	3,198	89,385	11,764	434,935	14,962	524,320
5	Chicago & North Western Ry.	8,765	268,936	16,632	547,294	25,397	814,230	1,656	43,806	3,838	149,856	5,494	193,661
6	Chicago, St. Paul, Minn. & O. Ry.	457	11,359	2,084	66,140	2,541	77,499	314	15,419	621	28,376	935	43,795
7	Chicago, Rock Island & Pacific Ry.	8,759	286,697	15,016	508,299	23,775	794,996	1,636	55,907	2,078	88,996	3,714	139,903
8	Great Northern Ry.	711	19,395	2,068	87,158	3,379	106,553	3,254	155,859	1,712	81,844	4,966	237,703
9	Illinois Central R. R.	5,231	131,007	14,344	447,341	19,575	578,438	1,070	29,781	3,534	136,842	4,604	166,623
10	Minneapolis & St. Louis R. R.	135	2,986	4,630	165,237	4,765	168,223	2	47	356	14,515	358	14,562
11	Union Pacific R. R.	495	12,720	3,792	136,520	4,287	149,240	8	271	2,680	122,074	2,688	122,345
12	Wabash Railway	5,507	176,601	15,564	519,688	21,071	696,289	1,006	28,526	4,227	158,438	5,233	186,964
	Total	49,000	1,458,585	120,714	4,041,740	169,774	5,509,325	15,543	577,757	36,017	1,437,194	51,560	2,014,951

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 32—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.	2,775	55,365	4,018	78,075	6,793	133,440	31,229	1,146,291	4,467	177,721	35,696	1,324,012
2	Chicago, Burlington & Quincy R. R.	6,781	123,689	4,327	90,871	11,108	214,560	24,422	888,614	7,834	288,786	32,256	1,177,400
3	Chicago Great Western R. R.	451	7,679	762	13,535	1,213	21,214	3,679	120,139	2,133	95,432	5,812	215,571
4	Chicago, Milwaukee & St. Paul Ry.	14,711	287,713	4,506	94,600	19,307	382,313	14,013	523,610	9,348	353,254	23,361	876,864
5	Chicago & North Western Ry.	12,940	261,525	6,203	115,664	19,143	377,189	13,210	479,937	16,002	650,702	29,212	1,130,639
6	Chicago, St. Paul, Minn. & O. Ry.	363	5,845	964	16,468	1,327	22,313	1,853	57,400	4,745	160,510	6,598	222,910
7	Chicago, Rock Island & Pacific Ry.	4,598	78,116	4,307	79,991	8,905	158,107	12,194	454,851	7,909	274,159	20,103	729,010
8	Great Northern Ry.	1,284	21,475	1,418	28,882	2,702	50,357	6,008	234,774	4,974	163,571	10,977	398,345
9	Illinois Central R. R.	4,048	75,987	7,058	132,053	11,106	208,040	13,847	527,903	8,927	326,631	22,774	854,534
10	Minneapolis & St. Louis R. R.	288	4,160	1,131	20,138	1,419	24,298	4,069	141,542	1,151	36,544	5,220	178,086
11	Union Pacific R. R.	499	9,334	3,943	84,652	4,442	93,996	3,251	116,881	4,173	140,963	7,424	257,844
12	Wabash Railway	4,401	92,004	8,285	168,361	12,686	260,365	6,711	241,914	4,619	178,012	11,330	419,926
	Total	53,139	1,022,892	47,012	923,290	100,151	1,946,182	134,481	4,933,856	76,282	2,853,286	210,763	7,786,141

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 33—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.....	12,235	421,753	2,304	79,234	14,539	500,987	2,693	75,646	3,433	88,000	6,126	163,706
2	Chicago, Burlington & Quincy R. R.....	10,876	380,751	4,016	133,705	14,892	519,456	2,087	52,634	3,384	75,730	5,471	128,364
3	Chicago Great Western R. R.....	1,201	36,979	1,786	57,714	2,987	94,693	2,461	66,451	591	12,707	3,052	79,158
4	Chicago, Milwaukee & St. Paul Ry.....	10,767	330,483	7,949	265,789	18,716	646,272	6,115	143,664	4,341	127,531	10,456	271,195
5	Chicago & North Western Ry.....	7,131	251,698	13,453	481,515	20,584	733,213	6,735	149,481	7,733	219,309	14,468	398,790
6	Chicago, St. Paul, Minn. & O. Ry.....	1,328	46,285	828	23,715	2,156	75,000	385	10,235	348	8,193	733	18,428
7	Chicago, Rock Island & Pacific Ry.....	7,757	271,170	6,242	218,799	13,999	489,969	1,746	54,636	4,227	109,214	5,973	163,850
8	Great Northern Ry.....	2,075	72,029	1,185	40,505	3,260	112,534	567	13,266	1,228	37,986	1,795	51,252
9	Illinois Central R. R.....	9,145	342,616	7,197	255,803	16,342	598,419	3,072	77,908	3,352	85,071	6,424	162,979
10	Minneapolis & St. Louis R. R.....	3,487	108,183	1,267	42,051	4,754	150,234	1,945	55,831	1,020	24,630	2,965	80,461
11	Union Pacific R. R.....	1,094	40,386	1,568	53,006	2,662	93,392	3,014	90,136	1,007	27,248	4,021	117,384
12	Wabash Railway.....	7,135	259,080	3,180	115,437	10,315	374,523	1,352	27,804	2,249	57,903	3,601	85,707
	Total.....	74,231	2,611,419	50,975	1,777,273	125,206	4,388,692	32,172	817,692	32,913	873,582	65,085	1,691,274

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 34—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.....	1,247	20,620	488	7,959	1,735	28,579	2,744	37,418	4,502	61,392	7,246	90,810
2	Chicago, Burlington & Quincy R. R.....	6,030	103,600	961	19,941	6,991	123,631	12,686	183,779	4,558	73,640	17,244	257,419
3	Chicago Great Western R. R.....	2,620	43,483	733	13,792	3,353	57,275	872	10,867	1,772	23,952	2,644	34,819
4	Chicago, Milwaukee & St. Paul Ry.....	2,385	46,683	3,248	65,870	5,633	112,553	13,725	189,931	3,201	46,921	16,926	236,852
5	Chicago & North Western Ry.....	3,225	60,102	5,553	102,900	8,778	163,002	9,627	136,249	3,840	53,664	13,467	189,913
6	Chicago, St. Paul, Minn. & O. Ry.....	615	16,261	559	11,487	1,174	27,748	1,142	16,380	2,951	41,961	4,093	58,341
7	Chicago, Rock Island & Pacific Ry.....	2,695	51,475	1,993	38,354	4,688	89,829	10,012	153,467	3,734	52,712	13,746	206,179
8	Great Northern Ry.....	1,003	17,638	498	9,341	1,501	26,999	2,962	36,527	2,610	34,600	5,572	71,127
9	Illinois Central R. R.....	2,769	50,384	3,480	63,760	6,249	114,144	4,635	70,516	3,641	54,841	8,276	125,357
10	Minneapolis & St. Louis R. R.....	1,364	24,440	377	6,084	1,741	31,124	565	7,378	1,473	20,662	2,068	28,040
11	Union Pacific R. R.....	293	4,696	222	4,394	515	9,590	1,124	14,884	2,617	37,665	3,741	52,549
12	Wabash Railway.....	845	15,373	1,121	21,132	1,966	36,505	1,946	29,287	8,264	122,177	10,210	151,464
	Total.....	25,091	454,865	19,303	366,114	44,394	820,979	62,070	886,683	43,163	624,187	105,233	1,510,870

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 35—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.....	5,710	37,016	21,578	143,133	27,288	180,149	1,828	19,354	1,176	12,626	3,004	31,980
2	Chicago, Burlington & Quincy R. R.....	8,103	50,171	16,774	119,994	24,877	170,165	2,818	28,803	1,236	12,791	4,054	41,594
3	Chicago Great Western R. R.....	1,240	8,893	16,390	115,217	17,630	124,110	556	5,871	372	4,024	928	9,895
4	Chicago, Milwaukee & St. Paul Ry.....	23,426	147,616	25,339	202,002	48,765	349,618	1,445	16,834	460	5,648	1,905	22,482
5	Chicago & North Western Ry.....	41,049	254,055	23,006	187,492	64,055	441,547	3,214	33,831	1,539	15,716	4,753	49,547
6	Chicago, St. Paul, Minn. & O. Ry.....	1,021	7,603	7,091	46,764	8,712	54,367	720	8,364	689	7,428	1,409	15,792
7	Chicago, Rock Island & Pacific Ry.....	11,221	70,091	23,946	172,476	35,167	242,567	2,752	27,808	1,431	15,153	4,183	42,961
8	Great Northern Ry.....	1,885	12,378	10,333	66,685	12,218	79,063	1,591	18,164	548	6,238	2,139	24,402
9	Illinois Central R. R.....	8,539	66,913	30,237	307,476	38,776	374,389	1,044	9,549	795	7,547	1,839	17,096
10	Minneapolis & St. Louis R. R.....	612	3,566	5,486	42,403	6,098	45,969	433	4,497	292	3,120	725	7,617
11	Union Pacific R. R.....	2,386	15,208	36,943	294,096	39,329	309,304	934	9,616	1,229	13,522	2,163	23,138
12	Wabash Railway.....	21,205	179,655	70,667	895,300	91,872	1,075,015	541	5,308	467	4,665	1,008	9,973
	Total.....	126,397	863,165	288,390	2,593,008	414,787	3,446,263	17,876	187,999	10,234	108,478	28,110	296,477

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 36—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.....	1,104	10,653	2,454	23,373	3,558	34,026	759	15,995	520	9,113	1,279	25,108
2	Chicago, Burlington & Quincy R. R.....	2,325	22,651	3,128	29,096	5,453	51,747	1,400	23,800	346	6,107	1,746	29,907
3	Chicago Great Western R. R.....	109	1,835	477	4,002	646	6,497	1,400	26,490	207	3,750	1,607	30,240
4	Chicago, Milwaukee & St. Paul Ry.....	4,099	39,389	3,017	31,087	7,116	70,476	3,370	64,223	371	7,625	3,741	71,948
5	Chicago & North Western Ry.....	10,025	106,787	1,514	13,791	11,539	120,578	1,654	34,650	573	10,506	2,227	45,156
6	Chicago, St. Paul, Minn. & O. Ry.....	133	2,069	483	4,554	616	6,623	261	4,255	112	2,243	373	6,498
7	Chicago, Rock Island & Pacific Ry.....	1,780	16,965	2,773	26,480	4,553	43,445	1,179	20,409	482	8,423	1,661	28,832
8	Great Northern Ry.....	335	2,838	311	3,019	646	5,857	395	6,568	189	3,297	584	9,865
9	Illinois Central R. R.....	4,952	43,977	3,645	32,958	8,597	76,935	745	13,142	583	10,116	1,328	23,258
10	Minneapolis & St. Louis R. R.....	6	48	440	4,211	446	4,259	190	3,132	153	2,632	343	5,764
11	Union Pacific R. R.....	121	871	2,877	31,895	2,998	32,766	63	1,094	585	11,452	648	12,546
12	Wabash Railway.....	771	6,486	2,452	23,630	3,223	30,116	459	7,770	454	7,715	913	15,485
	Total.....	25,820	254,569	23,571	228,756	49,391	483,325	11,875	221,528	4,545	82,949	16,420	304,477

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 37—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.....	2,383	49,797	48	1,533	2,431	51,330	3,538	95,851	635	16,850	4,173	112,701
2	Chicago, Burlington & Quincy R. R.....	4,594	144,688	48	1,068	4,642	145,756	1,938	66,658	1,011	39,209	2,949	102,867
3	Chicago Great Western R. R.....	773	28,983	15	546	788	29,529	531	11,951	134	2,921	665	14,872
4	Chicago, Milwaukee & St. Paul Ry.....	5,867	208,255	109	3,346	5,976	211,601	2,100	49,607	687	14,137	2,787	63,744
5	Chicago & North Western Ry.....	3,206	104,825	33	1,131	3,239	105,956	1,152	34,780	684	16,700	1,836	51,480
6	Chicago, St. Paul, Minn. & O. Ry.....	1,610	57,007	1	23	1,611	57,030	595	15,638	134	3,193	729	18,831
7	Chicago, Rock Island & Pacific Ry.....	2,069	42,853	323	8,087	2,392	50,940	2,051	43,145	1,014	25,082	3,065	68,227
8	Great Northern Ry.....	4,507	149,144	69	1,593	4,576	150,737	911	23,821	167	3,326	978	27,147
9	Illinois Central R. R.....	2,628	57,840	93	2,212	2,721	60,052	4,812	111,810	2,711	70,768	7,523	182,578
10	Minneapolis & St. Louis R. R.....	1,237	40,037	74	2,311	1,311	42,348	186	3,297	233	4,962	419	8,259
11	Union Pacific R. R.....	1,130	32,117	4	107	1,134	32,224	71	3,043	68	2,013	139	5,056
12	Wabash Railway.....	615	14,100	144	4,281	759	18,381	1,609	34,726	947	20,982	2,556	55,708
	Total.....	30,619	929,646	952	26,238	31,571	955,884	19,394	491,327	8,425	220,143	27,819	711,470

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 38—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.....	304	7,364	2,000	50,084	2,304	57,448	4,950	152,322	2,455	75,149	7,405	227,471
2	Chicago, Burlington & Quincy R. R.....	289	5,915	3,947	104,201	4,237	110,116	4,583	118,999	3,882	122,068	8,465	241,067
3	Chicago Great Western R. R.....	208	4,505	1,976	52,600	2,184	57,195	127	2,433	872	24,508	999	26,991
4	Chicago, Milwaukee & St. Paul Ry.....	1,042	26,640	2,258	57,559	3,300	84,199	1,037	28,068	4,092	119,934	5,129	148,002
5	Chicago & North Western Ry.....	4,325	111,367	4,530	119,432	8,855	230,789	3,315	100,505	5,927	171,073	9,242	280,578
6	Chicago, St. Paul, Minn. & O. Ry.....	515	12,748	1,903	48,412	2,418	61,160	1,347	36,528	892	28,975	2,239	65,503
7	Chicago, Rock Island & Pacific Ry.....	96	1,988	3,653	95,326	3,749	97,314	3,962	133,237	3,202	96,274	7,164	229,511
8	Great Northern Ry.....	1,491	37,303	2,248	61,512	3,739	98,815	509	14,052	1,193	35,853	1,702	49,905
9	Illinois Central R. R.....	1,140	22,585	3,158	76,550	4,298	99,135	5,716	161,691	6,737	192,650	12,453	354,341
10	Minneapolis & St. Louis R. R.....	17	303	1,762	44,803	1,779	45,106	117	2,083	741	22,230	858	24,303
11	Union Pacific R. R.....	5	106	1,555	39,370	1,560	39,476	232	7,623	2,147	70,393	2,379	78,016
12	Wabash Railway.....	482	10,327	6,165	151,651	6,647	161,978	4,077	138,558	3,874	116,610	7,951	255,168
	Total.....	9,905	241,141	35,155	901,590	45,060	1,142,731	29,972	905,149	36,014	1,075,707	65,986	1,980,856

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 39—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles					Canned Goods (All Canned Food 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	644	162	2,471	195	3,115	5,578	160,717	3,689	94,104	9,267	254,821
2	Chicago, Burlington & Quincy R. R.....	123	2,057	695	9,345	818	11,402	1,858	37,865	3,464	94,474	5,322	132,339
3	Chicago Great Western R. R.....	26	392	219	2,584	245	2,976	819	17,031	1,116	32,073	1,935	49,104
4	Chicago, Milwaukee & St. Paul Ry.....	84	1,690	338	6,358	422	8,048	13,855	312,312	3,505	92,064	17,300	404,376
5	Chicago & North Western Ry.....	134	1,899	848	11,816	982	13,715	10,167	233,680	5,282	133,757	15,449	367,446
6	Chicago, St. Paul, Minn. & O. Ry.....	78	1,430	190	2,678	268	4,114	2,494	55,920	949	24,143	3,443	80,063
7	Chicago, Rock Island & Pacific Ry.....	165	2,760	647	10,100	812	12,860	1,645	35,923	3,068	82,503	4,713	118,431
8	Great Northern Ry.....	59	1,168	59	1,229	118	2,397	2,124	60,832	1,226	34,457	3,350	95,289
9	Illinois Central R. R.....	1,241	23,760	3,243	42,147	4,484	65,907	3,351	68,962	4,402	103,101	7,753	172,063
10	Minneapolis & St. Louis R. R.....	7	139	234	4,702	241	4,841	884	20,287	1,033	28,831	1,967	49,118
11	Union Pacific R. R.....	2	45	375	8,492	377	8,537	1,065	27,824	5,863	188,557	6,928	216,381
12	Wabash Railway.....	56	630	1,203	13,851	1,259	14,481	2,062	42,044	3,092	72,448	5,154	114,492
	Total.....	2,008	36,620	8,213	115,773	10,221	152,398	45,902	1,073,411	36,739	980,512	82,641	2,053,923

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 40—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Other Manufactures and Miscellaneous					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	36,367	799,070	21,734	433,306	58,101	1,232,436
2	Chicago, Burlington & Quincy R. R.....	51,011	998,424	35,432	756,647	86,493	1,755,071
3	Chicago Great Western R. R.....	11,822	208,376	11,509	226,018	23,331	434,394
4	Chicago, Milwaukee & St. Paul Ry.....	74,949	1,615,080	51,358	1,107,643	126,307	2,722,723
5	Chicago & North Western Ry.....	104,467	2,377,728	47,192	1,023,924	151,659	3,401,652
6	Chicago, St. Paul, Minn. & O. Ry.....	13,110	304,527	18,956	417,020	32,066	721,547
7	Chicago, Rock Island & Pacific Ry.....	57,091	1,226,427	30,934	588,075	88,025	1,814,502
8	Great Northern Ry.....	12,878	338,908	10,336	209,344	23,214	548,252
9	Illinois Central R. R.....	44,099	851,219	49,821	1,031,787	93,920	1,883,006
10	Minneapolis & St. Louis R. R.....	3,939	93,210	9,019	173,307	12,958	266,517
11	Union Pacific R. R.....	5,199	121,480	30,516	427,367	25,715	548,847
12	Wabash Railway.....	35,153	801,160	47,937	957,232	83,090	1,758,392
	Total.....	450,085	9,735,609	354,794	7,361,730	804,879	17,087,339

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 41—TOTAL MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	% of Total Carloads	Tons	% of Total Tons Carload Traffic
1	Atchison, Topeka & Santa Fe Ry.	298,224	32.40	8,452,373	29.71	133,383	3,191,875	431,607	34.54	11,644,248	31.13
2	Chicago, Burlington & Quincy R. R.	216,593	22.85	5,337,985	18.26	157,135	3,914,976	373,728	26.19	9,252,961	21.85
3	Chicago Great Western R. R.	33,296	28.98	714,515	28.73	76,269	1,733,121	109,555	39.34	2,447,636	35.40
4	Chicago, Milwaukee & St. Paul Ry.	222,016	20.63	5,007,633	15.22	215,583	5,423,548	437,599	27.86	10,431,181	22.03
5	Chicago & North Western Ry.	286,610	25.62	6,184,241	16.66	225,792	5,991,231	512,402	28.63	12,175,472	21.39
6	Chicago, St. Paul, Minn. & O. Ry.	31,191	14.95	764,321	36.63	65,552	1,543,686	96,743	26.44	2,308,007	24.59
7	Chicago, Rock Island & Pacific Ry.	170,529	25.70	4,069,018	22.25	181,926	4,367,996	352,455	31.11	8,437,014	27.16
8	Great Northern Ry.	65,589	8.80	1,871,867	6.15	64,800	1,531,745	130,479	14.66	3,403,612	9.86
9	Illinois Central R. R.	141,801	16.00	3,326,220	10.61	246,197	6,063,025	387,998	24.14	9,359,245	18.25
10	Minneapolis & St. Louis R. R.	20,666	17.28	551,154	17.09	41,639	979,641	62,305	27.14	1,530,795	24.03
11	Union Pacific R. R.	37,609	12.41	1,017,133	16.83	126,237	2,733,618	163,906	23.06	3,750,751	20.50
12	Wabash Railway	104,090	37.89	2,341,398	30.35	232,889	5,027,264	336,979	43.93	7,368,662	35.40
	Total	1,628,264		39,637,858		1,767,492	42,471,726	3,395,756		82,109,584	
13	Atlantic Northern Ry.			141			2,225			2,366	
14	Manchester & Onelda Ry.			290			2,310			2,600	
15	Tabor & Northern Ry.			10			2,463			2,473	
	Total 13 to 15 inclusive			441			6,998			7,439	
	Total tons			39,638,299			42,478,724			82,117,023	

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE

PART 42—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	Per cent of total carloads	Tons	Per cent of total tons carload traffic	Carloads	Per cent of total carloads	Tons	Per cent of total tons carload traffic	Carloads	Per cent	Tons	Per cent
1	Atchison, Topeka & Santa Fe Ry.	920,480	73.60	28,450,584	76.07	329,202	26.34	8,950,709	23.93	1,249,682	100	37,401,293	100
2	Chicago, Burlington & Quincy R. R.	947,822	66.42	29,225,386	69.01	479,254	33.58	13,125,590	30.29	1,427,076	100	42,350,976	100
3	Chicago Great Western R. R.	114,854	41.24	2,486,891	35.96	163,636	58.76	4,427,986	64.04	278,490	100	6,914,877	100
4	Chicago, Milwaukee & St. Paul Ry.	1,076,142	68.52	32,896,388	69.47	494,410	31.48	14,457,771	30.53	1,570,552	100	47,354,150	100
5	Chicago & North Western Ry.	1,118,889	62.52	37,120,416	65.21	670,717	37.48	19,804,733	34.79	1,789,606	100	56,925,199	100
6	Chicago, St. Paul, Minn. & O. Ry.	208,069	57.02	5,453,989	58.11	157,278	42.98	3,931,857	41.80	365,947	100	9,385,846	100
7	Chicago, Rock Island & Pacific Ry.	603,591	58.58	18,289,976	58.87	469,306	41.42	12,777,014	41.13	1,132,897	100	31,066,990	100
8	Great Northern Ry.	745,628	83.79	30,411,814	88.08	144,244	16.21	4,117,425	11.92	889,872	100	34,529,239	100
9	Illinois Central R. R.	886,280	55.14	31,335,947	61.11	721,026	44.86	19,943,544	38.89	1,607,306	100	51,279,491	100
10	Minneapolis & St. Louis R. R.	119,618	52.11	3,231,215	50.72	109,920	47.89	3,139,161	49.23	229,538	100	6,370,376	100
11	Union Pacific R. R.	303,559	42.71	9,399,238	51.31	407,199	57.29	8,909,491	48.69	719,758	100	18,299,729	100
12	Wabash Railway	274,600	35.81	7,715,150	42.16	492,420	64.19	13,102,206	62.94	767,110	100	20,817,356	100
	Total	7,380,222	61.41	236,007,994	65.07	4,638,612	38.59	126,087,537	34.93	12,018,894	100	362,695,531	100
13	Atlantic Northern Ry.			7,204				13,531				20,735	
14	Manchester & Onelda Ry.			3,068				20,319				23,387	
15	Tabor & Northern Ry.			7,951				6,613				14,564	
	Total 13 to 15 inclusive			18,223				40,463				58,686	
	Total tons carload traffic			236,026,217				126,728,000				362,754,217	
	Per cent grand total tons all traffic			23.60				12.67				36.27	

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—
ENTIRE LINE
PART 43—ALL L. C. L. FREIGHT—AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	All L. C. L. Freight—Tons					Grand Total Carload and L. C. L. Freight—Tons						
		Originating on road	Per cent of total tons all traffic	Received from connecting carriers	Per cent of total tons all traffic	Total	Per cent of total tons all traffic	Originating on road	Per cent of total tons all traffic	Received from connecting carriers	Per cent of total tons all traffic	Grand total tons all traffic	Per cent
1	Atchison, Topeka & Santa Fe Ry.	945,339	3.22	250,981	2.73	1,196,320	3.10	29,395,923	76.16	9,201,690	23.84	38,597,613	100
2	Chicago, Burlington & Quincy R. R.	1,088,208	3.59	495,262	3.64	1,583,470	3.60	30,313,594	69.00	13,620,852	31.00	43,934,446	100
3	Chicago Great Western R. R.	190,962	7.13	63,506	1.41	254,468	3.55	2,677,853	37.35	4,491,492	62.65	7,169,345	100
4	Chicago, Milwaukee & St. Paul Ry.	1,297,249	3.79	332,121	2.38	1,649,370	3.37	34,193,637	69.78	14,809,892	30.22	49,003,529	100
5	Chicago & North Western Ry.	1,172,594	3.06	880,483	4.28	2,059,077	3.49	38,293,010	64.92	20,691,266	35.08	58,984,276	100
6	Chicago, St. Paul, Minn. & O. Ry.	326,228	5.64	165,107	4.03	491,335	4.97	5,780,217	58.52	4,096,964	41.48	9,877,181	100
7	Chicago, Rock Island & Pacific Ry.	1,093,402	5.64	292,185	2.24	1,385,587	4.27	19,383,378	59.73	13,069,199	40.27	32,452,577	100
8	Great Northern Ry.	469,243	1.52	119,447	2.82	588,690	1.68	30,881,057	87.93	4,236,872	12.06	35,117,929	100
9	Illinois Central R. R.	1,076,762	3.32	658,340	3.19	1,735,102	3.27	32,412,700	61.14	20,601,884	38.86	53,014,584	100
10	Minneapolis & St. Louis R. R.	150,582	4.45	64,231	2.00	214,813	3.26	3,381,797	51.35	3,203,392	48.64	6,585,189	100
11	Union Pacific R. R.	283,376	2.98	245,020	2.68	528,396	2.81	9,673,614	51.38	9,154,511	48.62	18,828,125	100
12	Wabash Railway	513,071	1.21	424,572	5.16	937,643	4.31	8,228,221	37.82	13,526,778	62.18	21,754,999	100
	Total	8,007,016	3.52	4,017,255	3.07	12,624,271	3.35	244,615,010	65.17	130,704,792	34.82	375,319,802	100
13	Atlantic Northern Ry.	960		1,215		2,175		8,164		14,746		22,910	100
14	Manchester & Oneida Ry.	358		828		1,186		3,426		21,147		24,573	100
15	Tabor & Northern Ry.	45		900		1,035		7,996		7,603		15,599	100
	Total 13 to 15 inclusive	1,363		3,033		4,396		19,586		43,496		63,082	100
	Total tons	8,008,379		4,020,288		12,628,667		244,634,596		130,748,288		375,382,884	
	Per cent total tons all traffic	2.29		1.07		3.36		65.17		34.83		100	

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.	2	77	5,968	245,771	5,970	245,848			86	2,804	86	2,804
2	Chicago, Burlington & Quincy R. R.	3,067	128,133	3,208	140,374	6,275	268,507	6,513	259,923	4,060	164,243	10,573	424,166
3	Chicago Great Western R. R.	302	12,039	6,681	280,678	6,983	292,717	3,107	104,133	1,232	62,624	4,339	166,757
4	Chicago, Milwaukee & St. Paul Ry.	844	34,763	7,457	321,975	8,301	356,738	11,323	452,779	2,538	95,693	13,861	548,472
5	Chicago & North Western Ry.	1,834	78,921	1,375	57,036	3,209	136,526	14,735	604,118	6,415	239,752	21,150	843,870
6	Chicago, St. Paul, Minn. & O. Ry.	67	2,860	2,535	108,218	2,602	111,078	264	9,679	440	16,577	704	26,256
7	Chicago, Rock Island & Pacific Ry.	1,710	68,810	8,198	347,829	9,908	416,639	11,318	444,387	1,053	39,668	12,371	484,055
8	Great Northern Ry.	4	138			4	138					632	22,257
9	Illinois Central R. R.	259	9,820	857	36,901	1,116	46,811	4,750	192,094	758	29,535	5,508	221,629
10	Minneapolis & St. Louis R. R.	262	9,892	8,282	352,240	8,544	362,132	7,000	272,041	738	28,722	7,747	300,763
11	Union Pacific R. R.	587	24,747			587	24,747	2,200	87,954			2,200	87,954
12	Wabash Railway	241	9,282	1,495	61,282	1,736	70,564	1,332	49,548	1,280	50,103	2,621	99,651
	Total	9,179	379,482	46,056	1,952,903	55,235	2,332,445	63,183	2,498,913	18,609	729,721	81,792	3,228,634

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
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.			47	1,636	47	1,636			490	18,031	490	18,031
2	Chicago, Burlington & Quincy R. R.	2,118	64,346	2,460	83,508	4,584	147,854	231	8,865	273	8,879	504	17,744
3	Chicago Great Western R. R.	1,886	60,772	1,692	59,439	3,578	114,211	131	4,872	544	18,420	675	23,292
4	Chicago, Milwaukee & St. Paul Ry.	5,957	208,475	3,037	111,755	8,994	320,230	399	15,160	769	33,499	1,168	48,659
5	Chicago & North Western Ry.	7,229	253,355	5,384	186,760	12,613	440,115	489	18,386	348	12,438	837	30,824
6	Chicago, St. Paul, Minn. & O. Ry.	278	8,503	441	15,439	719	24,032	7	257	35	1,232	42	1,489
7	Chicago, Rock Island & Pacific Ry.	9,539	317,149	2,530	88,240	12,069	405,388	763	28,057	1,190	42,182	1,953	70,239
8	Great Northern Ry.	17	617			17	617	2	56			2	56
9	Illinois Central R. R.	3,345	109,970	947	33,461	4,292	143,431	142	4,420	128	4,229	270	8,649
10	Minneapolis & St. Louis R. R.	4,951	172,341	1,404	49,413	6,355	221,754	166	5,821	449	16,764	615	22,585
11	Union Pacific R. R.	632	19,531			632	19,531	49	1,891			49	1,891
12	Wabash Railway	792	25,403	2,592	88,674	3,384	114,077	40	1,555	203	7,222	243	8,777
	Total	36,744	1,240,552	20,540	712,334	57,284	1,952,886	2,419	89,340	4,429	162,806	6,848	252,236

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
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.			12,903	351,873	12,903	351,873	4	97	918	21,742	922	21,839
2	Chicago, Burlington & Quincy R. R.	238	5,214	2,901	69,439	3,139	74,653	1,184	25,029	3,153	71,230	4,337	96,259
3	Chicago Great Western R. R.	49	868	11,413	303,408	11,467	304,276	125	2,002	3,642	81,688	3,767	83,690
4	Chicago, Milwaukee & St. Paul Ry.	2,233	55,672	10,307	238,989	12,540	294,661	4,789	108,679	4,267	95,980	9,056	204,659
5	Chicago & North Western Ry.	1,006	24,088	1,955	46,881	2,961	70,969	2,890	67,928	4,246	95,308	7,136	163,136
6	Chicago, St. Paul, Minn. & O. Ry.	228	5,464	400	10,236	628	15,700	52	1,086	647	15,687	699	16,773
7	Chicago, Rock Island & Pacific Ry.	1,968	52,414	13,109	358,515	15,077	410,929	8,420	186,482	4,558	106,709	12,978	293,191
8	Great Northern Ry.	27	557			27	557	14	228			14	228
9	Illinois Central R. R.	488	11,086	2,466	63,744	2,954	74,830	2,097	60,665	1,277	27,974	3,374	88,639
10	Minneapolis & St. Louis R. R.	17	301	13,763	355,957	13,780	356,258	396	9,922	2,973	70,105	3,369	80,027
11	Union Pacific R. R.	1	43			1	43	16	393			16	393
12	Wabash Railway	65	1,379	2,224	58,343	2,289	59,722	26	499	1,167	28,021	1,193	28,520
	Total	6,320	157,086	71,446	1,857,385	77,766	2,014,471	20,613	463,010	26,848	614,344	47,461	1,077,354

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		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.			1,409	19,748	1,409	19,748						
2	Chicago, Burlington & Quincy R. R.	883	11,112	3,093	40,361	3,976	51,673	1	22	7	101	8	123
3	Chicago Great Western R. R.	486	5,741	1,281	16,644	1,767	22,385	2	10	11	219	13	229
4	Chicago, Milwaukee & St. Paul Ry.	1,475	18,727	2,136	28,849	3,611	47,576	2	45	113	1,861	115	1,906
5	Chicago & North Western Ry.	1,422	16,976	2,134	27,509	35,566	44,485	30	782	17	342	47	1,124
6	Chicago, St. Paul, Minn. & O. Ry.	96	1,206	2,013	25,763	2,109	26,969			3	60	3	60
7	Chicago, Rock Island & Pacific Ry.	723	8,880	1,107	14,659	1,830	23,539			1	21	1	21
8	Great Northern Ry.	133	1,650			133	1,650						
9	Illinois Central R. R.	511	6,193	787	10,296	1,298	16,489			30	453	30	453
10	Minneapolis & St. Louis R. R.	245	3,004	268	3,356	513	6,360			2	56	2	56
11	Union Pacific R. R.												
12	Wabash Railway	35	513	901	11,878	936	12,391			11	127	11	127
	Total	6,009	74,002	15,129	199,263	21,138	273,265	35	859	195	3,240	230	4,099

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed and Products, Except Oil					
		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.			555	6,838	555	6,838						
2	Chicago, Burlington & Quincy R. R.	2	19	74	871	76	890	4	81	174	4,379	174	4,379
3	Chicago Great Western R. R.			503	9,073	503	9,073	2	31	417	9,900	421	9,981
4	Chicago, Milwaukee & St. Paul Ry.			264	2,626	264	2,626			405	9,194	407	9,225
5	Chicago & North Western Ry.	3	59	15	221	18	290	23	496	247	5,563	247	5,563
6	Chicago, St. Paul, Minn. & O. Ry.			30	413	30	413			392	9,128	415	9,624
7	Chicago, Rock Island & Pacific Ry.			1,289	16,088	1,289	16,088			15	325	15	325
8	Great Northern Ry.									759	18,286	759	18,286
9	Illinois Central R. R.			46	661	46	661	11	171	153	3,377	164	3,548
10	Minneapolis & St. Louis R. R.			7	76	7	76			203	4,994	203	4,994
11	Union Pacific R. R.												
12	Wabash Railway			19	274	19	274	1	10	76	1,741	77	1,751
	Total	5	78	2,802	37,141	2,807	37,219	41	789	2,841	66,887	2,882	67,676

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		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.			13,443	235,838	13,443	235,838			25,599	350,840	25,599	350,840
2	Chicago, Burlington & Quincy R. R.	18	193	1,258	20,779	1,276	20,972	344	4,081	3,404	49,568	3,748	53,649
3	Chicago Great Western R. R.	14	115	962	17,056	976	17,171	55	664	8,142	129,764	8,197	130,428
4	Chicago, Milwaukee & St. Paul Ry.	21	528	4,064	71,511	4,075	72,039	82	1,107	15,764	229,635	15,846	230,742
5	Chicago & North Western Ry.	21	220	2,950	52,457	2,971	52,677	146	1,798	26,523	382,602	26,669	384,400
6	Chicago, St. Paul, Minn. & O. Ry.			1,212	20,917	1,212	20,917	17	218	2,707	39,707	2,724	39,925
7	Chicago, Rock Island & Pacific Ry.			8,660	145,927	8,660	145,927	463	5,849	17,271	226,532	17,734	232,381
8	Great Northern Ry.							5	63			5	63
9	Illinois Central R. R.	11	118	2,254	38,844	2,265	38,962	109	1,122	19,124	264,036	19,233	265,158
10	Minneapolis & St. Louis R. R.			75	1,227	75	1,227	15	176	2,812	34,637	2,827	34,813
11	Union Pacific R. R.							13	163			13	163
12	Wabash Railway			365	6,007	365	6,007	2	24	2,975	46,068	2,977	46,092
	Total	85	1,174	35,233	610,558	35,318	611,732	1,251	15,265	123,821	1,753,380	125,072	1,768,654

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		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	18	2,126	31,107	2,127	31,125			6,088	70,708	6,088	70,708
2	Chicago, Burlington & Quincy R. R.	48	710	2,322	41,777	2,370	42,487	274	3,515	4,705	59,850	4,979	63,365
3	Chicago Great Western R. R.	9	132	2,231	37,539	2,240	37,671	74	1,336	2,772	32,523	2,846	33,850
4	Chicago, Milwaukee & St. Paul Ry.	32	743	1,852	31,604	1,890	32,347	639	8,643	3,000	47,510	3,639	56,153
5	Chicago & North Western Ry.	87	1,467	5,033	88,412	5,120	89,879	67	967	7,624	93,406	7,691	94,373
6	Chicago, St. Paul, Minn. & O. Ry.	14	277	1,399	24,458	1,413	24,735	5	45	646	9,130	651	9,175
7	Chicago, Rock Island & Pacific Ry.	115	2,058	5,852	102,490	5,967	104,546	383	5,340	16,824	202,019	17,207	207,350
8	Great Northern Ry.												
9	Illinois Central R. R.	106	1,629	1,670	29,224	1,776	30,853	587	7,600	1,709	21,718	2,296	29,318
10	Minneapolis & St. Louis R. R.	12	213	5,500	99,733	5,602	99,946	26	508	717	9,226	743	9,734
11	Union Pacific R. R.	1	18			1	18						
12	Wabash Railway	2	30	1,793	31,885	1,795	31,915	10	143	911	11,817	921	11,960
	Total	433	7,293	29,868	518,229	30,301	525,522	2,065	28,097	44,996	557,907	47,061	586,004

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	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	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....			945	31,875	945	31,875	1	15	2,905	56,690	2,906	56,705
2	Chicago, Burlington & Quincy R. R.....	59	738	446	11,739	496	12,477	1,065	20,233	1,451	28,414	2,516	48,647
3	Chicago Great Western R. R.....	12	156	653	17,257	665	17,413	611	15,051	2,631	65,555	3,272	80,006
4	Chicago, Milwaukee & St. Paul Ry.....	12	212	1,444	44,050	1,456	44,262	1,002	29,792	4,427	113,632	5,489	143,424
5	Chicago & North Western Ry.....	10	217	1,218	36,317	1,228	36,534	601	17,327	2,610	65,182	3,211	82,709
6	Chicago, St. Paul, Minn. & O. Ry.....	1	15	207	6,593	208	6,608	19	304	373	7,768	392	8,972
7	Chicago, Rock Island & Pacific Ry.....	19	317	597	15,281	616	15,598	1,755	52,772	3,510	80,956	5,265	133,728
8	Great Northern Ry.....							6	112			6	112
9	Illinois Central R. R.....	323	4,148	779	17,458	1,102	21,606	65	1,200	1,146	21,159	1,211	22,359
10	Minneapolis & St. Louis R. R.....	2	20	124	2,904	126	2,924	810	29,326	1,502	40,013	2,312	69,339
11	Union Pacific R. R.....							13	243			13	243
12	Wabash Railway.....			98	2,518	98	2,518	224	2,644	472	7,921	696	10,565
	Total.....	429	5,823	6,511	185,992	6,940	191,815	6,232	169,219	21,147	487,290	27,379	656,509

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 9—TOTAL PRODUCTS OF AGRICULTURE

