State of Iowa
1930

Fifty-third Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1930

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

GEO. L. McCAUGHAN, Secretary

Published by
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Des Moines

LETTER OF TRANSMITTAL

To THE HONORABLE JOHN HAMMILL,
Governor of Iowa.

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1927, we herewith submit to you the Fifty-third Annual Report of this Commission for the year ended December 1, 1930.

Respectfully submitted,

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

December 1, 1930.

ROSTER

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

GENERAL OFFICE

JOHN H. GILLESPIE	Chief Clerk
FRED W. FOSS	Reporter
HARRY C. HOPKINS	Assistant Reporter
HENRY R. ASHLEY	File Clerk
MARTHA HOPPER	Stenographer

RATE DIVISION

W. F. PARSONS	Chief Rate Clerk
CARL A. HANSEN	Rate Clerk
P. J. O'LEARY	Assistant Rate Clerk
CYNTHIA TAYLOR	Assistant Rate Clerk
HESTER T. NORTHUP	Tariff Clerk and Stenographer

STATISTICAL DIVISION

C. BAILIE ELLIS	Statistician
C. S. KEVE	Assistant Statistician

ELECTRICAL ENGINEERING DIVISION

GEORGE CHARLESWORTH	Electrical Engineer
HAROLD C. MARCUSEN	Assistant Electrical Engineer

SIGNAL ENGINEERING DIVISION

H. A. FRANKLIN	Signal Engineer
RAY C. JOHNSON	Assistant Signal Engineer

VALUATION DIVISION

J. E. EURANK	Valuation Agent
E. L. GARDNER	Valuation Agent
BERYL REHLANDER	Stenographer

MOTOR TRANSPORTATION DIVISION

L. C. DONOHOE	Superintendent
L. B. HIBBS	Assistant Superintendent
DEWEY CHIZEK	Assistant Superintendent
GEORGE McKIM	Tax Auditor
MABEL WATT	Assistant Tax Auditor
VIRGINIA MERCER	Assistant Tax Auditor
LOUIS G. LASHER	Examiner
JOHN F. BERG	Clerk
W. B. BLAKE	Clerk
A. E. WILCOX	Clerk
DWIGHT SMITH	Clerk
M. L. PARKS	Rate Clerk
DOROTHY FLYNN	File Clerk and Stenographer
MRS. F. W. DAVISON	Permit Clerk
ORRIN FARLEY	File Clerk
B. C. DRURY	Special Investigator
J. W. GRIFFIN	Chief Inspector
C. L. PRICE	Inspector
L. T. BOWEN	Inspector
L. E. CHARLTON	Inspector
F. B. LOMAS	Inspector
FRED W. LERCHE	Inspector
L. J. ROARK	Inspector
A. E. GRIFFIN	Inspector

BEN B. BAUGH	Inspector
FRANK SIELEMAN	Inspector
CHARLES W. KJAR	Inspector
TWILA BAIE	Stenographer
MABEL THOMPSON	Stenographer
MRS. R. E. RUSH	Stenographer
LUCILLE TILDEN	Stenographer
HELEN WILLIAMS	Stenographer
ANNE HUGLIN	Stenographer
JEANNE SIGNS	Stenographer

COMMERCE COUNSEL

J. H. HENDERSON	Chief Counsel
WALTER CONDRAN	Assistant Counsel
STEPHEN ROBINSON	Assistant Counsel
ALICE STERZING	Clerk
EDNA B. HENDERSON	Stenographer

Report of the Board of Railroad Commissioners

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 4,961 cases, distributed as follows:

Involving Railroad Companies	127
Involving Railway Express Agency, Inc.	2
Involving Condemnation Cases	2
Involving Electric Transmission Lines	371
Involving Motor Carriers	191
Involving Truck Operator Permits	4,077
Involving Airports	2
*Involving Signal Engineering Department	189

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

ORGANIZATION OF THE BOARD

On January 14, 1930, the Board organized and elected Commissioner Woodruff Chairman for the year 1930, and Geo. L. McCaughan Secretary.

Comparative Earnings and Operating Expenses in Iowa, Including Mileage and Earnings per Mile

Year Ending June 30	Mileage—Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878	4,157.15	$ 20,714,496.07	$ 12,565,950.23	$ 8,148,545.84	$ 1,960.12
1879	4,996.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,894.58	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,022,966.03	20,512,396.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,910.47	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	38,269,503.04	25,336,714.38	12,932,788.06	1,513.54
1898	8,484.16	45,944,596.00	29,813,031.67	16,135,564.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.68	16,986,386.76	1,994.64
1900	9,171.49	52,074,571.77	35,409,424.92	16,655,146.79	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	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,000.54	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	67,748,279.33	49,491,027.91	18,257,251.62	1,857.61
1909	9,809.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96

Comparative Earnings and Operating Expenses in Iowa, Including Mileage and Earnings Per Mile—Continued

Year Ending June 30	Mileage—Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1910	9,781.65	74,890,965.34	59,081,554.54	15,809,410.80	1,616.23
1911	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08
1912	9,901.86	76,295,881.43	59,791,778.66	16,504,102.77	1,666.76
1913	9,939.20	86,275,192.41	65,162,511.42	21,112,680.99	2,124.18
1914	10,018.92	88,537,613.50	66,338,471.51	22,199,141.93	2,215.92
1915	10,002.39	88,444,255.31	65,363,453.51	23,080,801.80	2,307.55
1916	9,994.34	92,250,858.89	68,363,170.42	23,887,688.47	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	4,199,998.80	426.77
1919—Dec. 31	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	686.41
1920—Dec. 31	9,841.99	157,537,018.20	167,325,291.87	*9,788,273.67	*994.44
1921—Dec. 31	9,841.97	148,509,282.24	138,621,111.96	9,888,170.28	1,004.69
1922—Dec. 31	9,835.69	143,921,716.22	125,184,598.44	18,737,117.78	1,905.01
1923—Dec. 31	9,827.37	153,216,540.95	131,589,054.44	21,627,486.51	2,200.74
1924—Dec. 31	9,834.17	143,547,959.68	120,996,195.83	22,550,863.85	2,293.11
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	25,025,424.79	2,568.21
1927—Dec. 31	9,744.16	141,778,880.40	116,616,670.31	25,162,210.09	2,582.29
1928—Dec. 31	9,738.25	147,706,969.80	117,276,798.60	30,429,971.17	3,124.79
1929—Dec. 31	9,699.88	151,472,376.10	118,757,274.15	32,715,101.95	3,372.33

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of single track owned, of 3.83 miles made up as follows:

C. B. & Q. R. R. shows increase .01 of mile correction.

Great Northern Ry. shows .15 of mile increase—correction.

Chicago & North Western Ry. shows decrease of .17 mile, abandoned at Boyer and Polk City, Ia.

Chicago, Rock Island & Pacific Ry. shows decrease of 3.82 miles, abandonment from Elmira to Digby, Iowa.

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	$502,062.16	$335,440.58	$167,621.58	$ 3,334.42	$2,800,050.00	$ 721,500.00
1909	58.98	457,946.93	292,909.63	165,037.30	2,798.19	2,866,150.00	671,000.00
1910	60.24	359,760.88	76,070.62	283,690.26	4,709.00	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.67	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,497.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00
1916—Dec. 31	51.61	474,112.48	191,728.99	282,383.49	5,471.49	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	.....
1918—Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	.....

TERMINAL COMPANIES—ALL IN IOWA—Continued

Year Ended June 30	Mileage —All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1919—Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	.....
1920—Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	.....
1921—Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	.....
1922—Dec. 31	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1923—Dec. 31	68.90	434,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	None
1924—Dec. 31	72.27	624,780.36	248,532.41	376,247.95	5,206.14	1,259,500.00	618,862.76
1925—Dec. 31	72.30	472,600.68	240,533.58	232,067.10	3,209.78	1,358,500.00	651,792.44
1926—Dec. 31	73.01	519,394.39	292,364.47	227,029.92	3,109.57	1,358,500.00	946,470.32
1927—Dec. 31	84.10	521,954.44	330,162.62	191,791.82	2,280.52	1,358,500.00	894,694.78
1928—Dec. 31	85.16	537,323.83	338,884.12	198,439.71	2,330.19	1,358,500.00	827,878.09
1929—Dec. 31	213.15	580,251.51	334,420.18	245,831.33	1,104.18	4,418,500.00	1,818,472.68

The mileage of terminal companies shows an increase of 143.13 miles, all tracks, which is accounted for as follows: Burlington, Muscatine & Northwestern Railway 55.37 miles and Davenport, Rock Island & Northwestern Railway 87.76 miles, switching roads.

BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1908	26.26	$973,727.38	$122,458.61	$851,268.77	$ 32,416.93	$9,875,800.00	$ 1,274,462.49
1909	27.67	675,873.45	41,976.96	633,896.49	21,850.96	9,875,800.00	2,750,000.00
1910	27.70	638,415.39	19,006.92	619,349.47	22,359.19	9,875,800.00	2,750,000.00
1911	31.58	670,262.95	25,069.85	645,193.10	20,430.43	9,875,800.00	2,750,000.00
1912	32.38	497,446.45	18,447.12	478,999.33	14,793.06	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	43,873.95	372,015.95	10,397.31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	30,581.07	537,204.57	14,807.18	9,875,800.00	1,000,000.00
1915	37.11	582,519.71	17,507.15	565,012.56	15,225.35	9,875,800.00	1,750,000.00
1916	37.38	543,438.31	20,953.20	522,485.11	13,977.66	9,875,800.00	1,750,000.00
1916—Dec. 31	37.33	520,575.61	20,491.96	500,083.65	13,396.29	9,875,800.00	1,750,000.00
1917—Dec. 31	38.04	502,257.71	22,769.05	479,488.66	12,604.85	9,875,800.00	1,709,008.97
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	9,222.79	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	1,730,795.80
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

BRIDGE COMPANIES—ENTIRE LINE—Continued

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1924—Dec. 31	36.87	314,988.92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74
1925—Dec. 31	36.63	369,124.91	61,861.16	307,263.75	8,388.30	7,945,800.00	1,817,946.29
1926—Dec. 31	36.72	340,017.59	57,209.62	282,807.97	7,701.70	7,945,800.00	1,826,631.60
1927—Dec. 31	36.72	479,317.71	111,302.25	368,015.46	10,022.20	7,945,800.00	1,948,021.43
1928—Dec. 31	38.06	414,177.67	121,859.39	292,318.08	7,680.45	7,945,800.00	2,215,149.65
1929—Dec. 31	38.31	417,257.88	127,530.74	289,727.14	7,562.70	7,945,800.00	3,620,358.31

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage —Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1903	98.27	$ 228,444.55	$ 132,620.87	$ 95,823.68	$ 975.10
1904	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909	261.91	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	2,330,285.21	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	510.69	4,096,597.00	2,707,527.32	1,389,069.68	2,746.34
1918—Dec. 31	512.13	5,408,175.00	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31	515.96	5,243,538.50	4,347,826.98	895,711.52	1,736.01
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	4,985,593.02	4,205,246.09	780,346.93	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
1927—Dec. 31	508.76	4,285,211.33	3,735,824.20	549,387.13	1,079.86
1928—Dec. 31	507.32	4,210,901.82	3,983,069.73	227,837.09	463.39
1929—Dec. 31	498.15	4,728,367.08	4,205,083.81	523,283.27	1,050.45

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage Owned—Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908	192.57	$ 6,709,200.00	$ 35,259.60	188.47	$ 3,912,000.00	$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
1911	389.84	14,995,987.40	38,467.06	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	23,906,205.30	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	15,483,052.53	32,222.12	476.64	19,647,000.00	41,219.79
1916—Dec. 31	491.10	16,830,178.73	34,270.37	484.43	20,700,500.00	42,778.91
1917—Dec. 31	507.89	16,424,320.05	32,338.34	504.02	21,510,866.67	42,678.60
1918—Dec. 31	509.33	17,172,744.76	33,716.34	505.46	22,201,825.00	43,924.00
1919—Dec. 31	509.67	17,349,541.97	34,040.74	505.80	22,866,925.00	45,209.42
1920—Dec. 31	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.54
1921—Dec. 31	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,724.28
1922—Dec. 31	518.34	18,654,505.69	35,988.93	518.34	28,810,305.64	55,581.86
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	29,505,500.13	56,268.70
1925—Dec. 31	518.87	28,737,861.04	55,385.47	518.87	38,558,490.44	74,312.43
1926—Dec. 31	506.58	30,224,547.23	59,663.91	506.58	41,047,973.00	81,029.59
1927—Dec. 31	506.58	27,814,824.00	54,907.07	506.58	42,081,709.74	83,070.21
1928—Dec. 31	488.40	32,850,466.49	67,261.39	488.40	42,443,637.46	86,903.43
1929—Dec. 31	479.23	34,613,517.91	72,227.36	479.23	43,495,507.22	90,761.23

General Cases Involving Railroads

No. A-4323—1930. Citizens of Osgood v. C., R. I. & P. Ry. Co. Station facilities and service—Agent. Satisfactorily adjusted.
Filed October 13, 1927. Closed December 19, 1929.

No. A-4359—1930. M. F. Garrett, Town Clerk, Martelle, v. C., M., St. P. & P. Speed of trains. Adjusted.
Filed July 9, 1928. Closed November 24, 1930.

No. A-4365—1930. Board of Supervisors of Dickinson County, Spirit Lake, v. C., R. I. & P. Ry. Co. Hazardous highway crossing one mile east of Montgomery. The usual preliminary investigation was made in this case, and on October 24, 1928, the Board viewed the crossing and held a hearing at Spirit Lake, Ia. Since that time negotiations have taken place between the Board of Supervisors and the railroad company with reference to the alleged dangerous crossing. We have had no complaint for a year, and the file is closed without prejudice.
Filed August 13, 1928. Closed December 1, 1930.

No. A-4369—1930. W. R. Harbert, Deep River, v. C. & N. W. Ry. Co. Station facilities and service—Discontinuance of agent at Tilton. Hearing in this case was held at Oskaloosa, on October 4, 1928, at which time the following stipulation was entered into between the railroad company and the complainant:

1st. The Railway Company shall have the right to install a custodian in lieu of the agent at the station of Tilton, who shall be on duty from 9 A. M. until 12 M., and from 1 P. M. until 4 P. M. each day, except Sundays and holidays, and it shall be the duty of said custodian to receive freight, give a receipt therefor, and accept the payment of freight charges on outbound shipments, and also make delivery of inbound shipments.

2nd. The foregoing arrangements shall be tried out for a period of sixty days from the time the new service is installed, and if, at the end of that time, the complainants are not satisfied with said arrangement, the matter shall then be taken up and the position of the agent restored, or it shall be tried out before the Railroad Commission, said case being continued for said purposes.

3rd. The Railway Company further agrees that if the present telephone service between Tilton and Deep River is unsatisfactory it will install a composite telephone service between its station in Tilton and the station in Deep River.

On December 29, 1928, Hon. J. H. Henderson, Commerce Counsel, representing the complainant and the public at Tilton, filed a petition with the Board, stating that the operation under the preceding stipulation had been very unsatisfactory, and asking that the case be set for formal hearing before the Board. Before the time for hearing was set, Mr. Harbert advised that the people had had a meeting with the railroad officials at Tilton and they had the promise of the railroad company to improve the situation, and asking that the case be held open pending the outcome. The railroad company confirmed this. This case was held open for almost two years, and the complainant failing to reply to inquiry from this office as to the status thereof, the file was closed without prejudice. (See also, No. A-4101—1925).
Filed September 13, 1928. Closed December 1, 1930.

No. A-4370—1930. Iowa State Highway Commission, Ames, v. C., R. I. & P. Ry. Co. Highway crossing west of Postville. Satisfactorily adjusted.
Filed September 25, 1928. Closed November 17, 1930.

No. A-4375—1930. Chamber of Commerce, Storm Lake, v. C., M., St. P. & P. Train service—Storm Lake to Rockwell City. Adjusted.
Filed December 3, 1928. Closed December 16, 1929.

No. A-4384—1930. Paul Kral, Oxford, Ia., v. C., R. I. & P. Ry. Co. Drainage. Closed without prejudice.
Filed February 25, 1929. Closed December 1, 1930.