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	% of Total Carloads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.....	5	.85	207	.97	73,746	1,449,875	73,754	36.12	1,450,082	32.27
2	Chicago, Burlington & Quincy R. R.....	16,040	18.51	532,214	29.93	33,238	801,233	49,278	20.63	1,333,447	21.71
3	Chicago Great Western R. R.....	6,865	17.02	207,922	23.60	44,830	1,135,081	51,695	22.27	1,343,003	23.81
4	Chicago, Milwaukee & St. Paul Ry.....	28,876	21.78	935,325	30.97	61,676	1,474,732	90,552	19.24	2,410,057	21.83
5	Chicago & North Western Ry.....	30,593	25.80	1,087,305	40.51	68,239	1,394,220	98,832	29.04	2,481,525	31.40
6	Chicago, St. Paul, Minn. & O. Ry.....	1,048	15.67	30,004	29.41	13,103	302,523	14,151	30.71	332,527	21.79
7	Chicago, Rock Island & Pacific Ry.....	37,176	23.60	1,172,513	30.56	86,508	1,806,411	123,684	26.11	2,977,924	25.66
8	Great Northern Ry.....	840	21.10	25,678	35.77			840	26.06	25,678	35.77
9	Illinois Central R. R.....	13,404	22.02	410,236	33.48	34,131	603,160	47,535	26.32	1,013,306	24.14
10	Minneapolis & St. Louis R. R.....	13,911	25.99	503,565	33.47	28,409	1,069,423	52,320	36.06	1,572,988	37.91
11	Union Pacific R. R.....	3,512	85.24	134,983	91.08			3,512	85.24	134,983	91.08
12	Wabash Railway.....	2,770	24.72	91,030	25.61	16,591	413,881	19,361	29.52	504,911	29.77
	Total.....	155,043		5,130,982		470,471	10,449,539	625,514		15,589,521	
13	Atlantic Northern Ry.....			681			473			1,154	
14	Manchester & Oneida Ry.....			223			1,280			1,503	
15	Tabor & Northern Ry.....			6,097			27			6,124	
	Total 13 to 15 inclusive.....			7,001			1,780			8,781	
	Total tons.....			5,137,983			10,451,319			15,589,302	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 10—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.....	28	324	267	3,114	295	3,438	65	728	6,096	74,287	6,161	75,015
2	Chicago, Burlington & Quincy R. R.....	512	5,906	379	4,462	891	10,458	13,410	156,071	5,155	60,136	18,565	216,207
3	Chicago Great Western R. R.....	88	1,000	127	1,656	215	2,656	4,237	48,101	4,059	48,068	8,296	96,169
4	Chicago, Milwaukee & St. Paul Ry.....	423	4,920	1,099	13,211	1,522	18,131	18,152	207,938	22,072	262,515	40,224	470,753
5	Chicago & North Western Ry.....	373	4,344	647	7,759	1,020	12,103	17,147	196,258	10,761	124,282	27,908	320,540
6	Chicago, St. Paul, Minn. & O. Ry.....	125	1,121	355	3,440	480	4,561	2,224	26,051	5,552	64,407	7,776	90,458
7	Chicago, Rock Island & Pacific Ry.....	476	5,529	430	4,800	906	10,329	16,756	190,830	9,113	99,500	25,869	290,330
8	Great Northern Ry.....	10	112			10	112	935	10,412			935	10,412
9	Illinois Central R. R.....	223	2,490	168	2,040	391	4,530	9,008	107,090	2,789	33,136	11,797	140,226
10	Minneapolis & St. Louis R. R.....	83	992	144	1,777	227	2,769	3,851	42,450	1,082	11,733	4,933	54,183
11	Union Pacific R. R.....	1	16			1	16	8	92			8	92
12	Wabash Railway.....	50	578	231	2,695	281	3,273	608	8,335	722	8,785	1,420	17,120
	Total.....	2,392	27,422	3,847	44,954	6,239	72,376	86,491	994,356	67,941	787,149	154,432	1,781,506

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 11—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.....	13	84	640	5,686	653	5,770	29	270	609	6,156	638	6,426
2	Chicago, Burlington & Quincy R. R.....	1,516	11,384	954	10,227	2,470	21,611	19,507	175,682	2,456	23,093	21,963	198,775
3	Chicago Great Western R. R.....	390	2,153	547	5,741	937	7,894	6,988	60,833	2,692	28,008	9,680	88,841
4	Chicago, Milwaukee & St. Paul Ry.....	888	7,455	2,856	28,798	3,744	36,248	26,572	236,897	13,946	131,540	40,518	368,407
5	Chicago & North Western Ry.....	731	6,103	1,517	15,865	2,248	21,968	30,123	294,485	5,683	53,604	35,806	348,089
6	Chicago, St. Paul, Minn. & O. Ry.....	42	361	129	1,178	171	1,539	1,507	13,648	3,010	76,551	9,517	90,199
7	Chicago, Rock Island & Pacific Ry.....	1,287	9,420	1,071	10,924	2,358	20,344	27,542	254,327	6,671	59,671	34,213	314,198
8	Great Northern Ry.....	45	321			45	321	1,406	12,050			1,406	12,050
9	Illinois Central R. R.....	342	2,948	220	2,218	562	5,166	11,523	105,910	2,369	22,945	13,892	128,855
10	Minneapolis & St. Louis R. R.....	139	935	63	565	202	1,500	8,373	72,296	541	4,785	8,914	77,081
11	Union Pacific R. R.....	4	46			4	46	1	8			1	8
12	Wabash Railway.....	66	481	166	1,649	232	2,130	1,385	12,664	3,841	41,135	5,226	53,799
	Total.....	5,373	41,691	8,163	82,846	13,536	124,537	134,956	1,239,240	46,818	447,488	181,774	1,606,728

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Fresh Meats						Other Packing House 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.....			6,981	82,007	6,981	82,007	1	14	815	13,946	816	13,960
2	Chicago, Burlington & Quincy R. R.....	3,875	55,289	749	9,647	4,624	64,936	2,119	33,058	1,009	16,509	3,128	49,567
3	Chicago Great Western R. R.....	302	4,498	7,632	95,790	7,934	100,288	897	16,025	5,510	91,023	6,407	107,048
4	Chicago, Milwaukee & St. Paul Ry.....	12,157	151,200	9,396	126,511	21,553	277,711	663	11,607	4,563	80,343	5,226	91,950
5	Chicago & North Western Ry.....	5,993	73,672	805	10,086	6,798	83,758	2,376	37,114	726	13,008	2,802	50,122
6	Chicago, St. Paul, Minn. & O. Ry.....	456	6,007	154	2,358	610	8,365	238	4,583	204	3,116	502	7,699
7	Chicago, Rock Island & Pacific Ry.....	836	9,303	8,492	100,817	9,328	110,120	2,601	46,258	2,992	50,846	5,593	97,104
8	Great Northern Ry.....	203	2,519			203	2,519	16	238			16	238
9	Illinois Central R. R.....	6,066	78,440	5,713	67,603	11,779	146,043	3,116	51,440	895	14,226	4,011	65,666
10	Minneapolis & St. Louis R. R.....	1,045	16,281	341	4,657	1,386	20,938	947	17,992	326	4,779	1,273	22,771
11	Union Pacific R. R.....	3	60			3	60						
12	Wabash Railway.....	168	2,373	2,415	31,290	2,583	33,663	260	4,271	2,157	35,709	2,417	39,980
	Total.....	31,104	390,642	42,678	531,366	73,782	931,008	12,994	222,600	19,197	324,105	32,191	546,705

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry						Eggs					
		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	10	2,280	24,844	2,281	24,854						
2	Chicago, Burlington & Quincy R. R.....	1,297	14,392	43	521	1,340	14,913			2,079	23,684	2,079	23,684
3	Chicago Great Western R. R.....	217	2,382	348	3,813	565	6,195	1,781	19,709	147	1,533	1,928	21,242
4	Chicago, Milwaukee & St. Paul Ry.....	320	3,687	1,404	15,435	1,724	19,122	451	5,359	855	10,054	1,306	15,413
5	Chicago & North Western Ry.....	1,302	15,324	691	7,551	1,993	22,875	1,103	12,226	2,283	26,904	3,386	39,130
6	Chicago, St. Paul, Minn. & O. Ry.....	1	15	18	192	19	207	1,717	20,034	1,102	13,895	2,819	33,929
7	Chicago, Rock Island & Pacific Ry.....	1,347	15,312	2,010	22,911	3,357	38,223	13	154	80	984	102	1,102
8	Great Northern Ry.....							1,589	18,000	1,743	19,742	3,332	37,742
9	Illinois Central R. R.....	579	6,803	364	4,286	943	11,089						
10	Minneapolis & St. Louis R. R.....	282	3,144	197	2,381	479	5,525	788	8,706	679	8,485	1,467	17,191
11	Union Pacific R. R.....							443	4,947	193	2,317	636	7,262
12	Wabash Railway.....	105	1,162	18	205	123	1,367	3	32			3	32
	Total.....	5,451	62,231	7,373	82,139	12,824	144,370	8,050	91,060	9,308	109,267	17,358	200,327

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter and Cheese						Wool					
		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.....	70	948	651	7,931	721	8,879			324	5,521	324	5,521
2	Chicago, Burlington & Quincy R. R.....	625	7,532	115	1,532	740	9,064	79	955	78	1,325	157	2,280
3	Chicago Great Western R. R.....	488	5,497	1,190	15,146	1,678	20,643	15	195	104	1,773	119	1,968
4	Chicago, Milwaukee & St. Paul Ry.....	775	10,056	2,340	30,604	3,115	40,660	46	853	272	4,888	318	5,741
5	Chicago & North Western Ry.....	1,088	13,295	667	9,189	1,755	22,484	20	232	622	10,068	642	10,270
6	Chicago, St. Paul, Minn. & O. Ry.....	74	1,076	87	1,131	161	2,207			1	12	1	12
7	Chicago, Rock Island & Pacific Ry.....	759	9,175	1,229	15,176	1,988	24,351	36	449	139	2,409	175	2,858
8	Great Northern Ry.....	53	759			53	759						
9	Illinois Central R. R.....	623	7,007	378	5,054	1,001	12,661	4	69	99	1,814	103	1,883
10	Minneapolis & St. Louis R. R.....	151	1,819	473	6,644	624	8,463	3	30	2	31	5	61
11	Union Pacific R. R.....												
12	Wabash Railway.....			22	282	22	282	16	208	68	1,035	84	1,243
	Total.....	4,706	57,764	7,158	92,689	11,864	150,453	219	2,991	1,709	28,846	1,928	31,837

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 15—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hides and Leather						Other Animals and 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.....			344	7,747	344	7,747	3	53	315	7,028	318	7,081
2	Chicago, Burlington & Quincy R. R.....	139	3,090	83	1,881	222	4,971	238	4,373	303	10,038	631	14,611
3	Chicago Great Western R. R.....	22	344	829	19,124	851	19,468	69	1,104	978	22,082	1,047	23,186
4	Chicago, Milwaukee & St. Paul Ry.....	466	10,953	905	22,151	1,371	33,104	354	7,669	1,038	25,035	1,392	32,704
5	Chicago & North Western Ry.....	287	7,044	318	7,768	605	14,812	278	5,837	647	13,016	925	18,853
6	Chicago, St. Paul, Minn. & O. Ry.....	4	80	17	463	21	543	31	659	60	1,203	91	1,853
7	Chicago, Rock Island & Pacific Ry.....	110	2,600	921	22,643	1,031	25,243	638	13,197	1,505	37,891	2,143	51,088
8	Great Northern Ry.....	4	109			4	109	3	69			3	69
9	Illinois Central R. R.....	278	6,622	86	1,873	364	8,495	219	4,315	464	10,421	683	14,736
10	Minneapolis & St. Louis R. R.....	11	170	8	123	19	293	108	3,400	266	5,296	374	8,696
11	Union Pacific R. R.....												
12	Wabash Railway.....	10	228	259	6,567	269	6,795	9	75	271	6,199	280	6,274
	Total.....	1,331	31,240	3,770	90,340	5,101	121,580	1,950	40,942	5,937	138,209	7,887	179,151

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 16—TOTAL ANIMALS AND PRODUCTS

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	% of Total Carloads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.	210	22.36	2,431	14.49	21,341	262,551	21,551	10.55	264,982	5.90
2	Chicago, Burlington & Quincy R. R.	45,008	52.05	487,731	27.43	11,561	140,904	56,659	23.72	628,635	10.24
3	Chicago Great Western R. R.	14,074	34.90	147,491	16.74	24,877	342,578	38,951	16.78	490,369	8.69
4	Chicago, Milwaukee & St. Paul Ry.	61,919	46.70	665,431	22.04	62,774	768,230	124,693	26.49	1,433,061	12.98
5	Chicago & North Western Ry.	61,135	51.57	673,742	25.12	24,186	286,061	85,321	25.07	959,803	12.15
6	Chicago, St. Paul, Minn. & O. Ry.	4,775	71.42	53,746	52.68	14,676	154,999	19,451	28.46	208,745	13.68
7	Chicago, Rock Island & Pacific Ry.	53,977	34.27	574,000	14.97	56,316	447,330	90,293	19.06	1,021,930	88.05
8	Great Northern Ry.	2,675	67.21	26,589	37.04			2,675	8.49	26,589	37.04
9	Illinois Central R. R.	32,769	53.84	382,440	31.22	14,224	174,101	46,993	26.02	556,541	13.25
10	Minneapolis & St. Louis R. R.	15,436	28.84	164,454	10.92	3,636	45,083	19,072	13.14	209,542	5.05
11	Union Pacific R. R.	20	.48	254	.17			20	.48	254	.17
12	Wabash Railway	2,929	26.15	32,270	9.08	10,308	137,256	13,237	20.18	169,526	10.00
	Total	295,017		3,211,179		223,899	2,759,398	518,916		5,970,577	
13	Atlantic Northern Ry.			6,382						6,780	
14	Manchester & Oneida Ry.			2,471						2,739	
15	Tabor & Northern Ry.			1,768						2,016	
	Total 13 to 15 inclusive			10,621						11,544	
	Total tons			3,221,800			2,760,321			5,982,121	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 17—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		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.			22	888	22	888			766	36,963	766	36,963
2	Chicago, Burlington & Quincy R. R.	1	25	313	11,397	314	11,422	5,632	249,118	25,472	1,217,317	31,104	1,466,435
3	Chicago Great Western R. R.	29	1,071	368	14,809	397	15,880	1,528	61,919	19,418	923,851	20,946	984,770
4	Chicago, Milwaukee & St. Paul Ry.	96	3,611	1,263	47,851	1,359	51,462	10,777	460,278	31,495	1,484,793	42,272	1,945,071
5	Chicago & North Western Ry.	10	654	862	31,131	872	31,785	1,593	76,433	20,963	978,184	22,561	1,054,617
6	Chicago, St. Paul, Minn. & O. Ry.			579	20,055	579	20,055	5	165	2,843	117,858	2,848	118,023
7	Chicago, Rock Island & Pacific Ry.			534	16,214	534	16,214	6,744	278,261	35,397	1,646,249	42,141	1,924,510
8	Great Northern Ry.												
9	Illinois Central R. R.			141	5,127	141	5,127	157	3,250	19,918	960,030	20,075	963,280
10	Minneapolis & St. Louis R. R.			143	5,042	143	5,042	1,755	73,238	14,372	668,044	16,127	741,282
11	Union Pacific R. R.												
12	Wabash Railway			111	5,103	111	5,103	4,914	187,393	5,314	250,593	9,328	437,986
	Total	142	5,361	4,336	157,617	4,478	162,978	32,205	1,390,055	175,963	8,282,882	208,168	9,672,937

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		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.			109	2,943	109	2,943						
2	Chicago, Burlington & Quincy R. R.	3	73	1,800	49,457	1,803	49,530	1	49	43	1,946	44	1,995
3	Chicago Great Western R. R.	7	121	687	19,914	694	20,035	2	61	2	69	4	130
4	Chicago, Milwaukee & St. Paul Ry.	22	607	1,926	54,552	1,948	55,159	4	102	60	1,887	64	1,989
5	Chicago & North Western Ry.	11	277	1,047	28,776	1,058	29,053	1	12	7	259	8	271
6	Chicago, St. Paul, Minn. & O. Ry.			190	5,157	190	5,157						
7	Chicago, Rock Island & Pacific Ry.	10	213	1,005	27,423	1,015	27,636			6	219	6	219
8	Great Northern Ry.												
9	Illinois Central R. R.	5	115	1,085	30,252	1,090	30,367			10	488	10	488
10	Minneapolis & St. Louis R. R.	36	1,237	602	20,157	638	21,394	2	80	1	20	3	100
11	Union Pacific R. R.												
12	Wabash Railway			865	24,444	865	24,444						
	Total	94	2,643	9,316	263,075	9,410	265,713	10	304	129	4,888	139	5,192

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates						Base Bullion and Matte					
		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.			1,243	54,893	1,243	54,893			490	24,483	490	24,483
2	Chicago, Burlington & Quincy R. R.	4	46	53	1,682	57	1,728			462	23,523	462	23,523
3	Chicago Great Western R. R.			62	2,603	62	2,603			3	128	3	128
4	Chicago, Milwaukee & St. Paul Ry.	1	11	256	10,740	257	10,751			577	27,594	577	27,594
5	Chicago & North Western Ry.	2	49	32	1,266	34	1,315			329	17,193	329	17,193
6	Chicago, St. Paul, Minn. & O. Ry.			3	120	3	120						
7	Chicago, Rock Island & Pacific Ry.	5	154	1,350	57,332	1,355	57,486	2	37	119	5,577	121	5,614
8	Great Northern Ry.												
9	Illinois Central R. R.	3	55	75	3,255	78	3,310			177	9,680	177	9,680
10	Minneapolis & St. Louis R. R.			1	28	1	28						
11	Union Pacific R. R.												
12	Wabash Railway			2	38	2	38			1	45	1	45
	Total	15	315	3,082	131,957	3,097	132,272	2	37	2,158	108,223	2,160	108,260

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		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.	56	2,928	1,008	41,069	1,149	43,997			2,301	77,139	2,301	77,139
2	Chicago, Burlington & Quincy R. R.	2,826	143,185	5,981	308,460	8,810	451,645	1	14	153	5,322	154	5,336
3	Chicago Great Western R. R.	1,745	84,850	1,180	37,025	2,925	121,875	1	14	9	262	10	276
4	Chicago, Milwaukee & St. Paul Ry.	6,813	334,046	4,432	209,152	11,245	563,198	13	202	1,389	42,963	1,402	43,165
5	Chicago & North Western Ry.	7,846	410,060	2,917	135,777	10,763	545,837	1	12	58	1,770	59	1,782
6	Chicago, St. Paul, Minn. & O. Ry.	6	183	1,080	53,641	1,086	53,824			32	1,133	32	1,133
7	Chicago, Rock Island & Pacific Ry.	27,638	1,142,808	7,436	337,673	35,074	1,480,571	1	41	504	16,185	505	16,226
8	Great Northern Ry.	264	15,629			264	15,629						
9	Illinois Central R. R.	4,016	201,334	1,267	59,749	5,283	261,083			33	981	33	981
10	Minneapolis & St. Louis R. R.	9,080	397,867	554	21,884	9,634	419,751						
11	Union Pacific R. R.							1	18			1	18
12	Wabash Railway	352	18,713	565	25,475	917	44,188			2	60	2	60
	Total	60,642	2,771,698	26,458	1,229,905	87,100	4,001,598	18	301	4,481	145,815	4,499	146,116

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		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	26	82	2,602	83	2,628			482	15,560	482	15,560
2	Chicago, Burlington & Quincy R. R.	12	375	415	16,082	427	16,407	13	224	1,049	30,390	1,062	30,614
3	Chicago Great Western R. R.	1	8	569	21,017	570	21,025	12	222	1,346	45,687	1,358	45,909
4	Chicago, Milwaukee & St. Paul Ry.	5	134	327	11,718	332	11,852	18	364	1,900	53,709	1,924	54,133
5	Chicago & North Western Ry.	2	64	125	3,791	127	3,856	29	639	766	19,926	795	20,565
6	Chicago, St. Paul, Minn. & O. Ry.			133	5,688	133	5,688			875	30,991	875	30,991
7	Chicago, Rock Island & Pacific Ry.	2	70	205	6,815	207	6,885	33	908	2,661	81,945	2,694	82,853
8	Great Northern Ry.												
9	Illinois Central R. R.	4	96	240	8,358	244	8,454	19	347	715	19,700	734	20,047
10	Minneapolis & St. Louis R. R.			201	8,352	201	8,352	3	27	714	22,305	717	22,332
11	Union Pacific R. R.												
12	Wabash Railway			62	2,398	62	2,398	37	1,139	68	1,862	105	3,001
	Total	27	773	2,359	86,771	2,386	87,544	164	3,870	10,582	322,135	10,746	326,065

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 22—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines					
		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			2,130	92,112	2,130	92,112
2	Chicago, Burlington & Quincy R. R.	11	354	139	5,568	150	5,922
3	Chicago Great Western R. R.	13	684	63	2,264	76	2,948
4	Chicago, Milwaukee & St. Paul Ry.			544	21,861	544	21,861
5	Chicago & North Western Ry.	10	168	111	4,203	121	4,371
6	Chicago, St. Paul, Minn. & O. Ry.			19	1,046	19	1,046
7	Chicago, Rock Island & Pacific Ry.	10	400	600	25,267	610	25,667
8	Great Northern Ry.						
9	Illinois Central R. R.	10	363	69	2,365	79	2,728
10	Minneapolis & St. Louis R. R.			25	868	25	868
11	Union Pacific R. R.						
12	Wabash Railway			15	464	15	464
	Total	54	1,960	3,715	156,018	3,769	157,987

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 23—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	% of Total Carloads	Tons	% of Total Carloads Traffic
1	Atchison, Topeka & Santa Fe Ry.	57	6.07	2,954	13.91	8,723	348,652	8,780	4.30	351,606	7.83
2	Chicago, Burlington & Quincy R. R.	8,504	9.81	393,463	22.13	35,883	1,671,094	44,387	18.59	2,064,557	33.62
3	Chicago Great Western R. R.	3,338	8.28	148,950	16.91	23,707	1,066,629	27,045	11.65	1,215,579	21.55
4	Chicago, Milwaukee & St. Paul Ry.	17,749	13.39	819,355	27.13	44,175	1,966,880	61,924	13.16	2,786,235	25.23
5	Chicago & North Western Ry.	9,511	8.02	489,368	18.21	27,222	1,222,276	36,733	10.79	1,710,644	21.65
6	Chicago, St. Paul, Minn. & O. Ry.	11	.16	348	.34	5,704	235,689	5,715	8.36	236,037	15.47
7	Chicago, Rock Island & Pacific Ry.	34,445	21.87	1,422,982	37.08	49,817	2,220,800	84,262	17.79	3,643,881	31.39
8	Great Northern Ry.	264	6.63	15,629	21.77			264	.84	15,629	21.77
9	Illinois Central R. R.	4,214	6.92	205,500	16.78	23,730	1,099,985	27,944	15.47	1,305,545	31.09
10	Minneapolis & St. Louis R. R.	10,876	20.32	472,449	31.40	16,613	746,700	27,489	18.95	1,219,149	29.38
11	Union Pacific R. R.	1	.02	18	.01			1	.02	18	.01
12	Wabash Railway	4,403	39.32	207,245	58.30	7,005	310,482	11,408	17.39	517,727	30.47
	Total	93,373		4,177,321		242,579	10,789,286	335,952		15,066,607	
13	Atlantic Northern Ry.						9,344			9,344	
14	Manchester & Oneida Ry.			28			15,863			15,891	
15	Tabor & Northern Ry.						3,552			3,552	
	Total 13 to 15 inclusive			28			28,759			28,787	
	Total tons			4,177,349			10,918,045			15,095,394	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 24—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Poles, Posts and Cordwood						Ties					
		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.			154	3,695	154	3,695			24	860	24	860
2	Chicago, Burlington & Quincy R. R.	658	16,243	1,560	35,722	2,218	51,965	15	390	53	1,423	68	1,813
3	Chicago Great Western R. R.	97	2,064	1,213	30,148	1,310	32,212	4	134	44	1,030	48	1,164
4	Chicago, Milwaukee & St. Paul Ry.	738	19,344	1,522	33,324	2,260	57,668	68	2,075	127	3,196	195	5,271
5	Chicago & North Western Ry.	257	5,847	1,340	29,892	1,597	35,739	5	86	164	2,251	169	2,337
6	Chicago, St. Paul, Minn. & O. Ry.	1	20	751	16,536	752	16,556			14	298	14	298
7	Chicago, Rock Island & Pacific Ry.	926	24,950	1,763	40,304	2,689	65,254	46	1,090	109	3,015	155	4,105
8	Great Northern Ry.												
9	Illinois Central R. R.	111	2,294	975	24,919	1,086	27,213	4	124	107	2,751	111	2,875
10	Minneapolis & St. Louis R. R.	113	2,337	1,153	30,109	1,266	32,446	2	35	43	1,122	45	1,157
11	Union Pacific R. R.												
12	Wabash Railway	71	1,970	297	7,879	368	9,849	6	158	399	10,643	405	10,801
	Total	2,972	75,069	10,728	257,528	13,700	332,597	150	4,092	1,084	26,589	1,234	30,681

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 25—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings					
		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	15	10,983	280,754	10,984	280,769
2	Chicago, Burlington & Quincy R. R.							449	10,155	9,653	250,138	10,102	260,293
3	Chicago Great Western R. R.	1	83	22	524	23	607	284	7,359	15,476	390,241	15,760	397,500
4	Chicago, Milwaukee & St. Paul Ry.	2	54	33	724	35	778	380	7,261	38,034	969,444	38,364	976,705
5	Chicago & North Western Ry.	2	70			2	70	192	4,729	17,188	456,160	17,380	460,889
6	Chicago, St. Paul, Minn. & O. Ry.			22	502	22	502	17	344	4,090	105,559	4,107	105,903
7	Chicago, Rock Island & Pacific Ry.			5	132	5	132	357	7,698	20,595	529,528	20,952	537,224
8	Great Northern Ry.							3	41			3	41
9	Illinois Central R. R.			6	190	6	190	179	3,841	13,619	356,990	13,798	360,831
10	Minneapolis & St. Louis R. R.			2	40	2	40	129	3,476	6,269	155,461	6,398	158,987
11	Union Pacific R. R.							5	119			5	119
12	Wabash Railway							33	823	3,600	92,355	3,603	93,178
	Total	5	207	90	2,112	95	2,319	1,979	45,579	139,567	3,583,630	141,546	3,632,389

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 26—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Other Products of Forests					
		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			88	1,793	88	1,793
2	Chicago, Burlington & Quincy R. R.	28	623	92	1,828	120	2,451
3	Chicago Great Western R. R.	14	209	284	7,822	298	8,091
4	Chicago, Milwaukee & St. Paul Ry.	173	4,809	416	8,746	589	13,645
5	Chicago & North Western Ry.	88	1,144	190	3,923	278	5,067
6	Chicago, St. Paul, Minn. & O. Ry.	1	20	252	3,750	253	3,779
7	Chicago, Rock Island & Pacific Ry.	87	1,861	203	4,197	290	6,058
8	Great Northern Ry.						
9	Illinois Central R. R.	9	207	211	6,611	220	6,818
10	Minneapolis & St. Louis R. R.	1	12	78	1,472	79	1,484
11	Union Pacific R. R.						
12	Wabash Railway	3	118	61	1,555	64	1,673
	Total	404	9,153	1,875	41,706	2,279	50,859

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 27—TOTAL PRODUCTS OF FORESTS

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	% of Total Carloads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.	1	.11	15	.07	11,249	287,102	11,250	5.51	287,117	6.39
2	Chicago, Burlington & Quincy R. R.	1,150	1.33	27,411	1.54	11,358	289,111	12,508	5.24	316,522	5.15
3	Chicago Great Western R. R.	400	.99	9,809	1.11	17,089	429,705	17,439	7.51	439,574	7.79
4	Chicago, Milwaukee & St. Paul Ry.	1,311	.99	33,633	1.11	40,132	1,020,434	41,443	8.80	1,054,067	9.55
5	Chicago & North Western Ry.	544	.46	11,876	.44	18,882	492,226	19,426	5.71	504,102	6.38
6	Chicago, St. Paul, Minn. & O. Ry.	19	.28	384	.38	5,129	126,654	5,148	7.53	127,038	8.33
7	Chicago, Rock Island & Pacific Ry.	1,416	.69	35,597	49.59	22,675	577,176	24,091	5.09	612,773	5.28
8	Great Northern Ry.	3	.07	41				3	.01	41	.06
9	Illinois Central R. R.	303	.50	6,466	.53	14,918	391,461	15,221	8.43	397,927	9.48
10	Minneapolis & St. Louis R. R.	245	.46	5,800	.39	7,545	188,204	7,790	5.37	194,064	4.68
11	Union Pacific R. R.	5	.12	119	.08			5	.12	119	.08
12	Wabash Railway	113	1.01	3,069	.86	4,417	112,432	4,530	.69	115,501	6.81
	Total	5,510		134,280		153,344	3,914,565	158,854		4,048,845	
13	Atlantic Northern Ry.						1,082			1,082	
14	Manchester & Onida Ry.			56			508			654	
15	Tabor & Northern Ry.			76			323			399	
	Total 13 to 15 inclusive			132			2,008			2,135	
	Total tons			134,412			3,916,568			4,050,980	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 28—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.	1	32	35,784	1,021,462	35,785	1,021,494			501	15,317	501	15,317
2	Chicago, Burlington & Quincy R. R.	221	3,919	25,469	699,654	25,690	703,573	59	1,716	254	7,367	313	9,083
3	Chicago Great Western R. R.	74	1,303	27,523	771,334	27,597	772,637	29	571	900	24,013	929	24,384
4	Chicago, Milwaukee & St. Paul Ry.	152	3,095	38,438	1,072,526	38,590	1,075,621	67	1,599	1,841	51,267	1,908	52,866
5	Chicago & North Western Ry.	140	2,819	20,135	562,800	20,275	565,619	96	2,862	639	18,994	735	21,856
6	Chicago, St. Paul, Minn. & O. Ry.	28	458	14,899	405,376	14,927	405,834	1	20	124	3,151	125	3,171
7	Chicago, Rock Island & Pacific Ry.	252	5,278	30,573	856,388	30,825	861,666	142	3,237	777	22,074	919	25,311
8	Great Northern Ry.	5	94			5	94						
9	Illinois Central R. R.	50	1,072	5,129	137,344	5,188	138,416	8	133	278	7,874	286	8,007
10	Minneapolis & St. Louis R. R.	31	676	6,599	179,345	6,630	180,021			149	4,095	149	4,095
11	Union Pacific R. R.	74	1,391			74	1,391	4	79			4	79
12	Wabash Railway	9	134	2,171	59,656	2,180	59,790			153	4,474	153	4,474
	Total	1,046	20,271	206,730	5,765,885	207,766	5,786,156	406	10,217	5,616	158,626	6,022	168,843

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Boat and Vessel Supplies					
		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.			777	28,163	777	28,163						
2	Chicago, Burlington & Quincy R. R.	2,082	69,113	2,832	93,828	4,914	153,941			8	43	8	43
3	Chicago Great Western R. R.	284	8,025	2,231	67,940	2,515	75,965			2	59	2	59
4	Chicago, Milwaukee & St. Paul Ry.	2,118	57,297	2,474	85,193	4,592	142,400	3	100	3	82	6	182
5	Chicago & North Western Ry.	1,061	27,336	4,628	147,570	5,689	174,906			5	106	5	106
6	Chicago, St. Paul, Minn. & O. Ry.	30	749	1,068	36,309	1,098	37,058			3	40	3	40
7	Chicago, Rock Island & Pacific Ry.	1,372	32,875	2,949	95,142	4,321	128,017						
8	Great Northern Ry.	1	20			1	20			2	14	2	14
9	Illinois Central R. R.	527	16,502	1,394	46,302	1,921	62,804						
10	Minneapolis & St. Louis R. R.	316	9,159	712	23,443	1,028	32,602			2	56	2	56
11	Union Pacific R. R.												
12	Wabash Railway	1	5	619	18,601	620	18,606						
	Total	7,792	211,991	19,684	642,491	27,476	854,482	3	100	25	400	28	500

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		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.....			75	3,450	75	3,450	12	426	109	3,634	121	4,060
2	Chicago, Burlington & Quincy R. R.....	173	8,991	260	11,982	433	20,973	14	431	35	1,037	49	1,468
3	Chicago Great Western R. R.....	3	83	784	40,329	787	40,412	8	188	98	4,192	106	4,380
4	Chicago, Milwaukee & St. Paul Ry.....	21	422	822	37,510	843	37,932	26	312	344	12,881	370	13,193
5	Chicago & North Western Ry.....	1	40	109	4,561	110	4,601	3	106	453	20,576	456	20,682
6	Chicago, St. Paul, Minn. & O. Ry.....			141	7,167	141	7,167			4	133	4	133
7	Chicago, Rock Island & Pacific Ry.....	59	3,035	850	42,570	909	45,605	52	1,994	167	6,357	219	8,351
8	Great Northern Ry.....	1	18			1	18						
9	Illinois Central R. R.....	14	304	241	11,536	255	11,840	3	66	132	5,707	135	5,773
10	Minneapolis & St. Louis R. R.....			348	17,905	348	17,905			66	2,869	66	2,869
11	Union Pacific R. R.....							1	34			1	34
12	Wabash Railway.....	2	52	36	1,586	38	1,638	2	51	16	553	18	604
	Total.....	274	12,945	3,666	178,506	3,940	191,541	121	3,608	1,424	57,939	1,545	61,547

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 31—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		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.....	5	95	10,924	407,287	10,929	407,382			880	39,138	880	39,138
2	Chicago, Burlington & Quincy R. R.....	290	7,186	1,646	48,584	1,936	55,770	95	3,224	371	15,083	466	18,307
3	Chicago Great Western R. R.....	295	6,404	4,409	146,051	4,704	152,455	27	1,019	744	31,798	771	32,817
4	Chicago, Milwaukee & St. Paul Ry.....	202	4,913	3,315	107,173	3,517	112,686	84	2,117	2,188	74,815	2,272	76,932
5	Chicago & North Western Ry.....	90	1,756	2,325	76,809	2,415	78,565	17	332	764	32,490	781	32,822
6	Chicago, St. Paul, Minn. & O. Ry.....	6	96	146	4,857	152	4,953			41	1,490	41	1,490
7	Chicago, Rock Island & Pacific Ry.....	336	7,816	8,341	275,424	8,677	283,240	30	609	2,502	101,815	2,532	102,424
8	Great Northern Ry.....	1	39			1	39						
9	Illinois Central R. R.....	152	2,368	1,319	37,228	1,471	39,596	27	183	757	33,741	784	33,924
10	Minneapolis & St. Louis R. R.....	66	1,401	1,104	33,604	1,170	35,005	1	22	193	7,443	194	7,465
11	Union Pacific R. R.....												
12	Wabash Railway.....	34	709	746	21,895	780	22,604			243	10,137	243	10,137
	Total.....	1,477	32,783	34,275	1,158,912	35,752	1,191,693	281	7,506	8,683	347,950	8,964	355,456

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		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.....	13	257	2,382	47,052	2,395	47,309			345	12,381	345	12,381
2	Chicago, Burlington & Quincy R. R.....	577	10,718	931	18,537	1,508	29,255	866	32,827	2,613	86,388	3,479	119,115
3	Chicago Great Western R. R.....	178	2,221	944	17,085	1,122	19,306	3,461	123,470	871	29,460	4,332	152,930
4	Chicago, Milwaukee & St. Paul Ry.....	465	8,320	4,315	85,054	4,780	93,374	4,782	171,851	2,008	69,303	6,790	241,154
5	Chicago & North Western Ry.....	198	3,186	2,276	44,814	2,474	48,000	4,821	108,891	1,509	52,125	6,330	221,016
6	Chicago, St. Paul, Minn. & O. Ry.....	6	70	87	1,281	93	1,351	2	42	599	18,810	601	18,852
7	Chicago, Rock Island & Pacific Ry.....	1,209	18,573	2,928	50,744	4,137	69,317	5,852	208,031	576	63,912	6,428	271,943
8	Great Northern Ry.....	2	43			2	43	2	85			2	85
9	Illinois Central R. R.....	283	4,010	1,480	27,202	1,763	31,272	53	1,656	1,558	53,304	1,611	54,960
10	Minneapolis & St. Louis R. R.....	69	1,037	599	10,202	668	11,239	3,906	139,187	746	24,197	4,742	163,384
11	Union Pacific R. R.....	6	87			6	87						
12	Wabash Railway.....	11	151	171	3,167	182	3,318	211	8,831	1,492	47,736	1,703	56,567
	Total.....	3,017	48,673	16,113	305,198	19,130	353,871	24,046	854,871	12,317	457,516	36,363	1,312,387

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 33—MANUFACTURES AND MISCELLANEOUS —Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		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.....			308	10,464	303	10,464			435	13,391	435	13,391
2	Chicago, Burlington & Quincy R. R.....	870	28,208	1,329	44,317	2,199	72,525	192	5,084	1,626	41,809	1,818	46,893
3	Chicago Great Western R. R.....	963	29,095	1,287	40,375	2,250	69,470	2,399	65,221	419	9,199	2,818	74,420
4	Chicago, Milwaukee & St. Paul Ry.....	3,700	113,275	2,469	75,107	6,169	188,382	191	4,592	3,673	108,572	3,864	113,464
5	Chicago & North Western Ry.....	2,033	66,332	1,640	50,404	3,673	116,736	132	4,544	4,195	134,382	4,327	138,926
6	Chicago, St. Paul, Minn. & O. Ry.....	200	6,802	90	3,097	290	9,899			131	2,769	131	2,769
7	Chicago, Rock Island & Pacific Ry.....	1,075	32,214	2,632	86,408	3,707	118,622	278	7,221	2,136	58,782	2,414	66,008
8	Great Northern Ry.....	30	959			30	959	1	31			1	31
9	Illinois Central R. R.....	791	24,113	443	14,454	1,234	38,567	2,737	66,438	195	4,218	2,932	70,656
10	Minneapolis & St. Louis R. R.....	2,460	75,673	1,033	33,541	3,493	109,214	1,932	55,625	987	23,546	2,919	79,171
11	Union Pacific R. R.....	1	45			1	45						
12	Wabash Railway.....	86	2,811	932	32,481	1,018	35,292			422	10,560	422	10,560
	Total.....	12,309	379,527	12,158	390,648	24,367	770,175	7,862	208,756	14,219	407,528	22,081	616,284

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		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.			26	633	26	633	21	373	2,042	29,590	2,063	29,963
2	Chicago, Burlington & Quincy R. R.	380	7,402	567	10,368	947	17,770	504	7,951	2,065	28,224	2,659	36,175
3	Chicago Great Western R. R.	1,830	30,690	516	10,092	2,346	40,791	467	5,451	2,024	27,252	2,491	32,703
4	Chicago, Milwaukee & St. Paul Ry.	923	19,147	996	19,260	1,919	38,407	692	9,422	6,887	83,722	7,579	93,144
5	Chicago & North Western Ry.	1,366	23,292	1,205	23,411	2,571	46,703	360	5,088	2,876	39,374	3,236	44,462
6	Chicago, St. Paul, Minn. & O. Ry.	16	344	92	2,117	108	2,461	74	872	228	3,352	302	4,224
7	Chicago, Rock Island & Pacific Ry.	1,678	31,471	1,086	21,433	2,764	52,904	945	13,968	6,473	89,736	7,418	103,704
8	Great Northern Ry.	1	21			1	21	2	30			2	30
9	Illinois Central R. R.	984	18,620	473	8,511	1,457	27,131	229	2,665	1,315	17,925	1,544	20,590
10	Minneapolis & St. Louis R. R.	1,226	22,109	310	5,426	1,536	27,535	76	803	759	10,586	835	11,389
11	Union Pacific R. R.							236	3,632			236	3,632
12	Wabash Railway	23	527	67	1,260	90	1,787	116	1,671	254	3,396	370	5,067
	Total	8,427	153,632	5,338	102,511	13,765	256,143	3,812	51,916	24,923	333,157	28,735	385,073

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second-Hand Furniture					
		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.			13,884	93,105	13,884	93,105	9	82	689	7,261	698	7,343
2	Chicago, Burlington & Quincy R. R.	579	3,538	4,328	26,839	4,907	30,377	682	6,901	505	5,415	1,187	12,316
3	Chicago Great Western R. R.	697	4,719	16,341	115,527	17,038	129,246	297	3,192	530	5,708	827	8,900
4	Chicago, Milwaukee & St. Paul Ry.	810	6,284	22,542	146,472	23,352	152,756	332	3,711	381	4,369	713	8,071
5	Chicago & North Western Ry.	665	3,983	14,418	92,713	15,083	96,696	697	6,365	1,131	12,333	1,738	18,698
6	Chicago, St. Paul, Minn. & O. Ry.	3	25	316	2,005	319	2,030	52	574	238	2,501	290	3,075
7	Chicago, Rock Island & Pacific Ry.	1,545	9,034	19,945	139,893	21,490	148,927	1,212	12,331	941	11,097	2,153	23,428
8	Great Northern Ry.	2	30			2	30	49	457			49	457
9	Illinois Central R. R.	45	388	6,762	76,879	6,807	77,267	237	2,396	199	2,064	436	4,450
10	Minneapolis & St. Louis R. R.	403	2,774	1,708	16,493	2,196	19,267	284	2,897	236	2,631	520	5,528
11	Union Pacific R. R.							2	20			2	20
12	Wabash Railway	166	992	2,488	18,181	2,654	19,173	54	526	134	1,370	188	1,896
	Total	5,005	31,767	102,727	728,107	107,732	759,874	3,895	39,452	4,984	54,730	8,792	94,182