No. A-4385-1930. Louis Waechter, Epworth, v. Ill. Cent. R. R. Co. Private crossing. Satisfactorily adjusted.
Filed January 7, 1929. Closed December 1, 1930.

No. A-4386—1930. R. C. Sanders, Waukon, v. C., M., St. P. & P. Stock yards. Satisfactorily adjusted.
Filed March 21, 1929. Closed December 1, 1930.

No. A-4391—1930. Estherville Grocer Co., Estherville. Station facilities and service—Discontinuance of agent at Gridley. Closed without prejudice.
Filed May 29, 1929. Closed December 1, 1930.

No. A-4392. L. J. Ferren, Plano, v. C., B. & Q. R. R. Co. Private crossing. This case was investigated and report made to the complainant, with request that he reply. A year having passed, and no reply having been received from Mr. Ferren, file closed without prejudice.
Filed May 22, 1929. Closed November 17, 1930.

No. A-4395—1930. Iowa State Highway Commission, Ames, v. C. G. W. R. R. Co. Highway crossing—Talmage. Satisfactorily adjusted.
Filed July 20, 1929. Closed December 1, 1930.

No. A-4397—1930. W. H. Beale, Marshalltown v. C. & N. W. Ry. Co. Private crossing near Conrad. Adjusted. Closed without prejudice.
Filed July 20, 1929. Closed December 2, 1929.

No. A-4399—1930. T. A. Davenport, Mayor, Belmond, v. M. & St. L. R. R. Fence. Necessary repairs made. Closed without prejudice.
Filed August 3, 1929. Closed December 1, 1930.

No. A-4404—1930.

BOARD OF RAILROAD COMMISSIONERS, DES MOINES, *Complainants*,
v.
FT. DODGE, DES MOINES & SOUTHERN RAILROAD CO.,
AND C. H. CROOKS, RECEIVER, *Defendants*.
Decided March 3, 1930.

INVESTIGATION CONDITION PASSENGER EQUIPMENT.

(See also K-167-1928 Report, page 146.)

Found, upon investigation and hearing; equipment in use in passenger service not in such condition as to insure reasonable degree of safety to traveling public;

Ordered, that certain cars be placed in proper condition on or before May 15, 1930; necessary work set out in order.

For the Railroad Company—W. R. Dyer, Atty., Boone, Iowa.

For the Board of Railroad Commissioners—Herman A. Franklin, Signal Engineer, Des Moines, Iowa.

Pursuant to notice, this matter was set down for hearing on October 9, 1929, at Des Moines, Iowa, where the matter was fully heard. The Ft. Dodge, Des Moines & Southern Railroad Company was made respondent after the Commission's Engineer had made an inspection of the passenger car equipment used by the company on its line and a report made to the commission, advising of the purported unsafe condition of such equipment.

The report of our Signal Engineer stated in part as follows:

"A safety question such as this is always open to argument and conflicting opinions and only a demonstration of what weaknesses may mean at a critical time such as in the case of wreck, derailment, raking or being raked or struck by a falling pole, tends to bring everyone to a realization of what they really do denote. It can be readily assumed and agreed for the most part that a car which weaves or shows other physical weaknesses will not stand the same impacts as one which does not have these defects."

On the other hand, Mr. Crooks, President, Ft. Dodge, Des Moines & Southern Railroad Company, states in his letter of June 18, 1929, that

"The various theories by Mr. Franklin as to safety of the equipment are, however, largely a matter of conjecture and I presume that our opinion on this is as good as Mr. Franklin's. We believe that our equipment is absolutely safe for the service that it is called on to perform. We acknowledge that the cars are getting old—that their appearance is not what it should be—and we are only sorry that passenger revenues on this road have shown such steady serious declines as to make it practically impossible for us to provide new equipment in this service. It is our intention to keep the cars in safe condition to the best of our ability and when we believe that they are no longer safe, to withdraw them from the service and whether or not when they are withdrawn they will be replaced with new equipment will depend entirely on the trend of the passenger revenues."

The two statements in their essential parts are not seriously conflicting. The cars are probably safe except under abnormal operating conditions and if we could be assured that no accidents would occur, then there would be no cause for complaint. However, we have no assurance of this kind and all cars in service are constantly subjected to such possibilities. The members of this Board are not experts in car building but realize that wooden cars depreciated as we believe the cars here discussed to be, as compared with steel cars, in case of accident, are more dangerous.

The respondent pleads financial inability to purchase new equipment, having had a large decrease in passenger revenues in the past few years of its operations. This Board cannot, however, consider this plea as a controlling factor, as in this case we believe the safety to the public and to the employees of the railroad company is paramount.

We are advised that depreciation on these cars was established at the rate of 5% per year. All cars, excepting car No. 62, were built in 1906 or 1907 and have, therefore, outlived the depreciation period. The record of testimony in this case at one place states that car No. 62 was purchased new in 1915 and at another that this car was destroyed by fire and rebuilt with the same material and under the same plan as original construction. Car No. 62 is in reasonably good condition and is excepted in this proceeding from those purported to be in an unsafe condition.

From the information before us, we are convinced that the equipment now in use in passenger service on the line of respondent is not in such condition as to insure a reasonable degree of safety to the traveling public and it is, therefore, ordered that two passenger cars, other than car now known as No. 62 be placed in proper condition on or before May 15, 1930, in accordance with the provisions of the following paragraphs:

1. The bodies of two cars to be strengthened or rebuilt or replaced by new bodies, or such repairs as are necessary to make them safe for operation.

One of these cars to serve as replacement while either of the other cars is being shopped or repaired or may at times be used on additional run.

2. Proper condition as used above shall mean the strengthening, rebuilding or reconstruction of the body of a car or the replacing of same with a new body. In case of rebuilding or reconstruction it shall be done according to standard practices and in an approved and workmanship like manner, using first grade materials, which work shall result in the general strengthening of the car body.

3. Progress report shall be made on or before May 15, 1930.

4. Should the passenger service of this line be reduced or increased, the Commission reserves the right, either upon its own motion or upon application by the railroad company, to reduce or increase the number of passenger cars to be placed in proper condition.

No. A-4405—1930.

CITY OF WATERLOO, *Complainant*,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., CHICAGO GREAT WESTERN RAILROAD CO., ILLINOIS CENTRAL RAILROAD COMPANY, *Defendants*.

Decided November 6, 1930.

CROSSING PROTECTION IN WATERLOO.

Held, after hearing; railroads involved shall have thirty days to agree on a definite type of signal protection, and the city thirty days to consider the railroads' proposal and report to the Board; Ordinance No. 1334 approved April 4, 1930.

Ordered, that the three defendant railroads shall proceed with installation and completion of devices designated in Ordinance No. 1334, work to be completed and installation ready for service not later than March 1, 1931.

WHEREAS, on the 25th day of March, 1929, the City Council of the City of Waterloo, filed with this Commission complaint concerning railroad grade crossing at a point where the Chicago Great Western Railroad Company crosses the Chicago, Rock Island and Pacific Railway Company on Bluff Street, between Fifth and Sixth streets in the city of Waterloo, alleging that the stopping of trains resulted in blocking of traffic on downtown streets to an extent that it was not only very inconvenient and expensive but dangerous for the operation of the fire department; and

WHEREAS, on the 2nd day of April, 1929, a meeting of interested parties was called at Waterloo, Iowa, and after full discussion, the date of June 4, 1929, at Waterloo, was named for further conference, at which time tentative plans were to be submitted by the railroad companies; and

WHEREAS, on the 4th day of April, 1929, the city of Waterloo filed amended complaint requesting that there be included in the investigation the matter of a similar situation at the crossing at grade of the Illinois Central Railroad Company and the Chicago Great Western Railroad Company on the east bank of the Cedar River in the city of Waterloo; and

WHEREAS, the conference called for June 4, 1929, was postponed to July 23, 1929, such postponement being granted at the request of the railroads, stating that plans were not completed and, further, that the date of June 4th did not take into consideration the fact that the Illinois Central Railroad Company would become a party to the proceedings; and

WHEREAS, after conference on July 23, 1929, and no agreement being reached, the city of Waterloo requested that the matter be set down for formal hearing. The board named October 15, 1929, at Waterloo, Iowa, as time and place for hearing in this matter. After full hearing, the three railroads involved were given thirty days to agree on a definite type of signal protection for installation at these crossings, said plans and specifications, together with whatever concessions were to be required of the city, to be submitted to the city of Waterloo. The city of Waterloo was given thirty days thereafter to consider the railroads' proposal and make report to the Commission as to the city's attitude toward the concessions desired, after which the board would take the matter under advisement; and

WHEREAS, plans and specifications were submitted by the three railroad companies involved and agreeable adjustment of the whole matter was concluded, after which Ordinance No. 1334, dated March 24, 1930, was enacted by the city of Waterloo. The approval of the above numbered and dated Ordinance was granted by this Commission under date of April 4, 1930; and

WHEREAS, under date of November 4, 1930, the city of Waterloo states that no action has been taken on the part of the several railroads to comply with the requirements of the before mentioned Ordinance and requests this Commission to enter an order directing and compelling these railroads to proceed forthwith with the installation of devices as

outlined in Ordinance No. 1334, dated March 24, 1930, and providing for the completion of installations on or before October 1, 1930.

It, therefore, appearing that sufficient time has elapsed for the completion of the work involved and further appearing that no work has been done toward the compliance with the provisions of said Ordinance, it is ordered that the Chicago Great Western Railroad Company, the Chicago, Rock Island and Pacific Railway Company, and the Illinois Central Railroad Company, proceed with the installation and completion of devices more specifically designated in Ordinance No. 1334 of the city of Waterloo, work to be completed and installation ready for service not later than March 1, 1931.

No. A-4406—1930. O. C. Thompson, County Engineer, Waterloo, v. C., R. I. & P. Ry. Highway crossing—Black Hawk County. Satisfactorily adjusted.
Filed September 18, 1929. Closed December 1, 1930.

No. A-4407—1930. Clark R. Taylor, Town Clerk, Jackson Junction, v. C., M., St. P. & P. R. R. Co. Station facilities and service—Condition of road. Satisfactorily adjusted.
Filed August 6, 1929. Closed November 17, 1930.

No. A-4408—1930. Kiwanis Club, Rock Rapids, Ia., v. C., R. I. & P. Ry. Co. Station facilities and service—Closing of depot on Sunday. Investigated and closed without prejudice.
Filed September 20, 1929. Closed November 24, 1930.

No. A-4409—1930. C. J. Scott, Mayor, Knoxville, v. C., B. & Q. R. R. Co. Condition of stock yards. Adjusted. Closed without prejudice.
Filed September 21, 1929. Closed November 24, 1930.

No. A-4410—1930. Z. H. Jarvis, Morning Sun, v. M. & St. L. R. R. Co. Fence. Satisfactory repairs made. (See No. A-4410—1929, page 29, 1929 Report).
Reopened July 16, 1930. Closed July 30, 1930.

No. A-4413—1930. L. C. Johnson, Belmond, v. M. & St. L. R. R. Co. Fence. Satisfactorily rebuilt.
Filed October 23, 1929. Closed November 17, 1930.

No. A-4414—1930.

CLITUS B. MOON, C. R. MOWRY, and CHARLES A. BENO, COUNCIL BLUFFS, *Complainants*,

v.

ILLINOIS CENTRAL RAILROAD COMPANY AND CHICAGO AND NORTHWESTERN RAILWAY COMPANY, *Defendants*

Decided January 30, 1930.

PRIVATE CROSSING TO PUBLIC HIGHWAY—POTTAWATTAMIE COUNTY.

Found, upon hearing; farms of Moon and Mowry not cut off from highway by railroad right of way and tracks, but by strip of land between the farms and railroads leased to Beno; rights of lessee contingent upon character of lease; no jurisdiction, under Section 8011, as to land owners Moon and Mowry.

Held, very little evidence showing character of lease and exact relationship of Beno with railroad company; provisions of lease would govern.

Dismissed.

Commissioner Webster, *dissenting*:

Property acquired in anticipation of future use; additional land acquired along right of way considered part thereof; not for speculative or agricultural purposes; not immune from laws of state pertaining to railroads.

For the Petitioners—Paul E. Robertson, Atty., Council Bluffs, Iowa.

For the C. & N. W. Ry. Co.—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by George E. Hise.

For the Illinois Central Railroad Co.—Helsell, McCall & Dolliver, Attys., Ft. Dodge, Iowa, by Charles A. Helsell.

On November 8, 1929, Clitus B. Moon and C. R. Mowry, by their attorney, filed with this Commission a complaint against the Chicago and North Western Railway Company and the Illinois Central Railroad Company. On November 21, Charles A. Beno joined with them in their complaint. Complainants allege in substance that there is a public highway directly west of their property described in the complaint and that said railroad companies have right-of-way and tracks running between said properties and public highway; that they are unable to cross the tracks and property of the railroad companies in getting to and from their property for the reason that there is no crossing of any kind for the use of the complainants. They state that such private crossings over the tracks and right-of-way of the railroad companies are absolutely necessary for the reason that there is no public highway available to them except by a route that is about two miles in length to the east of their property and which is impassable nearly the entire year on account of hilly conditions of the land. Complainants state that they had previously requested the railroad companies in writing to construct and maintain private crossings as provided for in Sections 8011 and 8012 of the Code of Iowa, 1927, but that the railroad companies had refused to comply with the request of said land owners. The complainants ask the Board to take jurisdiction of the matter and require the construction and maintenance of a private crossing.

Between the tracks and right-of-way of the Illinois Central Railroad Company is an irregular piece of land owned by the Dubuque and Sioux City Railroad Company. The Illinois Central Railroad Company operate the railway property of the Dubuque and Sioux City Railroad Company in Iowa. Beno, one of the complainants, is a lessee of that irregular piece of land. Respondents contend that this irregular piece of land is not used for railway purposes. It, along with several other strips of land had to be acquired along with the regular right-of-way many years ago. This land is assessed for tax purposes by the local authorities in that county and not by the Executive Council of the State as are railroads generally. The Commission having given reasonable notice to the parties set this matter down and fully heard it December 5, 1929, at Council Bluffs. The railroad companies contend that this Commission has no jurisdiction under Section 8011 of the Code, 1927, and moved to dismiss the proceedings, accordingly. The Commission denies this motion and determines that it does have jurisdiction over petitions for a farm crossing and even if it did not under Section 8011, it would have under its general powers which are very broad. Section 8011 provides "When any person owns land on both sides of any railway, or when a railway runs parallel with a public highway thereby separating a farm from such highway, the corporation owning or operating such railway, on request of the owner of such land or farm, shall construct and maintain a safe and adequate farm crossing or roadway across such railway and right-of-way at such reasonable place as the owner of the land may designate, and shall construct and maintain a cattle guard on each side of such roadway where it crosses the track, connected by wing or cross fences to the fences on each side of the right-of-way." Section 8012 of the Code provides in substance that where such land owner requests in writing of a railroad company more than one such farm crossing and the railroad refuses such request, that after such time the owner of the land may make a written application to the Board of Railroad Commissioners to hear and determine his rights in the matter and the Board, after notice and hearing, may make such order as just and proper.

The only Supreme Court decision we are able to find on a matter similar to this was in 130 Iowa 749, wherein it was held that a strip of land used for the purpose of operating the line of railroads such as keeping off the snow, excavation or fills, then it would be considered as a part of the railway and treated the same as part of the right-of-way.

The farms of Moon and Mowry are not cut off from the highway by means of railroad right-of-way and tracks, but because of the strip of land between the farms and the railroad right-of-way owned by one of the railway companies and leased to Beno. The question arises whether Beno, as lessee of this strip of land owned by the railroad company stands in the same position as a land owner or person described in the statute. It seems that such lessee would have the right of the use, control and possession of that land and be in the same position as the owner and entitled to have the order granted, but the record does not disclose the character of lease between Beno and the railroad company. The Commission is of the opinion that it would not have jurisdiction to order this private farm crossing nor would the matter come before it under Section 8011 as to land owners Moon and Mowry. The Commission feels that in justice and equity there should be private crossing established at the places sought in order to afford ingress and egress for the lands of Moon and Mowry, but is reluctant to order the establishment of such crossings in the instant matter upon the very little evidence in the record showing the character of lease and exact relationship of Beno with the railroad company. If the provisions of the lease would give this lessee the right to construct a roadway across the leased land and possess the same standing as a land owner then it seems to the Commission that an order should issue in this case. For the reasons above stated, the Commission dismisses the matter.