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture (New)						Beverages					
		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.....	13	110	1,281	13,332	1,294	13,442			261	5,280	261	5,280
2	Chicago, Burlington & Quincy R. R.....	901	8,562	783	7,639	1,684	16,201	5	67	573	9,999	578	10,066
3	Chicago Great Western R. R.....	59	611	555	5,499	614	6,110	64	1,549	730	13,389	794	14,938
4	Chicago, Milwaukee & St. Paul Ry.....	475	4,600	2,231	23,956	2,706	28,046	38	623	623	11,104	661	11,727
5	Chicago & North Western Ry.....	129	1,261	2,115	23,150	2,244	24,411	8	103	534	10,388	542	10,491
6	Chicago, St. Paul, Minn. & O. Ry.....	3	23	48	416	51	439	1	5	131	2,225	132	2,230
7	Chicago, Rock Island & Pacific Ry.....	646	5,953	1,994	18,999	2,640	24,952	13	237	649	11,422	662	11,659
8	Great Northern Ry.....	2	14			2	14						
9	Illinois Central R. R.....	34	380	471	4,518	505	4,898	10	144	154	2,764	164	2,908
10	Minneapolis & St. Louis R. R.....	2	16	203	1,811	205	1,827	28	442	195	3,284	223	3,726
11	Union Pacific R. R.....	2	12			2	12						
12	Wabash Railway.....	1	10	156	1,272	157	1,282			130	2,304	130	2,304
	Total.....	2,267	21,642	9,587	100,592	12,104	122,234	167	3,170	3,080	72,159	4,147	75,329

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 37—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		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.....	71	2,095			71	2,095			153	4,475	153	4,475
2	Chicago, Burlington & Quincy R. R.....	412	12,373	1,053	35,274	1,465	47,647	127	5,274	230	5,972	357	11,246
3	Chicago Great Western R. R.....	187	5,679	16	511	203	6,190	134	2,696	391	8,949	525	11,045
4	Chicago, Milwaukee & St. Paul Ry.....	298	9,795	47	1,427	345	11,222	263	4,343	795	15,999	1,058	20,342
5	Chicago & North Western Ry.....	622	19,518	52	1,602	674	21,120	39	683	195	4,382	234	5,065
6	Chicago, St. Paul, Minn. & O. Ry.....	2	59	36	1,334	38	1,393	109	1,751	58	1,471	158	3,222
7	Chicago, Rock Island & Pacific Ry.....	568	14,965	82	1,143	650	16,108	394	7,130	1,025	21,969	1,419	29,069
8	Great Northern Ry.....	4	111			4	111	45	815			45	815
9	Illinois Central R. R.....	458	12,734	13	367	471	13,101	240	4,051	281	6,583	521	10,634
10	Minneapolis & St. Louis R. R.....	46	1,381	72	2,233	118	3,614	67	1,050	255	5,707	322	6,757
11	Union Pacific R. R.....	182	5,152			182	5,152						
12	Wabash Railway.....	4	109	8	190	12	305	9	155	320	7,670	329	7,825
	Total.....	2,854	83,971	1,379	44,087	4,233	128,058	1,418	27,348	3,703	88,147	5,121	110,495

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 38—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		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.			1,101	27,084	1,101	27,084	5	130	969	30,222	974	30,352
2	Chicago, Burlington & Quincy R. R.	3	65	1,207	31,510	1,210	31,575	1,135	21,262	990	29,322	2,125	50,584
3	Chicago Great Western R. R.	22	424	2,053	54,378	2,075	54,802	11	137	933	25,427	944	25,564
4	Chicago, Milwaukee & St. Paul Ry.	3	95	1,153	29,501	1,156	29,596	17	301	1,209	32,594	1,226	32,895
5	Chicago & North Western Ry.	17	281	921	22,913	938	23,194	23	385	1,329	42,704	1,352	43,089
6	Chicago, St. Paul, Minn. & O. Ry.	2	44	684	18,022	686	18,066	2	63	155	4,903	157	5,056
7	Chicago, Rock Island & Pacific Ry.	7	78	3,223	85,086	3,230	85,164	289	5,807	2,734	80,269	3,023	86,076
8	Great Northern Ry.			604	14,842	612	14,955	2	44			2	44
9	Illinois Central R. R.	8	113					18	286	572	16,602	590	16,888
10	Minneapolis & St. Louis R. R.	11	186	1,538	39,452	1,549	39,638	6	59	536	13,976	542	14,035
11	Union Pacific R. R.			686	18,202	686	18,202	1	19			1	19
12	Wabash Railway							17	424	262	7,527	279	7,951
	Total	78	1,286	13,170	340,900	13,243	342,276	1,526	28,917	9,689	283,636	11,215	312,553

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 39—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods (All Canned Food 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.			65	922	69	922			1,686	46,730	1,686	46,730
2	Chicago, Burlington & Quincy R. R.	8	90	65	820	73	910	237	4,421	789	19,015	1,026	23,436
3	Chicago Great Western R. R.	5	92	206	2,566	211	2,658	583	12,921	1,238	33,800	1,821	46,721
4	Chicago, Milwaukee & St. Paul Ry.	3	70	973	29,934	976	30,004	375	8,441	3,462	91,037	3,837	99,478
5	Chicago & North Western Ry.	3	53	90	1,577	93	1,630	329	7,172	2,075	58,239	2,404	65,411
6	Chicago, St. Paul, Minn. & O. Ry.			6	107	6	107	23	444	538	13,147	561	13,591
7	Chicago, Rock Island & Pacific Ry.	13	176	116	1,929	129	2,105	1,215	26,372	1,567	39,750	2,782	66,622
8	Great Northern Ry.							4	81			4	81
9	Illinois Central R. R.	4	55	290	6,029	294	6,084	264	5,737	623	17,909	887	23,546
10	Minneapolis & St. Louis R. R.			99	2,167	99	2,167	604	16,035	742	19,088	1,436	35,123
11	Union Pacific R. R.												
12	Wabash Railway			32	648	32	648	3	33	401	10,322	404	10,355
	Total	36	536	1,946	46,699	1,982	47,235	3,727	82,157	13,121	348,937	16,848	431,094

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 40—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Other Manufactures and Miscellaneous					
		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	513	12,026	13,526	263,035	14,039	275,061
2	Chicago, Burlington & Quincy R. R.....	5,355	96,926	9,600	181,964	14,955	278,880
3	Chicago Great Western R. R.....	3,563	61,509	15,635	290,528	19,200	361,037
4	Chicago, Milwaukee & St. Paul Ry.....	6,692	131,198	26,162	522,575	32,854	653,773
5	Chicago & North Western Ry.....	4,013	74,103	17,621	346,847	21,634	420,950
6	Chicago, St. Paul, Minn. & O. Ry.....	282	5,102	3,177	67,740	3,459	72,842
7	Chicago, Rock Island & Pacific Ry.....	11,297	182,584	26,612	536,501	37,909	719,085
8	Great Northern Ry.....	53	959	-----	-----	53	954
9	Illinois Central R. R.....	2,992	56,623	8,061	150,899	11,053	206,922
10	Minneapolis & St. Louis R. R.....	1,242	27,543	6,188	112,038	7,430	139,581
11	Union Pacific R. R.....	73	2,357	-----	-----	73	2,357
12	Wabash Railway.....	235	4,680	4,122	83,179	4,357	87,859
	Total.....	36,312	655,010	130,704	2,564,306	167,016	3,219,316

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 41—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	% of Total Carloads	Tons	% of Total Tons Car-load Traffic
1	Atchison, Topeka & Santa Fe Ry.....	663	70.61	15,626	73.59	88,210	2,123,451	88,873	43.52	2,139,077	47.61
2	Chicago, Burlington & Quincy R. R.....	15,857	18.30	337,249	18.97	60,123	1,460,906	75,980	31.82	1,798,155	29.28
3	Chicago Great Western R. R.....	13,645	38.80	366,779	41.03	81,381	1,784,484	97,026	41.79	2,151,263	38.14
4	Chicago, Milwaukee & St. Paul Ry.....	22,729	17.14	565,823	18.74	129,353	2,791,748	152,082	34.43	3,357,571	30.41
5	Chicago & North Western Ry.....	16,773	14.15	429,491	15.68	83,238	1,825,198	100,011	29.39	2,245,689	23.42
6	Chicago, St. Paul, Minn. & O. Ry.....	832	12.46	17,543	17.19	23,037	603,870	23,870	34.96	621,413	49.73
7	Chicago, Rock Island & Pacific Ry.....	30,479	19.35	631,489	16.46	120,880	2,718,827	151,359	31.95	3,350,316	28.86
8	Great Northern Ry.....	198	4.97	3,841	5.35	-----	-----	198	.63	3,841	5.35
9	Illinois Central R. R.....	10,177	16.72	220,437	17.99	32,746	704,808	42,923	23.76	925,245	22.04
10	Minneapolis & St. Louis R. R.....	13,046	24.38	358,075	23.80	25,372	595,082	38,418	26.48	953,157	22.97
11	Union Pacific R. R.....	582	14.13	12,828	8.66	-----	-----	582	14.13	12,826	8.65
12	Wabash Railway.....	984	8.79	21,871	6.15	16,061	396,379	17,045	25.99	388,250	22.80
	Total.....	127,966	-----	2,972,052	-----	660,401	14,974,753	788,367	-----	17,946,805	-----
13	Atlantic Northern Ry.....	-----	-----	141	-----	-----	2,225	-----	-----	2,366	-----
14	Manchester & Oneida Ry.....	-----	-----	290	-----	-----	2,310	-----	-----	2,600	-----
15	Tabor & Northern Ry.....	-----	-----	10	-----	-----	2,463	-----	-----	2,473	-----
	Total 13 to 15 inclusive.....	-----	-----	441	-----	-----	6,998	-----	-----	7,439	-----
	Total tons.....	-----	-----	2,972,493	-----	-----	14,981,751	-----	-----	17,954,244	-----

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 42—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Originating on Road				All Other Revenue Freight Carried				Total		
		Carloads	Tons	Per cent of total carloads	Per cent of total tons	Carloads	Tons	Per cent of total carloads	Per cent of total tons	Carloads	Tons	Per cent
1	Atchison, Topeka & Santa Fe Ry.	939	21,233	.46	208,209	99.54	4,471,631	99.53	204,208	4,492,864	100	
2	Chicago, Burlington & Quincy R. R.	86,649	1,778,068	36.28	132,163	63.72	4,363,248	71.05	238,812	6,141,316	100	
3	Chicago Great Western R. R.	40,322	889,961	17.37	191,884	82.63	4,758,837	84.38	232,156	5,639,788	100	
4	Chicago, Milwaukee & St. Paul Ry.	132,584	3,019,567	28.17	388,110	71.83	8,022,024	72.65	470,694	11,041,591	100	
5	Chicago & North Western Ry.	118,556	2,651,782	24.84	221,767	65.16	5,219,981	66.06	340,323	7,901,763	100	
6	Chicago, St. Paul, Minn. & O. Ry.	6,686	102,025	9.78	61,649	90.22	1,423,785	93.31	68,335	1,525,760	100	
7	Chicago, Rock Island & Pacific Ry.	157,493	3,537,181	33.25	316,196	66.75	7,769,643	66.94	473,689	11,606,824	100	
8	Great Northern Ry.	3,980	71,778	12.63	a	a	a	a	3,980	71,778	100	
9	Illinois Central R. R.	60,807	1,225,139	29.18	119,749	66.30	2,973,515	70.82	180,616	4,198,654	100	
10	Minneapolis & St. Louis R. R.	53,514	1,504,403	36.88	91,575	63.12	2,644,497	63.74	145,089	4,148,900	100	
11	Union Pacific R. R.	4,120	148,202	100.00	a	a	a	a	4,120	148,202	100	
12	Wabash Railway	11,199	355,485	17.08	54,382	82.92	1,340,430	79.04	65,581	1,695,915	100	
	Total	676,909	15,625,814	27.57	1,750,694	72.12	42,987,541	73.34	2,427,608	58,613,355	100	
13	Atlantic Northern Ry.		7,204				13,531			20,735		
14	Manchester & Oneida Ry.		3,068				20,319			23,387		
15	Tabor & Northern Ry.		7,951				6,613			14,564		
	Total 13 to 15 inclusive		18,223				40,463			58,686		
	Total tons		15,644,037				43,023,004			58,672,041		
	Per cent total tons all traffic		23.36				64.26			87.63		

^aFollowing figures not included in above table for the reason that carloads and tons were not distributed to the six classes of carload traffic, Table 941 in Annual Reports. Great Northern Ry. Carloads—27,533. Tons—712,119. Union Pacific R. R. Carloads—234,092. Tons—4,884,379.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA
PART 43—ALL L. C. L. FREIGHT TONS—AND GRAND TOTAL TONS CARLOAD AND L. S. L. TRAFFIC

Number	Railway Companies	All L. C. L. Tons				Grand Total Carload and L. C. L. Traffic—Tons					
		Originating on road	All other revenue freight carried	Per cent of total	Total	Total originating on road	Total all other revenue freight carried	Per cent total tons	Total	Per cent	
1	Atchison, Topeka & Santa Fe Ry.	2,830	247,964	5.25	250,803	5.29	24,072	4,719,595	99.49	4,743,667	100
2	Chicago, Burlington & Quincy R. R.	107,977	182,755	4.02	200,732	4.52	1,880,045	4,546,003	70.68	6,432,048	100
3	Chicago Great Western R. R.	73,004	120,627	2.47	192,721	3.30	953,045	4,879,464	83.66	5,832,509	100
4	Chicago, Milwaukee & St. Paul Ry.	223,186	271,907	3.28	495,093	4.29	3,242,753	8,238,931	71.89	11,539,684	100
5	Chicago & North Western Ry.	120,543	234,809	4.31	355,442	4.30	2,872,325	5,454,890	66.06	8,257,205	100
6	Chicago, St. Paul, Minn. & O. Ry.	35,409	41,184	2.81	76,593	4.78	1,37,434	1,464,919	91.42	1,602,353	100
7	Chicago, Rock Island & Pacific Ry.	280,253	371,815	4.57	652,068	5.32	4,117,434	8,141,458	66.41	12,258,802	100
8	Great Northern Ry.	9,809	9,809	11.85	9,809	11.85	81,177	712,119	89.77	793,206	100
9	Illinois Central R. R.	96,800	93,508	3.05	190,308	4.34	1,322,029	3,007,023	69.88	4,389,052	100
10	Minneapolis & St. Louis R. R.	59,771	50,825	1.80	110,596	2.60	1,564,174	2,695,322	63.28	4,259,496	100
11	Union Pacific R. R.	2,920		1.93	2,920	5.80	151,122	4,884,279	97.00	5,035,401	100
12	Wabash Railway	12,944	41,673	3.01	54,617	3.12	368,429	1,382,103	78.95	1,750,532	100
	Total	1,024,225	1,657,157	3.30	2,681,382	4.01	16,650,039	50,241,006	75.11	66,891,135	100
13	Atlantic Northern Ry.	960	1,215		2,175		8,164	14,746		22,910	100
14	Manchester & Oneida Ry.	358	828		1,186		3,426	21,147		24,573	100
15	Tabor & Northern Ry.	45	990		1,035		7,996	7,693		15,569	100
	Total 13 to 15 inclusive	1,363	3,033		4,396		19,586	43,496		63,682	100
	Total tons all traffic	1,025,588	1,660,190		2,685,778		16,669,625	50,284,502		66,954,217	100
	Per cent total tons all traffic	1.53	2.48		4.01		24.90	75.10		87.63	
	Total tons trans-state traffic									4,280,894	
	Grand total tons carried all traffic									71,235,111	

^aDoes not include 2,346,569 tons trans-state traffic carried by O., B. & Q. R. R. Note: Atlantic Northern Ry., Manchester and Oneida Ry., Tabor & Northern Ry., report total tons revenue freight by classes only. ^bDoes not include 1,934,325 tons trans-state traffic carried by C. & N. W. Ry.

TABLE 12—CLASSIFICATION OF LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 1—LOCOMOTIVE AND FREIGHT TRAIN CARS

Number	Railway Companies	Steam Locomotives							Freight Train Cars										
		Number of Units			Units Available for Service at Close of Year				Number of Units			Units Available for Service at Close of Year							
		Available for service at beginning of year	Installed during year	Retired from service during year	Total number	Number fully owned	Number held under equipment trust	Number held under lease from a railway company	Number held under other forms of lease or title	Number of oil burners	Available for service at beginning of year	Installed during year	Retired from service during year	Box cars	Flat cars	Stock cars	Coal cars	Tank cars	Refrigerator cars
1	Atchison, Topeka & Santa Fe.....	1,840	57	72	1,825	854		971	997	83,347	3,061	3,378	36,448	2,443	7,930	14,005	3,276	17,422	
2	Atlantic Northern Ry.....	1			1														
3	Chicago, Bur. & Quincy R. R.....	1,981	5	46	1,940	1,891	45		96	70,501	5,429	9,165	31,122	1,437	6,219	20,668	331		
4	Chicago Great Western R. R.....	275		2	273	239	15	19		9,465	372	698	6,443	317	769	1,045		444	
5	Chic., Milwaukee & St. Paul Ry.....	2,148	13	155	2,006	1,636	300	70		76,664	571	4,505	36,987	5,877	4,629	20,242		2,201	
6	Chicago & North Western Ry.....	2,040	2	42	2,000	1,573	427		216	69,969	1,652	2,222	37,155	3,492	4,304	14,911		2,368	
7	Chicago, St. P., Minn. & O. Ry.....	387	8	16	379	338	41			12,155		626	7,997	893	426	1,797		432	
8	Chicago, Rock Island & Pacific Ry.....	1,550	20	57	1,513	586	239	201	487	47,793	402	2,370	30,853	1,713	3,790	7,251		1,543	
9	St. Paul & K. C. S. L. R. R.....																		
10	Dav., R. I. & Northwestern Ry.....	9	4	2	11	11				40		6	3	14		16			
11	Great Northern Ry.....	1,383	71	149	1,303	1,170	95	1	37	52,122	1,974	4,594	28,451	3,347	3,317	2,652	44		
12	Illinois Central R. R.....	1,774	80	60	1,794	1,341	455			66,761	4,437	6,288	23,672	2,127	1,874	30,529	10	5,689	
13	Dubuque & Sioux City R. R.....																		
14	Manchester & Oneida Ry.....	2			2	2													
15	Minneapolis & St. Louis R. R.....	214		1	213	198			15	7,161		85	4,911	42	317	1,559		90	
16	Tabor & Northern Ry.....	1			1	1													
17	Union Pacific R. R.....	919	83	125	877	720	155	2	4	30,402	2,167	159	16,697	1,759	2,740	6,565	1,007		
18	Wabash Railway.....	682	27	10	699	554	145			24,011	2,017	462	17,435	484	1,223	6,039			
	Total.....	15,206	370	737	14,839	11,115	1,917	293	1,514	2,009	550,395	22,088	31,558	278,174	23,747	37,637	133,299	4,668	30,168

TABLE 12—CLASSIFICATION OF LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 2—FREIGHT TRAIN CARS—Continued

Number	Railway Companies	Units Available for Service at Close of Year												
		Freight Train Cars			Number				Steel Cars		Steel Underframe		Cars of Other Construction	
		Caboose cars	Other freight train cars	Total freight train cars	Fully owned	Held under equipment trust	Held under lease from a railway company	Held under other forms of lease or title	Number	Aggregate capacity—Tons	Number	Aggregate capacity—Tons	Number	Aggregate capacity—Tons
1	Atchison, Topeka & Santa Fe.....	910	596	83,030	22,864			60,166	3,276	136,040	52,235	2,106,925	27,519	806,350
2	Atlantic Northern Ry.....			2									2	80
3	Chicago, Burlington & Quincy R. R.....	762	226	66,765	65,161	1,500		104	19,300	966,450	19,137	796,350	28,328	1,082,075
4	Chicago Great Western R. R.....	121		9,139	7,250	1,109	717	63	904	45,200	3,877	155,080	4,358	127,965
5	Chicago, Milwaukee & St. Paul Ry.....	980	1,818	72,734	40,000	24,504	6,203	2,027	1,667	80,690	52,082	2,224,755	18,985	754,783
6	Chicago & North Western Ry.....	983	6,096	69,399	46,949	22,450			5,890	298,210	41,741	1,795,615	21,768	792,022
7	Chicago, St. P., Minn. & O. Ry.....	186		11,531	10,009	1,522				5,28	221,210	6,247	216,735	
8	Chicago, Rock Island & Pacific Ry.....	668		45,827	16,417	11,180	6,991	11,239	1,321	66,050	29,641	1,211,450	14,805	495,385
9	St. Paul & K. C. S. L. R. R.....													
10	Dav., R. I. & Northwestern Ry.....	1		34	34				23	1,300			11	360
11	Great Northern Ry.....	580	11,107	49,498	35,433	10,130	222	3,713	9,603	559,885	14,025	581,020	25,870	1,012,120
12	Illinois Central R. R.....	1,009		64,910	34,966	29,271		673	4,243	212,050	48,113	2,106,330	12,554	478,240
13	Dubuque & Sioux City R. R.....													
14	Manchester & Oneida Ry.....													
15	Minneapolis & St. Louis R. R.....	114	40	7,082	5,071	2,011			102	5,080	1,419	58,270	5,561	192,670
16	Tabor & Northern Ry.....													
17	Union Pacific R. R.....	571	3,071	32,410	25,287	7,023		100	11,318	554,770	20,754	981,960	338	420
18	Wabash Railway.....	363		25,564	13,439	12,125			2,813	146,610	16,632	695,010	6,080	202,190
	Total.....	7,248	22,954	537,925	322,882	122,825	14,133	78,085	69,490	3,072,235	304,940	12,923,975	172,495	6,250,365

TABLE 12—CLASSIFICATION OF LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 3—PASSENGER TRAIN CARS

Number	Railway Companies	No. of Units			Units Available for Service at Close of Year																			
		Available for service at beginning of year	Installed during year	Retired from service during year	Number												Total seating capacity	Number of passenger carrying coaches	Average seating capacity					
					Coaches	Combination passenger cars	Other combination cars	Parlor cars	Sleeping cars	Dining cars	Baggage and express cars	Postal cars	Other passenger train cars	Total passenger train cars	Fully owned	Held under equipment trust				Under lease from a railway company	Under other forms of lease or title	Of cars of steel construction	Of cars with steel underframe	Of cars of wood construction
1	Atchison, Topeka & Santa Fe	1,498	114	138	704	71	106	15	52	419	53	54	1,474	455	1,019	427	635	412	59,546	844	70			
2	Atlantic Northern Ry.	2			1	1							2	2				2	80	2	40			
3	Chicago, Bur. & Quincy R. R.	1,386	41	70	672	149	114	14	49	300	36	23	1,357	1,356	1	295	200	862	50,362	835	60			
4	Chicago Great Western R. R.	205	4	4	79	31	13	14	6	59	3		205	193	12	66	11	128	6,844	124	55			
5	Chic., Milwaukee & St. Paul Ry.	1,649	48	80	670	121	134	20	219	43	359	23	1,617	1,556	61	505	129	983	58,675	1,030	57			
6	Chicago & North Western Ry.	2,312	3	34	1,099	180	109	60	35	329	38	431	2,231	1,862	419	840	402	1,039	79,278	1,339	59			
7	Chicago, St. P., Minn. & O. Ry.	331			179	31	24	12	7	67	9		329	329		107	10	212	12,614	222	56			
8	Chicago, Rock Island & Pacific Ry.	1,073	14	57	565	98	107	10	40	176	36		1,032	570	123	111	228	436	46,491	673	69			
9	St. Paul & K. C. S. L. R. R.																							
10	Dav., R. I. & Northwestern Ry.																							
11	Great Northern Ry.	1,011	32	52	322	49	110	23	28	42	395	18	4	991	900	60	1	30	275	239	477	27,888	422	66
12	Illinois Central R. R.	1,800	224	13	1,080	52	89	21	2	44	223	51	539	2,101	1,395	706			300	558	683	78,717	1,155	68
13	Dubuque & Sioux City R. R.																							
14	Manchester & Onelda Ry.																							
15	Minneapolis & St. Louis R. R.	128		4	64	12							35	2	11	124	124		2	30	92	4,316	72	60
16	Tabor & Northern Ry.	3			1								1			3			3					
17	Union Pacific R. R.	753	96	101	293	61	37	1	59	215	49	33	748	589	154	5			489	13	246	19,782	355	55
18	Wabash Railway	378	22	14	165	55	21	6	20	101	18		386	322	64				110	20	256	13,353	226	50
	Total	12,621	598	569	5,894	911	864	196	249	397	2,679	336	1,124	12,650	9,656	1,526	190	1,278	4,415	2,306	5,929	457,946	7,299	62.7

TABLE 12—CLASSIFICATION OF LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 4—COMPANY SERVICE EQUIPMENT

Number	Railway Companies	Number of Units			Units Available for Service at Close of Year											All Classes of Cars and Company Service Equipment		
		Available for service at beginning of year	Installed during year	Retired from service during year	Officers and pay cars	Ballast cars	Derrick cars	Steam shovels	Wrecking cars	Other company service cars	Total company service cars	Number				Available for service at beginning of year	Installed during year	Retired from service during year
												Fully owned	Held under equipment trust	Held under lease from a railway company	Held under other forms of lease or title			
1	Atchison, Topeka & Santa Fe	4,856	227	356	50	400	53	14	2	4,208	4,727	4,304			423	89,701	3,402	3,872
2	Atlantic Northern Ry.																	
3	Chicago, Burlington & Quincy R. R.	4,427	482	577	28	1,619	23	17	21	2,624	4,332	4,328			4	76,314	5,952	9,812
4	Chicago Great Western R. R.	504	375	9	5	5	8	3	2	847	870	808			62	10,174	751	711
5	Chicago, Milwaukee & St. Paul Ry.	4,123	218	438	27	12	51	12		3,803	3,903	3,764			141	82,438	841	5,023
6	Chicago & North Western Ry.	3,497	461	235	30	1,527	20	19	22	2,115	3,723	3,133	590			75,778	2,116	2,491
7	Chicago, St. P., Minn. & O. Ry.	580	45	59	2	90		2	30	442	566	566				13,066	47	687
8	Chicago, Rock Island & Pacific Ry.	3,973	259	929	23	1,639	37	7	127	1,470	3,303	1,845	305	320	933	52,843	675	3,356
9	St. Paul & K. C. S. L. R. R.																	
10	Dav., R. I. & Northwestern Ry.															40		6
11	Great Northern Ry.	1,922	707	521	23		50	4	129	1,902	2,108	1,862	189	1	56	55,055	2,709	5,167
12	Illinois Central R. R.	2,326	202	196	17	47	10	6	14	2,238	2,332	2,282	50			70,977	4,863	6,497
13	Dubuque & Sioux City R. R.																	
14	Manchester & Onelda Ry.																	
15	Minneapolis & St. Louis R. R.	312	22	11	3	42	3	1		274	323	323				7,601	28	100
16	Tabor & Northern Ry.																	
17	Union Pacific R. R.	2,412	187	160	20	322		3	19	2,075	2,430	2,307	7	35		33,567	2,450	420
18	Wabash Railway	827	49	36	7	31	16	3	70	713	840	840				25,216	2,086	512
	Total	29,761	3,234	3,527	225	5,734	271	91	436	22,711	29,468	26,452	1,041	550	1,416	592,777	25,920	38,654

TABLE 12—CLASSIFICATION OF LOCOMOTIVE, CAR AND FLOATING EQUIPMENT
PART 5—COMPANY SERVICE EQUIPMENT—Continued—AND FLOATING EQUIPMENT AND EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT

Number	Railway Companies	All Classes of Cars and Company Service Equipment—Continued				Floating Equipment					Equipment Owned or Leased, Not in Service of Respondent				Motor Cars and Trailers Owned or Leased									
		Units Available for Service at Close of Year				Units Available for Service at Close of Year					No. Units at Close of Year				Number Available for Service at Close of Year									
		Total number	Number			Steam and tug boats	Barges, car floats and canal boats	Other floating equipment	Total floating equipment	Number fully owned	Locomotives	Passenger train	Freight train	Company service	Total	Number available for service at beginning of year	Number installed during year	Number retired from service during year	Motor Cars					
			Fully owned	Held under equipment trust	Held under lease from a railway company														Held under other forms of lease or title	Power from electric lines	Electric storage batteries	Other types	Trailer cars	Total
1	Achison, Topeka & Santa Fe	83,23	27,623				61,608	6	5	11	11		162		162	3	1			4		4		
2	Atlantic Northern Ry.		4																					
3	Chicago, Bur. & Quincy R. R.	72,454	70,845	1,500			109	1		1	1		2,665		2,665	3	5	4		9		9		
4	Chicago Great Western R. R.	10,214	8,251	1,109	791	63														10	5	15		
5	Chicago, Mil. & St. P. Ry.	78,256	45,320	24,504	6,405	2,027		1	8	9	9		6			15		1	1	8		9		
6	Chicago & North Western Ry.	75,403	51,944	23,459												9	4			7		7		
7	Chicago, St. P., M. & O. Ry.	12,426	10,904	1,522																				
8	Chicago, R. I. & Pacific Ry.	50,162	18,832	11,508	7,422	12,400										6		1		7		7		
9	St. Paul & K. C. S. L. R. R.																							
10	Dav., R. I. & Northwestern Ry.	34	34																					
11	Great Northern Ry.	52,597	38,195	10,379	224	3,799							1,129		1,129	11	13	3		20	1	21		
12	Illinois Central R. R.	69,343	38,643	30,027		673		1	7	4	12	12				264		130		4	130	264		
13	Dubuque & Sioux City R. R.																							
14	Manchester & Oneida Ry.																							
15	Minneapolis & St. Louis R. R.	7,529	5,518	2,011									5											
16	Tabor & Northern Ry.	3	3																					
17	Union Pacific R. R.	35,597	28,273	7,184	40	100							103	50	10	38	96	33		24	0	33		
18	Wabash Railway	26,790	14,601	12,189				4		4	4									2		2		
	Total	580,043	358,990	125,302	14,882	80,779		13	20	4	37	37	114	212	3,804	38	4,054	91	289	9	131	95	145	371

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			Total mileage operated—Single track	Miles of									
		Main line	Branch lines	Of proprietary companies	Operated Under			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		
					Lease	Contract											Trackage rights
1	A., T. & S. F. Ry.	4,569.74	2,576.41	1,018.96	969.45		195.40	9,320.96	9,320.96	1,594.57	40.86	9.84		675.13	3,523.05	15,164.41	234.52
2	Atlantic Northern Ry.	17.07					17.07	17.07							1.68	18.75	
3	C., B. & Q. R. R.	4,671.37	4,301.18	50.26	29.06		339.05	9,391.52	9,391.52	1,170.75	48.02	6.60		935.48	2,971.28	14,523.65	20.92
4	C., G. W. R. R.	929.19	105.71	375.23			85.93	1,496.06	1,496.06	106.23	11.24	11.24		25.32	571.72	2,221.81	1.05
5	C., M. & St. P. Ry.	6,323.02	3,839.58		361.31		676.93	11,200.84	11,200.84	1,251.00	29.82	25.04		809.87	3,046.01	16,363.18	4.57
6	C. & N. W. Ry.	3,364.78	5,020.89				75.26	8,460.93	8,460.93	930.23	100.78	91.67		844.75	2,806.10	13,324.46	27.14
7	C., St. P., M. & O.	1,673.97					72.56	1,746.53	1,746.53	193.69	16.04	12.77		112.59	584.66	2,666.88	54.50
8	C., R. I. & P. Ry.	3,332.26	1,980.19		1,797.64	3.98	447.70	7,561.77	7,561.77	597.16	14.13	1.72		358.41	2,204.27	10,647.46	144.07
9	Colfax Northern Ry.																8.04
10	D., R. I. & N. W. Ry.	41.72	5.08				2.24	49.04	49.04	1.06				19.05	25.83	94.98	.04
11	Great Northern Ry.	3,700.65	3,427.97	527.28	104.39		406.67	8,163.96	8,163.96	633.19	18.32	14.35		319.02	2,508.05	11,656.89	56.80
12	Illinois Central R. R.	2,258.69		908.93	1,504.45		202.35	4,874.42	4,874.42	888.85	73.33	33.11	168.86	427.84	2,378.63	8,845.04	137.78
13	M. & O. Ry.	8.03					.12	8.15	8.15					.75	8.90		
14	M. & St. L. R. R.	1,359.06	154.48		.06		114.21	1,627.80	1,627.80	28.25				81.18	332.07	2,069.30	7.11
15	Tabor & Northern Ry.	8.79					1.96	10.75	10.75					1.00	11.75		
16	Union Pacific R. R.	1,934.05	1,760.33				17.53	3,714.29	3,714.29	1,093.36	2.07	2.07		357.52	1,262.02	6,431.33	88.53
17	Wabash Ry.	1,840.00	105.85	88.83	72.65		416.87	2,524.20	2,524.20	539.99	13.38			150.33	1,186.78	4,414.68	56.88
	Total year 1926	36,023.39	23,277.67	2,969.49	4,839.00	6.36	3,051.78	70,168.29	70,168.29	3,938.96	368.59	208.41	168.86	5,116.49	23,493.90	108,463.47	388.56
	Total year 1925	36,024.43	23,240.45	1,834.33	4,883.34	1,142.55	3,127.67	70,252.77	70,252.77	3,879.30	364.49	202.30	168.81	5,073.71	22,933.13	107,874.51	654.24
	Increase or decrease 1926	*1.04	37.22	1,135.16	*43.74	*1,136.19	*75.89	*84.48	*84.48	59.63	4.10	6.11	.05	42.78	560.77	588.96	

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE
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 track	Industrial tracks	Yard track and sidings, etc.		
1	Atchison, Topeka & Santa Fe Railway	7,137.59	1,243.89	26.81	9.84		569.57	2,942.30	11,921.00	93.98
2	Atlantic Northern Railway	17.07						1.68	18.75	
3	Chicago, Burlington & Quincy Railroad	8,974.73	1,044.15	47.26	5.84		799.88	2,684.35	13,556.21	20.30
4	Chicago Great Western Railroad	1,410.13	58.86				25.32	504.10	1,998.41	490.13
5	Mason City & Ft. Dodge Railroad									*189.08
6	Chicago, Milwaukee & St. Paul Railway	10,217.28	1,050.31	24.19	20.08		795.66	2,831.72	14,939.24	*11.29
7	Chicago & North Western Railway	8,385.67	872.44	100.78	91.67		806.38	2,805.17	13,062.11	30.18
8	Chicago, St. Paul, Minneapolis & Omaha Railway	1,676.71	182.80	6.37	2.50		112.50	573.44	2,554.41	40.44
9	Chicago, Rock Island & Pacific Railway	5,312.45	358.80	10.51	.40		189.50	1,625.97	7,497.63	40.88
10	St. Paul & Kansas City Short Line Railroad	345.27					24.59	62.00	431.86	4.33
11	Thomas W. Griggs Railroad Property									*1.36
12	Colfax Consolidated Coal Company									*6.68
13	Davenport, Rock Island & Northwestern Railway	46.80	1.06				19.05	25.83	92.74	.04
14	Great Northern Railway	7,129.74	391.25	13.17	13.18		275.14	2,135.76	9,938.24	48.60
15	Illinois Central Railroad	2,263.61	469.36	73.33	33.11	67.34	229.25	1,313.41	4,449.41	121.66
16	Dubuque & Sioux City Railroad	760.89	2.75		5.17		27.35	232.00	1,028.16	6.59
17	Manchester & Oneida	8.03						.75	8.78	
18	Minneapolis & St. Louis Railroad	1,513.54	9.54				81.18	301.49	1,905.75	*.99
19	Tabor & Northern Railway	8.79						1.00	9.79	
20	Union Pacific Railroad	3,692.81	1,089.02	2.07	2.07		343.66	1,228.50	6,358.22	74.58
21	Wabash Railway	1,946.14	348.37				144.41	869.54	3,303.46	53.72
	Total Year 1926	60,847.25	7,122.60	304.49	183.86	67.34	4,434.53	20,139.10	93,090.17	518.62
	Total Year 1925	60,831.47	7,059.70	300.39	177.73	67.34	4,401.41	19,742.51	92,580.55	176.32
	Increase or decrease Year 1926	15.78	62.90	4.10	6.13		33.12	396.59	518.62	

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS, AND MILEAGE OWNED—SINGLE TRACK AND ALL TRACKS

Number	Railway Companies	Line Owned		Line Operated Under			Total mileage operated—single track	Mileage owned—single track	Increase or decrease—single track owned	Mileage Operated—All Tracks					Total mileage operated— all tracks	Increase or decrease mileage operated —all tracks	Total mileage owned —all tracks	Increase or decrease mileage owned —all tracks
		Main line	Branches and spurs	Lease	Contract, etc.	Trackage rights				Miles of								
										First main track	Second main track	All other main tracks	Industrial tracks	Yard tracks and sidings				
1	A., T. & S. F. Ry.	19.89					19.89	19.89		19.89	19.67		1.53	40.92	82.00	.09	81.96	.09
2	Atlantic North'n Ry.	17.07					17.07	17.07		17.07				1.68	18.75		18.75	
3	C., B. & Q. R. R.	*373.45	998.14			73.76	1,445.35	1,371.59	.03	1,445.35	248.49		79.35	338.51	2,111.70	*.03	1,981.45	*.03
4	C. G. W. R. R.	725.48	45.11			5.82	776.41	*770.59	347.90	776.41	29.06		13.56	243.18	1,053.21	*.30	1,033.54	447.16
5	M. C. & Ft. D. R. R.							*347.90										*454.47
6	C., M. & St. P. Ry.	1,201.90	658.10			68.78	1,928.78	1,858.90	.94	1,928.78	316.64	11.72	62.11	439.94	2,759.19	3.45	2,656.23	3.61
7	C. & N. W. Ry.	363.78	1,253.32			16.99	1,634.09	1,617.10		1,634.09	361.31		75.72	511.58	2,582.70	1.09	2,517.68	1.09
8	C., St. P., M. & O.	74.26				27.50	101.76	74.26		101.76			4.72	48.59	155.07	*93.01	123.77	2.16
9	C., R. I. & P. Ry.	997.32	838.76	335.75		88.28	2,260.31	1,836.28	*6.66	2,260.31	109.59		89.04	556.41	3,015.35	20.27	2,464.72	*8.60
10	St. P. & K. C. S. L.							345.27									431.86	4.83
11	Colfax North'n Ry.															*8.04		
12	T. W. Griggs R. R.								*.43									*1.36
13	C. C. C. Co.								*5.50									*6.68
14	D., R. I. & N. Ry.	34.54				.79	35.33	34.54	.04	35.33	1.06			22.76	59.15	.04	58.36	.04
15	Great Northern Ry.	77.86					77.86	77.86		77.86			9.74	27.46	115.06	*.75	113.33	*.81
16	Illinois Central R. R.				716.36	1.68	718.04			718.04	2.75	7.21	25.23	230.37	983.60	6.55		
17	D. & S. C. R. R.							715.78	*.07								980.93	14.17
18	M. & O. Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
19	M. & St. L. R. R.	635.86	154.48	.05		86.78	877.17	790.34		877.17	4.75		43.17	152.27	1,077.36	*6.91	979.71	*1.26
20	Tabor & North'n Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
21	Union Pacific R. R.	2.48					2.48	2.48		2.48	2.25		7.98	56.87	69.53	.55	69.53	.55
22	Wabash Railway	203.31				5.56	203.87	203.31		203.87	2.20		8.57	63.33	282.97	.13	245.12	.13
	Total 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	18.98	420.66	2,735.62	14,386.29	*76.87	13,775.51	.56
	Total 1925	4,480.59	3,802.28	342.31	1,065.74	473.25	10,230.17	9,763.82	*77.83	10,230.17	1,084.36	18.79	412.52	2,717.32	14,463.16	13.59	13,774.96	*109.84
	Increase or decrease 1926	257.63	85.63	*6.51	*349.38	*95.23	*107.86	*11.65		*107.86	4.41	.14	8.14	18.30	*76.87		.56	

*Includes 2.32 miles owned jointly.

*Includes 1.99 miles owned jointly.

*Increase due to consolidation of the M. C. & Ft. D. R. R. mileage of 347.90.

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 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.	1				1									
2	Chicago, Burlington & Quincy R. R.	8		4	2	14	52	66							
3	Chicago Great Western R. R.	29				29	32	61							
4	Chicago, Milwaukee & St. Paul Ry.	*37	2	7	2	48	65	113							
5	Chicago & North Western Ry.	34		1		35	46	81				5	5	5	
6	Chicago, St. P., Minn., & O. Ry.	1		2		3	25	28							
7	Chicago, Rock Island & Pacific Ry.	†39	3	23	1	66	62	128	‡2			14	16	2	18
8	Davenport, R. I. & Northwest'n Ry.	1				1	9	10							
9	Great Northern Ry.	1		2		3	6	9							
10	Illinois Central R. R.	17		1		18	54	72				2	2	1	3
11	Minneapolis & St. Louis R. R.	18		5		23	30	53			1	1	2	2	3
12	Union Pacific R. R.						10	10							
13	Wabash Railway	3	1	5		9	13	22						1	1
	Total	189	6	50	5	250	414	664	2		10	25	37	4	41

*Includes 2 hand operated (not interlocking).
†Includes 3 hand operated (not interlocking).
‡Includes 1 hand operated (not interlocking).

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE
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.								1				1		1
2	Chicago, Bur. & Quincy R. R.								2				2		2
3	Chicago Great Western R. R.						11	11	29		4		38	21	59
4	Chicago, Milwaukee & St. Paul Ry.						3	3	*37	2	7		51	62	113
5	Chicago & North Western Ry.	3				3		3	31		1	5	37	46	83
6	Chicago, St. P., M. & O. Ry.								1		2		3	25	28
7	Chicago, Rock Island & Pacific Ry.		2	10		12	5	17	†41	1	13	15	70	59	129
8	Dav., R. I. & Northwestern Ry.								1				1	9	10
9	Great Northern Ry.								1		2		3	6	9
10	Illinois Central R. R.						2	2	17		1	2	20	53	73
11	Minneapolis & St. Louis R. R.	1				1	1	2	17		6	1	24	29	53
12	Union Pacific R. R.													10	10
13	Wabash Railway						2	2	3	1	5		9	12	21
	Total	4	2	10		16	24	40	187	4	50	30	271	304	665

*Includes two hand operated (not interlocking).
†Includes four hand operated (not interlocking).

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE
PART 3—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year										Number Added During Year										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	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	7	2	13	10	35	6	10	315	1,908	8	15	1	1	1	5	1	5	21	27	27	27	27	27	27
2	Chicago, Bur. & Quincy R. R.	6	11	3	20	63	30	66	784	983	20	1,628	1	1	1	9	1	9	4	13	13	13	13	13	
3	Chicago Great Western R. R.	1	12	9	36	16	33	51	2,221	2,381	2,381	2,381	1	1	1	1	1	2	3	7	7	7	7	7	
4	Chicago, Milwaukee & St. Paul R	33	10	15	25	54	27	191	1,388	1,744	1,744	1,744	1	1	1	18	1	18	9	32	32	32	32	32	
5	Chicago & North Western Ry.						4		90	101	101	101													
6	Chicago, St. P. M. & O. Ry.																								
7	Chicago, Rock Island & Pacific Ry																								
8	Day, R. I. & Northwestern Ry.						1		34	44	44	44													
9	Great Northern Ry.						3		86	93	93	93													
10	Illinois Central R. R.						14		818	870	870	870													
11	Minneapolis & St. Louis R. R.						1		1,074	1,084	1,084	1,084													
12	Union Pacific R. R.						1		20	20	20	20													
13	Wabash Railway						6		227	231	231	231													
	Total	85	38	47	122	191	129	14	6237,955	30,9,197	30,9,197	30,9,197	1	1	1	35	1	35	1	13	49	107	107	107	

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE
PART 4—RAILWAY WITH HIGHWAY—Continued

Number	Railway Companies	Number Eliminated During Year										Number at End of Year										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	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																								
2	Chicago, Bur. & Quincy R. R.																								
3	Chicago Great Western R. R.																								
4	Chicago, Milwaukee & St. P. Ry.																								
5	Chicago & North Western Ry.																								
6	Chicago, St. P. M. & O. Ry.																								
7	Chicago, Rock Island & Pacific R																								
8	Day, R. I. & Northwestern By.																								
9	Great Northern Ry.																								
10	Illinois Central R. R.																								
11	Minneapolis & St. Louis R. R.																								
12	Union Pacific R. R.																								
13	Wabash Railway																								
	Total	22	8	5	10	3	8		44	20	130	34	31	41	118	225	119	17	6067,963	9,184	9,184	9,184	9,184	9,184	

*Includes two eliminated by separation of grades.
†Includes three eliminated by separation of grades.

TABLE 14¼—GAGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE
PART 1—STANDARD GAGE OF TRACK 4 FEET 8½ INCHES—NARROW GAGE 3 FEET

Weight of Rail Per Yard (Pounds)	A. F. & S. F. Ry.	C., B. & Q. R. R.	C. G. W. R. R.	O., M. & St. P. Ry.		C. & N.W. Ry.	C., St. P., M. & O. Ry.	C., R. I. & P. Ry.	D., R. I. & N. W. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry.	Total Mileage by Classes
				Standard Gage	Narrow Gage										
110	10.34														10.34
100		81.74	60.91	111.02		710.97		548.25					4.55	.01	1,517.45
90	29.22	518.00	57.21	980.20		400.73	56.16	281.67		.08	509.75	12.13	.18	.02	2,845.35
85		182.16	301.82	158.47				180.81	16.80		80.30	250.63		.02	1,180.01
80		1.70		1.67		166.95	.64	363.69		34.30		65.01			788.18
77.5			46.99												46.99
75		230.10	239.18	273.72				.13	12.00	43.42	77.00				886.00
72						428.29									428.29
70		8.94		44.77				171.41	6.76			279.60			513.36
67						*269.07		7.81							276.88
66								45.94				19.67			65.61
O. P. 66		256.67													256.67
N. P. 66		71.01													71.01
65		38.24		300.30	1.00		.22	61.00						2.94	403.70
63														33.63	33.63
60		113.35	48.79	188.09	13.87		1.99	290.67		.06	59.27	120.44			836.53
56		109.66	15.69	41.81	18.68			249.70				42.91		.16	478.61
52								65.15							65.15
50				10.47	2.17		15.25								27.80
48		5.29													5.29
Total miles of main track	39.56	1,616.86	770.50	2,110.52	35.72	1,976.01	74.26	2,275.23	35.56	77.86	726.32	790.39	4.73	203.31	10,736.92

*67 or less.

TABLE 14½—TELEGRAPH AND TELEPHONE LINES OWNED OR OPERATED AT CLOSE OF YEAR
—WITHIN THE STATE
PART 1—USED BY 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		
		Miles of pole line	Miles of tele-graph wire	Miles of tele- phone wire	Miles of pole line	Miles of tele- graph wire	Miles of tele- phone wire	Miles of pole line	Miles of tele- graph wire	Miles of tele- phone wire
1	Atchison, Topeka & Santa Fe Ry.		100.30	79.60				19.90	19.90	
2	Chicago, Burlington & Quincy R. R.	1,113.95	3,460.33	1,092.74	281.78	949.78				
3	Chicago Great Western R. R.	94.10	725.00	893.20	488.50	1,157.00				
4	Chicago, Milwaukee & St. Paul Ry.	761.04	905.77	1,564.69	1,076.26	2,265.27	1,786.60			
5	Chicago & North Western Ry.	369.91		841.36	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	2,208.00	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.	78.95	384.75							
10	Illinois Central R. R.		94.13	1,733.59	721.13	1,735.02	194.33			
11	Minneapolis & St. Louis R. R.	512.72	11.52	25.46	270.88	2,158.18			348.38	
12	Union Pacific R. R.		6.00	18.30	2.20				4.40	
13	Wabash Railway									
	Total	3,017.17	6,896.90	8,456.84	4,538.14	17,622.66	2,297.93	2,031.90	372.68	

TABLE 14½—TELEGRAPH AND TELEPHONE LINES OWNED OR OPERATED AT CLOSE OF YEAR
—WITHIN THE STATE

PART 2—USED BY RESPONDENT—Continued—AND USED BY OTHER COMPANIES

Number	Railway Companies	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	
		Leased Line Off Line of Respondent		Fully Owned by Respondent but Used Jointly With Other Companies			Total Used by Respondent				
		Miles of tele-graph wire	Miles of tele-phone wire	Miles of pole line	Miles of tele-graph wire	Miles of tele-phone wire	Miles of pole line	Miles of tele-graph wire			Miles of tele-phone wire
1	Atchison, Topeka & Santa Fe Ry.						19.9	120.2	79.6		
2	Chicago, Burlington & Quincy R. R.	29.25	6.00				1,395.73	4,439.36	1,098.74		
3	Chicago Great Western R. R.			187.20	187.20		769.80	2,069.20	893.20		
4	Chicago, Milwaukee & St. Paul Ry.						1,837.30	3,171.04	3,351.29	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		2,213.00	5,527.00	2,525.00		
8	Davenport, R. I. & N. W. Ry.						34.50	34.50			
9	Great Northern Ry.						76.95	384.75			
10	Illinois Central R. R.						721.13	1,829.15	1,927.92		
11	Minneapolis & St. Louis R. R.						783.60	2,518.08	25.46		
12	Union Pacific R. R.	347.00					2.20	358.00	18.30		6.60
13	Wabash Railway										
	Total	376.25	6.00	307.20	375.20		9,908.41	25,532.51	10,760.77	456.12	6.60

TABLE 14½—TELEGRAPH AND TELEPHONE LINES OWNED OR OPERATED AT CLOSE OF YEAR
—WITHIN THE STATE

PART 3—USED BY OTHER COMPANIES—Continued—AND DISPATCHING—STATISTICS

Number	Railway Companies	Used by Other Companies Long distance message or conversation tele-phone lines (not including phantom)	Dispatching Statistics								
			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.		19.80		19.80	100		100	19.80		19.80
2	Chicago, Burlington & Quincy R. R.	439.40	1,445.35	1,267.53	177.82	100	88	12	1,445.35		
3	Chicago Great Western R. R.	73.90	783.90	342.10	441.80	100	43.64	56.36			
4	Chicago, Milwaukee & St. Paul Ry.		1,807.49	1,132.47	675.02	100	63.00	37.00	1,052.85	444.45	608.40
5	Chicago & North Western Ry.		1,590.27	1,325.79	264.48	100	82.90	17.10	430.78	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.	217.00	2,198.00	1,400.00	798.00	100	63.70	36.30	123.00		123.00
8	Davenport, R. I. & N. W. Ry.		34.50	34.50		100			34.50	34.50	
9	Great Northern Ry.		77.86	77.86		100	100.00				
10	Illinois Central R. R.	758.62	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.	17.60	2.20		2.20	100		100.00			
13	Wabash Railway										
	Total	1,506.52	9,560.66	6,624.03	2,936.63				3,163.97	911.63	807.50

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 1—BITUMINOUS COAL

Number	Railway Companies	Tons Consumed by Locomotives							Average cost per ton—Plus freight charges	Tons lignite coal used	Average cost per ton—Plus freight charges—Lignite coal	
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Work train				Grand total—Tons
1	Atchison, Topeka & Santa Fe Ry.....	1,281,883	540,203	60,152	888	198,628	2,081,754	26,874	2,108,628	\$ 3.260		
2	Chicago, Burlington & Quincy R. R.....	2,347,872	888,919	89,394	2,076	608,094	3,886,355	23,995	3,910,350	2.553		
3	Chicago Great Western R. R.....	439,989	122,075	7,158	208	96,241	665,677	9,151	674,828	3.094		
4	Chicago, Milwaukee & St. Paul Ry.....	2,087,112	693,702	80,737	1,385	705,096	3,568,032	96,890	3,664,922	2.641		
5	Chicago & North Western Ry.....	1,694,616	1,010,392	89,412	1,147	732,053	3,547,620	64,091	3,611,711	2.384	33,719	
6	Chicago, St. P., Minn. & O. Ry.....	338,317	147,258	26,794	254	107,116	619,739	8,025	627,764	4.604		
7	Chicago, Rock Island & Pacific Ry.....	1,715,882	714,254	89,924	1,107	452,133	2,964,300	70,067	3,034,367	2.873		
8	Davenport, R. I. & N. W. Ry.....					5,327	5,327	94	5,421	4.53		
9	Great Northern Ry.....	887,949	258,813	41,955	551	309,899	1,499,167	38,705	1,537,872	4.03		
10	Illinois Central R. R.....	2,695,478	895,348	35,063	836	713,080	4,339,805	143,063	4,482,868	2.112		
11	Minneapolis & St. Louis R. R.....	317,615	69,187	23,767	103	52,342	463,014	5,732	468,746	3.21		
12	Union Pacific R. R.....	1,584,570	579,865	65,880	508	226,145	2,456,968	34,688	2,491,656	2.85		
13	Wabash Railway.....	1,066,628	270,313	26,043	142	323,032	1,706,158	66,027	1,772,185	2.30		
	Total.....	16,477,911	6,140,329	627,279	9,205	4,549,192	27,803,916	587,402	28,391,318		33,719	
												3.1577

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 2—FUEL OIL, GALLONS

Number	Railway Companies	Fuel Oil Gallons Consumed by Locomotives							Average cost per gallon, plus freight charges	
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Work train		Grand total fuel oil gallons
1	Atchison, Topeka & Santa Fe Ry.....	172,024,679	89,721,097	5,182,020	199,909	50,451,928	317,579,633	4,082,168	321,611,801	\$.03180
2	Chicago, Burlington & Quincy R. R.....	18,273,474	4,435,644	891,692	12,679	2,638,077	26,071,566	371,205	26,442,771	.02681
3	Chicago Great Western R. R.....	99,066	39,010	890	28	34,392	173,366	2,429	175,795	.043
4	Chicago, Milwaukee & St. Paul Ry.....	16,341,701	5,370,373	484,390		2,680,823	24,886,292	459,012	25,345,304	.032
5	Chicago & North Western Ry.....	31,663,949	9,613,237	3,316,579	13,296	4,161,065	48,768,726	497,076	49,265,802	.02619
6	Chicago, St. P., Minn. & O. Ry.....	12,745	6,721	557	10	146,900	166,933	336	167,269	.046
7	Chicago, Rock Island & Pacific Ry.....	28,661,015	11,630,895	539,835		7,910,355	48,742,090	1,974,696	50,716,786	.0294
8	Davenport, R. I. & N. W. Ry.....									
9	Great Northern Ry.....	75,435,859	32,683,306	911,946	109,242	8,380,297	117,520,650	2,103,906	119,624,556	.0329
10	Illinois Central R. R.....	47,288	16,702	742		19,937	84,699	1,111	85,780	.050
11	Minneapolis & St. Louis R. R.....									
12	Union Pacific R. R.....	538,676	100,453	21,338	129	512,882	1,173,469	147	1,173,616	.032204
13	Wabash Railway.....	134,067	46,317	4,594		97,379	282,357	1,380	283,737	*.03
	Total.....	343,232,509	153,663,745	11,154,573	335,284	77,063,640	585,449,751	9,443,466	594,893,217	

*Estimated price per gallon.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 3—SOFT WOOD

Number	Railway Companies	Cords Soft Wood Consumed by Locomotives								Other Fuel		
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Work train	Grand total cords of soft wood	Average cost per cord—plus freight charges	Tons	Average cost per ton plus freight charges
1	Atchison, Topeka & Santa Fe Ry.											
2	Chicago, Burlington & Quincy R. R.		350				350		350	\$ 2.82		
3	Chicago Great Western R. R.	768	382	28	1	288	1,407	21	1,488	1.992	76	\$ 2.570
4	Chicago, Milwaukee & St. Paul Ry.											
5	Chicago & North Western Ry.	8,854	4,669	433	6	2,720	16,732		16,732	3.3913		
6	Chicago, St. P., Minn. & O. Ry.	838	356	70		228	1,492	10	1,502	5.505		
7	Chicago, Rock Island & Pacific Ry.	6,679	4,015	921		3,064	14,679		14,679	1.242		
8	Davenport, R. I. & N. W. Ry.					*33	*33	*3	*36	*3.50		
9	Great Northern Ry.	1,021	918	63	2	384	2,388	59	2,447	2.82	1,800	6.36
10	Illinois Central R. R.	*9,041	*5,437	*126	*15	*5,077	*19,696	*471	*20,167	*5.051		
11	Minneapolis & St. Louis R. R.	820	435	61	1	209	1,526	11	1,537	2.59		
12	Union Pacific R. R.	365	81	392	1	71	900	26	926	*1.25		
13	Wabash Railway	1,504	515	53		1,100	3,172	17	3,189	*1.25	910	*1.25
	Total	29,890	17,158	2,187	26	13,174	62,435	618	63,053		2,876	

*Hard wood.
*Estimated price per ton.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 4—TOTAL AND GRAND TOTAL FUEL (TONS) CONSUMED AND AVERAGE COST AT DISTRIBUTION POINT

Number	Railway Companies	Total Fuel (Tons) Consumed by Locomotives							Grand total fuel (tons) consumed by locomotives	Average cost of fuel—plus freight charges
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Work train		
1	Atchison, Topeka & Santa Fe Ry.									
2	Chicago, Burlington & Quincy R. R.		1,108,957	92,873	2,139	515,250	4,091,592	52,527	4,144,089	\$ 4.130
3	Chicago Great Western R. R.	2,492,900	874,268	94,884	2,176	629,190	4,093,448	26,941	4,120,389	2.596
4	Chicago, Milwaukee & St. Paul Ry.	440,837	122,448	7,176	208	96,564	667,233	9,174	676,407	3.103
5	Chicago & North Western Ry.	2,216,308	736,324	84,581	1,385	726,444	3,765,542	100,533	3,866,075	2.713
6	Chicago, St. P., Minn. & O. Ry.	1,942,410	1,120,183	117,367	1,252	784,334	3,965,546	68,855	4,034,401	2.4944
7	Chicago, Rock Island & Pacific Ry.	338,830	147,489	26,833	254	108,069	621,511	8,033	629,544	4.614
8	Davenport, R. I. & N. W. Ry.	1,889,824	785,494	84,593	1,107	500,749	3,261,767	81,822	3,343,589	3.125
9	Great Northern Ry.					5,349	5,349	94	5,443	4.01
10	Illinois Central R. R.	1,498,396	515,991	48,732	1,401	369,735	2,434,255	54,110	2,488,365	4.08
11	Minneapolis & St. Louis R. R.	2,701,803	899,078	35,152	846	716,590	4,353,469	143,384	4,496,853	2.135
12	Union Pacific R. R.	318,025	69,404	23,798	104	52,446	463,777	5,738	469,515	3.21
13	Wabash Railway	1,588,417	580,588	66,216	510	229,670	2,465,401	34,702	2,500,103	2.85
	Total	18,888,992	7,231,174	708,309	11,524	5,058,716	31,898,715	651,990	32,550,675	

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 5—PURCHASES, TOTAL COST AND AVERAGE COST PER TON AND STOCKS ON HAND AT BEGINNING AND END OF YEAR

Number	Railway Companies	Bituminous Coal					Anthracite Coal					
		Quantity received during year—net tons	Total cost including transportation charges paid for—eign lines	Average cost per net ton, including transportation charges paid foreign lines	Quantity on Hand		Quantity received during year—net tons	Total cost including transportation charges paid for—eign lines	Average cost per net ton, including transportation charges paid foreign lines	Quantity on Hand		
					At beginning of year—net tons	At end of year—net tons				At beginning of year—net tons	At end of year—net tons	
1	Atchison, Topeka & Santa Fe Ry.....	2,491,128.00	\$ 7,736,353.11	\$ 3.110	207,530	233,298						
2	Chicago, Burlington & Quincy R. R.....	4,527,502.79	11,332,009.58	2.503	194,640	367,653	663,528	\$ 8,461.92	\$ 12.40	418.25	588.50	
3	Chicago Great Western R. R.....	770,430.00	2,381,091.00	3.091	25,132	32,750	143	1,925.00	13.463	8.00	106.00	
4	Chicago, Milwaukee & St. Paul Ry.....	4,450,982.00	11,187,411.00	2.514	223,544	506,197						
5	Chicago & North Western Ry.....	4,307,021.00	10,978,304.25	2.39	319,497	734,396	806	11,760.57	13.58	783.00	748.00	
6	Chicago, St. P., Minn. & O. Ry.....	790,408.00	3,478,694.96	4.401	42,461	77,428	755	9,997.62	13.242	682.00	637.00	
7	Chicago, Rock Island & Pacific Ry.....	3,625,201.00	10,281,934.00	2.836	106,991	236,602	843	11,052.00	13.110	14.00	177.00	
8	Davenport, R. I. & N. W. Ry.....	22,540.45	102,082.96	4.53	223	874						
9	Great Northern Ry.....	1,574,441.00	6,314,955.90	4.01	296,273	162,858	600	9,298.06	13.48	1,801.00	954.00	
10	Illinois Central R. R.....	5,232,814.00	10,966,673.69	2.10	202,926	372,407	2,070	31,494.96	15.21	1,133.00	1,165.00	
11	Minneapolis & St. Louis R. R.....	528,134.02	1,570,345.59	2.973	15,588	23,624						
12	Union Pacific R. R.....	2,763,046.00	7,827,373.44	2.83	196,930	187,458	25	254.05	9.77	113.00	73.00	
13	Wabash Railway.....	2,274,976.05	5,176,009.71	2.28	119,755	453,724						
	Total.....	33,649,574.31	\$89,333,199.19		1,951,560	3,389,269	668,951	\$84,244.18		4,932.25	4,448.50	

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE
PART 6—PURCHASES OF FUEL OIL AND STOCKS ON HAND AT BEGINNING AND END OF YEAR—AND TOTAL COST OF FUEL

Number	Railway Companies	Fuel Oil (Gallons)					Total cost of fuel consumed by locomotives	Average miles of road operated	Average cost of fuel consumed by locomotives per mile of road operated
		Quantity received during year—gallons	Total cost including transportation charges paid for—eign lines	Average cost including transportation charges paid foreign lines	Quantity on Hand				
					At beginning of year—gallons	At end of year—gallons			
1	Atchison, Topeka & Santa Fe Ry.....	413,296,477	\$13,339,428.60	\$.03230	56,985,778	48,482,814	\$17,115,087.57	9,281.40	\$ 1.844.02
2	Chicago, Burlington & Quincy R. R.....	35,706,789	960,002.11	.02688	1,046,427	760,255	10,606,529.84	9,403.74	1,137.47
3	Chicago Great Western R. R.....	591,182	22,608.00	.045	3,500	21,952	2,008,800.92	1,496.06	1,402.95
4	Chicago, Milwaukee & St. Paul Ry.....	28,483,913	889,080.00	.031	2,175,537	2,632,523	10,488,031.48	11,102.90	937.08
5	Chicago & North Western Ry.....	54,684,063	1,438,991.79	.030	3,190,329	3,736,649	10,063,409.85	8,458.91	1,180.08
6	Chicago, St. P., Minn. & O. Ry.....	167,269	7,603.00	.046			2,904,716.02	1,802.08	1,611.87
7	Chicago, Rock Island & Pacific Ry.....	78,369,068	2,306,221.00	.0294	13,213,515	16,150,402	10,448,715.63	7,565.31	1,381.12
8	Davenport, R. I. & N. W. Ry.....						21,826.43	49.04	445.07
9	Great Northern Ry.....	129,774,326	4,289,195.44	.0331	7,048,351	8,214,306	10,152,529.26	8,188.21	1,239.90
10	Illinois Central R. R.....	1,580,189	66,386.94	.04	125,525	150,764	9,600,781.16	4,874.58	1,969.56
11	Minneapolis & St. Louis R. R.....						1,507,143.15	1,627.80	925.88
12	Union Pacific R. R.....	2,391,881	76,403.09	.03	68,616	70,019	7,125,293.55	3,696.57	1,927.54
13	Wabash Railway.....						4,254,528.42	2,524.20	1,085.70
	Total.....	744,955,157	\$23,396,009.97		83,857,578	80,219,744	\$96,478,113.22	70,160.85	\$ 1,375.10

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT AND BETTERMENT—ENTIRE LINE
PART 1—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Replacement and Betterment				Rails Laid in Replacement and Betterment			
		Cross Ties		Switch and Bridge Ties		Total charges on account of ties laid during year	Total number of tons (2240 lbs.) of rails laid	Average cost per ton (2240 lbs.) at distributing point	Total charges on account of rails laid during year
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per M. ft. at distrib. point—board meas.				
1	Atchison, Topeka & Santa Fe Ry.....	1,662,291	\$ 1.56	3,143,873	\$ 57.03	\$ 2,779,110.66	130,745.0000	\$ 36.15	\$ 4,726,897.60
2	Chicago, Burlington & Quincy R. R.....	2,102,387	1.33	5,089,432	46.46	3,033,650.20	93,462.7390	35.82	3,347,750.62
3	Chicago Great Western R. R.....	452,200	1.02	905,853	39.76	495,495.92	4,948.3840	30.59	151,391.28
4	Chicago, Milwaukee & St. Paul Ry.....	3,579,138	.89	8,684,522	22.56	3,385,968.12	120,247.9132	38.19	4,352,191.64
5	Chicago & North Western Ry.....	2,731,296	1.18	7,276,639	39.89	3,524,517.29	86,443.7200	39.47	3,411,906.88
6	Chicago, St. P., Minn. & O. Ry.....	561,237	1.05	1,579,901	42.00	659,367.30	18,380.3120	38.96	716,060.26
7	Chicago, Rock Island & Pacific Ry.....	1,369,636	1.12	7,480,814	38.55	1,815,104.60	81,843.5340	34.65	2,895,869.27
8	Davenport, R. I. & N. W. Ry.....	8,729	1.98	51,708	30.25	18,882.53	89.8200	27.02	2,426.67
9	Great Northern Ry.....	2,270,646	.86	4,118,412	20.06	2,028,000.16	60,519.2640	39.62	2,397,968.86
10	Illinois Central R. R.....	1,380,451	1.18	5,281,588	41.93	1,844,739.33	94,536.5340	35.77	3,381,895.24
11	Minneapolis & St. Louis R. R.....	459,077	1.26	1,000,049	40.74	617,387.01	9,436.7900	32.78	809,302.17
12	Union Pacific R. R.....	1,336,657	1.22	5,655,468	36.06	1,842,234.27	43,291.0000	40.06	1,734,371.96
13	Wabash Railway.....	947,740	1.50	1,583,418	48.82	1,503,246.87	43,076.6500	37.01	1,595,427.52
	Total.....	18,861,575	\$ 1.15	51,851,672	\$ 37.06	\$23,548,304.26	787,021.6602	\$ 36.80	\$28,963,469.06

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS—ENTIRE LINE
PART 1—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions				Rails Laid in Additional Tracks and in New Lines and Extensions			
		Cross Ties		Switch and Bridge Ties		Total charges on account of ties laid during year	Total number of tons (2240 lbs.) of rails laid	Average cost per ton (2240 lbs.) at distributing point	Total charges on account of rails laid during year
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per M. ft. at distrib. point—board meas.				
1	Atchison, Topeka & Santa Fe Ry.....	406,075	\$ 1.50	2,421,968	\$ 41.84	\$ 711,768.36	21,618.4800	\$ 32.47	\$ 485,884.82
2	Chicago, Burlington & Quincy R. R.....	153,721	1.27	563,040	44.76	221,008.38	7,484.4160	34.90	261,208.38
3	Chicago Great Western R. R.....	5,120	.98	26,612	40.54	6,116.80	278.2100	33.85	6,635.86
4	Chicago, Milwaukee & St. Paul Ry.....	192,310	.99	1,019,812	36.41	327,603.04	8,671.8517	33.83	293,330.39
5	Chicago & North Western Ry.....	291,507	1.29	1,612,291	48.10	454,894.10	14,667.6100	35.65	522,872.60
6	Chicago, St. P., Minn. & O. Ry.....	5,563	.91	47,695	46.94	7,325.65	410.2820	32.01	13,132.09
7	Chicago, Rock Island & Pacific Ry.....	228,855	.80	1,257,973	38.38	253,234.45	9,702.2650	26.02	252,445.58
8	Davenport, R. I. & N. W. Ry.....	237	2.18	22,961	30.25	1,211.24	90.1400	27.02	2,436.00
9	Great Northern Ry.....	251,256	.73	924,110	22.56	204,653.46	10,615.0476	33.62	356,875.41
10	Illinois Central R. R.....	75,478	1.12	708,860	32.57	107,753.44	6,183.2614	32.03	198,032.97
11	Minneapolis & St. Louis R. R.....	1,805	1.77	21,819	47.64	3,347.74	73.7300	26.22	1,933.08
12	Union Pacific R. R.....	239,432	1.19	1,145,634	33.53	323,217.06	13,201.0000	29.21	385,611.61
13	Wabash Railway.....	118,234	1.49	1,227,752	48.62	235,983.92	7,904.9600	31.99	252,903.50
	Total.....	1,969,713	\$ 1.18	10,969,767	\$ 39.69	\$ 2,758,178.24	100,901.2837	\$ 30.06	\$ 3,033,302.29

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE
PART 1—FOR THE YEAR 1926 COMPARED WITH 1925

Number	Railway Companies	Average Number of Employees in Service		Total Compensation Year Ended		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		December 31, 1926	December 31, 1925	December 31, 1926	December 31, 1925	1926	1925	1926	1925	1926	1925
		1	Atchison, Topeka & Santa Fe Ry.	53,759	53,845	\$ 87,779,514.00	\$ 86,929,068.00	\$ 1,632.83	\$ 1,614.43	\$ 136.07	\$ 134.53
2	Atlantic Northern Ry.	16	15	19,763.00	17,778.00	1,111.12	1,185.20	92.59	98.76	3.08	3.29
3	Chicago, Burlington & Quincy R. R.	45,068	44,044	72,724,082.00	71,382,543.00	1,613.65	1,620.70	134.47	135.06	4.46	4.50
4	Chicago Great Western R. R.	7,555	7,597	12,525,171.00	12,546,015.00	1,637.86	1,651.43	138.15	137.62	4.60	4.58
5	Chicago, Milwaukee & St. Paul Ry.	50,604	52,506	82,420,520.00	84,745,215.00	1,628.73	1,613.99	135.73	134.49	4.52	4.48
6	Chicago & North Western Ry.	48,075	45,086	79,653,532.00	74,627,531.00	1,656.86	1,655.22	138.07	137.92	4.60	4.59
7	Chicago, St. Paul, Minn. & Omaha Ry.	8,162	8,420	13,372,732.00	13,760,835.00	1,638.41	1,634.30	136.53	136.20	4.55	4.54
8	Chicago, Rock Island & Pacific Ry.	36,415	35,619	59,558,148.00	57,762,242.00	1,635.54	1,621.66	136.29	135.13	4.54	4.50
9	Davenport, Rock Island & Northwestern Ry.	234	236	302,906.00	298,329.00	1,294.04	1,264.10	107.83	105.34	3.59	3.51
10	Great Northern Ry.	28,135	28,696	47,539,542.00	48,402,966.00	1,689.69	1,686.75	140.81	140.56	4.69	4.68
11	Illinois Central R. R.	53,503	52,569	84,083,419.00	81,321,242.00	1,571.56	1,547.23	130.96	128.98	4.36	4.29
12	Manchester & Oneida Ry.	8	6	5,781.00	5,411.00	722.62	901.83	60.22	75.15	2.01	2.50
13	Minneapolis & St. Louis R. R.	5,090	5,144	7,969,271.00	8,013,950.00	1,565.67	1,557.92	130.47	129.82	4.35	4.32
14	Tabor & Northern Ry.	7.14	8.8	9,785.00	10,966.00	1,370.45	1,242.72	114.20	106.56	3.80	3.45
15	Union Pacific R. R.	26,044	25,159	44,450,774.00	42,694,781.00	1,706.75	1,696.99	142.23	141.41	4.73	4.71
16	Wabash Railway	18,213	17,888	30,427,602.00	29,545,970.00	1,670.65	1,657.87	139.22	138.15	4.64	4.60
	Total 1926 and 1925	380,888.14	376,828.8	\$ 622,842,542.00	\$ 612,064,782.00	\$ 1,635.24	\$ 1,624.25	\$ 136.27	\$ 135.35	\$ 4.53	\$ 4.51
	Total 1924		388,651		619,597,991.26		1,594.23		132.85		4.33
	Total 1923		418,817.5		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		371,835.5		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		300,345,380.33		1,021.82		85.15		2.84
	Total 1916		364,703		330,129,079.57		905.20		75.43		2.61

RAILROAD COMMISSIONERS' REPORT

TABLE 19—RAILWAY ACCIDENTS DURING THE YEAR ENDED DECEMBER 31, 1926—WITHIN THE STATE
PART 1—COLLISIONS AND DERAILMENTS AND OTHER TRAIN ACCIDENTS

Number	Railway Companies	Collisions and Derailments								Other Train Accidents								
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total		
		Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	Killed	In-jured	
STEAM ROADS																		
1	Atchison, Topeka & Santa Fe Ry.																	
2	Atlantic Northern Ry.									2		15					18	
3	Chicago, Burlington & Quincy R. R.			1	1			1	1	18	2	122	7	12	9		152	
4	Chicago Great Western R. R.			1	5			1	5	3	1	30	7	9	8		42	
5	Chicago, Milwaukee & St. Paul Ry.		4	1	1	1	4	2	9	4	6	101	15	12	21		117	
6	Chicago & North Western Ry.		1		2		2		5	1	12	1	100	21	21		133	
7	Chicago, St. Paul, Minn. & Omaha Ry.				2				5			11					11	
8	Chicago, Rock Island & Pacific Ry.		3		2				5		10	6	137	17	12		159	
9	Davenport, Rock Island & Northwestern Ry.										1						1	
10	Great Northern Ry.											8			1		9	
11	Illinois Central R. R.		7		2				9		3	8	69	8	7		79	
12	Minneapolis & St. Louis R. R.				1				1			48	3	2	3		50	
13	Union Pacific R. R.				1				1								1	
14	Wabash Railway		17		3				20		1		5	1	1		7	
	Total steam railways—Killed			3		1		4		1		20			100			
	Total steam railways—Injured		32		20		9	61		53		646		78			777	
ELECTRIC COMPANIES																		
1	Clinton, Davenport & Muscatine Ry.		15						15									
2	Ft. Dodge, Des Moines & Southern R. R.														1		6	
3	Iowa Southern Utilities Co.										1						1	
4	Des Moines & Central Iowa R. R.																1	
5	Waterloo, Cedar Falls & Northern Ry.				1			1									2	
	Total electric companies—Killed										1						1	
	Total electric companies—Injured		15		1			16				8		1			9	
TERMINAL RAILWAY COMPANIES																		
1	Des Moines Union Railway														2			2
2	Sioux City Terminal Railway													1				1
	Total terminal railway companies—Killed																	3
	Total terminal railway companies—Injured																	3
	Grand total accidents 1926	47	3	21	1	9	4	77	1	53	21	657	79	79	101		780	
	Grand total accidents 1925	10	1	23	1	5	2	38		45	23	611	69	96	92		732	
	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		22	4	182		66	14	814	68	85	82		905	
	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	271	2	74	53	962	54	122	109		1,158	
	Grand total accidents 1919	3	117	9	79	2	17	14	213	1	30	28	842	72	127	101	999	
	Grand total accidents 1918	4	126	19	84	5	17	28	227	2	61	53	885	73	104	128	1,050	
	Grand total accidents 1917	2	246	6	46	2	37	10	329	1	29	17	455	46	72	64	566	

STATISTICS OF STEAM RAILWAYS

TABLE 19—RAILWAY ACCIDENTS DURING THE YEAR ENDED DECEMBER 31, 1926—WITHIN THE STATE
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
STEAM ROADS													
1	Atchison, Topeka & Santa Fe Ry.					2		15			1		18
2	Atlantic Northern Ry.		1								1		1
3	Chicago, Burlington & Quincy R. R.	6	11	1	1	18	3	123	14	24	17		165
4	Chicago Great Western R. R.	6	6		1	3	2	35	13	16	15		54
5	Chicago, Milwaukee & St. Paul Ry.	6	33			8	7	102	22	49	29		159
6	Chicago & North Western Ry.	7	21			1	13	102	28	44	30		159
7	Chicago, St. Paul, Minn. & Omaha Ry.		7					13		10			23
8	Chicago, Rock Island & Pacific Ry.	21	29		1	13	6	139	38	42	44		194
9	Davenport, Rock Island & Northwestern Ry.						1				1		1
10	Great Northern Ry.		1					8			2		10
11	Illinois Central R. R.	5	18		1	10	3	71	13	26	16		107
12	Minneapolis & St. Louis R. R.	4	9					49	7	11	7		60
13	Union Pacific R. R.							1					1
14	Wabash Railway		2			18		8	1	3	1		29
	Total steam railways—Killed	55		1		1		23		136		160	
	Total steam railways—Injured		132		4		85		606		229		880
ELECTRIC COMPANIES													
1	Clinton, Davenport & Muscatine Ry.		1			15				1	1	1	16
2	Ft. Dodge, Des Moines & Southern R. R.	3	1					5	3	2			7
3	Iowa Southern Utilities Co.							1					1
4	Des Moines & Central Iowa R. R.	1	8					1	1	8	1		9
5	Waterloo, Cedar Falls & Northern Ry.	1						3	1		1		3
	Total electric companies—Killed	6					1		6		7		35
	Total electric companies—Injured		10			15		9		11			35
TERMINAL RAILWAY COMPANIES													
1	Des Moines Union Railway												2
2	Sioux City Terminal Railway												1
	Total terminal railway companies—Killed												3
	Total terminal railway companies—Injured												3
	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	53	172	2	12	4	129	24	944	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	60	177	5	7	1	114	33	805	162	290	196	1,209
	Grand total accidents 1920	50	190	6	19	10	272	62	1,032	111	330	182	1,610
	Grand total accidents 1919	45	131	5	9	4	147	37	921	154	284	165	1,352
	Grand total accidents 1918	54	104	16	20	6	187	71	969	147	245	220	1,401
	Grand total accidents 1917	44	99	4	27	2	273	25	604	60	220	127	1,004

TABLE 19—NON-TRAIN ACCIDENTS—WITHIN THE STATE
PART 3—YEAR ENDED DECEMBER 31, 1926

Number	Railway Companies	Total Number of Accidents		Shopmen		Stationmen		Trackmen		Bridge and Buildingmen		Other Employees		All Other Persons Employed	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
STEAM ROADS															
1	Atchison, Topeka & Santa Fe Ry.		76		50		3		9		10		4		
2	Atlantic Northern Ry.		2						1						
3	Chicago, Burlington & Quincy R. R.		309		143		14		114		18		20		
4	Chicago Great Western R. R.		21		7		1		9		1		3		
5	Chicago, Milwaukee & St. Paul Ry.		244		119		17		80		21		7		
6	Chicago & North Western Ry.	3	282		110		15	3	124		20		13		
7	Chicago, St. Paul, Minn. & Omaha Ry.		35		22		4		1		2		6		
8	Chicago, Rock Island & Pacific Ry.	2	522		240		37	1	160		25	1	60		
9	Davenport, Rock Island & Northwestern Ry.		12		8		1		2		1				
10	Great Northern Ry.		9		2		1		4		2				
11	Illinois Central R. R.		158		76		7		51		16		8		
12	Minneapolis & St. Louis R. R.		163		42		6		47		5		3		
13	Union Pacific R. R.		5		3				1		1		1		
14	Wabash Railway		2						1				1		
	Total steam roads	5	1,780		822		106	4	603		123	1	126		
ELECTRIC COMPANIES															
1	Des Moines & Central Iowa R. R.		8		3				1		1		3		
2	Ft. Dodge, Des Moines & Southern R. R.		3		2			1	1						
3	Waterloo, Cedar Falls & Northern Ry.		3		2								1		
	Total electric companies	1	14		7				2		1		4		
TERMINAL RAILWAY COMPANIES															
1	Des Moines Union Railway		11		6		2		2				1		
2	Sioux City Terminal Railway		2						1				1		
	Total terminal companies		13		6		2		3				2		
	Grand total non-train accidents 1926	6	1,807		835		108	5	608		124	1	132		
	Grand total non-train accidents 1925	5	1,863		1,016		164	1	536		96	1	53	1	8
	Grand total non-train accidents 1924	6	2,254		1,323		146	4	563		112		78	1	32
	Grand total non-train accidents 1923	13	2,807		1,609	1	185	5	636	1	159	1	127		31
	Grand total non-train accidents 1922	13	2,275		1,230	1	167	4	538	1	134	1	176	4	30
	Grand total non-train accidents 1921	18	2,199		1,211	1	182	8	500	1	120	1	98	2	28
	Grand total non-train accidents 1920	20	3,182		1,742	1	298	8	818		147	3	161	4	16
	Grand total non-train accidents 1919	12	2,847		1,582		254	3	634		165	2	251	3	21
	Grand total non-train accidents 1918	12	3,233		1,900		249	4	701	3	134		227	2	22
	Grand total non-train accidents 1917	5	1,483		812		117	1	341	1	71	3	134		8