COMMISSIONER WEBSTER, DISSENTING:

A railroad company is chartered for the express purpose of operating a railroad and has lawful right to acquire land or other property necessary to the operation of the road and may unquestionably acquire property in anticipation of their future need. This property was evidently acquired in anticipation of the future use in the operation of the road.

Railroads in most towns and cities own industrial sites which are leased to the patrons of the road. This property is classified as non-carrier land by the Bureau of Valuation of the Interstate Commerce Commission and the question is whether it is a part of the right-of-way or not. Non-carrier land is leased on short term leases in anticipation of its use for side tracks or other purposes. In a great many instances the railroads acquire additional strips of land adjacent to their right-of-way in order to secure dirt for grading or gravel for ballasting, and in all these cases this property must be considered as a part of the right-of-way used for the operation of the road; otherwise the company might secure a strip of land adjacent to their right-of-way and block property holders indefinitely from crossing their tracks.

In this case the company owns a strip of land acquired for what purpose is not shown, but railroads do not acquire property for speculative or agricultural purposes, that is outside of their province, and should not be allowed to hold land adjacent to their right-of-way proper immune from the laws of the State pertaining to railroads.

For the above reasons, I am unable to concur in the majority opinion.

No. A-4415—1930. Citizens of Fairbank v. C. G. W. R. R. Co. Station facilities and service. Closed without prejudice.

Filed November 16, 1929. Closed November 24, 1930.

No. A-4416—1930. E. W. Miller & Co., Casey, v. C., R. I. & P. Ry. Co. Drainage. No jurisdiction in this Board. Complaint taken up with railroad company informally. Complainant failed to reply to letters from this office. Case closed without prejudice.

Filed October 31, 1929. Closed November 17, 1930.

No. A-4417—1930. City Council, Grand Junction, v. C. & N. W. Ry. Co. Closing of highway crossing. Adjusted. File closed without prejudice.
Filed November 20, 1929. Closed November 17, 1930.

A-4418—1930. Board of Supervisors of Buchanan County v. W. C. F. & N. Ry. Co. Highway crossing near Brandon. Satisfactorily adjusted.
Filed November 27, 1929. Closed November 17, 1930.

No. A-4420—1930. Loren Wynn, Lynnville, v. M. & St. L. R. R. Co. Fence. Satisfactorily adjusted.
Filed November 27, 1929. Closed January 24, 1930.

No. A-4422—1930. Board of Supervisors of Woodbury County and Township Trustees of Oto Township, Sioux City, v. C., M., St. P. & P. R. R. Co. Highway crossing—Oto Township. Satisfactorily adjusted.
Filed December 20, 1929. Closed November 17, 1930.

No. A-4423—1930. Martha Werner, Louisa, v. C., M., St. P. & P. R. R. Co. Train service—Flag stop. Satisfactorily adjusted.
Filed December 24, 1929. Closed February 18, 1930.

No. A-4424—1930. O. E. Good, et al., Brooks, v. C., B. & Q. R. R. Co. Station facilities and service—Heating station. Satisfactorily adjusted.
Filed December 28, 1929. Closed November 17, 1930.

No. A-4425—1930. Lions Club, Osage, v. C. G. W. R. R. Co. Train service. Complaint investigated and file closed without prejudice.
Filed January 8, 1930. Closed November 17, 1930.

No. A-4426—1930. J. A. Loughridge, Delta, v. C., R. I. & P. Ry. Co. Station facilities and service—Use of scales when agent is off duty. No jurisdiction in this Board. The railroad company advised "Any shipper who has placed an order for a stock car to load his stock will be furnished with key to stock yards and scales until the stock is loaded out."
Filed January 17, 1930. Closed November 17, 1930.

No. A-4427—1930. Wm. F. Byers, West Union, v. C., R. I. & P. Ry. Co. Employes—Removal of brakeman. Satisfactorily adjusted.
Filed January 15, 1930. Closed November 17, 1930.

No. A-4428—1930. S. W. Cissna, et al., Buck Grove, v. C., M., St. P. & P. R. R. Co. Station facilities and service—Agent. This case was thoroughly investigated, and the company installed a custodian in place of a regular agent. The complainant was advised, and asked if he desired a formal hearing on the matter of placing a regular agent at the station. He failed to reply to inquiries from this office, and the file was closed without prejudice.
Filed January 25, 1930. Closed November 17, 1930.

No. A-4431—1930. C. G. Cole, Greeley, v. C. G. W. R. R. Co. Fence near Oneida. Rebuilt.
Filed February 8, 1930. Closed April 8, 1930.

No. A-4432—1930.

BOARD OF SUPERVISORS OF DELAWARE COUNTY, MANCHESTER, IOWA,
Complainants,
v.
ILLINOIS CENTRAL RAILROAD CO., *Defendants.*
Decided August 5, 1930.

HIGHWAY CROSSING—BRIDGE OVER HIGHWAY, NEAR RYAN.

Held, upon hearing; bridge entirely inadequate and dangerous.

Ordered, the defendant company shall, on or before August 1, 1931, build an adequate bridge or viaduct according to plans and specifications submitted by railroad company; cost to be borne by railroad; any grading outside right of way to be paid for by county.

For the Board of Supervisors of Delaware County—Thomas H. Tracy, County Attorney, Manchester, Iowa.

For the Illinois Central Railroad Company—S. B. Charlton, Attorney, Manchester, Iowa.

This hearing was upon application of the Board of Supervisors of Delaware County, by Hon. C. G. Cole, Greeley, Iowa, making complaint as to the viaduct over the Illinois Central Railroad a short distance north of Ryan, Iowa, claiming that

> "On the Illinois Central Railroad branch from Manchester to Ryan is a bridge which crosses a dry run and in the same hole runs the road. Because of the angle the railroad is on and the fact that the roadway below has to dodge the creek, makes a bend in the road where the piling is located, leaving as a result but an eight foot opening for vehicles."

Also, claiming that

> "The Supervisors occasionally wish to work the roads and clean the snow off too. When this occasion does arise they find they can not get through the opening with any of their machinery. When they just have to get over the tracks it necessitates a seven mile trip around."

Hearing was held at Manchester, Iowa, on June 13, 1930, at the Court House, where testimony was introduced by several witnesses to the effect that the bridge is entirely inadequate, in fact, that it is considered to be a dangerous bridge. The Illinois Central engineer made no claim as to its being a normal bridge or viaduct but on account of their budget for 1930 having been made out, he desired to postpone it and with the understanding that the Board of Supervisors would stand half the expense.

The Board has considered the testimony carefully and it is of the opinion that the bridge or viaduct is entirely inadequate and dangerous. The road scrapers are unable to get through, being obliged to detour several miles. Therefore, it is the order of the Board that the defendant company on or before August 1, 1931, build an adequate viaduct as per the plans and specifications submitted by the Railroad Company. The Board sees no reason why the County should stand any portion of the cost unless some grading is necessitated outside of the right of way.

No. A-4433—1930. W. H. Wagner, Anita, v. C., R. I. & P. Ry. Co. Site at Adair. Closed without prejudice.
Filed February 18, 1930. Closed December 1, 1930.

No. A-4434—1930. Ottumwa Ice Co., Ottumwa, v. C., M., St. P. & P. R. R. Co. Equipment—Insulated cars for ice shipments. The question involved in this case was referred to the Commerce Counsel Department, which advised the question was one for hearing. The complainants failed to reply to an inquiry from this office as to whether or not they desired formal hearing, and the file was closed without prejudice.
Filed March 4, 1930. Closed December 1, 1930.

No. A-4435—1930.

TOWN OF VALERIA, *Complainants,*
v.
CHICAGO GREAT WESTERN RAILROAD COMPANY, *Defendants.*
Decided June 5, 1930.

STATION FACILITIES AND SERVICE—REMOVAL OF AGENT

Ordered, upon hearing; railroad company shall keep station open and agent in charge until January 1, 1931; then railroad may again present to the Commission with introduction of traffic revenues and cost figures, without prejudice to parties.

For the complainants—J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

For the defendants—Carr, Cox, Evans & Riley, Attorneys, by Clifford V. Cox, Des Moines, Iowa.

On March 10, 1930, the Commerce Counsel, representing the town of Valeria, John Gannon and Edward Morrissey, advised the Commission by letter that they would like the above entitled matter to be set down for hearing and the issues determined.

It seems that prior to March 10, the complainants, after having learned that the Chicago Great Western Railroad Company proposed to discontinue the station at Valeria as an agency station and maintain it only in charge of a custodian, had negotiated with the Railroad Company looking toward a satisfactory adjustment and the retention of an agent. These negotiations having failed, the complainants orally advised the Commission of the situation whereupon we requested the Railroad Company to maintain agent at Valeria until the matter could be heard and determined by the Commission.

After notice to the parties, the matter was heard in the office of the Board at Des Moines on March 25, 1930.

Valeria is an incorporated town with a population, according to the State census of 1925, of eighty-five. Located there is a grain elevator, general store, a hardware store and barber shop. The Railroad Company proposes to make Valeria a non-agency and prepaid station. They propose to have someone residing there installed as custodian, whose duties will be to look after the station during train arrivals and to see that the consignees get their freight from the depot. Santiago is a little village three miles south of Valeria and has no agent but does have a custodian in charge. The billing at Santiago has therefore been done at Valeria by the agent. Five miles north of Valeria is Mingo, a town of about 325. This is an agency station and it is proposed that billing for Valeria be done at Mingo. The reason for the Company's desire to eliminate the agent at Valeria is to curtail all unnecessary expense wherever possible. They showed that the expense of the station in 1929 was:

Agent's salary	$1,527.15
Fuel	56.00
Repairs	50.00
Miscellaneous	45.37

which makes a total of $1,678.52. The revenue accruing on the freight received and forwarded during that year was $15,778.58, which is made up by $13,465.99 forwarded freight and $2,312.59 received freight. The average monthly ticket sales during 1928 were $30.45, whereas in 1929 they were $19.47. The total number of carloads shipped from both Santiago and Valeria during 1926 were 310; in 1927, 346; in 1928, 301; and, in 1929, 269. The Railroad Company pays the agent a salary of about $128.00 a month and they state that it is possible to get a custodian for about $25.00 a month. The custodian, of course, will not do any billing, sign any bills of lading, sell any tickets nor receive any money. Out of 226 cars forwarded from Valeria in 1929, 140 were grain; 64 livestock; and 22 hay. Between 80 and 90 per cent of the total shipping is done by complainant Gannon who operates the elevator at that place. Most of the grain is shipped out on shipper's order bill of lading. The operator of the general store at Valeria testified that considerable inconvenience would be experienced if they took the agent away and all goods had to be prepaid, stating the wholesale companies did not like to prepay the goods shipped.

Complainants contend that because nearly all of the grain shipped by them is handled on order bills of lading, it will be necessary if there is no agent there, to drive five miles to the agency station and there have the ladings executed so that they may take them to the bank at that place and obtain a draft. Also, in the shipping of livestock, it will be necessary to go to the agency station five miles away in order to give the agent the billing and to execute the livestock agreement necessary in the shipping of all livestock. The Railroad Company contends that the complainants may send bills of lading over in the mail to Mingo whereupon the agent, after signing, will return them in the mail. The trains carrying mail going north of Valeria to the agency station leave Valeria at 7:40 A. M. and 8:43 P. M. Going south there is one train and it arrives at 10:41 A. M.

After a careful consideration of this matter, we are of the opinion that the railroad company should keep the station of Valeria open and in charge of an agent as at present until January 1, 1931, at which time the railroad company may have the privilege of again presenting the matter to the Commission with the introduction of traffic, revenues and costs figures. This is without prejudice to the parties.

No. A-4436—1930. Town of Dean v. C., B. & Q. R. R. Co. Station facilities and service—Discontinuance of agent. Railroad company agreed to retain agent for the time being. Closed without prejudice.
Filed March 31, 1930. Closed November 17, 1930.

No. A-4437—1930. P. W. Degener, Hudson, v. C. G. W. R. R. Co. Private crossing. Satisfactorily adjusted.
Filed April 5, 1930. Closed April 29, 1930.

No. A-4438—1930. Citizens of Gray v. C. & N. W. Ry. Co. Train service. Satisfactorily adjusted.
Filed April 11, 1930. Closed November 17, 1930.

No. A-4439—1930. Citizens of Baldwin v. C. & N. W. Ry. Co. Station facilities and service—Discontinuance of agent. Railroad Company advised they would temporarily discontinue efforts to abandon station agency at Baldwin.
Filed April 16, 1930. Closed November 17, 1930.

No. A-4441—1930. Whelan Produce Co., Elma, v. C. G. W. R. R. Co. Train service. The railroad company agreed to make satisfactory arrangements for the people at Elma and the petition was withdrawn. File closed without prejudice.
Filed May 1, 1930. Closed May 12, 1930.

No. A-4444—1930. Town of Holland v. C., R. I. & P. Ry. Co. Station facilities and service—Discontinuance of station agent. On investigation, the railroad company advised they had concluded not to remove the telegraph operator "at this time", and the file was closed without prejudice.
Filed May 12, 1930. Closed May 27, 1930.

No. A-4445—1930. Town of Ottosen v. C., R. I. & P. Ry. Co. Station facilities and service. Discontinuance of agent. Our investigation with the railway company revealed that it was not their intention to remove the agent at Ottosen, and the file was closed without prejudice.
Filed May 12, 1930. Closed May 27, 1930.

No. A-4446—1930.

TOWN OF ALVORD, *Complainants*,
v.
GREAT NORTHERN RAILWAY COMPANY, *Defendants*.
Decided August 28, 1930.

HIGHWAY CROSSING.

Found, upon hearing; no street established across tracks at point where crossing desired; therefore, no jurisdiction in this Board.

Complaint dismissed.

For the petitioners—Alfred Hazlitt, Mayor, Alvord, Iowa.

For the defendants—Jepson, Struble & Sifford, Attorneys, by G. T. Struble, Sioux City, Iowa.

After due notice, hearing in this case was held at Sioux City, Iowa, on July 8, 1930. The Board determines from the record that the town of Alvord, through its council, has not established by ordinance, a street across the tracks of the Great Northern Railway Company at the place it is sought to cross said tracks. The Commission, therefore, without prejudice, dismisses the petition.

No. A-4449—1930. Geo. F. Morrison, County Attorney, Washington, Iowa. Highway crossing—Bridge over railroad near Washington. Agreement reached with city and county for abandonment of road, with consequent removal of the bridge.
Filed May 19, 1930. Closed June 21, 1930.

No. A-4450—1930. Gerrit Meppelink, Sully, v. M. & St. L. R. R. Co. Fence. Satisfactory repairs made.
Filed May 21, 1930. Closed August 23, 1930.

No. A-4451—1930. L. R. Emerson, Waukon Junction, v. C., M., St. P. & P. R. R. Co. Station facilities and service—Condition of yard. Adjusted. Closed without prejudice.
Filed May 20, 1930. Closed November 17, 1930.

No. A-4452—1930. C., St. P., M. & O. Ry. Co. Station facilities and service—Application for authority to discontinue station agency at Carnes. Station closed, subject to hearing if objections should be filed.
Filed May 26, 1930. Closed November 17, 1930.

No. A-4453—1930. J. C. Sheets, Britt, v. C., M., St. P. & P. R. R. Co. Blockading crossing near Hutchins. Satisfactorily adjusted
Filed May 26, 1930. Closed June 13, 1930.

No. A-4454—1930. Ted Otte, Ashawa, v. M. & St. L. R. R. Co. Fence. This complaint was taken up with the railroad company, who promised to make the necessary repairs promptly. Not having heard from the complainant for six months, the file was closed without prejudice.
Filed June 3, 1930. Closed November 17, 1930.

No. A-4455—1930.

CITIZENS OF DRAKESVILLE, *Complainants*,

v.

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

Decided September 8, 1930.

STATION FACILITIES AND SERVICE—DISCONTINUANCE OF AGENT.

Ordered, after hearing; railway company may discontinue agency.

For the complainants—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

For the defendants—A. B. Howland, Assistant Attorney for Iowa, Des Moines, Iowa.

On July 15, 1930, after due notice, this case was heard at the office of the Board and later briefs were filed by the parties.

The Board, after very careful consideration of the record and taking into consideration the conditions as they exist in this territory at this time, is of the opinion that the respondent Chicago, Rock Island and Pacific Railway Company should be permitted to discontinue the agency at the station of Drakesville at this time.

It is so ordered.

No. A-4456—1930 J. C. Wright, West Branch, v. C., R. I. & P. Ry. Co. Gates near Plato. Complaint investigated and file closed without prejudice.
Filed June 4, 1930. Closed December 1, 1930.

No. A-4457—1930.

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

Decided August 5, 1930.

STATION FACILITIES AND SERVICE—APPLICATION FOR AUTHORITY TO REMOVE EAST SIDE STATION BUILDING AT DES MOINES.

Ordered, petition to remove said building shall be granted under conditions as stated therein; adequate shelter and station stops to be maintained.

The application of the Chicago, Rock Island & Pacific Railway Company for permission to remove the passenger station or building located near East Fourth Street in East Des Moines, Iowa, as stated in the application filed June 17, 1930, came on for hearing on this date, and the Commission, in consideration of same, finds that the said building was erected for a station under the orders of this Commission about November 18, 1908. There appearing no particular objections to the removal, as shown by the letter on file from the Secretary of the East Des Moines Club, and there being no opposition to or reason why said application should not be granted in accordance with the terms therein stated:

It is, therefore, ordered that the petition to remove said building be granted on the conditions as stated in said application and full compliance therewith, and that said station be continued and maintained as heretofore.

No. A-4458—1930. J. F. Brown, Hartford, v. C., R. I. & P. Ry. Co. Weeds on right of way. Weeds destroyed.
Filed June 20, 1930. Closed November 17, 1930.

No. A-4459—1930. Luther C. Temple, P. M., et al., Lewis, v. C., R. I. & P. Ry. Co. Train service—mail. Satisfactorily adjusted
Filed June 25, 1930. Closed November 17, 1930.

No. A-4460—1930. City of Ottumwa v. C., B. & Q. R. R. Co., et al. Viaduct on South Jefferson Street. Partial hearing was held, at Ottumwa, Iowa, on September 16, 1930, in this case, only such testimony being introduced as would tend to show that a street had been established at point over which the viaduct would pass. No such showing was made, and the Board dismissed the case for lack of jurisdiction.
Filed July 3, 1930. Closed December 1, 1930.

No. A-4461—1930. Citizens of Reasnor v. C., R. I. & P. Ry. Co. Train service. A hearing was had in this case, and it was held open pending the outcome of a conference between the petitioners and representatives of the railroad company. It was unanimously agreed that the petition should be dismissed and that the railway company should institute tri-weekly service. It was further agreed that in case the tri-weekly service should be unsatisfactory, the case would be re-opened for further hearing.
Filed July 16, 1930. Closed November 17, 1930.

No. A-4462—1930. George G. Clark, Council Bluffs, v. C. & N. W. Ry. Co. Blockading streets and crossings, at Missouri Valley. Closed without prejudice.
Filed July 28, 1930. Closed November 28, 1930.

No. A-4465—1930. L. A. Rausch, Ft. Atkinson, v. C., M., St. P. & P. R. R. Co. Weeds along right of way. Closed with prejudice, after the complainant failed to reply to inquiries from this office as to whether or not the weeds had been cut.
Filed August 9, 1930. Closed December 1, 1930.

No. A-4469—1930. A. O. Beers, Sioux City, v. Illinois Central Railroad. Fence. Satisfactorily taken care of.
Filed August 20, 1930. Closed December 1, 1930.

No. A-4471—1930. Citizens of Chillicothe v. C., B. & Q. R. R. Co. Sta-

tion facilities and service—Discontinuance of agent. Investigation developed that the company had not definitely decided to remove the agent at Chillicothe.

Filed August 26, 1930. Closed December 1, 1930.

No. A-4479—1930. Citizens of Goodell v. C., R. I. & P. Ry. Co. Train service—Mail delivery. Satisfactorily adjusted.

Filed October 15, 1930. Closed November 19, 1930.

Rate and Classification Cases Closed During 1930

No. B-1354—1930. Keokuk Shippers Association, Keokuk. Application for distance commodity rates on canned goods. Closed account new petitions filed.

Filed September 27, 1926. Closed December 1, 1930.

No. B-1583—1930. Chamber of Commerce, Ft. Dodge, v. M. & St. L. Railroad Co. Switching rates on live stock. Application withdrawn.

Filed March 22, 1929. Closed May 12, 1930.

No. B-1590—1930. Champion Milling and Grain Co., Clinton, Iowa, v. C. & N. W. Ry. Co., et al. Intrastate rate on molasses feed. (Suspension). Reparation authorized.

Filed November 14, 1929. Closed August 29, 1930.

No. B-1596—1930.

AUTOMATIC GRAVEL PRODUCTS CO., ET AL., MUSCATINE, *Complainants*,

v.

B. M. & N. W. RY. CO., *Defendants*.

Decided November 6, 1930.

APPLICATION FOR SUSPENSION AND MODIFICATION OF RULE 18, B. M. & N. W. TARIFF No. 10, I. R. C. No. 8. SWITCHING.

Held, upon hearing; law gives Commission ample power to remove unfair discrimination; unfair discrimination found.

Ordered, reasonable maximum rate shall be $5.00 per car when marked capacity of car is more than 100,000 lbs; Item 18, B. M. &. N. W. G. F. D. No. 10 permanently suspended from taking effect; Item 2200 of C., R. I. & P. Ry. Company's freight tariff No. 21432-N, and Item 150-A of C., M., St. P. & P. Railroad's local freight tariff 4900-N be cancelled.

Carriers granted authority to file, on five days' notice, tariffs complying with the order, effective November 26, 1930.

On November 22, 1930, the Board denied petition of the C., R. I. & P. Ry. Co. and the C., M., St. P. & P. Ry. Co. for an extension of the effective date of this order.

Case now pending on appeal to the District Court of Polk County, Iowa, alleging, among other things, lack of jurisdiction on the part of the Board. (See No. B-1597—1930.)

For the B., M. & N. W. Ry. Co.—E. L. Tobie, President-Manager, Muscatine, Iowa; Howard J. Clark, Attorney, Des Moines, Iowa.

For the C., R. I. & P. Ry. Co.—A B. Howland, Assistant Attorney, Des Moines, Iowa; R. C. Davidson, G. F. A., Chicago, Illinois.

For the C., M., St. P. & P. R. R. Co.—C. L. Taylor, Assistant General Solicitor, Chicago, Illinois; E. W. Soergel, Assistant F. T. M., Chicago, Illinois.

For the Automatic Gravel Products Co., for the Northern Gravel Company, for Hahn Bros. Sand & Gravel Co.—J. L. Behrens, Commerce Counsel, Muscatine, Iowa.

G. F. D. No. 10 of the Burlington, Muscatine and Northwestern Railway Company was published to become effective July 1, 1930. Rule 18 of this tariff provides for carload switching rates applying to maximum loads of 100,000 lbs. only and that any lading in excess thereof is to be charged for at the rate of 9c per ton of 2,000 lbs. or fraction thereof.

On June 18, 1930, this Board, on petition of several sand and gravel companies located on the lines of the Burlington, Muscatine and Northwestern Railway Company suspended tariff No. 10 from taking effect for a period of 120 days from July 1, 1930, and on October 28th this Board suspended for additional 30 days or 150 days from July 1, 1930.

On June 30th the Board set July 24, 1930, at Des Moines as time and place for hearing on the matter of permanent suspension.

Item 150-A Chicago, Milwaukee, St. Paul and Pacific Railroad's G. F. D. 4900-N and item 2200 of Chicago, Rock Island and Pacific Railway's tariff 21432-N provide in effect that those railroads will absorb only $4.50 of the charges accruing on cars of sand and gravel originating on the Burlington, Muscatine and Northwestern Railway and transferred to either Chicago, Milwaukee, St. Paul & Pacific or Chicago, Rock Island & Pacific at points of connection for road hauls. The question of absorption of switching charges is directly related to the proposed increase in switching rates by the Burlington, Muscatine and Northwestern Railway, so far as charge to the shippers is concerned. The Board accordingly set down for hearing at the same time and place the question as to whether or not the absorption rules of the Chicago, Milwaukee, St. Paul & Pacific Railroad and the Chicago, Rock Island & Pacific Railway Company should be so amended as to provide for the absorption of a greater amount than $4.50 per car. On the day fixed for hearing, all parties were represented and the case was heard and submitted for consideration of the Board.

The subject of switching rates and service at Muscatine has been gone into by this Commission on several occasions. By its order in Docket B-1543 issued August 31, 1927, we fixed the rate per car for switching sand and gravel between industry and team tracks on the Burlington, Muscatine and Northwestern Railway and junctions with connecting lines, at $3.15. Again in Dockets B-1559, B-1560, by order issued November 20, 1929, we fixed a rate of $4.50 per car for the same service. In each case, the connecting lines were required to absorb the switching charges. At the hearing in the case now under consideration the testimony showed that the cars in which the sand and gravel is loaded are furnished by the line haul carriers, who also perform the weighing. The motive power is owned by the Burlington, Muscatine and Northwestern Railway. The practice is to load cars to the load limit. The evidence shows that during the month of April, 1930, 18.1% of the total cars furnished the Burlington, Muscatine and Northwestern Railway by the C., R. I. & P. Railway were all over 100,000 lbs. capacity, in May 33.5% and in June 41%. During these three months a total of 2,021 cars of sand and gravel were delivered to the Rock Island.

The contention of the Burlington, Muscatine and Northwestern Railway is that since the decision of the commission of November 20, 1929, the empty equipment which it has received from connecting lines is of much greater capacity than formerly, and as a consequence it is required to haul much heavier loads than formerly for no greater compensation per car. The evidence before us shows that during the first week in May, 1929, the average lading per car was 98,400 lbs. and for the corresponding week in 1930, 116,000 lbs., for the first week in June, 1929, it was 105,000 lbs. and for the corresponding week in 1930, 115,000 lbs. At the time we issued our order of November 20, 1929, the records showed that the average weight per car was about 97,000 lbs. and that the greatest capacity car furnished was 100,000 lbs. There seems to be no doubt that the tendency at the present time is to increase the capacity of cars and locomotives. When our former order was issued, we did not have under consideration any cars as large as 140,000 lbs. capacity. When it is considered that many of the cars now being furnished for shipments of sand and gravel are of 40% greater capacity than the largest cars furnished at the time of our last previous order, and that the rule is to load all cars to load capacity; furthermore that the road haul carrier receives added compensation for the larger load, it seems to us fair and equitable that the conditions have so changed as to justify an increase in the compensation allowed the Burlington, Muscatine and Northwestern Railway Company for switching service.

The rule under suspension proposes to apply a rate of 9c per ton of

2,000 lbs. or fraction thereof on lading in excess of 100,000 lbs. We do not think that the evidence before us justifies such a charge. It is our finding that the fair charge for switching cars of sand and gravel, between industries and team tracks on the Burlington, Muscatine and Northwestern Railway Company and junctions with connecting lines, when the marked capacity of car is more than 100,000 lbs., is $5.00.

It is the contention of the Chicago, Rock Island and Pacific Railway Company and the Chicago, Milwaukee, St. Paul & Pacific Railroad that this Board has no authority to require them to absorb a greater amount of switching charges than that now provided for in their tariffs. In our opinion, the laws of Iowa give us ample power to remove unfair discrimination. The general absorption rules of the Chicago, Milwaukee, St. Paul & Pacific Railroad provide for the absorption of connecting line switching charges, subject to net revenue, of $18.50 per car.

The general absorption rules of the Chicago, Rock Island and Pacific Railway Company provide for the absorption of connecting line switching charges, subject to net revenue, of $12.00 per car. Each of these railroads has an exception to their general rules applying at Muscatine, limiting absorption to $4.50 per car, no matter what the earning of that car may be. In our opinion, this is an unfair discrimination and we so find.

It is therefore ordered that a reasonable maximum rate for switching shipments of sand and gravel between industries and team tracks on the Burlington, Muscatine and Northwestern Railway and junctions with connecting lines, is $5.00 per car, when marked capacity of car is more than 100,000 lbs.

It is further ordered that item 18, of Burlington, Muscatine and Northwestern Railway Company's G. F. D. No. 10 be permanently suspended from taking effect.

It is further ordered that item 2200 of Chicago, Rock Island and Pacific Railway Company's freight tariff 21432-N, and item 150-A of Chicago, Milwaukee, St. Paul and Pacific Railroad's local freight tariff 4900-N be cancelled.

The carriers are hereby granted authority to file on five days' notice tariffs complying with the above order effective November 26, 1930.

No. B-1597—1930.

BOARD OF RAILROAD COMMISSIONERS OF IOWA, *Complainants*,

v.

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

Decided November 6, 1930.

PROPOSAL TO CANCEL OR SO AMEND ITEM 2200 OF C., R. I. & P. FREIGHT TARIFF 21432-N AND ITEM 150-A OF C., M., ST. P. & P. LOCAL FREIGHT TARIFF 4900-N AS TO PROVIDE FOR THE ABSORPTION BY THE C., R. I. & P. RY. AND C., M., ST. P. & P. R. R. OF A GREATER AMOUNT OF THE SWITCHING CHARGES OF THE B., M. & N. W. RY. THAN IS NOW PROVIDED FOR IN SAID ITEMS.

For decision see No. B-1596—1930.

No. L-134—1930. Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Application for authority to amend intrastate portion of Item 150, G. F. D. Tariff 4900-N, on one day's notice, substituting $4.50 per car for the present $3.15 per car, and authorizing absorption of $4.50 per car.

Granted April 4, 1930.

No. L-135—1930. W., C. F. & N. Ry. Co. Application for authority to publish and make effective on one day's notice a rate of four cents per hundred pounds on scrap iron, carloads, Cedar Falls, Iowa, to Waterloo, Iowa, minimum carload weight 50,000 pounds.

Granted December 19, 1929.

No. L-136—1930. Wabash Railway Company. Application for authority to reissue on one day's notice Wabash Tariffs Nos. AA-11065, Item 25 and I-17050, extending the expiration date to January 31, 1931.
Granted January 2, 1930.

No. L-137—1930. M. & St. L. R. R. Co. Application for authority to establish and make effective on one day's notice Iowa Distance Rates on all freight, carload, between Des Moines and Marshalltown, Iowa.
Granted January 9, 1930.

No. L-138—1930. W., C. F. & N. Ry. Co. Application for authority to publish and make effective on one day's notice a rate of 1.08 cents per hundred pounds on scrap iron or steel, carload, from Waverly to Waterloo, Iowa.
Granted January 11, 1930.

No. L-139—1930. M. & St. L. R. R. Co. Application for authority to place in effect on one day's notice Iowa distance rates for 60 miles on all freight between Valley Junction and Grinnell, Iowa.
Granted January 30, 1930.

No. L-140—1930. Des Moines and Central Iowa Railroad. Application to publish and make effective on one day's notice rates on soft coal, carloads, applying between stations in Iowa on the D. M. & C. I. Railroad as set out in G. F. D. No. 401-A.
Granted February 10, 1930.

No. L-141—1930. C., M., St. P. & P. R. R. Co. Application for authority to establish on one day's notice rates on crushed stone, carloads, from Buffalo and Linwood to Sigourney and Webster, Iowa.
Granted March 12, 1930.

No. L-142—1930. B., M. & N. W. Ry. Co. Application for authority to establish on one day's notice rates on stock cars for cleaning between connecting lines and stations on the B., M. & N. W. Ry.
Granted March 13, 1930.

No. L-143—1930. W., C. F. & N. Ry. Co. Application for authority to publish and make effective on one day's notice a switching charge of $6.30 per car from C., R. I. & P. transfer to the McCarthy Improvement Company's team track setup at Center Point.
Granted March 27, 1930.

No. L-144—1930. Tama and Toledo Railroad. Application for authority to publish and make effective on less than statutory notice proposed local tariff State No. 4 applying on corn stalks between Tama and Toledo.
Granted March 31, 1930.