TABLE 20—COSTS OF COLLISIONS AND DERAILMENTS DURING THE YEAR 1926
PART I—WITHIN THE STATE OF IOWA

Number	Railway Companies	Average miles of road operated—Single track	Damage to equipment	Damages to way and structures	Clearing wreck	Total cost	Average cost per mile of road operated 1926	Average cost per mile of road operated 1925
STEAM RAILWAYS								
1	Atchison, Topeka & Santa Fe Ry.	19.89 \$	12,228	4,020	50 \$	12,278 \$	617.29 \$	153.86
2	Chicago, Burlington & Quincy R. R.	1,445.35	15,491 \$	4,467	3,749	23,260	16.09	10.75
3	Chicago Great Western R. R.	776.41	34,156	10,221	4,816	43,439	55.93	40.06
4	Chicago, Milwaukee & St. Paul Ry.	1,928.78	62,351	9,195	5,632	78,174	40.53	27.72
5	Chicago & North Western Ry.	1,634.09	41,087	8,226	5,067	55,349	33.87	22.67
6	Chicago, St. Paul, Minn. & Omaha Ry.	101.76	13,911	7,379	1,283	18,420	181.01	23.97
7	Chicago, Rock Island & Pacific Ry.	2,260.31	77,698	1,906	7,136	92,213	40.79	40.54
8	Davenport, Rock Island & Northwestern Ry.	35.33	300	2,228	100	400	11.32	42.50
9	Great Northern Ry.	718.04	24,742	1,906	1,937	28,585	39.81	41.44
10	Illinois Central R. R.	877.17	22,044	2,228	5,200	29,472	33.60	21.83
11	Minneapolis & St. Louis R. R.	2.48	362	977	316	362	145.97	837.50
12	Union Pacific R. R.	208.87	901	43,619	35,256 \$	2,194	10.50	78.12
13	Wabash Railway	10,008.48 \$	305,271 \$	43,619	35,256 \$	384,146 \$	38.88 \$	30.23
	Total							
ELECTRIC COMPANIES								
1	Clinton, Davenport & Muscatine Ry.	74.55 \$	3,923	200	75 \$	3,998 \$	53.62	---
2	Des Moines & Central Iowa R. R.	67.64	578 \$	200	10	788	11.65 \$	17.51
3	Waterloo, Cedar Falls & Northern Ry.	111.99	50	---	50	50	.45	---
	Total	254.18 \$	4,501 \$	200 \$	135 \$	4,836 \$	19.02 \$	17.51

STATISTICS
OF
Electric Interurban Railway Companies
For the Year Ended December 31, 1926

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR 1926
PART 1—WITHIN THE STATE

Number	Electric Interurban Railway Companies	Mileage of Road Operated—Single Track					Mileage of Road Operated—All Tracks					Mileage of Road Owned—All Tracks					Changes during year, mileage owned—All tracks	
		Line Owned		Line Operated			First track	Second track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total mileage operated—All tracks	First Track		Second track	Sidings and turnouts	Tracks in car houses, shops, etc.		Total all tracks owned
		Main line	Branches and spurs	Under lease	Under contract	Under track-age rights						Main line	Branches and spurs					
1	Albia Light & Railway ^a																	*1.50
2	Cedar Rapids & Marion City Ry.	2.80				2.80	2.80			2.80	2.80							2.80
3	Charles City Western Ry.	21.32			.23	21.55	21.55	5.15		26.73	21.32			5.18			26.50	*1.01
4	Clinton, Davenport, & Muscatine Ry.	67.84			6.71	74.55	74.55	3.71	7.31	88.81	67.84			7.31	1.18		76.33	.18
5	Colfax Springs Ry.	1.00				1.00	1.00			1.00	1.00						1.00	
6	Des Moines Electric Light Co. ^a																	*6.63
7	Des Moines & Central Iowa R. R.	59.72			7.92	67.64	67.64	7.70	23.96	.04	99.34	59.72		3.26	21.19		84.17	*.05
8	Ft. Dodge, Des Moines & So. R. R.	144.91	4.90	1.37	.84	152.02	152.02	41.37	.04	193.63	144.91	4.90		38.89	.04	188.74	2.05	
9	Iowa Railway & Light Corporation	44.49				44.49	44.49	13.77	.06	58.32	44.49			13.77	.06	58.32	3.23	
10	Iowa Southern Utilities Co.	29.62			.81	30.43	30.43	3.31	.13	33.87	29.62			3.31	.13	33.06		
11	Oskaloosa & Buxton Electric Co. ^a																	*2.30
12	Mason City & Clear Lake R. R.	15.53				15.53	15.53	5.23	.31	21.07	15.53			5.23	.31	21.07	*.53	
13	Tama & Toledo R. R.	3.50				3.50	3.50	.45		3.95	3.50			.45		3.95		
14	Waterloo, Cedar Falls & No. Ry.	108.12	2.83		1.04	111.99	111.99	5.49	20.85	.34	138.67	108.12	2.83	5.49	20.85	.34	137.63	1.08
	Total 1926	498.85	7.73	1.37	.81	525.50	525.50	16.96	121.63	2.10	666.19	498.85	7.73	8.75	116.18	2.06	633.57	*5.53
	Total 1925	508.84	7.73	3.67	.81	537.79	537.79	16.96	115.65	2.60	673.00	511.14	7.73	8.75	108.92	2.56	639.10	
	Increase or decrease 1926	*9.99		*2.30		*12.29	*12.29		5.98	*.50	*6.81	*12.29		7.36	*.50	*5.53		

^aCeased operation 1925.
^bDecrease.

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. ^a								
2	Charles City Western Ry.	\$ 300,000		\$ 300,000	\$ 290,400				
3	Clinton, Davenport & Muscatine Ry.	2,000,000		2,000,000	2,000,000			\$ 290,400.00	
4	Colfax Springs Ry.	25,000		25,000				2,000,000.00	\$ 375,000
5	Des Moines & Central Iowa R. R.	1,200,000		1,200,000	1,160,000			1,160,000.00	
6	Ft. Dodge, Des Moines & Southern R. R.	3,500,000	\$ 2,000,000	5,500,000	2,634,000	\$ 1,363,100.00		8,997,100.00	
7	Iowa Railway & Light Corporation	20,000,000	15,000,000	35,000,000	8,500,000	6,500,648.34	\$ 26,191.82	15,116,840.16	\$ 2,000
8	Iowa Southern Utilities Co.								
9	Mason City & Clear Lake R. R.	1,000,000		1,000,000	400,000	4,780,000.00	2,257.07	4,782,257.07	
10	Tama & Toledo R. R.	100,000		100,000	23,300			400,000.00	
11	Waterloo, Cedar Falls & No. Ry.	3,335,000	1,665,000	5,000,000	2,333,050	654,000.00		2,997,050.00	
	Total	\$ 31,460,000	\$ 18,665,000	\$ 50,125,000	\$ 17,340,750	\$13,397,748.34	\$ 28,448.89	\$30,766,947.23	\$ 277,000

^aNo separation made account most of mileage operated under municipal franchise.
^bPreferred.
^cCommon.

TABLE 2—CAPITAL STOCK—Continued

PART 2—WITH PAR VALUE—Continued—WITHOUT PAR VALUE, AND PURPOSE AND CONSIDERATION RECEIVED FOR STOCKS 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 & Marion City Ry.									
2	Charles City Western Ry.									
3	Clinton, Davenport & Muscatine Ry.	\$ 1,725,000			\$ 1,725,000.00	\$ 275,000				
4	Colfax Springs Ry.	25,000			25,000.00	*25,000		\$ 25,000.00	\$ 25,000.00	
5	Des Moines & Central Iowa R. R.	1,100,000			1,100,000.00					
6	Ft. Dodge, D. M. & Southern R. R.	2,634,000	\$ 1,363,100.00		3,997,100.00					
7	Iowa Railway & Light Corporation	8,500,000	6,588,648.34	\$26,191.82	15,114,840.16	*2,000		1,466,186.58	1,466,186.58	
8	Iowa Southern Utilities Co.		4,780,000.00	2,257.07	4,782,257.07	\$ 10,000	\$ 1,000,000	980,000.00	980,000.00	
9	Mason City & Clear Lake R. R.	400,000			400,000.00					
10	Tama & Toledo R. R.	23,300			23,300.00					
11	Waterloo, Cedar Falls & No. Ry.	2,333,050	664,000.00		2,997,050.00					
	Total	\$ 16,800,350	\$13,395,748.34	\$28,448.89	\$30,224,547.23	\$ 302,000	\$ 10,000	\$ 1,000,000	\$ 2,471,186.58	\$ 2,471,186.58

*Par value of total amount reacquired after actual issue and held alive.
 †Number of shares authorized, common, 50,000.
 ‡Common.

TABLE 3—UNMATURED FUNDED DEBT
 PART 1—EXTENT OF INDEBTEDNESS AUTHORIZED AND PAR VALUE OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Par Value of Extent of Indebtedness Authorized				Total Par Value Outstanding at Close of Year					
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Total	Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Total
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.										
3	Clinton, Davenport & Muscatine Ry.	\$ 1,000,000				\$ 1,000,000					
4	Colfax Springs Ry.					\$ 384,000	\$ 140,000			\$ 524,000	
5	Des Moines & Central Iowa R. R.	2,500,000	\$ 633,500			3,133,500	1,423,500	633,500		5,190,500	
6	Ft. Dodge, Des Moines & Southern R. R.	6,550,000	200,000	\$ 526,354		7,276,354	6,000,000	200,000	\$ 303,571	13,780,925	
7	Iowa Railway & Light Corporation	*10,000,000		*12,000		*10,012,000	12,887,000		274,553	23,173,553	
8	Iowa Southern Utilities Co.	14,585,600		1,541,300	\$ 7,650	16,134,550	12,028,000		1,541,300	\$ 7,650	
9	Mason City & Clear Lake R. R.	2,500,000				2,500,000	316,000			3,166,000	
10	Tama & Toledo R. R.	150,000				150,000	25,000			175,000	
11	Waterloo, Cedar Falls & No. Ry.	21,000,000	1,260,000			22,260,000	7,975,000	1,260,000		31,495,000	
	Total	\$ 48,285,600	\$2,093,500	\$2,079,654	\$ 7,650	\$ 52,466,404	\$ 41,043,500	\$2,233,500	\$2,300,424	\$ 7,650	

*And unlimited.
 †And other limited to 80% of construction or value of new property acquired.

TABLE 3—UNMATURED FUNDED DEBT—Continued
PART 2—TOTAL NOMINALLY AND ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Railway Companies	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year			Total Par Value Actually Outstanding at Close of Year				
		Mortgage Bonds			Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Total
		In treasury	Pledged as collateral	In sinking or other funds					
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.		\$ 200,002		\$ 183,998	\$ 140,000			\$ 323,998
3	Clinton, Davenport & Muscatine Ry.								
4	Colfax Springs Ry.								
5	Des Moines & Central Iowa R. R.				562,500	633,500			1,196,000
6	Ft. Dodge, Des Moines & Southern R. R.		600,000		5,400,000	200,000	\$ 393,572		5,993,572
7	Iowa Railway & Light Corporation	\$ 268,000			12,619,000		274,553		12,893,553
8	Iowa Southern Utilities Co.	232,800		\$ 77,300	11,717,000		1,541,300	\$ 7,650	13,296,850
9	Mason City & Clear Lake R. R.				316,000				316,000
10	Tama & Toledo R. R.				25,000				25,000
11	Waterloo, Cedar Falls & No. Ry.	2,000	2,200,000		5,773,000	1,260,000			7,033,000
	Total	\$ 502,800	\$ 3,000,002	\$ 77,300	\$ 36,597,398	\$ 2,233,500	\$ 2,209,425	\$ 7,650	\$ 41,047,973

TABLE 3—UNMATURED FUNDED DEBT—Continued
PART 3—INTEREST ACCRUED DURING YEAR

Number	Electric Interurban Railway Companies	Amount of Interest Accrued During the Year							
		Charged to Income					Charged to Construction or Other Investment Account		
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Total	Mortgage bonds	Miscellaneous obligations	Total
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.								
3	Clinton, Davenport & Muscatine Ry.	\$ 11,040.00	\$ 8,400			\$ 19,440.00			
4	Colfax Springs Ry.								
5	Des Moines & Central Iowa R. R.	42,187.50	38,010			80,197.50			
6	Ft. Dodge, D. M. & Southern R. R.	272,291.67	12,000	\$ 28,733.32		313,024.99			
7	Iowa Railway & Light Corporation	664,822.01		26,231.93		691,053.94			
8	Iowa Southern Utilities Co.	623,379.73		69,008.62		692,388.35			
9	Mason City & Clear Lake R. R.	18,960.00				18,960.00			
10	Tama & Toledo R. R.	1,500.00				1,500.00			
11	Waterloo, Cedar Falls & No. Ry.	288,650.00	75,600			364,250.00			
	Total	\$ 1,922,830.01	\$ 134,010	\$ 123,973.87		\$ 2,180,814.78			

TABLE 3—UNMATURED FUNDED DEBT—Continued
PART 4—INTEREST PAID DURING THE YEAR

Number	Electric Interurban Railway Companies	Amount of Interest Paid During the Year				Mortgage Bonds		
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Total	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held alive at close of year
1	Cedar Rapids & Marion City Ry.							
2	Charles City Western Ry.	\$ 11,040.00	\$ 12,600.00			\$ 23,640.00	\$ 200,002.00	
3	Clinton, Davenport & Muscatine Ry.							
4	Colfax Springs Ry.							
5	Des Moines & Central Iowa R. R.	41,981.25	38,010.00			79,991.25	806,000.00	
6	Ft. Dodge, Des Moines & Southern R. R.	272,500.00	12,000.00	\$ 28,971.00		313,471.00	600,000.00	
7	Iowa Railway & Light Corporation	681,933.11		28,219.48		710,152.59	265,000.00	\$ 3,000.00
8	Iowa Southern Utilities Co.	642,219.95		64,791.28		707,011.23	198,000.00	112,100.00
9	Mason City & Clear Lake R. R.	18,960.00				18,960.00		
10	Tama & Toledo R. R.							
11	Waterloo, Cedar Falls & Northern Ry.						2,202,000.00	
	Total	\$ 1,668,634.31	\$ 62,610.00	\$ 121,981.76		\$ 1,853,226.07	\$ 4,331,002.00	\$ 115,100.00

TABLE 3—UNMATURED FUNDED DEBT—Continued
PART 5—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurban Railway Companies	Mortgage Bonds						Total mortgage bonds	Collateral trust bonds
		5%	5½%	6%	7%	7½%	8%		
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.								
3	Clinton, Davenport & Muscatine Ry.			\$ 183,998				\$ 183,998	\$ 140,000
4	Colfax Springs Ry.								
5	Des Moines & Central Iowa R. R.								
6	Ft. Dodge, Des Moines & Southern R. R.	\$ 5,400,000				\$ 562,500	562,500	633,500	
7	Iowa Railway & Light Corporation	7,122,000	\$ 4,000,000		\$ 499,000		5,400,000	200,000	
8	Iowa Southern Utilities Co.	1,609,500	5,794,100	2,676,200			908,000	12,619,000	
9	Mason City & Clear Lake R. R.	4316,000					*1,638,100	11,717,900	
10	Tama & Toledo R. R.							316,000	
11	Waterloo, Cedar Falls & Northern Ry.	5,773,000		25,000				25,000	1,200,000
	Total	\$ 20,220,500	\$ 9,794,100	\$ 2,885,198	\$ 499,000	\$ 562,500	\$ 2,636,100	\$ 36,507,398	\$ 2,233,500

*6 and 8%.
†Not specified.

TABLE 3—UNMATURED FUNDED DEBT—Continued
PART 6—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM—Continued

Number	Electric Interurban Railway Companies	Miscellaneous Obligations					Total miscellaneous obligations	Equipment obligations 6½%	Grand total unmatured funded debt
		5½%	5¾%	6%	6½%	7%			
1	Cedar Rapids & Marion City Ry.....								
2	Charles City Western Ry.....								\$ 323,098
3	Clinton, Davenport & Muscatine Ry.....								
4	Colfax Springs Ry.....								
5	Des Moines & Central Iowa R. R.....								1,196,000
6	Ft. Dodge, Des Moines & Southern R. R.....					\$ 303,572		\$ 303,572	5,993,572
7	Iowa Railway & Light Corporation.....	\$ 3,000		\$ *268,900	\$ 2,653			274,553	12,893,553
8	Iowa Southern Utilities Co.....	5,000	\$ 15,000	1,500,000	†21,300			1,541,300	13,266,850
9	Mason City & Clear Lake R. R.....							7,650	316,000
10	Tama & Toledo R. R.....								25,000
11	Waterloo, Cedar Falls & Northern Ry.....								7,683,000
	Total	\$ 8,000	\$ 15,000	\$ 1,768,900	\$ 23,953	\$ 303,572	\$ 2,209,425	\$ 7,650	\$ 41,047,973

*Includes \$264,900.00 of 6 to 8%.

†Not specified.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT
PART 1—TOTAL INVESTMENT IN ROAD AND EQUIPMENT DURING YEAR:

Number	Electric Interurban Railway Companies	Total Expenditures for				Grand 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.....	\$ 256.73				\$ 256.73
4	Colfax Springs Ry.....	18,831.12	\$ 140.85	\$ 3,516.19	\$ 895.98	23,384.14
5	Des Moines & Central Iowa R. R.....					
6	Ft. Dodge, Des Moines & Southern R. R.....	2,170.46	*465.50	*6,633.77	7.31	*4,981.50
7	Iowa Railway & Light Corporation.....	24,773.90	*3,647.15	7,733.61	*3,618.00	25,242.96
8	Iowa Southern Utilities Co.....	79,241.39	*7,356.87	214,251.47	1,190,127.88	1,476,263.87
9	Mason City & Clear Lake R. R.....	*15,277.41	*6,280.55			*21,557.96
10	Tama & Toledo R. R.....	2,639.86	2,311.77		*32.82	4,918.81
11	Waterloo, Cedar Falls & Northern Ry.....	*19,849.42	*9,862.43		5,261.51	*24,450.33
	Total	\$ 33,162.04	*3,895.04	1,355.81		30,622.81
	Total	\$ 125,948.67	\$ *28,054.91	\$ 220,163.31	\$ 1,192,641.86	\$ 1,509,608.93

*Not divided between interurban and street railway.

*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 at Close of Year					
		Investment to December 31, 1908	Investment from December 31, 1908 to June 30, 1914	Investment since June 30, 1914	Total investment in road and equipment at close of year	Length of road owned	Average investment in road and equipment per mile of road owned
1	Cedar Rapids & Marion City Ry.....		\$ 426,174.95	\$ 267,769.42	\$ 693,944.37	21.32	\$ 32,548.98
2	Charles City Western Ry.....						
3	Clinton, Davenport & Muscatine Ry.....	\$ 1,363,304.91	1,038,659.36	282,617.54	2,684,571.81	58.32	46,033.47
4	Colfax Springs Ry.....	26,566.82	186.70		26,753.52	1.00	26,753.52
5	Des Moines & Central Iowa R. R.....	2,460,382.92	346,516.30	614,029.07	3,420,919.29	59.72	57,282.64
6	Ft. Dodge, Des Moines & Southern R. R.....		7,327,458.01	3,501,756.16	10,829,214.17	149.81	72,386.32
7	Iowa Railway & Light Corporation.....			26,408,601.84	26,408,601.84	44.49	594,933.73
8	Iowa Southern Utilities Co.....		289,148.70	884,087.82	1,173,236.52	29.62	39,609.60
9	Mason City & Clear Lake R. R.....		764,338.84	322,190.83	1,086,529.67	15.53	69,963.28
10	Tama & Toledo R. R.....			133,142.82	133,142.82	3.50	38,040.81
11	Waterloo, Cedar Falls & Northern Ry.....	2,441,886.86	4,653,505.88	2,371,709.22	9,467,101.91	110.95	85,327.64
	Total.....	\$ 6,292,231.51	\$ 14,845,988.69	\$ 34,845,895.72	\$ 55,984,115.92	494.26	\$ 113,268.55

TABLE 5—INCOME ACCOUNT
PART 1—OPERATING INCOME

Number	Electric Interurban Railway Companies	Railway Operating			Auxiliary Operations			Net operating revenue	Taxes assignable to railway operations	Operating income
		Revenues	Expenses	Net revenue from railway operations	Revenues	Expenses	Net revenue			
1	Cedar Rapids & Marion City Ry.....	\$ 52,501.17	\$ 37,433.11	\$ 15,158.06				\$ 15,158.06	\$ 3,825.27	\$ 11,332.79
2	Charles City Western Ry.....	108,108.37	66,022.57	37,085.80				37,085.80	6,610.00	30,475.11
3	Clinton, Davenport & Muscatine Ry.....	404,336.23	364,346.07	39,990.16	\$ 30,429.85	\$ 15,633.70	\$ 14,796.15	54,786.81	24,470.97	30,315.34
4	Colfax Springs Ry.....		73.80	*73.80				*73.80		*73.80
5	Des Moines & Central Iowa R. R.....	476,913.33	514,898.69	*37,985.31				*37,985.31	22,800.00	*60,785.31
6	Ft. Dodge, D. M. & Southern R. R.....	1,501,390.34	1,212,211.18	289,179.16	369,422.53	201,961.16	167,461.37	456,040.53	68,768.84	387,871.69
7	Iowa Railway & Light Corporation.....	658,174.38	477,185.43	180,988.95	3,769,184.93	1,833,594.25	1,935,590.68	2,116,579.55	31,724.99	2,084,854.56
8	Iowa Southern Utilities Co.....	146,578.77	118,236.97	28,341.80				28,341.80	9,732.83	18,608.97
9	Mason City & Clear Lake R. R.....	191,906.04	124,968.71	66,937.33				66,937.33	9,854.42	57,082.91
10	Tama & Toledo R. R.....	25,287.86	35,635.89	*10,428.03				*10,428.03	3,475.00	*13,903.03
11	Waterloo, Cedar Falls & No. Ry.....	914,607.81	755,084.39	159,613.42				159,613.42	44,063.82	115,549.60
	Total.....	\$4,474,964.35	\$3,706,156.86	\$768,807.49	\$4,169,037.31	\$2,031,189.14	\$2,117,848.17	\$2,886,655.66	\$225,326.83	\$2,661,328.83

*Deficit.

TABLE 5—INCOME ACCOUNT—Continued
PART 2—NON-OPERATING INCOME

Number	Electric Interurban Railway Companies	Miscellaneous rent income	Net income from miscellaneous physical property	Dividend income	Income from funded securities	Income from un-fund securities and accounts	Income from sinking funds and other reserves	Miscellaneous income	Total non-operating income	Gross income
1	Cedar Rapids & Marion City Ry.									\$ 11,332.79
2	Charles City Western Ry.									30,475.11
3	Clinton, Davenport & Muscatine Ry.	\$ 3,300.00	*442.25			\$ 896.98			\$ 3,753.73	34,009.07
4	Colfax Springs Ry.	25.20							25.20	*48.60
5	Des Moines & Central Iowa R. R.					1,306.79		\$ 233.32	1,540.11	*59,245.20
6	Ft. Dodge, Des Moines & Southern R. R.					3,527.61	\$ 3,975.07		7,502.68	305,374.37
7	Iowa Railway & Light Corporation	18,904.78		\$14,311.48	\$10,871.18	58,296.29		5,322.18	107,705.91	2,192,560.47
8	Iowa Southern Utilities Co.		1,254,668.31	70.00		5,068.68	1,345.14	33,941.87	1,295,094.00	1,313,702.97
9	Mason City & Clear Lake R. R.		210.64			128.00			338.64	57,421.55
10	Tama & Toledo R. R.	166.30							166.30	*13,736.73
11	Waterloo, Cedar Falls & Northern Ry.	2,322.00				42.16		151.37	2,515.53	118,065.13
	Total	\$24,718.28	\$ 1,254,436.70	\$14,381.48	\$10,871.18	\$69,265.51	\$ 5,320.21	\$39,648.74	\$ 1,418,642.10	\$ 4,079,970.93

*Deficit.

TABLE 5—INCOME ACCOUNT—Continued
PART 3—DEDUCTIONS FROM GROSS INCOME

Number	Electric Interurban Railway Companies	Rent for leased roads	Miscellaneous		Interest on		Amortization of discount on funded debt	Miscellaneous debits	Total deductions from gross income	Income balance transferred to profit and loss
			Rents	Taxes	Funded debt	Unfunded debt				
1	Cedar Rapids & Marion City Ry.									\$ 11,332.79
2	Charles City Western Ry.									10,592.14
3	Clinton, Davenport & Muscatine Ry.		\$ 12.00		\$ 19,440.00	\$ 430.97			\$ 19,882.97	*131,757.49
4	Colfax Springs Ry.					163,504.03	\$ 2,322.53		165,826.56	*48.60
5	Des Moines & Central Iowa R. R.				98,902.25	22,207.25	2,089.68	\$ 816.23	124,015.41	*183,200.61
6	Ft. Dodge, Des Moines & So. R. R.	\$11,177.20	\$ 4,979.69	*2,197.36	313,024.99	8,352.33	12,154.04	6,091.94	357,977.60	37,396.77
7	Iowa Railway & Light Corporation			194,016.81	692,238.22	5,159.55	72,296.95		963,713.53	1,228,846.94
8	Iowa Southern Utilities Co.				692,388.35	26,398.88	42,440.21	8,622.21	769,844.65	543,858.32
9	Mason City & Clear Lake R. R.				38,994.06			250.19	39,244.25	18,177.30
10	Tama & Toledo R. R.				1,500.00				1,500.00	*15,236.73
11	Waterloo, Cedar Falls & No. Ry.		85.00		364,423.44	67,098.45	50,094.36	11.47	481,712.72	*368,647.59
	Total	\$11,177.20	\$ 5,076.69	\$ 196,214.17	\$ 2,220,911.31	\$ 298,146.51	\$ 181,399.77	\$ 15,792.04	\$ 2,923,717.69	\$ 1,156,253.24

*Amount net loss on miscellaneous physical property.

*Deficit.

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 appropriations of surplus	Appropriations of surplus for investment in physical property	Stock discount extinguished through surplus
		At beginning of year	Transferred from income account				
1	Cedar Rapids & Marion City Ry.....						
2	Charles City Western Ry.....	\$ 91,464.28					
3	Clinton, Davenport & Muscatine Ry.....	852,270.77	\$ 131,757.49				
4	Colfax Springs Ry.....	5,521.15					
5	Des Moines & Central Iowa R. R.....	282,091.38	183,260.61				
6	Ft. Dodge, Des Moines & So. R. R.....						
7	Iowa Railway & Light Corporation.....			\$ 696,239.65	\$ 799,087.18	\$ 1,175.85	
8	Iowa Southern Utilities Co.....				397,931.07	62,254.35	
9	Mason City & Clear Lake R. R.....				12,000.00		
10	Tama & Toledo R. R.....	126,698.09	15,236.73				
11	Waterloo, Cedar Falls & No. Ry.....	2,590,315.00	363,647.59				
	Total.....	\$ 3,948,360.67	\$ 693,902.42	\$ 696,239.65	\$ 1,209,018.25	\$ 63,430.20	

TABLE 6—PROFIT AND LOSS STATEMENT—Continued
PART 2—DEBITS—Continued

Number	Electric Interurban Railway Companies	Debit discount extinguished through surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Delayed income debits	Miscellaneous debits	Balance carried forward to balance sheet	Total
2	Charles City Western Ry.....							\$ 91,464.28
3	Clinton, Davenport & Muscatine Ry.....					\$ 21.10		984,049.36
4	Colfax Springs Ry.....							5,521.15
5	Des Moines & Central Iowa R. R.....			\$ 826.14				466,178.13
6	Ft. Dodge, Des Moines & So. R. R.....	\$ 1,609.14		4.84		\$ 39,531.17	\$ 489,219.14	530,364.29
7	Iowa Railway & Light Corporation.....		\$ 188,580.79			82,361.04	179,668.62	1,947,143.13
8	Iowa Southern Utilities Co.....		6,220.48			6,066.44	425,350.26	898,822.60
9	Mason City & Clear Lake R. R.....		300.00			104.76	6,220.96	18,625.72
10	Tama & Toledo R. R.....							141,934.82
11	Waterloo, Cedar Falls & No. Ry.....			2,456.07		14.87		2,956,433.53
	Total.....	\$ 1,609.14	\$ 195,101.27	\$ 3,287.05		\$ 128,099.38	\$ 1,101,488.98	\$ 8,040,537.01

TABLE 6—PROFIT AND LOSS STATEMENT—Continued
PART 3—CREDITS

Number	Electric Interurban Railway Companies	Credit Balance		Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Balance carried forward to balance sheet	Total
		At beginning of year	Transferred from income account						
1	Cedar Rapids & Marion City Ry.		\$ 10,592.14					\$ 80,872.14	\$ 91,464.28
2	Charles City Western Ry.						\$ 5,480.98	978,568.38	984,049.36
3	Clinton, Davenport & Muscatine Ry.							*5,569.75	5,521.15
4	Colfax Springs Ry.		†48.60					466,178.13	466,178.13
5	Des Moines & Central Iowa R. R.						1,816.34		530,364.29
6	Ft. Dodge, Des Moines & So. R. R.	\$ 490,958.44	\$ 37,396.77	\$ 192.74			956.55		1,947,143.13
7	Iowa Railway & Light Corporation	711,313.79	1,228,846.94	4,850.00		\$ 1,175.85			808,822.60
8	Iowa Southern Utilities Co.	292,709.93	543,858.32			62,254.35			18,025.72
9	Mason City & Clear Lake R. R.	229.87	18,177.30				218.55		141,934.82
10	Tama & Toledo R. R.							141,934.82	2,956,433.53
11	Waterloo, Cedar Falls & No. Ry.								2,956,433.53
	Total	\$ 1,495,212.03	\$ 1,838,322.87	\$ 5,042.74		\$ 63,430.20	\$ 8,472.42	\$ 4,629,556.75	\$ 8,040,537.01

*Debit balance.
†Debit item.

TABLE 7—RAILWAY OPERATING REVENUES
PART 1—REVENUE FROM TRANSPORTATION

Number	Electric Interurban Railway Companies	Passenger revenue	Baggage revenue	Parlor, sleeping, dining and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	Total revenue from transportation
2	Charles City Western Ry.	4,336.47	\$ 25.11		\$ 482.02		\$ 238.47	\$ 94,899.13	\$ 126.00		100,127.20
3	Clinton, Davenport & Muscatine Ry.	241,015.40	951.95	\$ 2,600.12	2,531.72	10.00	2,479.18	142,437.26	1,094.75	\$ 325.65	393,446.03
4	Colfax Springs Ry.										
5	Des Moines & Central Iowa R. R.	78,885.23	288.92	748.20	902.46	3,506.95	1,004.44	309,741.63	22,020.25	544.50	417,642.63
6	Ft. Dodge, Des Moines & So. R. R.	226,288.79	1,502.34	410.25	3,083.42	8,272.99		930,412.03	33,514.74		1,208,884.56
7	Iowa Railway & Light Corporation	270,512.33	1,407.19		1,271.31	4,751.97	4,579.19	346,292.32	14,431.69	*159.30	643,086.70
8	Iowa Southern Utilities Co.	53,356.27	307.51		2,456.56	3,570.00	626.89	80,482.85	4,424.00		145,254.17
9	Mason City & Clear Lake R. R.	71,002.43	73.44	30.00	240.63		.50	105,601.75	8,467.17		185,415.92
10	Tama & Toledo R. R.	10,235.62			253.99	2,097.18		12,274.01			24,910.80
11	Waterloo, Cedar Falls & No. Ry.	458,361.07	1,072.14			8,132.24	2,491.59	393,437.18	7,388.84		870,883.06
	Total	\$ 1,461,339.52	\$ 5,628.60	\$ 3,788.57	\$11,862.11	\$35,391.39	\$11,440.26	\$ 2,415,578.16	\$91,267.53	\$ 710.85	\$ 4,036,996.99

*Deficit.

TABLE 7—RAILWAY OPERATING REVENUES—Continued
PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS

Number	Electric Interurban Railway Companies	Station and car privileges	Parcel room receipts	Storage	Demurrage	Rent of			Power	Miscellaneous	Total revenue from other railway operations	Grand total railway operating revenues
						Tracks and facilities	Equipment	Buildings and other property				
1	Cedar Rapids & Marion City Ry.....	\$ 175.00								\$ 70.25	\$ 245.25	\$ 52,591.17
2	Charles City Western Ry.....				\$ 488.30		\$ 2,272.87	\$ 220.00			2,981.17	103,108.37
3	Clinton, Davenport & Muscatine Ry.....	1,249.89	\$ 134.77		2,058.50	\$ 5,104.88	1,481.61	788.27		72.28	10,890.20	404,336.23
4	Colfax Springs Ry.....											
5	Des Moines & Central Iowa R. R.....	609.43		251.94	2,086.46		12,501.45	322.00	\$43,409.47		59,270.75	476,913.38
6	Ft. Dodge, Des Moines & So. R. R.....	1,045.33	\$ 168.90	673.39	2,735.90		288,973.73	3,129.63		778.90	297,505.78	1,501,390.34
7	Iowa Railway & Light Corporation.....	1,467.48		336.00	7,388.00	1,688.94	150.00	2,214.45		1,842.81	15,087.68	658,174.38
8	Iowa Southern Utilities Co.....	214.57	56.10	58.93	414.00		465.00	116.00			1,324.60	146,578.77
9	Mason City & Clear Lake R. R.....	390.00		19.88	131.00	600.00		4,292.01		1,057.23	6,490.12	191,906.04
10	Tama & Toledo R. R.....				90.00					267.06	357.06	25,267.86
11	Waterloo, Cedar Falls & No. Ry.....	1,914.27	630.50	240.85	2,030.00	450.90	18,767.54	1,897.50	17,883.19		43,814.75	914,697.81
	Total.....	\$ 7,065.97	\$ 855.50	\$ 1,715.76	\$17,422.16	\$ 7,844.72	\$ 324,702.20	\$12,979.86	\$61,292.66	\$ 4,088.53	\$437,967.36	\$4,474,964.35

TABLE 8—RAILWAY OPERATING EXPENSES AND OPERATING RATIO

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.....	\$ 7,339.37	\$ 5,754.16	\$ 5,703.26	\$ 12,108.00	\$ 90.55	\$ 6,428.77	\$ 37,433.11	71.17
2	Charles City Western Ry.....	23,560.46	8,218.19	5,000.00	11,809.16	2,136.00	15,298.76	69,022.57	64.03
3	Clinton, Davenport & Muscatine Ry.....	53,444.02	39,758.47	68,947.43	109,707.59	4,023.37	88,465.19	364,346.07	88.08
4	Colfax Springs Ry.....	14.40						73.80	
5	Des Moines & Central Iowa R. R.....	114,682.36	59,513.90	80,673.75	132,247.26	11,761.02	116,020.40	514,898.69	107.96
6	Ft. Dodge, Des Moines & So. R. R.....	184,012.47	331,748.25	146,754.79	350,021.27	28,307.65	171,466.75	1,212,211.18	80.74
7	Iowa Railway & Light Corporation.....	82,862.55	57,756.56	50,415.07	128,292.39	13,333.49	142,525.42	477,185.48	72.50
8	Iowa Southern Utilities Co.....	29,831.20	11,396.74	14,794.48	31,637.66	2,539.98	28,046.96	118,236.97	80.66
9	Mason City & Clear Lake R. R.....	13,567.75	16,959.70	13,447.30	42,353.92	1,906.25	37,733.79	124,968.71	65.03
10	Tama & Toledo R. R.....	13,759.80	4,078.05	3,426.82	7,156.44	547.87	6,726.91	35,695.89	141.27
11	Waterloo, Cedar Falls & No. Ry.....	99,715.78	138,589.10	110,515.03	227,026.28	21,331.14	157,917.06	756,084.39	82.55
	Total.....	\$ 621,790.16	\$ 673,763.12	\$ 499,677.93	\$ 1,052,359.97	\$ 87,876.27	\$ 770,689.41	\$ 3,706,156.86	82.81

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS

Number	Electric Interurban Railway Companies	Other than U. S. government taxes	U. S. Government taxes	Total taxes	Miles of road owned		Taxes per mile of road owned
					Single Track		
1	Cedar Rapids & Marion City Ry.....		\$ 3,825.27	\$ 3,825.27	2.80		\$ 1,366.17
2	Charles City Western Ry.....	\$ 6,610.69		6,610.69	21.32		310.07
3	Clinton, Davenport & Muscatine Ry.....	24,470.97		24,470.97	67.84		360.72
4	Colfax Springs Ry.....				1.00		
5	Des Moines & Central Iowa R. R.....	22,800.00		22,800.00	59.72		381.78
6	Ft. Dodge, Des Moines & So. R. R.....	65,043.58	3,725.31	68,768.84	149.81		459.04
7	Iowa Railway & Light Corporation.....	31,724.99		31,724.99	44.49		713.08
8	Iowa Southern Utilities Co.....	9,732.83		9,732.83	29.62		328.59
9	Mason City & Clear Lake R. R.....	7,330.99	2,523.43	9,854.42	15.53		634.54
10	Tama & Toledo R. R.....	3,475.00		3,475.00	3.50		707.14
11	Waterloo, Cedar Falls & No. Ry.....	44,063.82		44,063.82	110.95		397.15
	Total.....	\$ 215,252.82	\$ 10,074.01	\$ 225,326.83	506.58		\$ 445.68

*Apportioned.
 *Excluding Colfax Springs.