No. L-145—1930. C. & N. W. Ry. Co. Application for authority to publish on short notice a rate of 97.6 cents per ton on crushed stone from Quarry to Ericson, Iowa, via Boone.
Granted April 3, 1930.

No. L-146—1930. C. & N. W. Ry. Co. Application for authority to place in effect on one day's notice distances between Lytle Spur and Garwin as provided in Supp. 2, Distance table 14260 C.
Granted April 3, 1930.

No. L-147—1930. C. & N. W. Ry. Co. Application for authority to establish on one day's notice rates on coal from Rex Mines No. 4 and No. 5 to Anamosa, Iowa.
Granted April 5, 1930.

No. L-148—1930. M. & St. L. R. R. Co. Application for authority to establish and make effective on one day's notice a rate of 69.2 cents per ton of 2,000 lbs. on sand and gravel, carloads, from Eddyville to Tracy, Iowa.
Granted April 9, 1930.

No. L-149—1930. C., G. W. R. R. Co. Application for authority to publish on one day's notice a rate of eight cents per cwt. on cement, C. L., from Mason City to Hampton, Iowa, without observing this rate as maximum at intermediate stations, expiring October 31st.
Granted May 7, 1930.

No. L-150—1930. M. & St. L. R. R. Co. Application for authority to establish and make effective on one day's notice a rate of 72.8 cents per ton plus $2.25 per car on fine coal from Perry to Ft. Dodge, Iowa.
Granted May 12, 1930.

No. L-151—1930. Des Moines & Central Iowa Railroad. Application for authority to establish and make effective on one day's notice proposed tariff No. 401-B naming rates on soft coal moving between points on the Des Moines and Central Iowa Railroad.
Granted May 1, 1930.

No. L-152—1930. C., M., St. P. & P. R. R. Co. Application for authority to place in effect on one day's notice rates on agricultural limestone and crushed stone from Dubuque to various destinations in Iowa.
Granted May 2, 1930.

No. L-153—1930. Cedar Rapids & Iowa City Railroad. Application for authority to publish and make effective on one day's notice reduced round trip fares between stations on the C. R. & I. C. R. R.
Granted May 9, 1930.

No. L-154—1930. C., M., St. P. & P. R. R. Co. Application for authority to publish and make effective on one day's notice a rate of 32.8 cents per ton on shale from Mine No. 6 near Jerome to Seymour, Iowa, on traffic destined beyond.
Granted May 15, 1930.

No. L-155—1930. Illinois Central R. R. Co. and M. & St. L. R. R. Co. Application for authority to publish and make effective on one day's notice joint rates on canned vegetables, carloads, minimum weight 36,000 lbs. of 13c per cwt. from Waverly via Ackley to Marshalltown, Iowa.
Granted May 23, 1930.

No. L-156—1930. Cedar Rapids & Iowa City Railway. Application for authority to establish and make effective on one day's notice a rate of 20c per ton on stone, carloads, from Coralville to Iowa City, minimum weight marked capacity of car but not less than 90,000 pounds.
Granted May 29, 1930.

No. L-157—1930. C., M., St. P. & P. R. R. Co. Application for authority to establish and make effective on one day's notice rates on sand, carloads, minimum ninety per cent marked capacity of car, except when loaded to full visible capacity of car actual weight will apply, but not less than 40,000 lbs. to Waterloo and Aladdin, Iowa, of $1.48 per net ton from Harpers Ferry, Iowa, and Milcks Pit, Iowa, via C., M., St. P. & P. R. R., Cedar Rapids, Iowa, and W., C. F. & N. Ry.
Granted May 31, 1930.

No. L-158—1930. M. & St. L. R. R. Co. Application for authority to establish on one day's notice a switching rate of 26c per ton of 2,000 pounds, minimum $9.00 per car on sand and gravel, carloads, from sand pits near Marshalltown to industries and team tracks of the M. & St. L. at Marshalltown.
Granted June 4, 1930.

No. L-159—1930. M. & St. L. R. R. Co. Application for authority to establish and make effective on one day's notice Iowa Distance rates up to 55 miles on cement, hydraulic, Portland or natural, carload, between Des Moines and Grinnell, Iowa.
Granted June 7, 1930.

No. L-160—1930. C., R. I. & P. Ry. Co. Application for authority to establish on one day's notice a spurtrack to be called Hallett Spur, located between Lakota and Stevens, Iowa.
Granted June 21, 1930.

No. L-161. Ft. Dodge, Des Moines & Southern Railroad Company. Application to publish on less than 30 days' notice supplement to tariff No. 599-N.
Granted June 23, 1930.

No. L-162—1930. M. & St. L. R. R. Co. Application for authority to publish on one day's notice a supplement to their tariff No. 44-C providing that switching charges of the C., R. I. & P. Ry. will be absorbed at Oskaloosa, Iowa, on sand and gravel, carloads, if minimum net revenue after deducting switching charges is not less than $14.00 per car.
Granted June 23, 1930.

No. L-163—1930. Iowa Southern Utilities Company. Application for authority to issue a supplement to switching tariff No. 13 providing for absorption of the intermediate switching charge of the C., B. & Q. R. R. Co., at Centerville of $3.15 per car on sand and gravel when destined beyond Centerville, the supplement to expire December, 1930.
Granted June 27, 1930.

No. L-164—1930. M. & St. L. R. R. Co. Application for authority to establish and make effective upon one day's notice a rate of 10½ cents per cwt. on cement from Mason City to Lawn Hill and Hubbard, Iowa.
Granted July 2, 1930.

No. L-165—1930. W., C. F. & N. Ry. Co. Application for authority to place in effect on one day's notice a round trip rate of one and one-half fare between all stations on that road.
Granted July 11, 1930.

No. L-166—1930. C., R. I. & P. Ry. Co. Application for authority to place in effect on one day's notice a rate of seven and a half cents per hundred pounds on brick and articles taking same rates from Rockford to Webster City via Iowa Falls and Illinois Central, rate to expire December 31, 1930.
Granted July 11, 1930.

No. L-167—1930. Cedar Rapids & Iowa City Railway. Application for authority to publish on ten days' notice tariff No. 23, increasing the rate 20 cents per ton to 25 cents per ton on stone, carloads, between Coralville and Iowa City.
Granted July 16, 1930.

No. L-168—1930. Western Trunk Line Committee, by E. B. Boyd, Agent. Application for authority to add West Branch, Iowa, to list of Iowa stations carried in Items Nos. 620-A and 630-A as published on Page 6 of Supplement No. 4 to Iowa Lines' Freight Tariff No. 160-G, I. C. C. No. A-2046, providing for Class C rates on fresh tomatoes, carloads, to Muscatine, Iowa; also on empty tomato containers returning from Muscatine.
Granted July 29, 1930.

No. L-169—1930. C., R. I. & P. Ry. Co. Application for authority to place in effect on less than statutory notice a rate of 30 cents per ton of 2,000 pounds on sand and gravel, carloads, minimum weight 100,000 pounds, to the Standard Oil Company spur located on the Wilton Branch of the C., R. I. & P. Ry. at Muscatine, Iowa, and intermediate spurs; and to the H. J. Heinz factory spur located on the Montezuma Branch of the C., R. I. & P. Ry. at Muscatine, Iowa, and intermediate spurs, such rates to be subject to the rule covering the absorption of switching charges as provided in C., R. I. & P. Railway Freight Tariff 21432-N, I. C. C. No. 11954.
Granted July 30, 1930.

No. L-170—1930. M. & St. L. R. R. Co. Application for authority to establish and place in effect on one day's notice a rate of 45½ cents per ton of 2,000 pounds on sand and gravel, C. L., from Eddyville to Oskaloosa, Iowa, when for delivery at industries on the C., B. & Q. or C., R. I. & P. Ry. and switching charges of latter roads will be absorbed provided minimum net revenue after deducting switching charges is not less than $12.00 a car.
Denied August 4, 1930.

No. L-171—1930. C., R. I. & P. Ry. Co. Application for authority to place in effect a rate of 1½ cents per cwt., minimum charge $8.10 per car, on cement, carloads, from the plant of the Pennsylvania-Dixie Cement Corporation, Valley Junction to industries and team tracks on the C., R. I. & P. Ry. in Valley Junction and Des Moines; and to deliveries to connecting lines in the Des Moines switching limits.
Granted August 11, 1930.

No. L-172—1930. C., M., St. P. & P. R. R. Co. Application for authority to place in effect a rate of 85.2 cents per ton on agricultural limestone, carloads, from Dubuque to Hopkins, Iowa, minimum weight 90 per cent of the marked capacity of the car, except when cars are loaded to full visible capacity actual weight will apply, but not less than 40,000 pounds per car.
Granted August 11, 1930.

No. L-173—1930. C. & N. W. Ry. Co. Application for authority to make correction on less than statutory notice to tariff 8408-N to show a switching charge of $4.05 per car between industries on tracks of the C. & N. W. Ry. west of Court Street and south of Grand Street and points of connection with other railroads, Sioux City, Iowa.
Granted August 11, 1930.

No. L-174—1930. W., C. F. & N. Ry. Co. Application for authority to place in effect on one day's notice Supplement to Tariff No. 63-K naming a switching charge of $6.30 per car on gravel from the C., R. I. & P. Ry. Co. transfer at Waterloo, Iowa, to the C. W. Shirey team track setup, Waterloo, Iowa.
Granted August 14, 1930.

No. L-175—1930. M. & St. L. R. R. Co. Application for authority to establish and make effective on one day's notice a rate of 8½ cents per cwt. on cement from Mason City to Iowa Falls, via M. & St. L., Eldora and C. & N. W. Ry.
Granted August 15, 1930.

No. L-176—1930. C., G. W. R. R. Co. Application for authority to place in effect on one day's notice a rate of 11½ cents per cwt. on cement, carload, from Des Moines to Harlan, Iowa.
Granted August 19, 1930.

No. L-177—1930. C., G. W. R. R. Co. Application for authority to establish and place in effect on one day's notice a rate of 13 cents per cwt. on canned or preserved vegetables, carload, Waverly to Marshalltown, Iowa, via W., C. F. & N., Waterloo and C. G. W.
Granted August 20, 1930.

No. L-178—1930. C., R. I. & P. Ry. Co. Application for authority to publish a rate of 37½ cents per ton on rough quarried stone, shale and rock from Winterset to Valley Junction, Iowa, under the provisions of Chapter 132, Acts of the 43d General Assembly of Iowa.
Granted November 6, 1930, for a period of ten years from and after November 12, 1930.

No. L-179—1930. B., M. & N. W. Ry. Co. Application for authority to publish and make effective on one day's notice a rate of 30 cents per ton on sand and gravel between Muscatine Island and Muscatine, Iowa.

Granted September 5, 1930.

No. L-179-A—1930. Iowa Southern Utilities Railroad Company, Centerville. Application for authority to publish on one day's notice the following rates on cream, butter fat, condensed milk, evaporated milk, concentrated milk and ice cream mixtures:

From	Rate on cans of not exceeding 10 Gal. capacity Cents	Rate on cans of not exceeding 8 Gal. capacity Cents	Rate on cans of not exceeding 5 gal. capacity Cents
Mystic, Iowa	35	44	49
Centerville, Iowa	33	42	47

Granted November 5, 1930.

No. L-180—1930. C., D. & M. Ry. Co. Application for authority to publish and make effective on one day's notice a rate of $10.00 per car on sand and gravel from Harmons, Iowa, to connecting lines at Bettendorf and Davenport when for use of connecting carriers for ballast.

Granted September 8, 1930.

No. L-180-A—1930. C., D. & M. Ry. Co., Davenport. Application for authority to publish on one day's notice a flat rate of $15.00 per car on dirt from Harmons to Davenport, Iowa, same to expire at the close of business on December 31, 1930.

Granted November 5, 1930.

to protect rate of one and a half cents per cwt., minimum $8.10, for movement of locomotive crane on own wheels at Davenport.

Granted September 10, 1930.

No. L-182—1930. Tama & Toledo Railroad Company. Application for authority to publish on one day's notice a switching charge of $5.00 per car on all carload traffic between Tama, Iowa and Lincoln Highway Junction.

Granted September 12, 1930.

No. L-183—1930. C., G. W. R. R. Co. Application for authority to public on one day's notice proportional rates on coal from Des Moines to Mason City, Iowa, when originating on the Des Moines & Central Iowa Railroad.

Granted November 14, 1930.

Express Company Cases

No. C-305—1930. Lansing Fish & Fur Market, Lansing, by A. E. Sheridan, Atty., v. Railway Express Agency, Inc. Delivery and pickup service in Lansing. Satisfactorily adjusted.

Filed February 5, 1930. Closed October 30, 1930.

No. C-306—1930. Wilkins Baking Company, Red Oak, v. Railway Express Agency, Inc. Routing of express shipments for Lewis. Satisfactorily adjusted.

Filed February 25, 1930. Closed March 25, 1930.

No. C-307—1930. Don Thornburg, Marshalltown, v. Railway Express Agency, Inc. Refusal to accept C. O. D. shipments of motion picture films. Investigation developed that this practice was prohibited by the Express Company in their General Rules and Instructions, and the Commission was advised on November 25, 1930, that

the following rule would be added in Supplement No. 2 to Official Express Classification No. 31, to become effective January 1, 1931:

"Moving picture films, C. O. D., will not be accepted when forwarded or returned by an exhibitor to a film manufacturer, distributor or exchange."

Filed August 27, 1930. Closed November 25, 1930.

Sidetracks, Claims, Switching and Refunds

No. D-844—1930. C. & N. W. Ry. Co. Application for authority to waive $62.15 undercharges on shipments of feed containing digester tankage from Ames Reliable Products Co., Ames, Iowa.

Granted December 3, 1929.

No. D-845—1930. C., R. I. & P. Ry. Co. Application for authority to waive collection of undercharge on shipment of petroleum lubricating oil from Sieg Iron Company.

Granted March 25, 1930.

No. D-846—1930. C., R. I. & P. Ry. Co. Application for authority to waive collection on undercharges on shipments of petroleum lubricating oil from Pennsylvania Consumers Oil Company.

Granted March 25, 1930.

No. D-848—1930. C., G. W. R. R. Co. Application for authority to refund to the American Beet Sugar Co., Belmond, down to $2.75 per car switching rate on 54 cars of sugar beets from storage piles to factory at Belmond.

Granted December 3, 1929.

No. D-849—1930. C., R. I. & P. Ry. Co. Application for authority to absorb switching charges of $4.50 per car at Muscatine on intrastate traffic originating at or destined to industries on team tracks of the B., M. & N. W. Ry. when a road haul is involved to or from points on the C., R. I. & P. Ry. Co. or connections until item 2009, Tariff No. I. C. C. 11895 is amended.

Granted January 10, 1930.

No. D-850—1930. Ft. D., Des M. & Sou. R. R. Co. Application for authority to make refund on twelve cars of coal from mines on C., M., St. P. & P. R. R. Co. to Ames.

Granted January 27, 1930.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-1001—1928. Iowa Power and Light Company, Des Moines. Under date of September 10, 1930, the Board annulled the following portion of route contained in Franchise No. 377 issued in the above case:

Beginning at the northwest corner of section six (6), township seventy-eight (78) north range twenty-seven (27) west of the Fifth P. M., Dallas County, Iowa; thence south on the highway on the west line of said section six (6) and section seven (7), said township and range, a distance of approximately two and one-fourth (2¼) miles to the place where said highway turns southeast; thence in a general southeasterly, southerly and southwesterly direction on said highway across the west half of said section seven (7) and section eighteen (18), said township and range, a distance of approximately two (2) miles to the southwest corner of said section eighteen (18); thence south on the highway on the west line of section nineteen (19), said township and range, a distance of approximately three-fourths (¾) of a mile to the northwest corporate limit of the town of DeSoto.

Beginning at approximately the northeast corner of the southeast quarter of the northeast quarter of section twenty-five (25), township seventy-eight (78) north, range twenty-eight (28) west of the Fifth P. M.; thence south on the highway on the east line of said section twenty-five (25), a distance of approximately one-fourth (¼) of a mile to the intersection with the right of way of the Chicago, Rock Island & Pacific Railway Company.

Beginning at approximately the northwest corner of the southwest quarter of section thirty-one (31), township seventy-eight (78) north, range twenty-seven (27) west of the Fifth P. M.; thence south on the highway on the west line of said section thirty-one (31) and section six (6), township seventy-seven (77) north, range twenty-seven (27) west of the Fifth P. M., Madison County, a distance of approximately one (1) mile to the southwest corner of the northwest quarter of said section six (6).

(See Docket No. E-1458—1930.)

No. E-1007—1928. Board of Railroad Commissioners v. Town of Panora. Danger signs—transmission line in Guthrie County. Satisfactorily adjusted.
Filed May 29, 1928. Closed July 12, 1930.

No. E-692—1930. Western Electric Telephone System, Sibley, v. Town of Bigelow, Minn. Alleged overbuilding and inductive interference in Osceola County. Satisfactorily adjusted.
Filed November 13, 1925. Closed August 26, 1930.

No. E-702—1930. Farmers & Traders Telephone Co., Fremont, v. Peoples Gas & Electric Co., Burlington. Alleged inductive interference in Mahaska and Wapello Counties. Satisfactorily adjusted.
Filed December 11, 1925. Closed December 1, 1930.

File E-822—1930. Iowa Railroad Commission v. Farmers Electric Line, Havelock. Improperly constructed transmission line in Pocahontas County. Satisfactorily adjusted.
Filed June 22, 1927. Closed May 3, 1930.

No. E-962—1930. Farm Line No. 3, Laurens, v. Board of Railroad Commissioners, Des Moines. Improperly constructed transmission line in Pocahontas County. Satisfactorily adjusted.
Filed February 14, 1928. Closed December 1, 1930.

No. E-1091—1930. Interstate Power Co., Dubuque. Transmission line in Allamakee County. This application was filed on October 30,

1928. After several hearings had been held, the petition was withdrawn on January 15, 1930.

No. E-1093—1930. Central West Public Service Co., Omaha, Nebraska, v. Northwestern Light & Power Co., Cedar Rapids. Alleged inductive interference in Lyon County. Satisfactorily adjusted.
Filed November 3, 1928. Closed July 30, 1930.

No. E-1101—1930. Eastern Iowa Telephone & Telegraph Co., Manchester, v. Interstate Power Co., Dubuque. Alleged inductive interference in Delaware County. Settlement reached. Complaint withdrawn.
Filed November 14, 1928. Closed October 3, 1930.

No. E-1138—1930. Iowa Public Service Co., Sioux City, Iowa. Transmission line in Sioux County. This application came on for hearing on February 13 and March 12, 1929, and on March 17, 1930, franchise for a 33,000 and 6,600 volt transmission line, approximately 21 miles in length, was granted.
Filed December 19, 1928. Closed March 17, 1930.

No. E-1143—1930. Rochester Switch Co., Atalissa, v. Iowa Railway & Light Corporation, Cedar Rapids. Alleged inductive interference in Cedar County. Satisfactorily adjusted.
Filed December 22, 1928. Closed August 1, 1930.

No. E-1155—1930. Pleasant Ridge Telephone Co., Tipton, v. Iowa Railway and Light Corporation. Alleged inductive interference in Cedar County. Adjusted.
Filed January 17, 1929. Closed December 1, 1930.

No. E-1192—1930. Board of Railroad Commissioners v. Northern Light Co., Mt. Pleasant. Improperly constructed transmission line in Henry County. Satisfactorily adjusted.
Filed April 3, 1929. Closed July 12, 1930.

No. E-1231—1930. Board of Railroad Commissioners v. Alpha Telephone Co., Waucoma. Insufficient clearance over telephone line in Fayette County. Satisfactorily adjusted.
Filed May 8, 1929. Closed April 21, 1930.

No. E-1235—1930. Board of Railroad Commissioners v. Town of Bondurant. Improperly constructed transmission line in Polk County. This line was taken over by the Central Iowa Power Company, of Des Moines, and the lines were rebuilt to meet the construction rules of the Board.
Filed May 6, 1929. Closed December 1, 1930.

No. E-1240—1930. Board of Railroad Commissioners v. W. S. Grove, Ames. Improperly constructed transmission line in Story County. Satisfactorily adjusted.
Filed May 24, 1929. Closed January 30, 1930.

No. E-1301—1930. Des Moines Valley Power Co., Ft. Dodge, v. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Power line conflict and overbuild west of Otho, Webster County. Satisfactorily adjusted.
Filed July 23, 1929. Closed May 14, 1930.

No. E-1309—1930. Board of Railroad Commissioners. Order governing common use of pole lines in Iowa where Commission has jurisdiction. After considerable investigation, the Board, on January 13, 1930, issued the following orders, effective as of date thereof:

Under the provisions of Chapter 383, Code of Iowa, 1927, and in the exercise of powers conferred therein,

IT IS HEREBY ORDERED:

1. That in granting a franchise to construct, operate and maintain an electric line over a route (a) on which there is already located an

electric transmission line; or (b) where a franchise has been previously granted and the improvement is not completed before this order is effective; or (c) where two or more petitions for franchises covering the same routes are pending before it, the Board considering the public convenience and necessity and all the surrounding circumstances, will, when practicable, and at its discretion, grant such franchise only on condition that said line or lines be constructed using the same or common line of poles.

2. The owners of the lines may enter into agreements on all questions involved in said construction and use, covering the type of construction, allocation of costs and maintenance, the time and conditions of payment of such costs, liability in case of accident or claims for damages, provided the construction rules of this Board are complied with.

3. If the owners can not agree, then the Board on application of the interested parties will determine the type of construction and allocate the costs of construction and maintenance of such lines, fix the time and conditions of the payment of said costs and determine which company shall construct and maintain the common used section.

4. That special construction rules will be promulgated by the Board at such time or times as it may deem advisable and that the right of the Board to permit deviation from the rules and requirements of this order in any special case is specifically reserved.

5. This order shall not annul or modify any rule or order of this Board now in effect, covering the construction, maintenance and operation of electrical supply lines.

6. That these rules being deemed of sufficient importance are effective on this date in all situations where applicable in the state of Iowa.

No. E-1346—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. This application came on for hearing on October 9, 1929, and on March 6, 1930, franchise for a 7,500-volt transmission line, approximately 24 miles in length, was granted.

No. E-1351—1930. Kaul Engineering and Construction Co., Ft. Dodge. Transmission line in Webster County. Hearing in this application was held on October 9, 1929. The applicant failed to reply to inquiry from this office as to the routes on which it desired to construct transmission lines during the year 1930, and the file was closed.

Filed September 21, 1929. Closed November 3, 1930.

No. E-1355—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. This application came on for hearing on October 29, 1929, and on April 24, 1930, franchise for a 7,500-volt transmission line, approximately 98 miles in length, was granted.

No. E-1363—1930. Central States Electric Co., Cedar Rapids. Transmission line in Benton and Black Hawk Counties. This application came on for hearing on October 29, 1929, and on February 4, 1930, franchise for a 6,600-volt transmission line, approximately 60 miles in length, was granted.

No. E-1371—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Calhoun County. This application came on for hearing on November 19, 1929, and on March 4, 1930, franchise for a 7,500-volt transmission line, approximately 20 miles in length, was granted.

No. E-1379—1930. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Benton County. This application came on for hearing on November 19, 1929, and on February 4, 1930, franchise for a 6,600-volt transmission line, approximately 50 miles in length, was granted.

No. E-1394—1930. Citizens Power & Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on November 19, 1929, and on April 24, 1930, franchise for a 13,200 volt transmission line, approximately nine miles in length, was granted.

No. E-1397—1930. Iowa Public Service Co., Sioux City, Transmission line in Calhoun County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately ½ mile in length, was granted.

No. E-1398—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien and Cherokee Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 33,000 and 6,600-volt transmission line, approximately 21 miles in length, was granted.

No. E-1399—1930. Iowa-Nebraska Light & Power Co., Lincoln, Nebr. Transmission line in Page and Fremont Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1400—1930. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Mills and Harrison Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1401—1930. Ft. Dodge Gas and Electric Co., Ft. Dodge. Transmission line in Humboldt County. This application came on for hearing on December 3, 1929 and on December 6, 1929, franchise for a 6,600-volt transmission line, approximately 22½ miles in length, was granted.

No. E-1402—1930. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Pocahontas and Calhoun Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 22¾ miles in length, was granted.

No. E-1403—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Calhoun County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line approximately 21¾ miles in length was granted.

No. E-1404—1930. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Pocahontas County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 33 miles in length, was granted.

No. E-1405—1930. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Calhoun, Webster and Pocahontas Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 70.3 miles in length, was granted.

No. E-1406—1930. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster and Calhoun Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 26¼ miles in length, was granted.

No. E-1407—1930. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 41 miles in length, was granted.

No. E-1409—1930. Iowa Public Service Co., Sioux City. Transmission line in Pocahontas County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 33,000-volt transmission line approximately 3 miles in length, was granted.

No. E-1410—1930. Iowa Public Service Co., Sioux City. Transmission line in Wright County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 33,000-volt transmission line, approximately 12 miles in length, was granted.

No. E-1411—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. This application came on for hearing on December 3, 1929, and on March 11, 1930, franchise for a 2,300-volt transmission line, approximately 94 miles in length, was granted.

No. E-1412—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,600-volt transmission line, approximately 12¾ miles in length, was granted.

No. E-1413—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 33,000- and 6,600-volt transmission line, approximately 17½ miles in length, was granted.

No. E-1414—1930. Iowa Southern Utilities Co., Centerville. Transmission line in Henry and Washington Counties. This application came on for hearing on December 3, 1929, and on the same date franchise for a 13,200- and 2,300-volt transmission line, approximately 21.3 miles in length, was granted.

No. E-1415—1929. Iowa Power & Light Co., Des Moines. Transmission line in Madison County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 6,900-volt transmission line, approximately 7½ miles in length was granted.

No. E-1416—1930. Iowa Power & Light Co., Des Moines. Transmission line in Dallas and Polk Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for an 11,400- and 6,900-volt transmission line, approximately 11½ miles in length, was granted.

No. E-1417—1930. Tri-County Electric Co., Atlantic. Transmission line in Cass, Shelby and Audubon Counties. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 2,300-volt transmission line, approximately 13 miles in length, was granted.

No. E-1418—1930. Iowa Power & Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on December 3, 1929, and on December 26, 1929, franchise for a 13,200 and 6,900 volt transmission line, approximately 9 miles in length, was granted.

No. E-1419—1930. Board of Railroad Commissioners v. Highland Addition Line, Atlantic. Improperly constructed transmission line in Cass County. After investigating this case, the Board was advised by Max Ross, President of the Highland Addition Line, that the Northwest Cass County Electric Company, of Atlantic, had applied to the Board of Supervisors for a franchise, including the line involved in this case. This application is known as No. EE-306, and is still pending.

Filed November 12, 1920. Closed December 1, 1930.

No. E-1420—1930. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for a 6,900 volt transmission line, approximately 19 miles in length, was granted.

No. E-1421—1930. Millersburg Electric Co., Millersburg, Ia. Transmission line in Iowa County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for a 6,600 volt transmission line, approximately one mile in length, was granted.

No. E-1423—1930. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,600 volt transmission line, approximately 1¾ miles in length, was granted.

File E-1424—1930. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for a 6,900 volt transmission line, approximately 6 miles in length, was granted.

No. E-1425—1930. Interstate Power Co., Dubuque. Transmission line in Fayette County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,600 volt transmission line, approximately one mile in length, was granted.

No. E-1426—1930. Iowa Power & Light Co., Des Moines. Transmission line in Madison County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for an 11,400 and 6,900 volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1427—1930. Iowa Power & Light Co., Des Moines. Transmission line in Jasper County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for a 6,900 volt transmission line, approximately 3 miles in length, was granted.

No. E-1428—1930. Northern States Power Co., Minneapolis, Minn. Transmission line in Lyon and Sioux Counties. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,600 volt transmission line, approximately 22 miles in length, was granted.

No. E-1429—1930. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for a 6,900 volt transmission line, approximately 5½ miles in length, was granted.

On October 16, 1930, the applicant filed formal withdrawal of the following route from the franchise granted:

Beginning at the southwest corner of Section 13, Township 78 North, Range 23, West 5th P. M., Polk County, Iowa, thence east on the highway along the south line of said Section 13 a distance of approximately one-half mile to the approximate southeast corner of the southwest quarter of said Section 13.

This withdrawal to become effective upon the issuance of franchise in File E-1646, which will include the route described above. (See No. E-1646—1930).

No. E-1430—1930. Iowa Power & Light Co., Des Moines. Transmission line in Marion County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,900 volt transmission line, approximately 1¼ miles in length, was granted.

No. E-1431—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 22,000 and

6,600 volt transmission line, approximately 14 miles in length, was granted.

No. E-1432—1930. Northwestern Light & Power Co., Cedar Rapids. Application for authority to attach an additional circuit and to increase the operating voltage of an existing line in Clay County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 22,000 and 6,600 volt transmission line, approximately 11 miles in length, was granted.

No. E-1433—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Buena Vista County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 4,000-volt transmission line, approximately 1.5 miles in length, was granted.

No. E-1434—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Grundy County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,600 volt transmission line, approximately one mile in length, was granted.

No. E-1435—1930. Keokuk Electric Co., Keokuk. Transmission line in Lee County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 2,300 volt transmission line, approximately .9 mile in length, was granted.

No. E-1436—1930. Iowa Public Service Co., Sioux City. Transmission line in Franklin County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,600-volt transmission line, approximately 8/10 miles in length, was granted.

No. E-1437—1930. Iowa Power and Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,900-volt transmission line, approximately one mile in length, was granted.

No. E-1438—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll and Sac Counties. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 6,600-volt transmission line, approximately 7 5/12 miles in length, was granted.

No. E-1439—1930. Iowa Power and Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on January 7, 1930, and on January 13, 1930, franchise for a 6,900-volt transmission line, approximately 4¾ miles in length, was granted.

No. E-1440—1930. Iowa Power and Light Co., Des Moines. Transmission line in Poweshiek County. This application came on for hearing on January 7, 1930, and on January 28, 1930, franchise for a 13,800-volt transmission line, approximately one-fourth mile in length, was granted.

No. E-1441—1930. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. This application came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 6,600-volt transmission line, approximately one mile in length, was granted.

No. E-1442—1930. Iowa Public Service Co., Sioux City. Transmission line in Floyd County. This application came on for hearing on February 4, 1930, and on February 13, 1930, franchise for a 6,600-volt transmission line, approximately one mile in length, was granted.

No. E-1443—1930. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Floyd County. This application was filed December 19, 1929, and on February 18, 1930, authority to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts, was granted covering a route of approximately two miles.

No. E-1445—1930. Central States Electric Co., Cedar Rapids. Improperly constructed transmission line north of Laurens in Pocahontas County. Line rebuilt to remedy conditions complained of. Filed December 23, 1929. Closed May 3, 1930.

No. E-1446—1930. Citizens Power and Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on February 4, 1930, and on April 24, 1930, franchise for a 7,620-volt transmission line, approximately 28½ miles in length, was granted.

No. E-1447—1930. Citizens Power and Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 7,620-volt transmission line, approximately 7⅛ miles in length, was granted.

No. E-1448—1930. Citizens Power and Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 7,620-volt transmission line, approximately 14½ miles in length, was granted.

No. E-1449—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on February 4, 1930, and on February 13, 1930, franchise for a 6,600-volt transmission line, approximately 2¼ miles in length, was granted.

No. E-1450—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 13,200-volt transmission line, approximately ½ mile in length, was granted.

No. E-1451—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Carroll County. This application was filed on December 31, 1929, and on February 13, 1930, certificate was issued for authority to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts was granted, covering a route of approximately ¼ mile.

No. E-1452—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. This application came on for hearing on February 4, 1930, and on February 13, 1930, franchise for a 6,600-volt transmission line, approximately 9 miles in length, was granted.

No. E-1453—1930. Iowa-Nebraska Light & Power Co., Lincoln, Nebraska. Transmission line in Page and Harrison Counties. This application came on for hearing on February 4, 1930, and on February 13, 1930, franchise for a 6,600-volt transmission line, approximately 1⅞ miles in length, was granted.