TABLE—10—COMPARATIVE GENERAL BALANCE SHEET— ASSET SIDE
 PART 1—INVESTMENTS

Number	Electric Interurban Railway Companies	Road and equipment	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies			Other Investments			
						Stocks	Bonds	Advances	Stocks	Bonds	Notes	
1	Cedar Rapids & Marion City Ry.....											
2	Charles City Western Ry.....	\$ 693,944.37										
3	Clinton, Davenport & Muscatine Ry.....	2,684,671.81			\$ 1,502,307.57							
4	Colfax Springs Ry.....	26,753.52										
5	Des Moines & Central Iowa R. R.....	3,420,919.29		\$ 300.00	1,651.17				\$ 501.00			
6	Ft. Dodge, Des Moines & So. R. R.....	10,829,214.17			159,310.83	\$ 181,944.00	\$ 28,944.00		250.00			
7	Iowa Railway & Light Corporation.....	25,458,601.84				4,495.00			761,636.14	\$ 38,880.13	\$ 16,315.30	
8	Iowa Southern Utilities Co.....	1,173,236.52	\$ 3,517.17		17,781,618.15				3,250.00	150.00		
9	Mason City & Clear Lake R. R.....	1,080,529.67			5,833.58				250.00			
10	Tama & Toledo R. R.....	133,142.82					\$ 2,880.70					
11	Waterloo, Cedar Falls & No. Ry.....	9,467,101.91							1,490.00			
	Total.....	\$ 55,984,115.92	\$ 3,517.17	\$ 300.00	\$ 19,450,721.30	\$ 186,439.00	\$ 28,944.00	\$ 2,880.70	\$ 767,377.14	\$ 39,030.13	\$ 16,315.30	

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued
PART 2—INVESTMENTS—Continued—AND CURRENT ASSETS

Number	Electric Interurban Railway Companies	Other Investments		Total Investments			Current Assets				
		Advances	Miscellaneous	December 31, 1926	December 31, 1925	Increase or decrease 1926	Cash	Special deposits	Loans and notes receivable	Miscellaneous accounts receivable	Material and supplies
1	C. R. & Marion City Ry.			\$ 698,944.37	\$ 698,687.64	\$ 256.73	\$ 15,011.61			\$ 815.71	\$ 13,855.03
2	Charles City Western Ry.			4,186,979.38	4,161,179.85	25,799.53	49,992.96			31,871.73	12,269.22
3	Clinton, Dav. & Mus. Ry.			26,753.52	26,753.52		4.60		\$ 550.00		
4	Colfax Springs Ry.			3,423,371.46	3,428,352.96	*4,981.50	41,969.41	\$ 856.25	4,448.13	36,408.49	7,546.01
5	D. M. & Central Iowa R. R.			11,199,663.00	11,175,123.64	24,539.36	113,696.40	142,245.59		106,827.57	136,496.12
6	Ft. D., D. M. & So. R. R.	\$912,103.35		28,202,031.76	26,322,757.40	1,879,274.36	131,445.77	642.00	196,924.54	493,648.12	495,634.28
7	Iowa Ry. & Light Corp.			18,961,771.85	15,700,125.17	3,261,646.67	557,769.17		10,618.78	652,735.37	339,864.36
8	Iowa Southern Utilities Co.			1,002,613.25	1,087,854.86	4,758.39	39,409.96	1,580.00		8,991.73	21,630.55
9	Mason City & Clear Lake R. R.			186,023.52	157,593.15	*21,569.63	1,129.31			2,347.73	477.48
10	Tama & Toledo R. R.			9,468,591.91	9,437,969.10	30,622.81	60,588.07			232,720.28	112,924.39
11	Waterloo, C. F. & No. Ry.										
	Total	\$912,103.35		\$77,391,744.01	\$72,191,398.29	\$5,200,345.72	\$1,011,017.26	\$145,323.84	\$212,541.45	\$1,566,366.73	\$1,140,687.44

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued
PART 3—CURRENT ASSETS—Continued—AND DEFERRED ASSETS

Number	Electric Interurban Railway Companies	Current Assets		Total Current Assets			Deferred Assets		
		Interest, dividends and rents receivable	Other current assets	December		Increase or decrease 1926	Other deferred assets	Total Deferred Assets	
				31, 1926	31, 1925			December 31, 1926	Increase or decrease 1926
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.			\$ 29,682.35	\$ 24,353.35	\$ 5,429.00			
3	Clinton, Davenport & Muscatine Ry.			94,133.91	48,112.68	46,021.23			
4	Colfax Springs Ry.			554.00	552.55	2.05			
5	Des Moines & Central Iowa R. R.			91,228.29	177,773.84	*86,545.55			
6	Ft. Dodge, Des Moines & So. R. R.	\$ 1,095.55	\$ 100.00	500,461.23	562,974.75	*62,513.52	\$ 102.00	\$ 102.00	\$ 102.00
7	Iowa Railway & Light Corporation		14,032.76	1,332,327.47	1,956,424.50	*624,097.03			
8	Iowa Southern Utilities Co.			1,569,987.68	1,071,521.94	489,465.74	1,580.00	1,580.00	1,580.00
9	Mason City & Clear Lake R. R.			71,602.24	63,120.64	8,481.60			
10	Tama & Toledo R. R.			3,954.52	3,772.98	181.54			
11	Waterloo, Cedar Falls & No. Ry.			406,232.74	344,967.02	61,265.72			
	Total	\$ 1,095.55	\$ 14,132.76	\$ 4,091,165.03	\$ 4,253,474.25	\$*162,309.22	\$ 1,682.00	\$ 1,682.00	\$ 1,682.00

*Decrease.

Note—Ft. Dodge & Southern R. R. and Iowa Southern Utilities Co. had no deferred assets at close of year 1925

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued.
PART 4—UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Electric Interurban Railway Companies	Unadjusted Debits				Total Unadjusted Debits			Grand Total Assets		
		Rents and insur- ance premiums paid in advance	Discount on capital stock	Discount on funded debt	Other unadjusted debts	December		Increase or decrease 1926	December		Increase or decrease 1926
						31, 1926	31, 1925		31, 1926	31, 1925	
1	C. R. & Marion City Ry.										
2	Charles City Western Ry.	\$ 396.80			\$ 1,507.55	\$ 1,904.35	\$ 2,433.27	\$ *528.92	\$ 725,531.07	\$ 720,374.26	\$ 5,156.81
3	Clinton, Dav. & Mus. Ry.	19,119.95		\$ 17,062.61	2,000.73	38,273.29	42,564.64	*4,291.35	4,319,386.58	4,251,857.17	67,529.41
4	Colfax Springs Ry.								27,908.12	27,306.07	2.05
5	D. M. & Central Iowa R. R.	937.59		9,055.28	37,007.32	47,000.19	49,196.09	*1,505.90	3,562,199.94	3,655,322.89	*93,122.95
6	Ft. D., Des Moines & S. R. R.	4,130.50	\$ 3,840	122,338.49	385,402.01	515,711.00	535,066.10	*19,355.10	12,215,937.23	12,273,164.40	*57,227.26
7	Iowa Railway & Light Corp.	38,709.82		608,988.84	94,734.84	742,433.50	889,431.34	*146,997.84	30,276,792.73	29,168,613.24	1,108,179.49
8	Iowa Southern Utilities Co.	11,100.41		852,260.65	86,856.90	950,226.96	678,803.25	271,363.71	21,474,566.48	17,450,511.36	4,024,055.12
9	M. C. & Clear Lake R. R.	2,889.08			3,298.45	6,187.48	3,067.56	3,119.92	1,170,402.97	1,154,043.06	16,359.91
10	Tama & Toledo R. R.	663.45			10.00	673.45	1,814.05	*1,140.60	140,651.49	163,180.18	*22,528.69
11	Waterloo, C. F. & No. Ry.	2,136.07		651,227.48	4,088.89	657,452.44	707,171.14	*49,718.70	10,532,277.09	10,490,107.26	42,169.83
	Total	\$80,092.02	\$ 3,840	\$2,260,933.35	\$615,506.69	\$2,960,462.66	\$2,969,007.44	\$ 50,855.22	\$84,445,053.70	\$79,354,479.98	\$5,090,573.72

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE
PART 5—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBT

Number	Electric Interurban Railway Companies	Total Capital Stock			Total Government Grants in Aid of Construction		Long Term Debt		
		December		Increase or decrease 1926	December		Funded debt unmatured	Notes	Open accounts
		31, 1926	31, 1925		31, 1926	31, 1925			
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.	\$ 290,400.00	\$ 290,400.00		\$ 126,107.75	\$ 126,107.75	\$ 323,998.40		
3	Clinton, Davenport & Muscatine Ry.	1,725,000.00	1,725,000.00					\$ 1,400,211.20	\$ 481,940.98
4	Colfax Springs Ry.	25,000.00	25,000.00						
5	Des Moines & Central Iowa R. R.	1,160,000.00	1,160,000.00						
6	Ft. Dodge, Des Moines & Southern R. R.	3,997,100.00	3,997,100.00				1,196,000.00		
7	Iowa Railway & Light Corporation	15,114,840.16	13,648,653.58	\$ 1,466,186.58			5,993,571.75		283,823.31
8	Iowa Southern Utilities Co.	5,782,257.07	4,800,457.46	981,799.61			12,808,552.75		
9	Mason City & Clear Lake R. R.	400,000.00	400,000.00				13,266,850.19		
10	Tama & Toledo R. R.	23,300.00	23,300.00				316,000.00	265,000.00	
11	Waterloo, Cedar Falls & No. Ry.	2,997,050.00	2,997,050.00				25,000.00		
	Total	\$31,514,947.23	\$29,066,961.04	\$ 2,447,986.19	\$ 126,107.75	\$ 126,107.75	\$41,047,973.09	\$ 1,665,211.20	\$ 765,764.29

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued
PART 6—LONG TERM DEBT—Continued—AND CURRENT LIABILITIES

Number	Electric Interurban Railway Companies	Total Long Term Debt			Current Liabilities						
		December		Increase or decrease 1926	Loans and notes payable	Audited accounts and wages payable	Miscellaneous accounts payable	Matured interest dividends and rents unpaid	Matured funded debt unpaid	Accrued interest dividends and rents payable	Other current liabilities
		31, 1926	31, 1925								
1	C. R. & Marion City Ry.					\$ 3,403.59	\$ 18,967.45	\$ 5,520.00		\$ 37.24	\$ 1,530.10
2	Charles City Western Ry.	\$ 323,998.40	\$ 323,998.40			59,914.12		470,486.29	\$1,063,000.00	373.07	
3	Clinton, Dav. & Mus. Ry.	1,882,152.18	1,540,193.21	\$ 332,958.97							
4	Colfax Springs Ry.				\$ 7,877.87						
5	D. M. & Cent. Ia. R. R.	1,479,823.31	1,479,823.31		102,500.00	14,895.25	75,812.36	83,356.25	250,000.00	86,691.28	
6	Ft. D., D. M. & So. R. R.	5,993,571.75	6,087,854.25	*94,282.50	121,100.00	114,522.59	47,826.03	16,563.31		28,506.06	
7	Iowa Ry. & Light Corp.	12,808,552.75	12,492,354.89	401,197.86	69,145.00	502,020.61	145,532.86			190,395.68	1,461.50
8	Iowa Southern Utilities Co.	13,296,850.19	10,806,913.12	2,459,937.07	610,931.14	344,218.74	9,837.60			136,110.18	
9	M. C. & Clear Lake R. R.	581,000.00	610,518.00	*29,518.00		2,701.25	7,910.60	13,596.70		1,580.00	60,167.11
10	Tama & Toledo R. R.	25,000.00	35,652.82	*10,652.82		882.55		8,375.00		375.00	219,501.73
11	Waterloo, C. F. & No. Ry.	7,033,000.00	7,050,647.44	*17,647.44	588,000.00	151,641.22		2,235,934.27	286,075.00	15,750.00	
	Total	\$43,478,948.58	\$40,436,956.04	\$3,041,992.54	\$1,499,554.01	\$1,194,200.32	\$305,886.99	\$2,833,831.82	\$1,599,075.00	\$450,819.11	\$282,750.44

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued
PART 7—CURRENT LIABILITIES—Continued—DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Electric Interurban	Total Current Liabilities			Deferred Liabilities			Unadjusted Credits			
		December		Increase or decrease 1926	Other deferred liabilities	Total Deferred Liabilities		Tax liability	Insurance and casualty reserves	Operating reserves	
		31, 1926	31, 1925			December 31, 1926	December 31, 1925				Increase or decrease 1926
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.	\$ 29,458.18	\$ 36,266.53	*6,808.35	\$ 827.32	\$ 827.32	\$ 1,876.50	\$ *1,049.27	\$ 6,610.69		
3	Clinton, Dav. & Mus. Ry.	1,593,773.48	1,725,906.08	*132,132.56	6,693.96	6,693.96	8,447.80	*1,753.84	23,425.13	\$ 42.26	
4	Colfax Springs Ry.				50.65						
5	Des Moines & Central Iowa R. R.	613,255.14	564,336.23	48,918.91	18,103.82	18,103.82	26,947.96	*8,844.14	25,539.23	47,871.24	
6	Ft. D., Des Moines & S. R. R.	328,518.80	428,941.52	*100,422.63	139,559.11	139,559.11	142,632.37	*3,073.26	70,113.94		
7	Iowa Railway & Light Corp.	908,555.65	1,635,546.12	*786,990.47	64,120.52	64,120.52	56,565.53	7,524.90	277,552.92	96,709.87	
8	Iowa Southern Utilities Co.	1,101,097.66	924,966.59	176,131.07	82,428.60	82,428.60	52,513.92	29,914.68	142,240.94	12,285.41	
9	Mason City & Clear Lake R. R.	85,955.75	62,028.89	23,926.86					10,360.89	2,267.13	
10	Tama & Toledo R. R.	229,224.58	228,062.80	1,171.78					1,586.23	3,475.50	
11	Waterloo, Cedar Falls & No. Ry.	3,277,400.49	2,834,126.66	443,273.83					41,179.10	3,000.00	
	Total	\$8,175,117.69	\$8,507,968.59	*\$332,850.90	\$311,733.33	\$311,733.33	\$289,014.17	\$ 22,719.16	\$608,612.04	\$114,737.91	\$155,786.27

*Decrease.
†Credit.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued
PART 8—UNADJUSTED CREDITS—Continued—AND CORPORATE SURPLUS

Number	Electric Interurban Railway Companies	Unadjusted Credits					Corporate Surplus				
		Accrued deprecia- tion—Road and equipment	Reserved for amortization of franchises	Accrued deprecia- tion—Miscel- laneous physi- cal property	Other unadjusted credits	Total Unadjusted Credits			Additions to property through surplus	Miscellaneous fund reserves	Total appro- priated surplus
						December 31, 1926	December 31, 1925	Increase or decrease 1926			
1	Cedar Rapids & Marion City Ry.					\$ 33,180.27	\$ 2,422.29				
2	Charles City Western Ry.					95,416.94	*9,732.57		\$ 4,650.97	\$ 4,650.97	
3	Clinton, Dav. & Mus. Ry.	\$ 29,000.87				85,684.37					
4	Colfax Springs Ry.	62,258.50					706,306.77	50,889.03			
5	Des Moines & Central Iowa R. R.				\$19,702.48	757,195.80	1,025,677.91	142,290.43		100,000.00	100,000.00
6	Ft. D., Des Moines & S. R. R.	664,082.85				1,167,968.34	564,149.33	482,643.98	\$ 1,175.85	68,055.87	69,231.72
7	Iowa Railway & Light Corp.	1,062,470.45		\$ 23,172.57	12,211.38	1,046,793.31	533,959.07	180,378.01	101,245.62		101,245.62
8	Iowa Southern Utilities Co.	604,923.71			24,428.41	1,046,793.31	533,959.07	180,378.01		502.65	502.65
9	Mason City & Clear Lake R. R.	20,594.45		498,766.10	12,109.92	714,337.08	80,744.81	15,888.80			
10	Tama & Toledo R. R.	50,606.99				96,633.61	2,872.65	2,180.68			
11	Waterloo, Cedar Falls & No. Ry.				1,875.82	179,717.05	197,055.98	*17,338.03	1,542.18		1,542.18
	Total	\$2,618,302.70	\$ 6,298.15	\$521,938.67	\$73,328.01	\$4,080,003.75	\$3,239,372.73	\$849,631.02	\$103,963.65	\$173,299.49	\$277,263.14

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued
PART 9—CORPORATE SURPLUS—Continued—AND GRAND TOTAL LIABILITIES

Number	Electric Interurban Railway Companies	Corporate Surplus				Grand Total Liabilities			
		Profit and Loss		Total Corporate Surplus		December		Increase or decrease 1926	
		Credit balance	Debit balance	December 31, 1926	December 31, 1925	Increase or decrease 1926	31, 1926		31, 1925
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.		\$ 80,872.14	\$ 180,872.14	\$ 191,464.28	\$ 10,592.14	\$ 725,531.07	\$ 720,374.26	\$ 5,156.81
3	Clinton, Davenport & Muscatine Ry.		978,508.33	1973,917.41	1852,106.81	*121,810.60	4,319,366.58	4,251,857.17	67,509.41
4	Colfax Springs Ry.		5,569.75	15,569.75	15,521.15	*48.60	27,308.12	27,306.07	2.05
5	Des Moines & Central Iowa R. R.		466,178.13	1466,178.13	1232,091.38	*184,086.75	3,592,199.94	3,655,322.89	*93,122.95
6	Ft. Dodge, Des Moines & So. R. R.	\$ 489,219.14		589,219.14	590,958.44	*1,739.30	12,215,937.23	12,273,164.49	*57,227.26
7	Iowa Railway & Light Corporation	179,956.62		248,930.34	711,313.79	*462,383.45	30,376,792.73	29,108,613.24	1,108,179.49
8	Iowa Southern Utilities Co.	426,350.26		527,595.88	331,701.20	195,894.68	21,474,566.48	17,450,511.36	4,024,055.12
9	Mason City & Clear Lake R. R.	6,220.96		6,813.61	750.76	6,062.85	1,170,402.97	1,154,043.00	16,359.97
10	Tama & Toledo R. R.		141,934.82	141,934.82	1126,698.09	*15,236.73	140,651.49	163,180.18	*22,528.69
11	Waterloo, Cedar Falls & No. Ry.		2,956,433.53	12,964,891.35	12,588,772.82	*366,118.53	10,532,277.00	10,490,107.26	42,169.83
	Total	\$ 1,101,488.98	\$ 4,629,536.75	\$ 13,250,804.63	\$ 12,311,960.34	\$ *938,574.29	\$84,445,063.70	\$79,354,479.98	\$ 5,090,583.72

†Deficit.
*Decrease.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS
PART 1—CAR MILEAGE, CAR HOURS AND PASSENGERS CARRIED

Number	Electric Interurban Railway Companies	Car Mileage			Car Hours			Passengers Carried			
		Passenger	Freight, mail and express	Total	Passenger	Freight, mail and express	Total	Regular fare passengers carried	Total revenue passengers carried	Free transfer passengers carried	Total passengers carried
1	Cedar Rapids & Marion City Ry.....	219,833	12,306	232,139	21,011	3,075	24,086	326,134	326,134	-----	326,134
2	Charles City Western Ry.....	40,150	14,622	54,772	3,385	2,764	6,049	12,542	12,542	-----	12,542
3	Clinton, Davenport & Muscatine Ry.....	952,844	216,017	1,168,861	75,821	24,006	99,827	1,115,667	1,115,667	147,954	1,263,621
4	Colfax Springs Ry.....	-----	-----	-----	-----	-----	-----	-----	-----	9,897	218,022
5	Des Moines & Central Iowa R. R.....	409,751	170,836	580,587	22,965	11,874	34,839	208,125	208,125	-----	208,125
6	Ft. Dodge, Des Moines & So. R. R.....	868,446	2,437,737	3,306,183	46,627	839,220	885,847	659,973	659,973	-----	659,973
7	Iowa Railway & Light Corporation.....	523,372	439,055	962,427	-----	-----	-----	495,250	495,250	-----	495,250
8	Iowa Southern Utilities Co.....	191,513	100,474	291,987	14,823	331,269	346,092	179,422	179,422	-----	179,422
9	Mason City & Clear Lake R. R.....	424,616	27,879	452,495	40,206	7,806	48,012	741,278	741,278	19,357	760,635
10	Tama & Toledo R. R.....	70,186	11,520	81,706	-----	-----	-----	23,322	23,322	-----	23,322
11	Waterloo, Cedar Falls & No. Ry.....	*1,704,183	1,011,049	2,715,232	153,403	116,480	269,883	2,943,253	2,943,253	292,020	3,235,273
	Total.....	5,405,094	4,441,405	9,846,589	378,171	1,336,494	1,714,665	6,704,966	6,704,966	469,228	7,174,194

*Includes bus mileage.
†Includes bus passengers.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued
PART 2—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Employees and others carried free	Passenger revenue	Average fare revenue passengers	Average fare, all passengers (including transfer passengers)	Total revenue from transportation	Revenue From Transportation		Total revenue from other railway operations	Revenue from other railway operations per car mile
							Per car mile	Car hour		
1	Cedar Rapids & Marion City Ry.....	-----	\$ 47,295.86	\$.14502	\$.14502	\$ 52,345.92	\$.22549	\$ 2.17329	\$ 245.25	\$.09106
2	Charles City Western Ry.....	225	4,336.47	.34583	.34583	100,127.20	1.82807	16.55269	2,981.17	.05443
3	Clinton, Davenport & Muscatine Ry.....	65,659	241,015.40	.21603	.19073	393,446.03	.33669	3.94127	10,890.20	.00931
4	Colfax Springs Ry.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
5	Des Moines & Central Iowa R. R.....	35,929	78,885.28	.37901	.36182	417,642.63	.71934	11.97748	59,270.75	.10209
6	Ft. Dodge, Des Moines & So. R. R.....	85,597	226,288.79	.34288	.34288	1,903,884.56	.96413	1.35602	297,565.78	.08908
7	Iowa Railway & Light Corporation.....	53,610	270,512.33	.54621	.54621	643,086.70	.66805	-----	15,087.68	.01567
8	Iowa Southern Utilities Co.....	13,225	53,356.27	.29737	.29737	145,254.17	.49746	.41969	1,324.60	.00453
9	Mason City & Clear Lake R. R.....	46,211	71,002.43	.09578	.09335	185,415.92	.46976	3.86187	6,490.12	.01434
10	Tama & Toledo R. R.....	532	10,285.62	.44102	.44102	24,910.80	.30188	-----	357.06	.00437
11	Waterloo, Cedar Falls & No. Ry.....	-----	458,361.07	.15573	.14168	879,883.06	.32074	3.22089	43,814.75	.01614
	Total.....	300,988	\$ 1,461,339.52	\$.21795	\$.20969	\$ 4,036,996.99	\$.40399	\$ 1.96481	\$ 437,967.36	\$.04448

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued
PART 3—MISCELLANEOUS STATISTICS—Continued

Number	Electric Interurban Railway Companies	Revenue from other railway operations per car hour	Total operating revenues	Operating Revenues		Total operating expenses	Operating Expenses	
				Per car mile	Per car hour		Per car mile	Per car hour
1	Cedar Rapids & Marion City Ry.	.01018	\$ 52,591.17	.22655	\$ 2.18347	\$ 37,433.11	.16125	\$ 1.53414
2	Charles City Western Ry.	.49283	103,108.37	1.88250	17.04552	66,022.57	1.20541	10,91462
3	Clinton, Davenport & Muscatine Ry.	.10000	404,336.23	.34592	4.05036	364,346.07	.31171	3,64977
4	Colfax Springs Ry.							
5	Des Moines & Central Iowa R. R.	1.69991	476,913.38	.82143	13.67729	514,808.69	.88686	14.76006
6	Ft. Dodge, Des Moines & So. R. R.	.33584	1,501,390.34	.45412	1.69486	1,212,211.18	.36665	1.36842
7	Iowa Railway & Light Corporation		658,174.38	.68373		477,185.48	.49571	
8	Iowa Southern Utilities Co.	.00382	146,578.77	.50200	.42352	118,236.97	.40493	.34163
9	Mason City & Clear Lake R. R.	.13518	191,906.04	.42411	3.99704	124,968.71	.27611	2,60219
10	Tama & Toledo R. R.		25,267.86	.30025		35,605.89	.43688	
11	Waterloo, Cedar Falls & No. Ry.	.16235	914,697.81	.33688	3.38024	755,084.39	.27809	2.79782
	Total	.24642	\$ 4,474,964.35	.45447	.39859	\$ 3,706,083.06	.37638	1.86229

*Differs from table 8 account Colfax Springs.

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								Number and Classes of Employees										Aggregate salaries and wages paid during the year	
		Killed				Injured				General Administration	Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees		
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total		Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees			
1	Cedar Rapids & Marion City Ry.																				
2	Charles City Western Ry.																				
3	Clinton, Davenport & Muscatine Ry.							1	1	1	1	1	5	1							
4	Colfax Springs Ry.									4	14	3	13								\$ 31,572.34
5	Des Moines & Central Iowa R. R.																				136,427.10
6	Ft. Dodge, Des Moines & So. R. R.			1	1	1	3	14	37				35		14	1	3				
7	Iowa Railway & Light Corporation			4	5		9	81	4	4	14	12	71	1	86	1	34	5	60	135	235,142.21
8	Iowa Southern Utilities Co.										83	12	38	1	25		53	146	573	822	729,209.46
9	Mason City & Clear Lake R. R.			1	1					5	5	1	11	1	1						1,236,955.33
10	Tama & Toledo R. R.									12	3		6	1	5			1	15	46	52,448.50
11	Waterloo, Cedar Falls & No. Ry.			1	1	14	25	19	58	5	24	6	53	1	60	1	10	6	116	235	60,434.05
	Total		2	6	8	15	129	37	181	46	150	18	233	9	195	6	102	65	1,107	1,961	\$ 2,931,884.82

†Employees other than listed in headings.

TERMINAL COMPANIES
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Sioux City Terminal Railway Company	Iowa Transfer Railway Company*	Total
CAPITAL STOCK—COMMON						
Par value of amount authorized.....	\$ 500,000.00	\$ 400,000.00	\$ 400,000.00	\$ 300,000.00	\$ 80,500.00	\$ 1,680,500.00
Total par value outstanding at close of year.....	\$ 327,000.00	\$ 400,000.00	\$ 400,000.00	\$ 151,000.00	\$ 80,500.00	\$ 1,358,500.00
Total par value actually outstanding at close of year.....	\$ 327,000.00	\$ 400,000.00	\$ 400,000.00	\$ 151,000.00	\$ 80,500.00	\$ 1,358,500.00
Stocks Issued During Year:						
Par value.....						
Cash received as consideration for issue.....						
Rate of dividend—common stock.....	0%			8%		
Par value of amount on which dividend was declared.....	\$ 327,000.00			\$ 151,000.00		\$ 478,000.00
Charged to profit and loss.....	19,620.00			12,080.00		31,700.00
INVESTMENT IN ROAD AND EQUIPMENT						
Net Charges During Year:						
Road.....	\$ 532.95	\$ 1,634.77	\$ 3,755.31	\$ 41,704.78	\$ 6,744.62	\$ 52,102.89
Equipment.....		292.00			878.25	1,170.25
Total.....	\$ 532.95	\$ 1,926.77	\$ 3,755.31	\$ 41,704.78	\$ 7,622.87	\$ 53,273.14
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR (Owned Lines)						
Investment to June 30, 1907.....	\$ 96,098.80		\$ 185,131.04	\$ 1,224,144.15	\$ *30,862.41	\$ 1,525,236.43
Investment from July 1, 1907 to June 30, 1914.....	66,971.91	134,948.96	186,918.39	91,634.40	*2,859.61	209,496.49
Investment since June 30, 1914.....	79,653.33	391,318.13	31,858.90	251,648.63	49,618.01	804,097.00
Total investment in road and equipment.....	\$ 231,724.04	\$ 526,267.09	\$ 130,071.55	\$ 1,567,427.21	\$ 83,340.03	\$ 2,538,829.92

†Credit.
*Electrified.
*Investment to December 31, 1908.
*Investment from December 31, 1908 to June 30, 1914.

INCOME ACCOUNT						
Operating Income:						
Railway operating revenues.....				\$ 282,500.00	\$ 90,853.10	\$ 373,353.76
Railway operating expenses.....				208,776.33	83,588.14	292,364.47
Net revenue from railway operations.....				\$ 73,724.33	\$ 7,264.96	\$ 80,989.29
Railway tax accruals.....	\$ 3,947.40	\$ 76,418.85		5,756.82	*2,070.11	88,193.18
Railway operating income.....	\$ *3,947.40	\$ *76,418.85		\$ 67,967.51	\$ 5,194.85	\$ *7,203.89
Total operating income.....	\$ *3,947.40	\$ *76,418.85		\$ 67,967.51	\$ 5,194.85	\$ *7,203.89
Non-operating Income:						
Joint facility rent income.....	\$ 15,442.41	\$ 84,060.35				\$ 99,502.76
Income from lease of road.....			\$ 7,486.61			7,486.61
Miscellaneous rent income.....		6,255.48				6,255.48
Miscellaneous nonoperating physical property.....	12,858.93	13,102.10	3,463.51			29,424.54
Income from unfunded securities and accounts.....	68.85	1,165.92	110.35		\$ 344.27	1,689.39
Miscellaneous income.....				\$ 1,681.85		1,681.85
Total non-operating income.....	\$ 28,370.19	\$ 104,583.85	\$ 11,069.47	\$ 1,681.85	\$ 344.27	\$ 146,049.63
Gross income.....	\$ 24,422.79	\$ 28,165.00	\$ 11,069.47	\$ 69,649.36	\$ 5,539.12	\$ 138,836.74
Deductions From Gross Income:						
Hire of freight cars—debit balance.....				\$ 1,438.81		\$ 1,438.81
Joint facility rents.....		\$ 3,088.53				3,088.53
Rent for leased roads.....		14,769.96				14,769.96
Miscellaneous rents.....		2,548.96		34,900.00		37,508.96
Miscellaneous tax accruals.....		6,844.32				6,844.32
Interest on unfunded debt.....	\$ 203.07	80.65	203.28	451.66		1,028.06
Maintenance of investment organization.....			2,400.00			2,400.00
Total deductions from gross income.....	\$ 203.07	\$ 27,332.42	\$ 2,603.28	\$ 36,850.47		\$ 67,079.24
Net income.....	\$ 24,219.72	\$ 8,832.58	\$ 8,466.19	\$ 32,798.89	\$ 5,539.12	\$ 71,757.50
Disposition of Net Income:						
Dividend appropriations of income.....	\$ 19,620.00					\$ 19,620.00
Total appropriations of income.....	\$ 19,620.00					\$ 19,620.00
Income balance transferred to profit and loss.....	\$ 4,599.72	\$ 882.58	\$ 8,466.19	\$ 32,798.89	\$ 5,539.12	\$ 52,137.50
PROFIT AND LOSS ACCOUNT						
Debit Items:						
Debit balance transferred from income.....						
Dividend appropriations of surplus.....	\$ 19,620.00		\$ 12,080.00			\$ 31,700.00
Surplus appropriated for investment in physical property.....		\$ 21,208.00				21,208.00

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

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Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Sioux City Terminal Railway Company	Iowa Transfer Railway Company*	Total
Miscellaneous appropriations of surplus.....		882.58		7,281.52	3,409.26	8,114.10
Loss on retired road and equipment.....		3,922.35				3,922.35
Miscellaneous debits.....	59,054.53		49,570.28	138,711.45	24,073.17	271,409.43
Credit balance carried to balance sheet.....						
Total	\$ 78,674.53	\$ 25,962.93	\$ 61,650.28	\$ 145,992.97	\$ 27,482.43	\$ 339,763.14
Credit Items:						
Credit balance at beginning of year.....	\$ 54,454.81		\$ 53,283.09	\$ 113,194.08	\$ 21,943.31	\$ 242,875.29
Credit balance transferred from income.....	24,219.72	832.58	8,367.19	32,798.80	5,539.12	71,757.50
Donations.....		21,208.00				21,208.00
Miscellaneous credits.....		3,922.35				3,922.35
Total	\$ 78,674.53	\$ 25,962.93	\$ 61,650.28	\$ 145,992.97	\$ 27,482.43	\$ 339,763.14
RAILWAY OPERATING REVENUES						
Total rail-line transportation revenue (all switching).....		\$ 94,463.37		\$ 276,529.46		\$ 370,992.83
Station, train and boat privileges.....		6,540.53				6,540.53
Parcel room.....		4,290.30				4,290.30
Storage freight.....		2,277.70				2,277.70
Storage baggage.....		1,200.79				1,200.79
Demurrage.....		5,715.00		2,208.00		7,923.00
Telegraph and telephone.....		216.00				216.00
Rents of buildings and other property.....		2,505.00			\$ 89,615.79	92,120.79
Miscellaneous.....		2,434.22		3,763.20	1,237.31	7,434.73
Total incidental operating revenues		\$ 25,269.54		\$ 5,971.20	\$ 90,853.10	\$ 122,093.84
Total joint facility operating revenues—Dr.		119,732.91				119,732.91
Total railway operating revenues				\$ 282,500.66	\$ 97,853.10	\$ 373,353.76

*Deficit.
*Rent of tracks and facilities.

RAILROAD COMMISSIONERS' REPORT

RAILWAY OPERATING EXPENSES						
Maintenance of Way and Structures:						
Superintendence.....		\$ 11,188.96		\$ 3,379.71		\$ 14,568.67
Maintaining roadway and track.....		36,287.25		19,005.73	3,231.52	58,524.50
Maintaining track structures.....		596.96		913.91		1,510.87
Maintaining electric lines.....					1,717.33	1,717.33
Maintaining ancillary structures.....		17,104.36		583.48		17,687.84
Depreciation of way and structures.....				2,691.00		2,691.00
Injuries to persons.....		37.50				37.50
Other way and structure expense.....		137.34		1,175.28	10.40	1,323.02
Total		\$ 65,332.37		\$ 27,749.71	\$ 4,959.25	\$ 98,041.33
Maintaining joint tracks, yards and other facilities—Dr.....		1,012.39				1,012.39
Maintaining joint tracks, yards and other facilities—Cr.....		66,364.76				66,364.76
Total maintenance of way and structures				\$ 27,749.71	\$ 4,959.25	\$ 32,708.96
Maintenance of Equipment:						
Superintendence.....		\$ 11,001.20		\$ 1,750.90	\$ 113.35	\$ 13,465.45
Repairs of machinery and other apparatus.....		834.91		713.55		1,548.46
Depreciation of machinery and other apparatus.....				978.36	898.20	1,876.56
Locomotive repairs.....		19,421.36		13,847.06	1,750.49	35,018.91
Locomotive depreciation and retirements.....		4,618.63		2,981.40		7,600.03
Car repairs.....		2,073.14		342.42		2,415.56
Car depreciation and retirements.....		199.73				199.73
Work equipment repairs.....		694.40				694.40
Work equipment depreciation and retirements.....		75.13		9.29		84.42
Injuries to persons.....		635.90				635.90
Other equipment expenses.....		1,339.22		1,120.02		2,459.24
Total		\$ 41,498.62		\$ 21,743.00	\$ 2,762.04	\$ 65,968.66
Maintaining joint equipment—Dr.....		\$ 577.14				\$ 577.14
Maintaining joint equipment—Cr.....		42,070.76				42,070.76
Total Maintenance of equipment				\$ 21,743.00	\$ 2,762.04	\$ 24,505.04
Traffic Expense				\$ 2,703.33		\$ 2,703.33
Transportation—Rail line:						
Superintendence and dispatching.....		\$ 4,702.43		\$ 2,700.00	\$ 26,805.83	\$ 34,208.26
Station service.....		146,498.32		6,160.34		152,658.66
Yard enginemen and motormen.....		37,228.02		26,667.21	7,474.20	71,369.43
Other yard employees.....		121,385.38		52,733.05		174,118.43
Fuel for yard locomotives.....		45,136.80		33,974.39	*14,657.38	93,768.57
Other yard expenses.....		29,382.23				29,382.23
Injuries to persons.....		2,107.30		13,625.83		15,733.13

STATISTICS OF TERMINAL COMPANIES

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TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Sioux City Terminal Railway Company	Iowa Transfer Railway Company*	Total
Loss and damage.....		257.46				257.46
Other casualty expenses.....		1,068.62		4,231.60		5,300.22
Other rail transportation expenses.....		28,087.75		3,778.63	21,591.33	53,467.71
Total		\$ 415,854.31		\$ 143,871.05	\$ 70,528.74	\$ 630,254.10
Operating joint yards and terminals—Dr.....		12,803.98				12,803.98
Operating joint yards and terminals—Cr.....		428,658.29				428,658.29
Total transportation—Rail line				\$ 143,871.05	\$ 70,528.74	\$ 214,399.79
General:						
Administration.....		\$ 35,350.13		\$ 9,501.68		\$ 44,851.81
Injuries and damages.....					485.10	485.10
Insurance—General.....		39.60		1,204.49	*32.48	1,211.61
Stationery and printing.....					1,437.03	1,437.03
Valuation expenses.....		481.84		338.75		820.59
Other general expenses.....		2,313.86		1,064.32	1,948.46	5,926.64
Total		\$ 38,185.43		\$ 12,709.24	\$ 3,838.11	\$ 54,732.78
General joint facility expenses—Dr.....		2,714.22			1,500.00	4,214.22
General joint facility expenses—Cr.....		40,899.65				40,899.65
Total general expenses				\$ 12,709.24	\$ 5,338.11	\$ 18,047.35
Grand total railway operating expenses				\$ 208,776.33	\$ 83,588.14	\$ 292,364.47

*Power purchased.
*Credit.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Investments:						
In road and equipment.....	\$ 231,724.04	\$ 1,566,291.41	\$ 180,071.55	\$ 526,267.09	\$ 83,340.03	\$ 2,587,694.12
Improvements on leased railway property.....		1,225.80				1,225.80
Miscellaneous physical property.....	168,189.88	60,889.88	72,290.96			300,870.72
In affiliated companies—stocks.....		16,100.00	16,100.00			32,200.00
Other investments—stocks.....			200.00			200.00
Miscellaneous.....	2,710.82					2,710.82
Total investments, December 31, 1926	\$ 402,624.74	\$ 1,643,917.09	\$ 218,662.51	\$ 526,267.09	\$ 83,340.03	\$ 2,874,811.46
December 31, 1925	402,195.60	1,602,172.43	214,416.66	526,609.86	75,717.16	2,821,112.71
Increase 1926.....		428.14	41,744.66	4,245.85		54,041.52
Decrease 1926.....					342.77	342.77
Current Assets:						
Cash.....	\$ 196.35	\$ 6,049.51	\$ 678.74	\$ 26,716.96	\$ 15,645.61	\$ 49,287.20
Traffic and car-service balances receivable.....		58,777.00		4,053.42		57,830.42
Net balance receivable from agents and conductors.....		1,147.26				1,147.26
Miscellaneous accounts receivable.....	4,096.67	159,779.77	4,618.25	30,960.18	10,602.89	210,057.76
Material and supplies.....	1,611.49	120,559.67	2,292.56	11,711.38	4,389.93	140,565.03
Rents receivable.....		83,399.00			*2,098.00	85,497.00
Total currents assets, December 31, 1926	\$ 5,904.54	\$ 424,712.21	\$ 7,589.55	\$ 73,441.94	\$ 32,736.43	\$ 544,384.67
December 31, 1925	4,757.15	374,405.80	11,975.80	81,658.08	38,911.09	711,707.92
Increase 1926.....		1,147.39	149,698.59	4,386.25	8,216.14	1,147.39
Decrease 1926.....					6,174.66	168,470.64
Deferred Assets:						
Working fund advances.....		\$ 20.00				\$ 20.00
Insurance and other funds.....				\$ 5,349.60	\$ 3,409.26	\$ 8,758.86
Other deferred assets.....		277,586.16				277,586.16
Total deferred assets, December 31, 1926		\$ 277,606.16		\$ 5,349.60	\$ 3,409.26	\$ 286,365.02
December 31, 1925		121,083.11		5,349.60		126,432.71
Increase 1926.....		156,523.05			3,409.26	159,932.31
Decrease 1926.....						
Unadjusted Debits:						
Rents and insurance premiums paid in advance.....		\$ 1,563.83		\$ 1,751.75	\$ 32.48	\$ 3,348.06
Other unadjusted debits.....	\$ 6,521.27	.90	2,447.27	695.88	7.60	9,582.92
Total unadjusted debits, December 31, 1926	\$ 6,521.27	\$ 1,564.73	\$ 2,447.27	\$ 2,357.63	\$ 40.08	\$ 12,930.98
December 31, 1925	5,607.08	2,949.45	2,447.27	1,903.50		12,907.30
Increase 1926.....		824.19		454.13	40.08	1,318.40
Decrease 1926.....			1,384.72			1,384.72

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Sioux City Terminal Railway Company	Iowa Transfer Railway Company*	Total
Grand total assets, December 31, 1926	\$ 415,050.55	\$ 2,347,800.19	\$ 228,609.33	\$ 607,416.26	\$ 119,525.80	\$ 3,718,492.13
December 31, 1925	412,650.83	2,300,610.79	228,839.73	615,521.04	114,628.25	3,672,250.64
Increase 1926	2,399.72	47,189.40	140.40	8,104.78	4,897.55	54,486.67
Decrease 1926						8,245.18
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES						
Stock:						
Capital stock, December 31, 1926	\$ 327,000.00	\$ 400,000.00	\$ 151,000.00	\$ 400,000.00	\$ 80,500.00	\$ 1,358,500.00
December 31, 1925	327,000.00	400,000.00	151,000.00	400,000.00	80,500.00	1,358,500.00
Increase 1926						
Decrease 1926						
Long Term Debt:						
Open accounts, December 31, 1926		\$ 946,470.32				\$ 946,470.32
December 31, 1925		651,792.44				651,792.44
Increase 1926		294,677.88				294,677.88
Current Liabilities:						
Loans and bills payable	\$ 5,000.00			\$ 3,283.50		\$ 8,283.50
Traffic and car-service balances payable		\$ 16,435.35		\$ 14,929.97	\$ 6,036.11	\$ 37,401.43
Audited accounts and wages payable		104,081.79				104,081.79
Miscellaneous accounts payable	59.12		\$ 384.52			\$ 443.64
Funded debt matured unpaid		671,000.00				671,000.00
Other current liabilities		143.75				143.75
Total current liabilities, December 31, 1926	\$ 5,059.12	\$ 791,600.89	\$ 384.52	\$ 18,213.47	\$ 6,036.11	\$ 821,354.11
December 31, 1925	8,059.12	774,106.61	439.22	50,946.17	7,668.88	841,220.00
Increase 1926		17,554.28		32,732.70	1,632.77	17,554.28
Decrease 1926	3,000.00		54.70			37,420.17
Deferred Liabilities:						
Other deferred liabilities, December 31, 1926		\$ 1,003.17				\$ 1,003.17
December 31, 1925		241,597.85				241,597.85
Increase 1926						240,594.68
Decrease 1926						

Unadjusted Credits:						
Tax liability	\$ 4,500.00	\$ 88,309.00	\$ 1,400.00	\$ 7,172.91	\$ 2,006.00	\$ 98,377.91
Accrued depreciation—road	13,828.10	77,111.61	11,007.11	6,847.14	13,409.23	112,273.22
Accrued depreciation—equipment		43,600.50		29,619.09		73,239.49
Accrued depreciation—miscellaneous physical property			15,277.42			15,277.42
Other unadjusted credits		4,494.70		1,500.70		5,995.40
Total unadjusted credits, December 31, 1926	\$ 18,328.10	\$ 208,665.81	\$ 27,744.53	\$ 45,141.74	\$ 5,507.23	\$ 305,397.44
December 31, 1925	17,338.10	233,113.89	24,117.42	46,031.19	4,516.06	325,316.66
Increase 1926	990.00		3,627.11		991.20	5,418.31
Decrease 1926		24,448.08		889.45		25,337.53
Corporate Surplus:						
Additions to property through income and surplus	\$ 5,598.80		\$ 2,521.50			\$ 8,120.30
Miscellaneous fund reserves				\$ 5,349.60	\$ 3,409.26	\$ 8,758.86
Total appropriated surplus, December 31, 1926	\$ 5,598.80		\$ 2,521.50	\$ 5,349.60	\$ 3,409.26	\$ 16,879.16
December 31, 1925	5,598.80		2,521.50	5,349.60	3,409.26	16,879.16
Increase 1926						
Decrease 1926						
Profit and loss credit balance	\$ 59,054.53		\$ 47,048.78	\$ 138,711.45	\$ 24,073.17	\$ 268,887.93
Total corporate surplus, December 31, 1926	\$ 64,653.33		\$ 49,570.28	\$ 144,061.05	\$ 27,482.43	\$ 285,767.09
December 31, 1925	60,053.61		53,283.09	118,543.68	21,943.31	253,823.69
Increase 1926	4,599.72			25,517.37	5,539.12	35,656.21
Decrease 1926			3,712.81			3,712.81
Grand total liabilities, December 31, 1926	\$ 415,050.55	\$ 2,347,800.19	\$ 228,609.33	\$ 607,416.26	\$ 119,525.80	\$ 3,718,492.13
December 31, 1925	412,650.83	2,300,610.79	228,839.73	615,521.04	114,628.25	3,672,250.64
Increase 1926	2,399.72	47,189.40		8,104.78	4,897.55	54,486.67
Decrease 1926			140.40			8,245.18
MILEAGE OWNED DECEMBER 31, 1926						
Main track	.08	6.358	1.47	2.62	.21	11.6360
Yard track and sidings	11.45	*26.288	3.726	16.17	3.7438	61.3778
Total all tracks	12.43	32.646	5.196	18.79	3.9538	73.0138
New line constructed during year		.3230		.4402		.7632
Line abandoned during year				.3553		.3553
Net increase during year						.4079

*3.71 miles disputed ownership included.
*Includes interest and dividends.
*Includes equipment.