No. E-1454—1930. Iowa-Nebraska Light & Power Co., Lincoln, Nebraska. Authority to attach an additional circuit in Harrison County. This application was filed on January 7, 1930, and on February 13, 1930, a certificate was issued authorizing the applicant to reconstruct its 33,000-volt transmission line and attach another circuit to be operated at 6,600 volts.

No. E-1455—1930. Iowa-Nebraska Light & Power Co., Lincoln, Nebraska. Transmission line in Harrison County. This application

came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 6,600-volt transmission line, approximately ¾ mile in length, was granted.

No. E-1456—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 6,600-volt transmission line, approximately ¾ mile in length, was granted.

No. E-1457—1930. Iowa Public Service Co., Sioux City. Transmission line in Sac County. This application came on for hearing on February 4, 1930, and on February 20, 1930, franchise for a 6,600-volt transmission line, approximately ¼ mile in length, was granted.

No. E-1458—1930. Iowa Power and Light Co., Des Moines. Transmission line in Dallas and Madison Counties. This application came on for hearing on February 4, 1930, and on February 13, 1930, franchise for a 44,000-volt transmission line, approximately 23⅛ miles in length, was granted.

No. E-1459—1930. Fort Dodge, Des Moines & Southern Railroad Company, Boone. Transmission line in Boone and Story Counties. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 2,500-volt transmission line, approximately 25¼ miles in length, was granted.

No. E-1460—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 6,600-volt transmission line, approximately 3¾ miles in length, was granted.

No. E-1461—1930. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1462—1930. Iowa Power and Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on February 25, 1930, and on March 17, 1930, franchise for a 6,900-volt transmission line, approximately 19 5/6 miles in length, was granted.

No. E-1463—1930. Iowa Public Service Co., Sioux City. Transmission line in Audubon County. This application came on for hearing February 25, 1930, and on March 8, 1930, franchise for a 6,600-volt transmission line, approximately 1 5/12 miles in length, was granted.

No. E-1464—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 11,000-volt transmission line, approximately 1 mile in length, was granted.

No. E-1465—1930. Northwestern Light and Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1466—1930. Iowa Power and Light Co., Des Moines. Transmission line in Marion County. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 6,900-volt transmission line, approximately 1 mile in length, was granted.

No. E-1467—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury and Plymouth Counties. This application came on for hearing on February 25, 1930, was continued to March 18, 1930, and on March 25, 1930, franchise for a 13,200-volt transmission line, approximately 2½ miles in length, was granted.

No. E-1468—1930. West Iowa Telephone Co., West Bend. Alleged inductive interference in Palo Alto County. Satisfactorily adjusted.
Filed January 22, 1930. Closed December 1, 1930.

No. E-1469—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux and Plymouth Counties. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 6,600-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1470—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on February 25, 1930, and on March 17, 1930, franchise for a 6,600-volt transmission line, approximately 13½ miles in length, was granted.

No. E-1471—1930. Iowa Power and Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on February 25, 1930, and on March 8, 1930, franchise for a 6,900-volt transmission line, approximately ⅞ mile in length, was granted.

No. E-1472—1930. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Benton County. This application came on for hearing February 25, 1930, but was later withdrawn.
Filed January 29, 1930. Closed June 13, 1930.

No. E-1473—1930. Farmers Co-op. Electric Light and Power Assn., Lanyon. Transmission line in Webster County. Application withdrawn.
Filed January 29, 1930. Closed February 24, 1930.

No. E-1474—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Benton County. This application came on for hearing on February 25, 1930, and on March 17, 1930, franchise for a 6,600-volt transmission line, approximately 9¼ miles in length, was granted.

No. E-1475—1930. Iowa Southern Utilities Co., Centerville. Transmission line in Louisa County. This application came on for hearing on March 18, 1930, and on March 25, 1930, franchise for a 13,200-volt transmission line, approximately 6½ miles in length, was granted.

No. E-1476—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Benton and Black Hawk Counties. Application withdrawn.
Filed February 6, 1930. Closed June 13, 1930.

No. E-1477—1930. Iowa Railway & Light Corp., Cedar Rapids. Transmission line in Story County. This application came on for hearing on March 18, 1930, and on March 25, 1930, franchise for a 6,600-volt transmission line, approximately 7.55 miles in length, was granted.

No. E-1478—1930. Keokuk Electric Co., Keokuk. Transmission line in Lee County. This application came on for hearing on March 18, 1930, and on April 3, 1930, franchise for a 2,200-volt transmission line, approximately 2½ miles in length, was granted.

No. E-1479—1930. Iowa Public Service Co., Sioux City. Transmission line in Sac County. This application came on for hearing on March 18, 1930, and on March 25, 1930, franchise for a 6,600-volt transmission line, approximately 8½ miles in length, was granted.

No. E-1480—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on March 18, 1930, and on March 25, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1481—1930. Iowa Public Service So., Sioux City. Transmission line in Ida County. This application came on for hearing on

March 18, 1930, and on March 25, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1482—1930. Iowa Southern Utilities Co., Centerville. Transmission line in Washington, Henry and Louisa Counties. This application came on for hearing on April 1, 1930, and was continued to April 23, 1930 in order to accomplish proper publication of the official notice in Henry County. On June 4, 1930, franchise for a 2,300-volt transmission line, approximately 103.16 miles in length, was granted.

No. E-1483—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on March 18, 1930, and on March 25, 1930, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1484—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Carroll County. This application was filed on February 20, 1930, and on March 17, 1930, certificate was issued authorizing the applicant to reconstruct its 33,000-volt transmission line and attach another circuit which will be operated at 6,600 volts.

No. E-1485—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on April 1, 1930, and on April 24, 1930, franchise for a 6,600-volt transmission line, approximately ½ mile in length, was granted.

No. E-1486—1930. Iowa Public Service Co., Sioux City. Transmission line in Monona County. This application came on for hearing on April 1, 1930, and on April 24, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1487—1930. Iowa Public Service Co., Sioux City. Transmission line in Sac County. This application came on for hearing on *April 1, 1930, and on April 24, 1930, franchise for a 6,600-volt* transmission line, approximately ½ mile in length, was granted.

No. E-1488—1930. Iowa Southern Utilities Co., Centerville. Transmission line in Ringgold and Taylor Counties. This application came on for hearing on April 1, 1930, and on April 24, 1930, franchise for a 33,000 and 13,200-volt transmission line, approximately 46⅛ miles in length, was granted.

No. E-1489—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. This application came on for hearing on April 1, 1930, and on April 8, 1930, franchise for a 4,400-volt transmission line, approximately 1¼ miles in length, was granted.

No. E-1490—1930. Interstate Power Co., Dubuque. Transmission line in Allamakee County. This application came on for hearing on April 1, 1930, and on April 24, 1930, franchise for a 2,300-volt transmission line, approximately ½ mile in length, was granted.

No. E-1491—1930. Interstate Power Co., Dubuque. Transmission line in Dubuque County. This application came on for hearing on April 1, 1930, and on April 24, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1492—1930. Kalona Mutual Switchboard Co., Kalona, v. Iowa Electric Co., Cedar Rapids. Alleged inductive interference in Washington County. Satisfactorily adjusted.
Filed March 7, 1930. Closed December 1, 1930.

No. E-1493—1930. Citizens Power and Light Co., Council Bluffs. Transmission line in Mills County. This application came on for hearing on April 23, 1930, and on June 16, 1930, franchise for a 7,620-volt transmission line in Mills County, approximately 18½ miles in length, was granted.

No. E-1494—1930. Citizens Power and Light Co., Council Bluffs. Transmission Line in Pottawattamie County. This Application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 13,200 and 7,620-volt transmission line, approximately 4 miles in length, was granted.

No. E-1495—1930. Iowa Power and Light Co., Des Moines. Transmission line in Jasper County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,900-volt transmission line, approximately 3¾ miles in length, was granted.

No. E-1496—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Bremer County. This application was filed on March 13, 1930, and on April 1, 1930, certificate was issued granting the applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1497—1930. Iowa Railway and Light Corp., Cedar Rapids. Authority to attach an additional circuit in Cedar County. This application was filed on March 17, 1930, and on March 31, 1930, certificate was issued granting authority to the applicant to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1498—1930. Peoples Gas and Electric Co., Mason City. Authority to attach an additional circuit in Cerro Gordo County. This application was filed on March 17, 1930, and on April 4, 1930, certificate was issued granting applicant authority to reconstruct its 13,200-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1499—1930. Peoples Gas and Electric Co., Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on April 23, 1930, and on May 1, 1930, franchise for a 6,600-volt transmission line, approximately 11 miles in length, was granted.

No. E-1500—1930. Peoples Gas and Electric Co., Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,600-volt transmission line, approximately 1⅜ miles in length, was granted.

No. E-1501—1930. Peoples Gas and Electric Co., Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on April 23, 1930, and on May 1, 1930, franchise for a 6,600-volt transmission line, approximately 5 miles in length, was granted.

No. E-1502—1930. Peoples Gas and Electric Co., Mason City. Transmission line in Cerro Gordo County. This application came on for hearing on April 23, 1930, and on May 1, 1930, franchise for a 6,600-volt transmission line, approximately 9½ miles in length, was granted.

No. E-1503—1930. Iowa Public Service Co., Sioux City. Transmission line in Butler County. This application came on for hearing April 23, 1930, and on May 5, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1504—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Cedar County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted, involving the right to use the streets and alleys of the village of Rochester.

No. E-1505—1930. Northern States Power Co., Minneapolis, Minnesota. Transmission line in Lyon County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,600-volt transmission line, approximately 10 miles in length, was granted.

No. E-1506—1930. Iowa-Nebraska Light and Power Co., Lincoln, Nebraska. Transmission line in Pottawattamie and Mills Counties. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,600-volt transmission line, approximately 19¼ miles in length, was granted.

No. E-1507—1930. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. This application came on for hearing on April 23, 1930, and on June 30, 1930, franchise for a 6,600-volt transmission line, approximately 5⅞ miles in length, was granted.

No. E-1508—1930. Iowa Power and Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on April 23, 1930, and on May 1, 1930, franchise for a 6,900-volt transmission line, approximately 8¼ miles in length, was granted.

No. E-1509—1930. Iowa Power and Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,900-volt transmission line, approximately 8½ miles in length, was granted.

No. E-1510—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,600-volt transmission line, approximately 5 miles in length, was granted.

No. E-1511—1930. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1512—1930. Iowa Public Service Co., Sioux City. Transmission line inWoodbury County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1513—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Scott and Clinton Counties. This application came on for hearing on May 13, 1930, and on June 16, 1930, franchise for a 4,400-volt transmission line, approximately 8 miles in length, was granted.

No. E-1515—1930. Iowa Power and Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on April 23, 1930, and on May 5, 1930, franchise for a 6,900-volt transmission line, approximately 2 miles in length, was granted.

No. E-1516—1930. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Johnson County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,600-volt transmission line, approximately 10 miles in length, was granted.

No. E-1517—1930. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1518—1930. Kaul Engineering and Construction Co., Ft. Dodge. Transmission line in Palo Alto, Kossuth, Humboldt and Pocahontas Counties. This application came on for hearing on May 20, 1930, and on June 4, 1930, franchise for a 6,600-volt transmission line, approximately 250 miles in length, was granted.

No. E-1519—1930. Iowa Power & Light Co., Des Moines. Transmission line in Poweshiek County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,900-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1520—1930. Iowa Power and Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,900-volt transmission line, approximately 1¼ miles in length, was granted.

No. E-1521—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Van Buren County. This application came on for hearing on May 13, 1930, and on May 20, 1930, franchise for a 6,600 volt transmission line, approximately 7 miles in length, was granted.

No. E-1522—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Story County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 2,500-volt transmission line, approximately 13 miles in length, was granted.

No. E-1523—1930. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. This application came on for hearing on May 13, 1930, and on May 20, 1930, franchise for a 6,900 and 11,400-volt transmission line, approximately 7½ miles in length, was granted.

No. E-1524—1930. Iowa Public Service Co., Sioux City. Transmission line in Ida County. This application came on for hearing on May 13, 1930, and on May 20, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1525—1930. Eastern Iowa Electric Co., Dubuque. Transmission line in Dubuque County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 6,900-volt transmission line, approximately 2 miles in length, was granted.

No. E-1526—1930. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. This application came on for hearing on June 11, 1930, and on November 6, 1930, franchise for a 6,600-volt transmission line, approximately 1.1 miles in length, was granted.

No. E-1527—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. This application came on for hearing on May 13, 1930, and on June 4, 1930, franchise for a 6,600-volt transmission line, approximately 11¾ miles in length, was granted.

No. E-1528—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on May 13, 1930, and on May 26, 1930, franchise for a 11,000 and 6,600-volt transmission line, approximately 9.6 miles in length, was granted.

No. E-1530—1930. Citizens Power & Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on May 13, 1930, and on May 20, 1930, franchise for a 7,620 and 13,200-volt transmission line. approximately 11½ miles in length, was granted.

No. E-1532—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 6,600-volt transmission line, approximately 4 miles in length, was granted.

No. E-1533—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a

22,000 and 6,600-volt transmission line, approximately 3 miles in length, was granted.

No. E-1534—1930. Iowa Public Service Co., Sioux City. Transmission line in Wright County. This application came on for hearing on June 11th and June 24, 1930, and on July 15, 1930, franchise for a 6,600-volt transmission line, approximately 38½ miles in length, was granted.

No. E-1535—1930. Town of Manilla. Transmission line in Crawford County. This application came on for hearing on June 11, 1930, and on June 30, 1930, franchise for a 6,600-volt transmission line, approximately 20 miles in length, was granted.

No. 1536—1930. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 6,600-volt transmission line, approximately 4½ miles in length, was granted.

No. E-1537—1930. Eastern Iowa Electric Co., Dubuque. Transmission line in Delaware County. This application came on for hearing on June 11, 1930, and on June 20, 1930, franchise for a 6,600-volt transmission line, approximately ¾ of a mile in length, was granted.

No. E-1538—1930. Kaul Engineering and Construction Co., Ft. Dodge. Transmission line in Wright County. This application came on for hearing on June 11th and June 24, 1930, and on July 15, 1930, franchise for a 6,600-volt transmission line, approximately 113 miles in length, was granted.

No. E-1539—1930. Iowa Power & Light Co., Des Moines. Transmission line in Madison County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 11,400 and 6,900-volt transmission line, approximately 2½ miles in length, was granted.

No. E-1540—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 22,000-volt transmission line, approximately 2.1 miles in length, was granted.

No. E-1541—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. This application came on for hearing on June 11, 1930, and on June 20, 1930, franchise for a 6,600-volt transmission line, approximately 2¾ miles in length, was granted.

No. E-1542—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for hearing on June 11, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1543—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on June 11, 1930, and on June 30, 1930, franchise for a 6,600-volt transmission line, approximately 8 miles in length, was granted.

No. E-1544—1930. Central States Electric Co., Cedar Rapids. Transmission line in Kossuth County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 6,600-volt transmission line, approximately 1.6 miles in length, was granted.

No. E-1545—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on June 11th and June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1546—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Story and Polk Counties. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 2,500-volt transmission line, approximately 1.8 and 9 miles in length, was granted.

No. E-1547—1930. Iowa Public Service Co., Sioux City. Transmission line in Franklin County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 6,600-volt transmission line, approximately 26½ miles in length, was granted.

No. E-1548—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 6,600-volt transmission line, approximately 24.75 miles in length, was granted.

No. E-1549—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Story County. This application came on for hearing on June 11, 1930, and on June 18, 1930, franchise for a 2,500-volt transmission line, approximately ¼ mile in length, was granted.

No. E-1551—1930. Iowa Power & Light Co., Des Moines. Transmission line in Marion County. This application came on for hearing on June 11, 1930, and on June 20, 1930, franchise for a 6,900-volt transmission line, approximately 23 miles in length, was granted.

No. E-1552—1930. Town of Westfield. Application for authority to increase operating voltage in Plymouth County. Application was filed on April 28, 1930, for authority to reconstruct and increase the operating voltage of transmission line from 2,300 to 6,600 volts. Certificate issued June 15, 1930, granting such authority. (See No. 9971—1922).

No. E-1553—1930. Central States Power & Light Corporation, Dubuque. Transmission line in Buchanan and Delaware Counties. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,900-volt transmission line, approximately 4½ miles in length, was granted.