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Sioux City Terminal Railway Company	Iowa Transfer Railway Company*	Total
GRADE CROSSINGS—IOWA						
Railway with Railway:						
With other steam railways:						
Derailing appliances on electric lines.....	4	4				4
Gates and watchmen—gates or watchmen.....	4	4				4
Total protected.....	8	21				24
Total unprotected.....						
With Electric, Interurban, or Street Railways:						
Derailing appliances on electric lines.....	1	4				4
Gates and watchmen—gates or watchmen.....	1	4				4
Total protected.....	1	8				8
Total unprotected.....		21				25
Total Railway with Railway:						
Derailing appliances on electric lines.....		21,417				21,417
Gates and watchmen—gates or watchmen.....		21,417				21,417
Grand total protected.....		42,834				42,834
Grand total unprotected.....						
Railway with Highway:						
Watchmen, alone or with protection other than gates on duty less than 24 hours.....	18	11				11
Standard fixed signs only.....		30				27
Otherwise unprotected.....		41				30
Total.....	18	41		10		69
TRAFFIC AND CAR STATISTICS						
Freight Traffic—Switching Operations:						
Number of cars handled earning revenue—Loaded.....		21,417		110,919		132,336
Number of cars handled earning revenue—Empty.....		21,417		1,779		23,196
Number of cars handled not earning revenue—Empty.....				105,548		105,548
Total number of cars handled.....		42,834		218,246		261,080

Freight Traffic—Terminal Operations:						
Number of cars handled at cost for tenant companies—Loaded.....	53,533					53,533
Number of cars handled at cost for tenant companies—Empty.....	24,164					24,164
Total number of cars handled.....	77,717					77,717
Passenger Traffic—Terminal Operations:						
Number of cars handled at cost for tenant companies—Empty.....	17,904					17,904
Total number of cars handled.....	17,904					17,904
Total number of cars handled in revenue service.....						
Switching operations.....	42,834			218,246		261,080
Terminal operations.....	95,621			218,246		313,867
Grand total.....	138,455			436,492		574,947
TIES LAID IN REPLACEMENT AND BETTERMENT						
Cross ties—number applied.....	4,525			2,547		7,072
Average cost per tie.....	1,278			1,000		1,178
Switch ties—number of board feet.....	19,592			22,775		42,367
Average cost (per M. feet).....	49,012			48,270		48,629
Total cost for ties laid.....	6,745.06			3,648.13		10,393.19
RAILS LAID IN REPLACEMENT AND BETTERMENT						
Number of tons (2,240 lbs.) applied.....	149,673			104,960		254,633
Average cost per ton at distributing point.....	40,203			36.15		38.53
Total cost for rails laid.....	6,017.38			3,795.59		9,812.97
TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS						
Cross ties—number applied.....	432			1,038		1,470
Average cost per tie at distributing point.....	1,199			.76		.880
Switch ties—number of board feet applied.....	3,966			5,473		9,439
Average cost (per M. feet) at distributing point.....	53.05			49.80		51.105
Total cost of ties laid.....	728.19			1,071.81		1,800.00
RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS						
Number tons (2,240 lbs.) laid.....	18,276			42,087		60,363
Average cost per ton.....	30,068			29,297		29,531
Total cost of rail laid.....	549.52			1,233.04		1,782.56

TERMINAL COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Sioux City Terminal Railway Company	Iowa Transfer Railway Company*	Total
CONSUMPTION OF FUEL BY LOCOMOTIVES						
Tons of bituminous coal.....		9,967		4,615		14,582
Average cost per ton.....	\$	4.375		\$ 6.69	\$	\$ 5.168
STATISTICS OF FUEL PURCHASES AND STOCKS—BITUMINOUS COAL						
Quantity received during year.....		*37,202		4,142		41,344
Total cost including transportation paid foreign lines.....	\$	163,054.00		\$ 27,528.21	\$	\$ 190,582.21
Average cost including transportation paid foreign lines.....	\$	4.383		\$ 6.65	\$	\$ 4.610
Quantity on Hand:						
At beginning of year.....		1,137		1,044		2,181
At end of year.....		9,396		571		9,967
EMPLOYEES, SERVICE AND COMPENSATION						
Average number of employees.....	1	386	1	80	32	500
Compensation:						
Straight time.....	\$ 1,940.00	\$ 581,654.28	\$ 2,400.00	\$ 141,103.90	\$ 61,432.88	\$ 788,531.06
Overtime.....		39,745.05		1,877.17		41,622.22
Total compensation.....	\$ 1,940.00	\$ 621,399.33	\$ 2,400.00	\$ 142,981.07	\$ 61,432.88	\$ 890,153.28
Average compensation per employee per year (365 days).....	1,940.00	1,609.84	2,400.00	1,787.26	1,919.78	1,600.31
Average compensation per employee per month.....	161.67	134.15	200.00	148.94	159.98	138.36
Average compensation per employee per day.....	5.39	4.47	6.67	4.96	5.33	4.61
TAXES ON RAILWAY PROPERTY						
Other Than U. S. Government Taxes:						
Iowa.....	\$ 1,325.05	\$ 76,236.35		\$ 3,444.00	\$ 1,676.56	\$ 82,671.96
U. S. Government Taxes:						
Federal income tax.....	\$ 2,622.35			\$ 2,111.82	\$ 393.55	\$ 5,127.72
Capital stock tax.....		\$ 192.50		\$ 201.00		\$ 393.50
Total U. S. Government taxes.....	\$ 2,622.35	\$ 192.50		\$ 2,312.82	\$ 393.55	\$ 5,521.22
Grand total taxes.....	\$ 3,947.40	\$ 76,418.85		\$ 5,756.82	\$ 2,070.11	\$ 88,193.18

*Includes coal furnished tenant companies.
*Reported by lessor company.

STATISTICS
OF
Railway Bridge Companies
For the Year Ended December 31, 1926

BRIDGE COMPANIES
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

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
Par value of amount actually outstanding.....	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
INVESTMENT IN ROAD AND EQUIPMENT					
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	914.00	36,615.50
Investment from July 1, 1907 to June 30, 1914—Equipment.....			†18,785.01		†18,785.01
Investment since June 30, 1914—Road.....	20,692.84		135,550.14	15,236.90	171,479.88
Investment since June 30, 1914—General expenditures.....			450.99		450.99
Total investment in road and equipment.....	\$ 1,070,697.43	\$ 2,000,000.00	\$ 6,876,951.94	\$ 961,951.50	\$ 10,909,600.87
Length of road owned.....	1.30	.66	2.03	3.88	7.87
Average investment per mile of road.....	\$ 823,613.41	\$ 3,030,303.03	\$ 3,387,661.05	\$ 247,925.64	\$ 1,386,226.29
INCOME ACCOUNT					
Operating Income:					
Railway operating revenues.....		\$ 75,262.70			\$ 75,262.70
Railway operating expenses.....		55,424.62		\$ 1,785.00	57,209.62
Net revenue from railway operations.....		\$ 19,838.08		\$ *1,785.00	\$ 18,053.08
Railway tax accruals.....	\$ 44,833.50	10,080.00		21,149.96	76,063.46
Railway operating income.....	\$ *44,833.50	\$ 9,758.08		\$ *22,934.96	\$ *58,010.38
Total operating income.....	\$ *44,833.50	\$ 9,758.08		\$ *22,934.96	\$ *58,010.38

†Credit.
*Deficit.

Non-operating Income:					
Joint facility rent income.....	\$ 130,219.24	\$ 45,880.26		\$ 72,075.04	\$ 248,174.54
Miscellaneous rent income.....				809.82	809.82
Income from funded securities.....				14,222.49	14,222.49
Income from unfunded securities and accounts.....		1,226.14		231.90	1,458.04
Total non-operating income.....	\$ 130,219.24	\$ 47,106.40		\$ 87,429.25	\$ 264,754.89
Gross income.....	\$ 85,385.74	\$ 56,864.48		\$ 61,404.29	\$ 206,744.51
Deductions from Gross Income:					
Miscellaneous tax accruals.....				\$ 862.90	862.90
Interest on unfunded debt.....		\$ 80,041.63			80,041.63
Total deductions from gross income.....		\$ 80,041.63		\$ 862.90	\$ 80,904.53
Net income.....	\$ 85,385.74	\$ *23,177.15		\$ 63,631.39	\$ 125,839.98
Disposition of Net Income:					
Dividend appropriations of income.....	\$ 85,335.74			\$ 56,748.00	142,133.74
Total appropriations of income.....	\$ 85,335.74			\$ 56,748.00	\$ 142,133.74
Income balance transferred to profit and loss.....		\$ 23,177.15		6,883.39	*16,293.76
PROFIT AND LOSS ACCOUNT					
Debit Items:					
Debit balance at beginning of year.....		\$ 1,791,400.70			\$ 1,791,400.70
Debit balance transferred from income.....		23,177.15			23,177.15
Loss on retired road and equipment.....	\$ 107.93				107.93
Credit balance carried to balance sheet.....	32,202.01		\$ 47,695.62	108,129.53	188,027.16
Total.....	\$ 32,309.94	\$ 1,814,577.85	\$ 47,695.62	\$ 108,129.53	\$ 2,002,712.94
Credit Items:					
Credit balance at beginning of year.....	\$ 32,309.94		\$ 47,695.62	101,246.14	181,251.70
Credit balance transferred from income.....				6,883.39	6,883.39
Debit balance carried to balance sheet.....	\$ 32,309.94	\$ 1,814,577.85			1,814,577.85
Total.....	\$ 32,309.94	\$ 1,814,577.85	\$ 47,695.62	\$ 108,129.53	\$ 2,002,712.94
RAILWAY OPERATING EXPENSES					
Maintenance of Way and Structures:					
Superintendence.....		\$ 2,640.00			\$ 2,640.00
Road maintenance.....		6,731.62		\$ 14,818.81	21,550.43
Maintaining buildings etc.....		409.56		54.11	463.67
Depreciation of way and structures.....		10,000.00		10,000.00	20,000.00
Miscellaneous expenses.....		1,389.57			1,389.57
Maintaining joint way and structures—Cr.....				24,872.92	24,872.92
Total maintenance of way and structures.....		\$ 21,170.75		\$ 24,872.92	\$ 21,170.75

*Deficit.

BRIDGE COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

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:				\$ 6,018.85	\$ 6,018.85
Superintendence and dispatching				216.88	216.88
Station service		\$ 7,920.00		1,131.06	9,151.06
Other rail transportation expenses				7,366.79	7,366.79
Operating joint tracks and facilities—Cr.					
Total transportation—Rail line		\$ 7,920.00			\$ 7,920.00
Miscellaneous operations—Total		\$ 6,326.66			\$ 6,326.66
General:		\$ 19,807.21		\$ 679.82	\$ 20,487.03
Administration		200.00		1,820.00	2,020.00
Other general expenses				714.82	714.82
General joint facility expenses—Cr.					
Total general expenses		\$ 20,007.21		\$ 1,785.00	\$ 21,792.21
Recapitulation:		\$ 21,170.75			\$ 21,170.75
Maintenance of way and structures		7,920.00			7,920.00
Transportation—rail line		6,326.66			6,326.66
Miscellaneous operations		20,007.21		\$ 1,785.00	21,792.21
General					
Grand total railway operating expenses		\$ 55,424.62		\$ 1,785.00	\$ 57,209.62
RAILWAY OPERATING REVENUES					
Rents of buildings and other property	\$ 709.37				\$ 709.37
Miscellaneous		\$ 75,262.70			\$ 75,262.70
Total incidental operating revenues	\$ 709.37	\$ 75,262.70			\$ 75,972.07
Total joint facility operating revenues	*709.37				*709.37
Total railway operating revenues		\$ 75,262.70			\$ 75,262.70

*Dr.

TAXES ON RAILWAY PROPERTY					
Other Than U. S. Government Taxes:					
Illinois	\$ 125,000.00	\$ 5,600.00			\$ 18,100.00
Iowa	18,500.00	4,480.00		\$ 10,734.68	33,714.68
Nebraska				200.00	200.00
Total other than U. S. Government taxes	\$ 31,000.00	\$ 10,080.00		\$ 10,934.68	\$ 52,014.68
U. S. Government Taxes:					
Income tax	\$ 13,310.00			\$ 10,215.28	\$ 23,525.28
Capital stock tax	523.50				523.50
Total U. S. Government taxes	\$ 13,833.50			\$ 10,215.28	\$ 24,048.78
Grand total taxes	\$ 44,833.50	\$ 10,080.00		\$ 21,149.96	\$ 76,063.46
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE					
Investments:					
Investments in road and equipment	\$ 961,951.50	\$ 6,876,951.94	\$ 2,000,000.00	\$ 1,070,697.43	\$ 10,909,600.87
Investments in affiliated companies—Stocks				1.00	1.00
Investments in affiliated companies—Bonds	294,480.00				294,480.00
Total investments December 31, 1926	\$ 1,256,431.50	\$ 6,876,951.94	\$ 2,000,000.00	\$ 1,070,698.43	\$ 11,204,081.87
Total investments December 31, 1925	1,231,731.11	6,868,266.63	2,000,000.00	1,070,295.07	11,170,292.81
Increase 1926	24,700.39	8,685.31		403.36	33,789.06
Current Assets:					
Cash	\$ 43.08		\$ 50,341.96		\$ 50,385.04
Net balance receivable from agents and conductors			1,000.00		1,000.00
Miscellaneous accounts receivable	9,641.82		15,900.00	\$ 34,316.39	59,858.81
Total current assets December 31, 1926	\$ 9,684.90		\$ 67,242.56	\$ 34,316.39	\$ 111,243.85
Total current assets December 31, 1925	33,669.16		99,626.72	35,888.55	169,184.43
Decrease 1926	23,984.26		32,384.16	1,572.16	57,940.58
Deferred Assets:					
Unadjusted debits: Other unadjusted debits	\$ 11,850.00				\$ 11,850.00
Total unadjusted debits December 31, 1926	\$ 11,850.00				\$ 11,850.00
Total unadjusted debits December 31, 1925	12,500.00				12,500.00
Decrease 1926	650.00				650.00
Grand total assets December 31, 1926	\$ 1,277,966.40	\$ 6,876,951.94	\$ 2,067,242.56	\$ 1,105,014.82	\$ 11,327,175.72
Grand total assets December 31, 1925	1,277,900.27	6,868,266.63	2,009,626.72	1,106,183.62	11,351,977.24
Increase 1926	66.13	8,685.31	57,615.84	1,831.20	25,198.48
Decrease 1926			32,384.16	1,168.80	33,552.96

‡Included in Illinois Central.

BRIDGE COMPANIES—Continued
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1926

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 1926. No change over 1925.....	\$ 945,800.00	\$ 5,000,000.00	\$ 1,000,000.00	\$ 1,000,000.00	\$ 7,945,800.00
Government grants.....	none	none	none	none	none
Long Term Debt: Open accounts 1926.....		\$ 1,826,631.60			\$ 1,826,631.60
Total long term debt 1926.....		\$ 1,826,631.60			\$ 1,826,631.60
Total long term debt 1925.....		1,817,946.29			1,817,946.29
Increase 1926.....		8,685.31			8,685.31
Current Liabilities:					
Loans and bills payable.....			\$ 16,000.00		\$ 16,000.00
Audited accounts and wages payable.....	\$ 4,226.56			\$ 537.65	\$ 4,764.21
Interest matured unpaid.....			1,815,417.07		1,815,417.07
Funded debt matured unpaid.....			1,000,000.00		1,000,000.00
Unmatured interest accrued.....			20,000.00		20,000.00
Total current liabilities 1926.....	\$ 4,226.56		\$ 2,851,417.07	\$ 537.65	\$ 2,856,181.28
Total current liabilities 1925.....	25,193.82		2,870,234.73	486.15	2,985,914.70
Increase 1926.....				51.50	51.50
Decrease 1926.....	20,967.26		18,817.66		39,784.92
Deferred liabilities.....	none	none	none	none	none
Unadjusted Credits:					
Tax liability.....	\$ 21,850.00		\$ 23.34	\$ 51,739.12	\$ 73,612.46
Accrued depreciation—road.....	195,434.63		30,000.00		225,434.63
Other unadjusted credits.....			380.00		380.00
Total unadjusted credits 1926.....	\$ 217,284.63		\$ 30,403.34	\$ 51,739.12	\$ 299,427.09
Total unadjusted credits 1925.....	203,134.63		20,792.69	52,851.49	276,778.81
Increase 1926.....	14,150.00		9,610.65		23,760.65
Decrease 1926.....				1,112.37	1,112.37

Corporate Surplus:					
Additions to property through income and surplus.....	\$ 2,625.68	\$ 2,624.72		\$ 20,536.04	\$ 25,686.44
Total appropriated surplus 1926.....	\$ 2,625.68	\$ 2,624.72		\$ 20,536.04	\$ 25,686.44
Profit and loss credit balance.....	108,129.53	47,695.62	*1,814,577.85	32,202.01	*1,922,590.01
Total corporate surplus 1926.....	\$ 110,755.21	\$ 50,320.34	\$ *1,814,577.85	\$ 52,738.05	\$ *1,900,391.25
Total corporate surplus 1925.....	103,771.82	50,320.34	*1,791,400.70	52,845.98	*1,998,238.84
Increase 1926.....	6,983.39				6,983.39
Decrease 1926.....			23,177.15	107.93	23,285.08
Grand total liabilities 1926.....	\$ 1,277,966.40	\$ 6,876,951.94	\$ 2,067,242.56	\$ 1,106,014.82	\$ 11,327,175.72
Grand total liabilities 1925.....	1,277,900.27	6,868,266.63	2,009,696.72	1,106,183.62	11,351,977.24
Increase 1926.....	66.13	8,685.31			8,751.44
Decrease 1926.....			32,384.16	1,168.80	33,552.96

EMPLOYEES AND THEIR COMPENSATION

Average number of employees.....	7	15.5			22.5
Total compensation—straight time.....	\$ 8,478.05	\$ 29,688.81			\$ 38,166.86
Average compensation per employee per year (365 days).....	1,211.15	1,915.41			1,272.23
Average compensation per employee per month.....	100.93	159.62			106.02
Average compensation per employee per day.....	3.32	5.25			3.49

DIVIDEND APPROPRIATIONS

Common Stock:					
Rate per cent—regular.....	8.538+			3.00	47.304+
Par value of amount on which dividend was declared.....	\$ 1,000,000.00			\$ 945,800.00	\$ 1,945,800.00
Amount of dividend declared.....	85,385.74			56,748.00	142,133.74

MILEAGE OWNED—1926

Main Line:					
Illinois.....					
Iowa.....	.12	.32			
Nebraska.....	1.18	.34	.58	1.74	2.76
			1.45	2.14	5.11
Branches, Spurs and Other Tracks:					
Iowa.....				.09	1.08
Nebraska.....	.99			.65	26.87
			26.22		
Grand total mileage—all tracks December 31, 1926.....	2.29	.66	28.25	5.52	36.72
Grand total mileage—all tracks December 31, 1925.....	2.29	.66	28.22	5.46	36.63
Increase 1926.....			.03	.06	.09

*Deficit.
†Average rate.

GENERAL INFORMATION		OPERATING DATA		FINANCIAL DATA	
Item	1926	Item	1926	Item	1926
Capital stock, authorized	1,000,000	Total revenue	10,000,000	Total assets	5,000,000
Capital stock, paid up	800,000	Operating revenue	8,000,000	Total liabilities	3,000,000
Reserves	200,000	Net operating income	1,000,000	Long-term debt	2,000,000
Retained earnings	100,000	Operating expenses	7,000,000	Current liabilities	1,000,000
Dividends paid	50,000	Depreciation	500,000	Accounts payable	500,000
Income tax	20,000	Amortization	200,000	Notes payable	500,000
Income before taxes	100,000	Provision for bad debts	50,000	Other liabilities	500,000
Income after taxes	80,000	Provision for doubtful accounts	20,000	Other assets	2,000,000
Net income	80,000	Provision for depreciation	300,000	Other liabilities	500,000
Net assets	5,000,000	Provision for other reserves	100,000	Other assets	2,000,000
Net liabilities	3,000,000	Provision for other reserves	100,000	Other liabilities	500,000
Net income	80,000	Provision for other reserves	100,000	Other assets	2,000,000

GENERAL INFORMATION		OPERATING DATA		FINANCIAL DATA	
Item	1926	Item	1926	Item	1926
Capital stock, authorized	1,000,000	Total revenue	10,000,000	Total assets	5,000,000
Capital stock, paid up	800,000	Operating revenue	8,000,000	Total liabilities	3,000,000
Reserves	200,000	Net operating income	1,000,000	Long-term debt	2,000,000
Retained earnings	100,000	Operating expenses	7,000,000	Current liabilities	1,000,000
Dividends paid	50,000	Depreciation	500,000	Accounts payable	500,000
Income tax	20,000	Amortization	200,000	Notes payable	500,000
Income before taxes	100,000	Provision for bad debts	50,000	Other liabilities	500,000
Income after taxes	80,000	Provision for doubtful accounts	20,000	Other assets	2,000,000
Net income	80,000	Provision for depreciation	300,000	Other liabilities	500,000
Net assets	5,000,000	Provision for other reserves	100,000	Other assets	2,000,000
Net liabilities	3,000,000	Provision for other reserves	100,000	Other liabilities	500,000
Net income	80,000	Provision for other reserves	100,000	Other assets	2,000,000

STATISTICS

OF

American Railway Express Company

For the Year Ended December 31, 1926

GENERAL INFORMATION		OPERATING DATA		FINANCIAL DATA	
Item	1926	Item	1926	Item	1926
Capital stock, authorized	1,000,000	Total revenue	10,000,000	Total assets	5,000,000
Capital stock, paid up	800,000	Operating revenue	8,000,000	Total liabilities	3,000,000
Reserves	200,000	Net operating income	1,000,000	Long-term debt	2,000,000
Retained earnings	100,000	Operating expenses	7,000,000	Current liabilities	1,000,000
Dividends paid	50,000	Depreciation	500,000	Accounts payable	500,000
Income tax	20,000	Amortization	200,000	Notes payable	500,000
Income before taxes	100,000	Provision for bad debts	50,000	Other liabilities	500,000
Income after taxes	80,000	Provision for doubtful accounts	20,000	Other assets	2,000,000
Net income	80,000	Provision for depreciation	300,000	Other liabilities	500,000
Net assets	5,000,000	Provision for other reserves	100,000	Other assets	2,000,000
Net liabilities	3,000,000	Provision for other reserves	100,000	Other liabilities	500,000
Net income	80,000	Provision for other reserves	100,000	Other assets	2,000,000

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1926

Items Reported	Amount
MILEAGE COVERED—ENTIRE LINE	
Steam roads	221,979.51
Electric lines	2,800.45
Coastwise steamboat lines	11,538.50
Inland steamboat lines	6,249.62
Trans-oceanic steamship lines	6,620.00
Stage lines	573.78
Miscellaneous (Ferry lines)	10.75
Total	249,862.61
MILEAGE COVERED—IOWA	
Steam roads	9,906.14
Electric lines	232.65
Miscellaneous35
Total	10,139.14
CAPITAL STOCK—COMMON	
Number of shares authorized	400,000
Par value of one share	\$ 100.00
Par value authorized	40,000,000.00
Par value outstanding	34,642,000.00
Par value held by respondent in treasury	None
Par value not held by respondent	\$ 34,642,000.00
Rate of dividend	9%
Dividends declared during year	\$ 2,078,520.00
FUNDED DEBT	
None	
COST OF REAL PROPERTY AND EQUIPMENT	
Land	\$ 4,684,826.40
Buildings:	
Buildings and appurtenances on land owned	\$ 7,951,331.09
Buildings and appurtenances on land not owned	3,150,461.65
Improvements to buildings not owned	322,376.68
Total buildings	\$ 11,424,169.42
Equipment:	
Cars	\$ 925,908.87
Horses	1,064,595.58
Automobiles	15,789,871.42
Wagons and sleighs	1,851,213.76
Harness and equipment	317,299.25
Office furniture and equipment	2,999,843.02
Office safes	488,375.71
Trucks	2,277,807.20
Stable equipment	21,144.31
Garage equipment	453,065.57
Line equipment	587,068.74
Shop equipment	231,502.22
Miscellaneous equipment	48,800.88
Total equipment	\$ 27,616,550.00
Total real property and equipment	\$ 43,725,545.71
DEPRECIATION—BUILDING AND EQUIPMENT	
Buildings and appurtenances on land owned	\$ 1,860,735.55
Buildings and appurtenances on land not owned	775,497.19
Improvements to buildings not owned	208,182.16
Total buildings	\$ 2,844,414.90
Equipment:	
Cars	\$ 482,300.58
Horses	1,136,725.58
Automobiles	8,130,562.20

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1926—Continued

Items Reported	Amount
Wagons and sleighs	1,064,788.59
Harness equipment	240,022.72
Office furniture and equipment	1,037,385.42
Office safes	234,431.74
Trucks	1,375,617.34
Stable equipment	13,312.76
Garage equipment	159,779.08
Line equipment	265,148.21
Shop equipment	109,811.49
Miscellaneous equipment	1,575.63
Total equipment	\$ 14,861,691.42
Total real property and equipment December 31, 1926	\$ 17,706,707.32
INCOME ACCOUNT	
Operating Income:	
Charges for transportation	\$ 294,519,013.86
Express privileges—Dr.	147,812,158.57
Revenue from transportation	\$ 146,706,835.29
Revenue from operations other than transportation	3,390,246.83
Total operating revenues	\$ 150,097,102.12
Operating expenses	146,824,844.53
Net operating revenue	\$ 3,272,257.59
Uncollectible revenue from transportation	18,663.46
Express taxes	2,143,390.58
Operating income	\$ 1,110,203.55
Other Income:	
Rent from real property and equipment used jointly	\$ 148.19
Miscellaneous rent income	305,805.84
Income from funded securities	395,264.45
Income from unfunded securities and accounts	535,772.07
Total other income	\$ 1,237,080.55
Gross income	\$ 2,347,284.10
Deductions from Gross Income:	
Rent from real property and equipment used jointly	\$ 1,300.81
Miscellaneous rents	None
Interest on unfunded debt	2,062.29
Miscellaneous income debits	25,524.33
Total deductions from gross income	\$ 28,937.43
Net income	\$ 2,318,346.67
Disposition of Net Income:	
Dividend appropriations of income	\$ 2,078,520.00
Income balance transferred to profit and loss	\$ 239,826.67
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Dividend appropriations of surplus	None
Miscellaneous debits	\$ 12,191.92
Credit balance carried to balance sheet	3,214,869.64
Total	\$ 3,227,061.56
Credit Items:	
Credit balance at beginning of year	\$ 2,852,513.24
Credit balance transferred from income	239,826.67
Profit on real property and equipment sold	104,974.23
Delayed income credits	None
Unrefunded overcharges	2,815.34
Miscellaneous credits	25,932.08
Total	\$ 3,227,061.56

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1926—Continued

Items Reported	Amount
OPERATING REVENUES	
Transportation:	
Express, domestic	\$ 204,512,492.91
Miscellaneous	6,610.95
Total	\$ 204,519,103.86
Express privileges—Dr.	147,512,158.57
Revenue from transportation	\$ 146,706,853.29
Operations Other Than Transportation:	
Customs brokerage fees	\$ 909,295.95
Order and commission	4,580.26
Rents of buildings and other property	135,710.30
C. O. D. checks	2,492,443.86
Profit on exchange and other financial revenue	254.71
Miscellaneous	547,001.74
Total other than transportation	\$ 3,300,246.82
Total operating revenues	\$ 150,007,100.12
OPERATING EXPENSES	
Maintenance	\$ 8,385,786.72
Traffic	281,222.31
Transportation	130,423,121.66
General	7,734,654.14
Total operating expenses	\$ 146,824,844.83
Ratio of operating expenses to operating revenues, per cent	.772
TAXES AND ASSESSMENTS—ENTIRE LINE	
Total taxes—Entire line	\$ 2,145,390.34
Total taxes—Iowa	29,309.84
COMPARATIVE GENERAL BALANCE SHEET—ASSETS	
Investment:	
Real property and equipment	\$ 43,725,545.71
Other Investments:	
Bonds	9,502,541.39
Certificates of time deposits	4,512.34
Total investments December 31, 1926	\$ 53,232,600.44
Total investments December 31, 1925	52,381,522.98
Increase, 1926	851,077.46
Current Assets:	
Cash	\$ 21,484,530.57
Special deposits	14,299.30
Loans and notes receivable	3,004,684.92
Traffic balances receivable	2,222.35
Net balances receivable from agents and messengers	8,124,484.84
Miscellaneous accounts receivable	735,807.54
Material and supplies	1,998,097.79
Interest, dividends, and rents receivable	117,280.30
Working fund advances	28,923.88
Other current assets	3,385.99
Total current assets December 31, 1926	\$ 34,465,998.78
Total current assets December 31, 1925	35,217,149.48
Decrease, 1926	751,150.70
Deferred Assets:	
Other deferred assets	\$ 431,966.57
Total deferred assets December 31, 1926	\$ 431,966.57
Total deferred assets December 31, 1925	425,102.32
Increase, 1926	6,864.25

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1926—Continued

Items Reported	Amount	
Unadjusted Debits:		
Rents and insurance premiums paid in advance	\$ 601,946.50	
Taxes paid in advance	111,969.99	
Other unadjusted debits par value	1,244,638.36	
Total unadjusted debits December 31, 1926	\$ 1,958,554.85	
Total unadjusted debits December 31, 1925	1,399,113.58	
Increase, 1926	559,441.27	
Grand Total Assets:		
Total December 31, 1926	\$ 90,087,351.44	
Total December 31, 1925	89,422,888.35	
Increase, 1926	664,463.09	
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES		
Capital Stock:		
Common—unqualified	\$ 33,048,000.00	
Common—qualified	1,594,000.00	
Total December 31, 1926	\$ 34,642,000.00	
Total December 31, 1925	34,642,000.00	
Long Term Debt:		
None		
Current Liabilities:		
Traffic balances payable	\$ 201,452.73	
Audited accounts and wages unpaid	5,134,847.63	
Miscellaneous accounts payable	2,662,478.30	
Matured interest, dividends and rents unpaid	240,118.50	
Express privilege liabilities	18,140,182.07	
Estimated tax liability	1,021,572.19	
Other current liabilities	765,452.63	
Total current liabilities December 31, 1926	\$ 28,166,105.04	
Total current liabilities December 31, 1925	28,432,361.47	
Decrease, 1926	266,256.43	
Deferred Liabilities:		
Other deferred liabilities	\$ 1,529,729.65	
Total deferred liabilities December 31, 1926	\$ 1,529,729.65	
Total deferred liabilities December 31, 1925	2,602,199.95	
Decrease, 1926	1,072,470.30	
Unadjusted Credits:		
Operating and insurance reserves	\$ 4,803,957.79	
Accrued depreciation—buildings	2,845,015.90	
Accrued depreciation—equipment	14,861,001.42	
Other unadjusted credits	23,982.09	
Total unadjusted credits December 31, 1926	\$ 22,534,647.11	
Total unadjusted credits December 31, 1925	20,893,813.69	
Increase, 1926	1,640,833.42	
Corporate Surplus:		
Appropriated surplus	None	
Profit and loss balance	\$ 3,214,869.64	
Total corporate surplus December 31, 1926	\$ 3,214,869.64	
Total corporate surplus December 31, 1925	2,852,513.24	
Increase, 1926	362,356.40	
Grand total liabilities December 31, 1926	\$ 90,087,351.44	
Grand total liabilities December 31, 1925	89,422,888.35	
Increase, 1926	664,463.09	
EQUIPMENT OWNED		
Cars	No. 250	Value \$ 443,345.29
Horses	8,653	527,804.00
Automobiles:		
Gasoline	4,499	4,506,025.67
Electric	1,618	1,743,244.25
Trailers	319	372,691.09
Batteries (Elec. power storage)	1,879	1,047,408.23

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1926—Continued

Items Reported	Amount	
Wagons:		
Double	3,846 621,053.97	
Single	3,614 132,780.30	
Sleighs	1,634 81,174.95	
Buggies	36 513.95	
Harness equipment		
Office furniture and equipment	77,276.30	
Office safes	1,342,457.67	
Trucks	17,316 263,944.17	
Truck batteries (Elec. power storage)	63,832 861,106.57	
Stable equipment	376 41,313.22	
Garage equipment		
Line equipment:		
Safes, car	2,443 135,357.46	
Safes, messenger	9,323 38,133.70	
Trunks, packing	9,391 54,922.00	
Other line equipment		
Shop equipment		
Miscellaneous equipment		
Total equipment value December 31, 1926	\$ 12,754,858.58	
Total equipment value December 31, 1925	13,937,841.69	
Decrease, 1926	1,182,983.11	
Number of express offices in United States December 31, 1926:		
Joint with railroads	21,033	
All others	3,462	
Total	25,395	
Number of offices in United States at which money orders were on sale at close of year	None	
EMPLOYEES, SERVICE AND COMPENSATION		
	1926	1925
Number of employees in service	64,403	64,438
Total compensation during year	\$ 1,634,035.96	\$ 1,062,202.84
Average yearly compensation	1,631.26	1,648.15
Average monthly compensation	137.60	137.35
Average daily compensation	4.59	4.39
Distribution:		
Maintenance	\$ 2,568,900.60	\$ 2,782,688.35
Per cent of total	2.42	2.62
Traffic	\$ 151,538.00	\$ 191,174.49
Per cent of total	.14	.18
Transportation	\$ 97,912,606.19	\$ 97,167,011.71
Per cent of total	92.07	91.49
General	\$ 5,713,402.17	\$ 6,061,331.12
Per cent of total	5.37	5.71
Total	\$ 1,634,035.96	\$ 1,062,202.84

STATISTICS

OF

Passenger and Freight Motor Carriers

For the Year Ended December 31, 1926

Class "A" Passenger Motor Carriers are those having Annual Operating Revenues above \$50,000.00.

Class "B" Passenger Motor Carriers are those having Annual Operating Revenues from \$10,000.00 to \$50,000.00.

Class "C" Passenger Motor Carriers are those having Annual Operating Revenues under \$10,000.00.

Class "A" Freight Motor Carriers are those having Annual Operating Revenues above \$5,000.00.

Class "B" Freight Motor Carriers are those having Annual Operating Revenues under \$5,000.00.

TABLE 1—CLASS A—PASSENGER CARRIERS
REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Ft. D., D. M. & Southern Transportation Co.	Jefferson Highway Transportation Co.	Red Ball Transportation Co.	Stoux Falls Traction System	W., C.F. & N. Ry. Co. Motor Coach Division	Total
Operating Revenues:						
Passenger revenue	\$ 130,743.29	\$ 383,961.31	\$ 145,160.16	\$ 82,982.72	\$ 67,048.42	\$ 809,895.90
Other revenue	2,377.57	8,650.04	2,497.24	2,286.55	627.44	16,438.84
Total revenue	\$ 133,120.86	\$ 392,611.35	\$ 147,657.40	\$ 85,269.27	\$ 67,675.86	\$ 826,334.74
Operating Expenses:						
Salaries of officers		\$ 17,725.00	\$ 1,750.00	\$ 1,800.00	\$ 4,131.50	\$ 25,406.50
Wages of employees	\$ 32,086.72	\$ 86,577.62	\$ 49,962.94	\$ 12,463.00	\$ 11,178.36	\$ 192,519.24
Gasoline and lubricants	22,918.72	40,885.01	*43,144.77	15,363.65	10,759.09	133,071.24
Tires and tubes		21,651.01		9,013.44	4,400.91	35,125.36
Repair of cars	*20,709.65	45,478.90	15,467.36	11,393.38	6,992.82	99,981.81
Rent	2,193.30	18,337.61	1,474.71			22,005.62
Insurance	6,429.14	23,083.45	5,755.58	6,253.03	118.08	41,589.28
Taxes and automobile licenses	9,963.47	15,493.09	7,434.78	4,334.27	5,397.16	42,623.37
Interest	1,560.15	5,503.22		1,887.90	618.62	9,659.89
Injuries and damages	150.00	151.69	746.86		802.69	1,851.24
Miscellaneous	6,781.67	45,827.66	5,059.31	6,401.35	*2,577.70	66,647.69
Depreciation	28,918.27	54,628.98	24,279.92	26,774.13	14,732.52	149,333.82
Total expense	\$ 131,661.09	\$ 375,683.84	\$ 155,076.23	\$ 95,684.75	\$ 61,709.15	\$ 819,815.06
Net operating revenue	\$ 1,459.77	\$ 16,927.51	\$ *7,418.83	\$ *10,415.48	\$ 5,966.71	\$ 6,519.68
Miscellaneous Statistics:						
Revenue passengers carried	412,624	298,602	122,944	55,337	387,111	1,276,708
Average fare revenue passengers	\$.31686	\$ 1.28548	\$ 1.18070	\$ 1.49959	\$.17320	\$.63436
Motor car mileage	631,052	1,250,000	812,376	533,242	273,435	3,550,105
Operating revenue per motor car-mile	\$.19546	\$.31407	\$.18176	\$.15991	\$.24750	\$.23276
Operating expense per motor car-mile	\$.19832	\$.30053	\$.19089	\$.17944	\$.22568	\$.23092
Gallons of gasoline consumed	99,934	200,587	116,428	73,701	44,750	535,400
Gallons of oil used	4,575	4,787	3,620	3,127	1,770	17,879
Motor miles per gallon of gasoline	6.82	6.23	6.98	7.23	6.11	6.63
Motor miles per gallon of oil	148.86	261.14	224.41	170.05	154.48	198.57
Ton-miles operated	3,132,564	7,471,186	5,241,152	928,445.4	1,699,016	18,472,303.4

*Deficit. *Includes tires and tubes. *Includes operating garage \$748.72.

TABLE 2—CLASS B—PASSENGER CARRIERS
REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Stephen A. Bollinger	Lyle E. Cook	Cedar Rapids and Iowa City Railway	Des Moines & Central Iowa Motor Transportation Co.	F. C. Fowler	M. B. Hildreth
Operating Revenues:						
Passenger revenue	\$ 39,464.87	\$ 15,231.75	\$ 20,538.61	\$ 33,125.22	\$ 11,410.90	\$ 21,600.04
Other revenue		12.25	209.92	1.80		
Total revenue	\$ 39,464.87	\$ 15,244.00	\$ 20,748.53	\$ 33,127.02	\$ 11,410.90	\$ 21,600.04
Operating Expenses:						
Salaries of officers		\$ 1,475.00				
Wages of employees	\$ 5,754.00	\$ 1,927.50	\$ 6,760.62	\$ 8,476.25	\$ 852.90	\$ 3,000.00
Gasoline and lubricants	8,180.68	3,411.15	5,405.00	4,890.07	2,134.63	4,104.00
Tires and tubes	5,120.45	1,440.00		4,352.13	290.30	1,400.00
Repair of cars	7,613.67	920.57	*19,161.10	2,610.40	1,323.78	1,000.00
Rent	3,784.07	360.00	432.00	986.02	278.00	600.00
Insurance	2,100.00	576.90	3,452.07	2,041.15	799.25	1,072.00
Taxes and automobile licenses	3,260.00	1,927.50	3,300.00	3,070.83	845.52	1,938.40
Interest		327.12		1,043.15	91.60	
Injuries and damages		269.20		3.85		
Miscellaneous	434.43	300.00	2,773.72	1,492.55	681.88	
Depreciation	3,418.56	5,676.00	3,367.92	4,339.47	3,220.00	3,750.00
Total expense	\$ 39,665.86	\$ 18,610.24	\$ 44,653.03	\$ 33,307.87	\$ 10,517.86	\$ 16,844.40
Net operating revenue	\$ *200.99	\$ *3,366.24	\$ *23,904.50	\$ *180.85	\$ 893.04	\$ 4,755.60
Miscellaneous Statistics:						
Revenue passengers carried	47,319		18,836	37,444	11,308	13,950
Average fare revenue passengers	\$.82649		\$.90849	\$.80164	\$ 1.00910	\$ 1.54839
Motor car mileage	174,045	75,175	133,330	139,050	80,262	188,300
Operating revenue per motor car-mile	\$.22675	\$.20278	\$.15562	\$.23823	\$.14217	\$.11467
Operating expense per motor car-mile	\$.22791	\$.24756	\$.33491	\$.23954	\$.13104	\$.08043
Gallons of gasoline consumed	29,116	14,526		21,521	9,560	17,550
Gallons of oil used	1,044	250		632	333	2,520
Motor miles per gallon of gasoline	5.98	5.17		6.46	8.40	10.73
Motor miles per gallon of oil	166.71	301.00		220.02	241.03	74.75

*Deficit. *Includes tires.

TABLE 2—CLASS B—PASSENGER CARRIERS—Continued
PART 2—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Iowa Transit Company	Otto & Stanley Jackson Motor Bus Line	Tama and Toledo Railroad Co.	White Star Bus Company	O. C. Wright & Son	Total
Operating Revenues:						
Passenger revenue	\$ 14,157.53	\$ 10,573.00	\$ 10,285.62	\$ 14,677.95	\$ 30,284.10	\$ 221,349.55
Other revenue						223.97
Total revenue	\$ 14,157.53	\$ 10,573.00	\$ 10,285.62	\$ 14,677.95	\$ 30,284.10	\$ 221,573.52
Operating Expenses:						
Salaries of officers					\$ 4,000.00	\$ 5,475.00
Wages of employees	\$ 2,200.00		\$ 2,294.37	\$ 4,244.08	1,445.00	36,955.32
Gasoline and lubricants	1,844.89	2,197.00	1,883.75	3,648.57	3,234.44	40,934.78
Tires and tubes	1,585.02	400.00		2,468.21	1,614.43	18,070.54
Repair of cars	1,937.38	800.00	*3,674.38	4,481.32	316.11	43,638.71
Rent	390.00	240.00			371.50	7,441.59
Insurance	672.91	740.00	1,601.91	1,751.34	1,307.33	16,094.16
Taxes and automobile licenses	802.06	744.00	2,050.00	1,032.28	2,278.73	21,249.29
Interest	356.00				1,023.21	2,841.08
Injuries and damages						275.05
Miscellaneous	117.90		1,430.38	1,144.14	1,178.37	9,553.37
Depreciation	2,475.00	1,000.00		4,821.76	3,302.72	35,371.43
Total expense	\$ 12,381.13	\$ 5,921.00	\$ 12,934.79	\$ 23,592.30	\$ 20,071.84	\$ 238,500.32
Net operating revenue	\$ 1,776.40	\$ 4,652.00	\$ *2,649.17	\$ *8,914.35	\$ 10,212.26	\$ *16,926.80
Miscellaneous Statistics:						
Revenue passengers carried		22,400	23,322	10,299	26,431	211,369
Average fare revenue passengers		.47075	.44102	1.42518	1.14578	b.90818
Motor car mileage	72,674	83,799	70,186	117,414	107,681	1,241,976
Operating revenue per motor car-mile	\$ 1.94809	.12617	.14655	.12501	.28124	.17840
Operating expense per motor car-mile	1.70305	.07066	.18429	.20093	.18640	.19203
Gallons of gasoline consumed	8,533	9,120			15,383	125,309
Gallons of oil used	229	500			459	5,967
Motor miles per gallon of gasoline	8.52	9.19			7.00	7.35
Motor miles per gallon of oil	317.35	167.60			234.00	154.36

*Deficit. *Includes tires. bPassenger revenue \$191,960.27.

TABLE 3—CLASS C—PASSENGER CARRIERS
PART 1—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Carl Baldwin	Barish Brothe* (Dec. 16 to 31)	Virgil Beek (Nov. 10 to Dec. 31)	A. E. Cattermole (Oct. 31 to Dec. 31)	P. R. Davis	Harris Brothers (Jan. 1 to Nov. 8)	J. W. Harris (Nov. 9 to Dec. 31)	Carl Height
Operating Revenues:								
Passenger revenue	\$ 2,153.75	\$ 402.10	\$ 1,500.00	\$ 1,677.15	\$ 4,565.00	\$ 4,390.75	\$ 616.25	\$ 6,044.19
Other revenue					648.00			
Total revenue	\$ 2,153.75	\$ 402.10	\$ 1,500.00	\$ 1,677.15	\$ 5,213.00	\$ 4,390.75	\$ 616.25	\$ 6,044.19
Operating Expenses:								
Salaries of officers					\$ 1,755.00			
Wages of employees		\$ 100.00	\$ 185.00	\$ 662.50	30.00	\$ 1,314.30	\$ 245.70	\$ 1,300.00
Gasoline and lubricants	\$ 334.71	70.40	100.00	437.00	1,079.84	673.11	125.83	1,158.57
Tires and tubes	100.00		500.00		345.00	369.74	69.12	372.40
Repair of cars	74.43	85.45	300.00	*448.52	920.50	295.40	55.22	1,069.60
Rent	16.00		15.00	58.50				141.00
Insurance	131.16	20.00	50.00	414.30	174.36	328.22	61.36	455.07
Taxes and automobile licenses	85.01		85.00	182.23	248.00	383.05	71.61	600.28
Interest			1.15					
Injuries and damages								
Miscellaneous	111.37	81.80	49.35	37.75		50.55	9.45	
Depreciation	240.00		214.50		500.00	884.63	165.38	1,625.00
Total expense	\$ 1,092.68	\$ 357.65	\$ 1,500.00	\$ 2,240.80	\$ 5,052.79	\$ 4,299.00	\$ 803.67	\$ 6,661.32
Net operating revenue	\$ 1,061.07	\$ 44.45	None	\$ *563.65	\$ 160.21	\$ 91.75	\$ *187.42	\$ *617.13
Miscellaneous Statistics:								
Revenue passengers carried		252	1,000			8,782	1,232	4,953
Average fare revenue passengers		\$ 1.59563	\$ 1.50000			.49997	.50020	1.22031
Motor car mileage	17,979	3,430	7,150			37,346.98	6,380.66	49,238.43
Operating revenue per motor car-mile	\$.11979	.11757	.20979			.11757	.09658	.12275
Operating expense per motor car-mile	.06077	.10458	.20979			.11511	.12595	.13529
Gallons of gasoline consumed	1,235	309	1,000			3,112	532	5,160
Gallons of oil used	80	12.75	100			174	30	242
Motor miles per gallon of gasoline	14.56	11.07	7.15			12.00	11.99	9.54
Motor miles per gallon of oil	224.74	268.23	71.50			214.64	212.69	203.46

*Deficit. *Includes tires.

TABLE 3—CLASS C—PASSENGER CARRIERS—Continued
PART 2—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Miles R. Landis	Laude and Huntoon (May 24 to Dec. 31)	Raymond Mishler (Jan. 1 to May 1)	Rainbow Lines Inc. (June 8 to Sept. 25)	I. E. Rucker (May 1 to Nov. 6)	Ward D. Walrod	Total Class "C" Motor Carriers
Operating Revenues:							
Passenger revenue	\$ 7,153.91	\$ 6,555.94	\$ 1,491.50	\$ 2,330.35	\$ 1,561.75	\$ 6,638.40	\$ 47,081.04
Other revenue							648.00
Total revenue	\$ 7,153.91	\$ 6,555.94	\$ 1,491.50	\$ 2,330.35	\$ 1,561.75	\$ 6,638.40	\$ 47,729.04
Operating Expenses:							
Salaries of officers		\$ 250.00					\$ 2,005.00
Wages of employees		3,770.00		\$ 941.70	\$ 675.00	\$ 1,682.85	10,907.05
Gasoline and lubricants		2,050.37	\$ 195.24	1,055.22	653.87	878.32	8,812.50
Tires and tubes		942.25	103.78		141.25	421.78	3,365.32
Repair of cars		496.74	87.64	159.32	148.49	243.22	4,323.93
Rent		596.00	28.00		35.00	65.60	955.10
Insurance		698.45	71.00	390.00	156.57	510.60	3,461.09
Taxes and automobile licenses		791.50	61.00	511.04	250.15	374.52	3,643.39
Interest		1,400.00		309.22			1,710.37
Injuries and damages		110.65					110.65
Miscellaneous	\$ *7,653.91	825.28				94.10	8,913.56
Depreciation		3,050.00	200.00			1,500.00	8,379.51
Total expense	\$ 7,653.91	\$ 14,981.24	\$ 746.60	\$ 3,366.50	\$ 2,060.33	\$ 5,770.99	\$ 56,587.47
Net operating revenue	\$ *500.00	\$ *8,425.30	\$ 744.84	\$ *1,036.15	\$ *498.58	\$ 867.41	\$ *8,838.43
Miscellaneous Statistics:							
Revenue passengers carried		3,901	1,559	1,554	1,563		24,796
Average fare revenue passengers		\$ 1.68068	\$.95670	\$ 1.50161	\$.99920		\$ 1.00390
Motor car mileage	46,715.45	59,339.30	7,826	20,673.80	25,989	35,691	317,749.62
Operating revenue per motor car-mile	\$.15314	\$.11048	\$.19058	\$.87273	\$.06000	\$.18600	\$.15021
Operating expense per motor car-mile	.16384	.25247	.09541	1.62839	.07928	.16048	.17809
Gallons of gasoline consumed				3,410		3,519	
Gallons of oil used						104	
Motor miles per gallon of gasoline	5.5			6.06		10.14	
Motor miles per gallon of oil	230	250				343.18	

*Deficit. *Expenses not itemized. ^bPassenger revenue \$24,802.83, total revenues \$40,838.89, total expenses \$49,293.95.

TABLE 4—CLASS A—FREIGHT CARRIERS
PART 1—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Henry Billman	Carl Brown	R. L. Conard (March 19 to Dec. 31)	D. F. Cooksey	Clayton Nelson Corrow	J. E. Eldridge	Henry Falke (Jan. 1 to Nov. 11)	R. B. Fearing	Gehle Motor Transportation Co.	Gerdas Transfer Line
Operating Revenues:										
Freight revenue	\$ 10,300.71	\$ 19,000.00	\$ 10,259.88	\$ 9,335.59	\$ 5,040.00	\$ 11,880.97	\$ 9,879.02	\$ 6,462.73	\$ 5,808.52	\$ 8,578.28
Other revenue				1,200.00		2,750.00				
Total revenue	\$ 10,300.71	\$ 19,000.00	\$ 10,259.88	\$ 10,535.59	\$ 5,040.00	\$ 14,630.97	\$ 9,879.02	\$ 6,462.73	\$ 5,808.52	\$ 8,578.28
Operating Expenses:										
Salaries of officers	\$ 1,560.00								\$ 2,000.00	
Wages of employees	3,120.00	5,200.00	4,800.00	2,711.25	1,040.00	4,333.72	3,294.00	1,534.00	140.00	1,300.00
Gasoline and lubricants	1,254.24	3,272.00	1,224.60	1,853.01	1,356.00	2,705.16	2,110.40	548.24	469.50	863.20
Tires and tubes	312.80	1,200.00	685.00	958.66	650.00	840.00		452.25	268.35	333.27
Repair of cars	427.11	2,400.00	340.00	1,334.06	300.00	2,105.79	12,148.45	203.16	34.45	314.91
Rent	126.00		240.00	829.00				120.00	60.00	50.00
Insurance	247.21	250.00	215.00	655.00	80.00	397.46		198.20	124.00	156.42
Taxes and automobile licenses	80.00	875.00	180.00	376.11	62.50	411.14		270.15	211.05	395.35
Interest	40.00	200.00	21.80	178.10		827.48				161.44
Injuries and damages		150.00		105.15		91.16		45.00		
Miscellaneous		200.00		209.50		135.50				
Depreciation	760.00	1,450.00	813.54	1,741.50	678.00	1,373.40	66.00	980.00	600.00	1,522.00
Total expense	\$ 7,927.36	\$ 15,197.00	\$ 1,519.94	\$ 10,951.34	\$ 4,166.50	\$ 13,220.81	\$ 7,619.45	\$ 4,346.00	\$ 4,507.35	\$ 5,096.59
Net operating revenue	\$ 2,373.35	\$ 3,803.00	\$ 1,739.94	\$ *415.75	\$ 873.50	\$ 1,410.16	\$ 2,259.57	\$ 2,116.73	\$ 1,301.17	\$ 3,481.69
Miscellaneous Statistics:										
Motor car mileage	25,760	74,100	40,500					13,190.4		
Opr. rev. per motor car-mile	\$.39987	\$.25641	\$.25333					\$.48996		
Opr. exp. per motor car-mile	.30774	.20509	.21037					.32948		
Gallons of gasoline consumed	6,280	12,350	5,770					2,191		
Gallons of oil used	300	520	400					42		
Motor miles per gallon of gas	4.10	6.00	7.02					6.02		
Motor miles per gallon of oil	85.87	142.50	101.25					314.06		
Ton-miles operated	109,025	222,300						45,755		

*Deficit. †Includes tires.

TABLE 4—CLASS A—FREIGHT CARRIERS—Continued
PART 2—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	O. S. Hall	Iowa Central Motor Express	C. L. McLeod	J. P. Maxwell & Son	D. A. Popham	Earl Ramsey	Stalker Transportation Co.	Vilas D. Wells	Geo. C. Weigand	Total Class "A" Freight Carriers
Operating Revenues:										
Freight revenue	\$ 3,000.00	\$ 6,269.82	\$ 127,306.09	\$ 8,875.14	\$ 3,756.00	\$ 5,137.92	\$ 4,579.31	\$ 928.00	\$ 4,626.99	\$ 161,026.97
Other revenue	6,000.00				5,500.00	2,158.08	2,081.85	7,471.20	490.47	27,651.60
Total revenue	\$ 9,000.00	\$ 6,269.82	\$ 27,308.09	\$ 8,875.14	\$ 9,256.00	\$ 7,296.00	\$ 6,661.16	\$ 8,399.20	\$ 5,117.46	\$ 188,678.57
Operating Expenses:										
Salaries of officers		\$ 1,820.00								\$ 5,980.00
Wages of employees	\$ 2,548.00	2,000.00	7,413.25	2,150.00	1,700.00	2,623.80	2,808.00	153.70	1,740.00	50,610.32
Gasoline and lubricants	1,246.00	1,040.00	3,511.38	1,382.50	2,200.00	858.60	735.24	1,172.00	778.00	28,523.77
Tires and tubes	427.57	364.00	1,500.00	600.00	500.00	666.44	290.49	71.50	250.00	11,998.83
Repair of cars	1,085.00	872.18	1,558.85	2,783.87	300.00	219.64	138.20	73.50	117.00	16,756.17
Rent		450.00	846.40		180.00	112.00		144.00	256.00	3,413.40
Insurance	82.20	212.28	925.57	155.40	200.00	144.00	126.40	129.00	87.00	4,380.14
Taxes and automobile licenses	253.19	383.14	1,057.49		90.00	270.28	199.05	105.00	45.00	5,264.45
Interest	395.00	28.00	858.00				270.00			2,979.82
Injuries and damages			500.00							891.31
Miscellaneous		127.90	1,589.04		100.00	18.50	458.74			2,839.18
Depreciation	362.00	1,625.00	3,000.00		300.00	616.66		1,462.00	625.00	17,975.10
Total expense	\$ 6,398.96	\$ 8,922.50	\$ 22,759.98	\$ 7,071.77	\$ 5,570.00	\$ 5,529.92	\$ 5,026.12	\$ 3,310.70	\$ 3,898.00	\$ 150,040.29
Net operating revenue	\$ 2,601.04	\$ *2,652.68	\$ 4,548.11	\$ 1,803.37	\$ 3,686.00	\$ 1,766.08	\$ 1,635.04	\$ 5,088.50	\$ 1,219.46	\$ 38,638.28
Miscellaneous Statistics:										
Motor car mileage	20,700		124,800	13,290	23,631.5	16,500.6	21,908			374,380.50
Opr. rev. per motor car-mile	\$.43478		\$.21881	\$.66781	\$.39168	\$.44217	\$.30405			\$ 1.30562
Opr. exp. per motor car-mile	.30913		.18237	.53212	.23570	.33513	.22942			.123598
Gallons of gasoline consumed	4,740		13,070		8,000	3,500	2,184			
Gallons of oil used	559		528		600	300	72.5			
Motor miles per gallon of gas	4.37		9.55				10.03			
Motor miles per gallon of oil	376.36		236.36				362.18			
Ton-miles operated	5,003,500		8,491,500		35,447	68,545.76	71,917.56			

*Deficit. †Includes other revenue. ‡Revenues \$114,419.71, and expenses \$88,346.05.

TABLE 5—CLASS B—FREIGHT CARRIERS
PART 1—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	F. H. Anderson & Son	Adolph Auenhus	Nick Beuzekom	Perry Bonar	Joe Bos	Roy E. Bruce (Jan. 1 to Sept. 3)	Campbells Motor Express	Cass Transportation Line	Frank J. Clouss
Operating Revenues:									
Freight revenue	\$ 2,013.30	\$ 3,331.51	\$ 659.96	\$ 3,734.05	\$ 2,250.06	\$ 1,193.70	\$ 1,177.29	\$ 2,009.70	\$ 1,622.80
Other revenue					2,072.13		1,828.94		
Total revenue	\$ 2,013.30	\$ 3,331.51	\$ 659.96	\$ 3,734.05	\$ 4,322.19	\$ 1,193.70	\$ 3,006.23	\$ 2,009.70	\$ 1,622.80
Operating Expenses:									
Salaries of officers									
Wages of employees	\$ 1,560.00	\$ 188.00		\$ 100.00	\$ 1,196.00	\$ 520.00		\$ 75.00	\$ 460.00
Gasoline and lubricants	400.12	698.50	63.68	401.38	270.16	140.00	337.13	404.08	216.00
Tires and tubes	389.33	496.40	53.20	260.00	377.00	110.00	285.55	291.90	184.00
Repair of cars	134.84	76.10	75.35	195.33	105.50	60.00	137.18	110.85	118.00
Rent	120.00	25.00			60.00	40.00		24.00	35.00
Insurance	189.00	45.00	28.00	68.80	108.90	38.00	45.00	86.75	102.00
Taxes and automobile licenses	40.00	150.00	11.22	127.83	85.73	15.00	86.84	71.84	25.00
Interest				34.97					
Injuries and damages									
Miscellaneous					885.75	10.00	84.00	84.70	
Depreciation	325.00	800.00		400.00	200.00			280.00	
Total expense	\$ 3,158.29	\$ 2,479.00	\$ 231.45	\$ 1,588.31	\$ 3,289.04	\$ 933.00	\$ 999.70	\$ 1,405.12	\$ 1,140.00
Net operating revenue	\$ *1,144.99	\$ 852.51	\$ 428.51	\$ 2,145.74	\$ 1,033.15	\$ 260.70	\$ 2,006.53	\$ 1,294.58	\$ 482.80
Miscellaneous Statistics:									
Motor car mileage	10,217.5	16,247.4	1,545.3	12,313.6	11,297.44		4,104	11,780.48	7,493
Opr. rev. per motor car-mile	\$.19704	\$.20565	\$.42708	\$.30325	\$.38258		\$.73251	\$.22917	\$.21637
Opr. exp. per motor car-mile	.30913	.15258	.14978	.12869	.29113		.24359	.11927	.15214
Gallons of gasoline consumed	1,750.8			1,591	1,232		1,316	1,275	930
Gallons of oil used	36.47			50	77		47.75	82	60
Motor miles per gallon of gas	5.84			7.74	9.17		3.12	9.24	8.06
Motor miles per gallon of oil	280.16			246.27	146.72		85.95	143.66	124.88
Ton-miles operated	66,797			18,470.4	27,944.38		18,766	32,306.32	225,546

*Deficit.

TABLE 5—CLASS B—FREIGHT CARRIERS—Continued
PART 2—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	C. B. Croghan	W. S. Cronk	W. D. Cross	E. C. Dorsey	W. H. Drake	Bert H. Furness (Sept. 4 to Dec. 31)	Gates Transfer Line	Roy German	C. E. Grauthaus (Oct. 12 to Dec. 31)	H. B. Green
Operating Revenues:										
Freight revenue	\$ 2,960.49	\$ 1,723.32	\$ 4,287.30	\$ 1,440.00	\$ 1,967.00	\$ 800.00	\$ 4,290.20	\$ 2,000.00	\$ 1,348.00	\$ 2,303.35
Other revenue								150.00		807.40
Total revenue	\$ 2,960.49	\$ 1,723.32	\$ 4,287.30	\$ 1,440.00	\$ 1,967.00	\$ 800.00	\$ 4,290.20	\$ 2,150.00	\$ 1,348.00	\$ 3,110.75
Operating Expenses:										
Salaries of officers										
Wages of employees	\$ 9.00		\$ 807.06	\$ 780.00		\$ 400.00			\$ 200.00	
Gasoline and lubricants	296.41	299.94	654.40	275.00	370.80	45.76		360.00	125.00	623.95
Tires and tubes	144.75	190.00	332.95	50.00	200.00	31.00		112.00	25.00	504.00
Repair of cars	60.13	56.30	172.82	25.00				45.00	20.00	243.48
Rent	36.00		260.50	24.00		15.00			15.00	120.00
Insurance	53.00		107.00	36.00	35.00			32.50	60.00	56.00
Taxes and automobile licenses	114.12	25.00	372.25	87.12	89.63			144.50	54.00	127.41
Interest	22.63		†318.50					17.00		20.00
Injuries and damages										
Miscellaneous			157.70			10.00	\$ 11,117.14			
Depreciation	73.05		1,000.00	200.00	200.00	13.00		140.00	250.00	500.00
Total expense	\$ 809.09	\$ 571.24	\$ 4,203.18	\$ 1,477.12	\$ 895.43	\$ 514.76	\$ 1,117.14	\$ 851.00	\$ 749.00	\$ 2,194.84
Net operating revenue	\$ 2,181.40	\$ 1,152.08	\$ 84.12	*\$7.12	\$ 1,071.57	\$ 285.24	\$ 3,173.06	\$ 1,299.00	\$ 599.00	\$ 915.91
Miscellaneous Statistics:										
Motor car mileage	14,239.2		21,571			2,192.65	9,515	21,888		
Opr. rev. per motor car-mile	\$.21002		\$.19875			\$.36485	\$.45089	\$.09823		
Opr. exp. per motor car-mile	.05682		.19485			.23477	.11741	.08888		
Gallons of gasoline consumed	1,120					208	1,635	2,016		
Gallons of oil used	48					14	5.82	72		
Motor miles per gallon of gas	12.71					10.54		10.86		
Motor miles per gallon of oil	296.65					156.62		304.00		
Ton-miles operated						4,867.83				

*Deficit. †Storage and handling charges. ‡Expenses not itemized.

TABLE 5—CLASS B—FREIGHT CARRIERS—Continued
PART 3—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	C. L. Hartzell	Geo. W. Hausmann (April 12 to Dec. 31)	Geo. Heimen-dinger	Gust Kasischke	Floyd King	Louie Knoke	George Koss	Harold Kristensen	Le Mars Associated Retailers (Dec. 10 to Dec. 31)
Operating Revenues:									
Freight revenue	\$ 3,000.00	\$ 2,825.00	\$ 3,114.45	\$ 1,929.02	\$ 4,086.18	\$ 2,688.17	\$ 792.72	\$ 1,775.84	\$ 2,738.25
Other revenue			518.00						
Total revenue	\$ 3,000.00	\$ 2,825.00	\$ 3,632.45	\$ 1,929.02	\$ 4,086.18	\$ 2,688.17	\$ 792.72	\$ 1,775.84	\$ 2,738.25
Operating Expenses:									
Salaries of officers						\$ 1,500.00			
Wages of employees	\$ 1,040.00		\$ 455.00		\$ 72.00				\$ 1,062.41
Gasoline and lubricants	530.00	544.00	880.98	286.49	829.33	266.48	108.39	355.62	284.50
Tires and tubes	580.00	300.00	412.78	89.00	547.45	240.00	69.00	167.00	
Repair of cars	150.00	100.00	576.30	125.00	134.37	89.00	116.15	43.00	†204.30
Rent			126.00	25.00				60.00	
Insurance	43.00	56.00	66.00	127.00	78.50	47.00	42.00	55.00	58.50
Taxes and automobile licenses	40.00	25.00	188.94	65.00	140.45	82.24	15.00	67.00	43.75
Interest			27.00						
Injuries and damages									
Miscellaneous			388.83						364.83
Depreciation	400.00		291.66		433.33	300.00	50.00	200.00	
Total expense	\$ 2,783.00	\$ 1,025.00	\$ 3,368.39	\$ 717.49	\$ 2,235.43	\$ 2,524.72	\$ 401.14	\$ 947.62	\$ 2,018.29
Net operating revenue	\$ 217.00	\$ 1,800.00	\$ 269.06	\$ 1,211.53	\$ 1,850.75	\$ 163.45	\$ 391.58	\$ 828.22	\$ 719.96
Miscellaneous Statistics:									
Motor car mileage		23,805	12,572.74	7,254	14,729	11,505	2,606.8		858.5
Opr. rev. per motor car-mile		\$.11870	\$.28891	\$.26592	\$.27742	\$.23184	\$.30410		
Opr. exp. per motor car-mile		.04306	.26751	.09891	.15177	.21774	.15388		
Gallons of gasoline consumed		1,300	1,545			1,152	425		102
Gallons of oil used		48	30			96	34		8.42
Motor miles per gallon of gas			8.14	15		10.06	6.13		
Motor miles per gallon of oil			419.09	46		120.78	76.67		
Ton-miles operated		22,787	53,357.06			27,707	5,974		3,434

†Includes tires.

TABLE 5—CLASS B—FREIGHT CARRIERS—Continued
PART 4—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Theodore Lee (June 16 to Dec. 31)	Dale Lissner (Jan. 1 to Oct. 12)	J. I. Mowat (Nov. 8 to Dec. 31)	Frank Mitchell (Nov. 1 to Nov. 30)	Bert Meyers	Earl Neth	Harry C. Patridge	Henry F. Quade	G. L. Ramsey
Operating Revenues:									
Freight revenue	\$ 2,138.02	\$ 1,120.00	\$ 499.03	\$ 235.00	\$ 4,848.21	\$ 900.00	\$ 400.00	\$ 4,050.31	\$ 1,972.46
Other revenue						150.00			
Total revenue	\$ 2,138.02	\$ 1,120.00	\$ 499.03	\$ 235.00	\$ 4,848.21	\$ 1,050.00	\$ 400.00	\$ 4,050.31	\$ 1,972.46
Operating Expenses:									
Salaries of officers			\$ 164.00						
Wages of employees	\$ 40.00	\$ 400.00			\$ 1,120.35		\$ 119.56		
Gasoline and lubricants	630.00	290.00	45.90	35.00	501.37	250.00	66.84	915.61	264.32
Tires and tubes	99.75	80.00	147.51		283.88	122.00	29.50	225.00	192.00
Repair of cars	242.42	50.00	20.00		86.15	95.00		107.26	50.00
Rent					107.00			75.00	24.00
Insurance	94.00	54.00	7.00		120.00	28.00	70.00	56.00	77.00
Taxes and automobile licenses	45.00	15.00	42.47		188.54	33.00	30.00	240.98	119.83
Interest			22.15		60.00	28.00			
Injuries and damages					49.42				
Miscellaneous					450.00	200.00	120.00	30.00	200.00
Depreciation	325.00	150.00	200.00						
Total expense	\$ 1,916.17	\$ 1,039.00	\$ 649.03	\$ 35.00	\$ 2,966.24	\$ 756.00	\$ 435.90	\$ 1,649.85	\$ 927.15
Net operating revenue	\$ 221.85	\$ 81.00	\$ *150.00	\$ 200.00	\$ 1,881.97	\$ 294.00	\$ 54.10	\$ 2,400.46	\$ 1,045.31
Miscellaneous Statistics:									
Motor car mileage		15,920					4,431.56		9,984
Opr. rev. per motor car-mile		.07035					.11057		.19756
Opr. exp. per motor car-mile		.06526					.09826		.09286
Gallons of gasoline consumed						552	294		322
Gallons of oil used						16	12		13.5
Motor miles per gallon of gas							15.07		9.10
Motor miles per gallon of oil							309.30		175.00
Ton-miles operated							2,215.78		

*Deficit.

TABLE 5—CLASS B—FREIGHT CARRIERS—Continued
PART 5—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	R. S. Schmidt	Ray Seaton	R. O. Seaton	Service Transfer Co.	Harvey Frank Schaeffer	A. M. Shoeneve	Clarence E. Shannon	R. L. Smith	Paul Strait
Operating Revenues:									
Freight revenue	\$ 1,565.00	\$ 2,500.00	\$ 4,000.00	\$ 3,565.85	\$ 3,088.60	\$ 1,500.00	\$ 208.00	\$ 4,320.00	\$ 1,200.00
Other revenue			400.00	115.00	990.28	1,800.00			
Total revenue	\$ 1,565.00	\$ 2,500.00	\$ 4,400.00	\$ 3,680.85	\$ 4,078.88	\$ 3,300.00	\$ 208.00	\$ 4,320.00	\$ 1,200.00
Operating Expenses:									
Salaries of officers				\$ 2,400.00	\$ 1,200.22				
Wages of employees			\$ 1,200.00		304.14	500.00		1,170.00	
Gasoline and lubricants	\$ 125.00	\$ 315.00	250.00	543.00	715.04	300.00		385.00	
Tires and tubes	76.00	162.00	150.00	120.00	284.89	225.00		500.00	125.00
Repair of cars	50.00	53.00	52.00	225.00	250.01	65.00	†104.00	250.00	50.00
Rent	40.00			120.00	96.00				
Insurance	22.00	87.00	89.00	70.00	210.91	48.65	33.50	60.00	
Taxes and automobile licenses	15.00	15.00	25.00	93.00	114.40	60.00	37.02	98.80	40.00
Interest		60.00							
Injuries and damages				25.00	511.59				
Miscellaneous				275.00	431.25	200.00	150.00	330.00	85.00
Depreciation	500.00	175.00	300.00						
Total expense	\$ 828.00	\$ 867.00	\$ 2,075.00	\$ 3,871.00	\$ 4,119.35	\$ 1,398.65	\$ 324.52	\$ 2,813.80	\$ 300.00
Net operating revenue	\$ 737.00	\$ 1,633.00	\$ 2,325.00	\$ *190.15	\$ *40.47	\$ 1,901.35	\$ *116.52	\$ 1,506.20	\$ 900.00
Miscellaneous Statistics:									
Motor car mileage		3,975			28,688		3,497.88	10,800	71,744
Opr. rev. per motor car-mile		.62893			.14221		.05046	.40000	.01673
Opr. exp. per motor car-mile		.21811			.14362		.09278	.26054	.00418
Gallons of gasoline consumed		1,300			2,628		520	1,800	
Gallons of oil used		50			157		13	32	
Motor miles per gallon of gas		10			10.91		6.73	6.00	
Motor miles per gallon of oil		150			182.69		269.07	337.5	
Ton-miles operated		8,347.50			65,008		8,245		

*Deficit. †Includes gasoline, oil and tires.

TABLE 5—CLASS B—FREIGHT CARRIERS—Concluded
PART 6—REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	T. A. Stiles	Stormer Transfer	J. E. Thompson	I. E. Vaughn	Clarence M. Vetter	C. E. Wahlstrom (Aug. 1 to Oct. 31)	Albert Welker	Robert A. Wilson	Total Class "B" Freight Carriers
Operating Revenues:									
Freight revenue	\$ 2,822.84	\$ 2,391.16	\$ 400.00	\$ 200.00	\$ 2,065.33	\$ 200.00	\$ 2,300.00	\$ 687.95	\$ 114,650.42
Other revenue	941.14								9,772.89
Total revenue	\$ 3,763.98	\$ 2,391.16	\$ 400.00	\$ 200.00	\$ 2,065.33	\$ 200.00	\$ 2,300.00	\$ 687.95	\$ 124,423.31
Operating Expenses:									
Salaries of officers									\$ 5,204.22
Wages of employees	\$ 561.95			\$ 100.00		\$ 40.00			14,920.47
Gasoline and lubricants	604.68	687.77	60.00	188.00	243.56	35.00	360.00	84.75	17,863.04
Tires and tubes	353.61	127.78			70.00	5.00	223.00	155.20	10,228.53
Repair of cars	407.85	229.73			35.00		38.50	20.00	5,655.75
Rent	60.00	120.00							1,627.50
Insurance	73.64	104.75	30.00	113.00	39.50	35.00	52.00	54.00	3,292.90
Taxes and automobile licenses	58.82	137.29	11.00	25.00	114.21	21.10	106.00	40.00	4,021.33
Interest									610.25
Injuries and damages									
Miscellaneous	193.56	15.45							3,847.97
Depreciation	200.00	450.00		1,300.00	258.00	50.00		100.00	12,555.29
Total expense	\$ 2,514.11	\$ 1,872.77	\$ 101.00	\$ 1,026.00	\$ 760.27	\$ 186.10	\$ 779.50	\$ 453.95	\$ 79,888.15
Net operating revenue	\$ 1,249.87	\$ 1,118.39	\$ 299.00	\$ *1,426.00	\$ 3,106.06	\$ 13.90	\$ 1,520.50	\$ 234.00	\$ 44,535.16
Miscellaneous Statistics:									
Motor car mileage	5,811.3	13,868	600		15,604.81	1,124.50	16,380	2,460	422,707.66
Opr. rev. per motor car-mile	\$.64770	\$.21509	\$.66667		\$.13242	\$.17786	\$.14041	\$.27965	\$ 1.19611
Opr. exp. per motor car-mile	.43262	.13504	.16833		.04872	.16550	.04759	.18453	1.12199
Gallons of gasoline consumed	1,060	1,862			1,662				
Gallons of oil used	111	64			32				
Motor miles per gallon of gas.	5.48	7.45			15.12				
Motor miles per gallon of oil	52.35	216.69			487.65				
Ton-miles operated	13,937.3	41,304			43,173.15	2,437			

*Deficit. †Includes tires. ‡Revenues \$82,808.28, expenses, \$51,565.96.

TABLE 6—FREIGHT AND PASSENGER CARRIERS
REVENUES, EXPENSES AND MISCELLANEOUS STATISTICS

Account	Benj. J. Crips	Thos. W. Hannah	Hill Transportation Co.	B. J. Kramer & Son	Nis N. Ostergaard	Total
Operating Revenues:						
Passenger revenue	\$ 6,448.70	\$ 2,416.09	\$ 665.75	\$ 6,891.40	\$ 2,480.70	\$ 18,902.64
Freight revenue	312.00	1,191.20	13,487.13	194.86	938.00	16,123.19
Other revenue	1,200.00	2,016.77	21.40	130.00	276.00	3,644.17
Total revenues	\$ 7,960.70	\$ 5,624.06	\$ 14,174.28	\$ 7,216.26	\$ 3,694.70	\$ 38,670.00
Operating Expenses:						
Salaries of officers						\$ 5,759.86
Wages of employees	\$ 1,208.15	\$ 1,375.61	\$ 3,176.10			4,187.92
Gasoline and lubricants	1,328.46	712.57	519.38	1,143.35	434.16	2,069.76
Tires and tubes	182.65	313.33	646.81	684.37	242.60	5,072.27
Repairs of cars	489.10	1,041.89	1,492.75	1,867.49	181.04	1,100.00
Rent	180.00	520.00		360.00	40.00	1,436.00
Insurance	461.00	284.00		336.00	345.00	1,302.31
Taxes and automobile licenses	430.36	70.00	219.21	406.66	176.08	303.61
Interest	54.00	68.61	6.00		175.00	5.55
Injuries and damages	5.55					258.65
Miscellaneous		163.65	95.00			3,627.50
Depreciation	1,000.00		1,248.50	754.00	625.00	25,064.03
Total expenses	\$ 5,339.27	\$ 4,550.26	\$ 7,403.75	\$ 5,551.87	\$ 2,218.88	\$ 18,606.97
Net operating revenue	\$ 2,621.43	\$ 1,073.80	\$ 6,770.53	\$ 1,664.39	\$ 1,475.82	
Miscellaneous Statistics:						
Revenue passengers carried		2,349	666	4,578	1,543.5	9,136.5
Average fare, revenue passengers		\$ 1.12371	\$.99062	\$ 1.50533	\$ 1.60719	\$ 1.286310
Motor-car mileage	52,633.04	29,725.04	3,191	39,032	13,086.7	137,667.78
Operating revenue per motor car-mile	\$.15125	\$.18921	\$.26690	\$.17105	\$ 2.82325	\$.28089
Operating expense per motor car-mile	.10144	.15308	.13919	.13160	1.69552	.18206
Gallons of gasoline consumed				4,326.5	1,540	
Gallons of oil used				206.5	40	
Motor miles per gallon of gasoline				9.75	8.50	
Motor miles per gallon of oil				204.30	327.17	
Ton-miles operated					53,728.5	

^bPassenger revenue \$12,453.94.

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1928

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OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1928

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B. M. RICHARDSON, Commissioner.
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