No. E-1554—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately 2.5 miles in length, was granted.

No. E-1555—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately 4½ miles in length, was granted.

No. E-1556—1930. Iowa Public Service Co., Sioux City. Transmission line in Monona County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately ¾ mile in length, was granted.

No. E-1557—1930. Iowa Public Service Co., Sioux City. Transmission line in Bremer and Black Hawk Counties. This application came on for hearing on June 24, 1930, and on July, 25, 1930, franchise for a 6,600-volt transmission line, approximately 48.25 miles in length, was granted.

No. E-1558—1930. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,900 and 13,800-volt transmission line, approximately 3¾ miles in length, was granted.

No. E-1559—1930. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette and Chickasaw Counties. This

application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately 8 4/5 miles in length, was granted.

No. E-1560—1930. Iowa Public Service Co., Sioux City. Transmission line in Bremer County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line, approximately 7 miles in length, was granted.

No. E-1561—1930. H. J. Riemer, Marcus. Transmission line in Palo Alto and Kossuth Counties. This application came on for hearing on June 24, 1930, and on July 25th, 1930, franchise for a 6,600-volt transmission line, approximately 101 miles in length, was granted.

No. E-1562—1930. Central States Power & Light Corporation, Dubuque. Transmission line in Clayton County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,600-volt transmission line approximately 1½ miles in length, was granted.

No. E-1563—1930. Iowa Power & Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on June 24, 1930, and on July 25, 1930, franchise for a 6,900-volt transmission line, approximately 2¼ miles in length, was granted.

No. E-1564—1930. Iowa-Nebraska Light & Power Co., Lincoln, Nebraska. Transmission line in Fremont and Pottawattamie Counties. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 15⅝ miles in length, was granted.

No. E-1565—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 2.25 miles in length, was granted.

No. E-1566—1930. Iowa Power & Light Co., Des Moines. Transmission line in Marion County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 44,000-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1567—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 33,000 and 6,600-volt transmission line, approximately 5½ miles in length, was granted. (See No. 9735—1921.)

No. E-1568—1930. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,900-volt transmission line, approximately 2¼ miles in length, was granted.

No. E-1569—1930. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 3¾ miles in length, was granted.

No. E-1570—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line approximately 23 miles in length, was granted.

No. E-1571—1930. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 8½ miles in length, was granted.

No. E-1572—1930. Iowa Public Service Co., Sioux City. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 33,000-volt transmission line, approximately 5¼ miles in length, was granted.

No. E-1573—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 4½ miles in length, was granted.

No. E-1574—1930. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Humboldt County. This application was filed on June 7, 1930, and on July 25, 1930, certificate was issued, granting authority to reconstruct their 33,000-volt transmission line and attach another circuit to operate at 6,600 volts, the approximate length of the line being 11¾ miles. (See No. 8140—1917.)

No. E-1576—1930. Mutual Telephone Co., Rolfe, v. Central States Electric Co., Cedar Rapids. Alleged inductive interference in Pocahontas County. Adjusted.
Filed June 11, 1930. Closed December 1, 1930.

No. E-1577—1930. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Crawford County. This application was filed on June 11, 1930, and on July 25, 1930, certificate was issued, granting authority to reconstruct 33,000-volt transmission line and attach another circuit to operate at 6,600 volts, the approximate length of the line being ½ mile.

No. E-1578—1931. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Sioux County. This application was filed on June 11, 1930, and on July 25, 1930, certificate was issued, granting authority to reconstruct 33,000 volt transmission line and attach another circuit to operate at 6,600 volts, the approximate length of the line being 3½ miles.

No. E-1579—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux and O'Brien Counties. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 35 miles in length, was granted.

No. E-1580—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1581—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1582—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on July 15, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1583—1930. Central West Public Service Co., Omaha, Nebraska, v. Ft. Dodge, Des Moines & Southern Railroad Co. Alleged inductive interference in Webster County. Satisfactorily adjusted.
Filed June 14, 1930. Closed December 1, 1930.

No. E-1586—1930. City of Ames. Transmission line in Story County. This application came on for hearing on July 15, 1930, and on July 25, 1930, franchise for a 2,300-volt transmission line, approximately ¼ mile in length, was granted.

No. E-1587—1930. Iowa Public Service Co., Sioux City. Transmission line in Webster and Humboldt Counties. This application

came on for hearing on July 24, 1930, and on September 10, 1930, franchise for a 6,600-volt transmission line, approximately 57¾ miles in length, was granted.

No. E-1588—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on July 24, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1589—1930. Hartley Township Electric Co., Hartley. Transmission line in O'Brien County. This application came on for hearing on July 24, 1930, and on October 6, 1930, franchise for a 2,300-volt transmission line, approximately 5 2/3 miles in length, was granted.

No. E-1590—1930. Iowa Public Service Co., Sioux City. Application for authority to increase operating voltage in Humboldt and Webster Counties. This application was filed on June 24, 1930, and on July 25, 1930, certificate was issued, granting authority to reconstruct 2,300-volt transmission line and increase the voltage to 6,600 volts, the approximate length of the line being 7¼ miles.

No. E-1591—1930. Iowa Power & Light Co., Des Moines. Transmission line in Jasper County. This application came on for hearing on July 24, 1930, and on August 5, 1930, franchise for a 6,900-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1592—1930. Iowa Power & Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on July 24, 1930, and on August 5, 1930, franchise for a 6,900-volt transmission line, approximately 21¼ miles in length, was granted.

No. E-1593—1930. Iowa Power & Light Co., Des Moines. Transmission line in Jasper County. This application came on for hearing on July 24, 1930, and on August 5, 1930, franchise for a 6,900-volt transmission line, approximately 12¾ miles in length, was granted.

No. E-1594—1930. Town of Manilla. Transmission line in Crawford County. This application came on for hearing on July 24, 1930, and on August 5, 1930, franchise for a 6,600-volt transmission line, approximately 4 miles in length, was granted.

No. E-1595—1930. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1596—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 36 miles in length, was granted.

No. E-1597—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 11,000 and 6,600-volt transmission line, approximately 3¾ miles in length, was granted.

No. E-1598—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 13,200 and 6,600-volt transmission line, approximately 43.35 miles in length, was granted.

No. E-1599—1930. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 12¼ miles in length, was granted.

No. E-1600—1930. Iowa Public Service Co., Sioux City, Transmission line in Humboldt County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 88¼ miles in length, was granted.

No. E-1601—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately ½ mile in length, was granted.

No. E-1602—1930. Keokuk Electric Co., Keokuk. Transmission line in Lee County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 2,300-volt transmission line, approximately 2 1/12 miles in length, was granted.

No. E-1603—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Floyd County. This application was filed on July 9, 1930, and on August 5, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1604—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Humboldt County. This application was filed on July 9, 1930, and on August 5, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1605—1930. Iowa Power & Light Co., Des Moines. Authority to attach an additional circuit in Jasper County. This application was filed on July 10, 1930, and on August 5, 1930, certificate was issued authorizing the applicant to reconstruct its 44,000-volt transmission line and attach another circuit which will operate at 6,900 volts.

No. E-1606—1930. Citizens Power & Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on September 9, 1930, and on October 16, 1930, franchise for a 7,620-volt transmission line, approximately ½ mile in length, was granted.

No. E-1607—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 4½ miles in length, was granted.

No. E-1608—1930. Iowa Public Service Co., Sioux City. Authority to increase the operating voltage in Humboldt and Pocahontas Counties. This application was filed on July 11, 1930, and on August 5, 1930, certificate was issued granting applicant authority to increase the operating voltage of its transmission line from 2,300 to 6,600 volts.

No. E-1609—1930. Citizens Power & Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on September 9, 1930, and on October 16, 1930, franchise for a 7,620-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1610—1930. Iowa Public Service Co., Sioux City. Authority to increase the operating voltage in Cherokee County. This application was heard on September 9, 1930, and on October 14, 1930, certificate was issued authorizing the applicant to increase the operating voltage of its transmission line from 6,600 to 33,000 volts.

No. E-1611—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for

hearing on September 22, 1930, and on October 16, 1930, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1612—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Dickinson County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 22,000-volt transmission line, approximately 2 miles in length, was granted.

No. E-1613—1930. Iowa Railway & Light Corp., Cedar Rapids. Transmission line in Linn County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 33,000 and 6,600-volt transmission line, approximately 1¾ miles in length, was granted.

No. E-1614—1930. Iowa Railway & Light Corp., Cedar Rapids. Transmission line in Dallas and Guthrie Counties. This application came on for hearing on September 22, 1930, and on October 20, 1930, franchise for a 33,000 and 6,600-volt transmission line, approximately 12 miles in length, was granted.

No. E-1615—1930. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 6,600-volt transmission line, approximately ½ mile in length, was granted.

No. E-1616—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. This application came on for hearing on September 9, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately ¾ mile in length, was granted.

No. E-1617—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 6,600-volt transmission line, approximately 7⅝ miles in length, was granted.

No. E-1619—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Clinton County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 2,300-volt transmission line, approximately 3¼ miles in length, was granted.

No. E-1620—1930. Iowa Public Service Co., Sioux City. Transmission line in Franklin County. This application came on for hearing on September 22, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 4 miles in length, was granted.

No. E-1621—1930. Interstate Power Co., Dubuque. Transmission line in Dubuque, Delaware and Buchanan Counties. This application came on for hearing on September 22, 1930, was continued to October 14, 1930, to correct publication of the official notice in Delaware County, and on October 22, 1930, franchise for a 66,000-volt transmission line, approximately 65 miles in length, was granted.

No. E-1622—1930. Interstate Power Co., Dubuque. Transmission line in Dubuque County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 6,900-volt transmission line, approximately 4⅜ miles in length was granted.

No. E-1623—1930. Interstate Power Co., Dubuque. Transmission line in Buchanan County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 33,000 (3 circuits) volt transmission line, approximately ¾ mile in length, was granted.

No. E-1624—1930. Interstate Power Co., Dubuque. Transmission line in Clayton County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 33,000-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1625—1930. Interstate Power Co., Dubuque. Transmission line in Buchanan County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 66,000-volt transmission line, approximately 1¾ miles in length was granted.

No. E-1626—1930. Central States Power and Light Corp., Dubuque. Authority to attach an additional circuit in Buchanan County. This application was filed on August 22, 1930, and on September 24, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 33,000 volts.

No. E-1627—1930. Interstate Power Co., Dubuque. Authority to attach an additional circuit in Dubuque County. This application was filed on August 22, 1930, and on October 14, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 66,000 volts.

No. E-1628—1930. Interstate Power Co., Dubuque. Authority to attach an additional circuit in Buchanan County. This application was filed on August 22, 1930, and on September 24, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 33,000 volts.

No. E-1629—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on September 22, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length was granted.

No. E-1630—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately ½ mile in length was granted.

No. E-1631—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on September 22, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 7½ miles in length, was granted.

No. E-1632—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Linn County. This application came on for hearing on September 22, 1930, and on October 14, 1930, franchise for a 6,600-volt transmission line, approximately 5½ miles in length, was granted.

No. E-1633—1930. Iowa Power and Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on September 22, 1930, and on October 16, 1930, franchise for a 6,900-volt transmission line, approximately 14½ miles in length, was granted.

No. E-1634—1930. Ft. Madison Electric Co., Ft. Madison. Transmission line in Lee County. This application came on for hearing on October 14, 1930, and on October 16, 1930, franchise for a 2,300-volt transmission line, approximately 1¾ miles in length, was granted.

No. E-1635—1930. Iowa-Nebraska Light and Power Co., Lincoln, Nebraska. Transmission line in Shelby County. This application

came on for hearing on October 14, 1930, and on October 16, 1930, franchise for a 6,600-volt transmission line, approximately 6⅝ miles in length, was granted.

No. E-1636—1930. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 11,000-volt transmission line, approximately ½ mile in length, was granted.

No. E-1637—1930. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately ¼ mile in length, was granted.

No. E-1639—1930. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. This application came on for hearing on October 14, 1930, and October 30, 1930, franchise for a 6,600-volt transmission line, approximately ¾ of a mile in length, was granted.

No. E-1640—1930. Iowa Power and Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,900-volt transmission line, approximately 1.44 miles in length, was granted.

No. E-1641—1930. Vail Telephone Co., Vail, v. Iowa Public Service Co., Sioux City. Alleged inductive interference in Crawford County. Satisfactorily adjusted.
Filed August 23, 1930. Closed October 11, 1930.

No. E-1642—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 15 miles in length, was granted.

No. E-1643—1930. Iowa Public Service Co., Sioux City. Transmission line in Buchanan County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 6¾ miles in length, was granted from the north corporate limit of the town of Jesup to the village of Littleton.

No. E-1644—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Sac and Carroll Counties. This application was filed on September 13, 1930, and on October 14, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1645—1930. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 33,000-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1646—1930. Iowa Power and Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 13,800- and 6,900-volt transmission line approximately ⅞ mile in length, was granted.

No. E-1647—1930. Iowa-Nebraska Light and Power Co., Lincoln, Nebraska. Transmission line in Cass County. This application came on for hearing on October 14, 1930, and on October 16, 1930, franchise for a 13,200-volt transmission line, approximately 1 mile in length, was granted.

No. E-1648—1930. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 4¾ miles in length, was granted.

No. E-1649—1930. Iowa Public Service Co., Sioux City. Transmission line in Franklin County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 4 miles in length, was granted.

No. E-1650—1930. Iowa Public Service Co., Sioux City. Transmission line in Wright County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 9 miles in length, was granted.

No. E-1651—1930. Northern States Power Co., Minneapolis, Minnesota. Transmission line in Lyon County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 10¼ miles in length, was granted.

No. E-1652—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Plymouth County. Application withdrawn.
Filed September 18, 1930. Closed October 15, 1930.

No. E-1653—1930. Iowa Power and Light Co., Des Moines. Transmission line in Warren County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,900-volt transmission line, approximately 5 5/6 miles in length, was granted from the southeast corporate limit of the town of Norwalk to the west corporate limit of the town of Spring Hill.

No. E-1654—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1655—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Cass County. This application came on for hearing on October 14, 1930, and on October 18, 1930, franchise for a 13,200-volt transmission line, approximately 16 miles in length, was granted.

No. E-1656—1930. Iowa Power and Light Co., Des Moines. Authority to increase the operating voltage in Dallas County. This application was filed on September 19, 1930, and on October 14, 1930, certificate was issued granting applicant authority to increase the operating voltage of its transmission line from 2,300 and 6,900 volts to 11,400 and 6,900 volts respectively.

No. E-1657—1930. Iowa Public Service Co., Sioux City. Transmission line in Pocahontas County. This application came on for hearing on October 14, 1930, and on October 30, 1930, franchise for a 6,600-volt transmission line, approximately 12 miles in length, was granted.

No. E-1658—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Transmission line in Calhoun County. This application came on for hearing on October 14, 1930, was continued on October 28, 1930, at the request of the objectors, and on November 6, 1930, franchise for a 33,000 and 6,600-volt transmission line, approximately 3 miles in length, was granted.

No. E-1659—1930. Iowa-Nebraska Light and Power Co., Lincoln, Nebraska. Authority to attach an additional circuit in Cass County. This application was filed on September 22, 1930, and on October 10, 1930, certificate was issued granting the applicant authority to recon-

struct its 33,000-volt transmission line and attach another circuit which will operate at 13,200 volts.

No. E-1660—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Authority to attach an additional circuit in Calhoun County. This application came on for hearing on October 28, 1930, and on November 6, 1930, certificate was issued granting the applicant authority to reconstruct its 6,600-volt transmission line and attach another circuit which will operate at 33,000 volts.

No. E-1661—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Authority to attach an additional circuit in Calhoun County. This application came on for hearing on October 28, 1930, and on November 6, 1930, certificate was issued granting applicant authority to reconstruct its 6,600-volt transmission line and attach another circuit which will operate at 33,000 volts.

No. E-1662—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Authority to attach an additional circuit in Calhoun County. This application came on for hearing on October 28, 1930, and on November 6, 1930, certificate was issued granting applicant authority to reconstruct its 6,600-volt transmission line and attach another circuit which will operate at 33,000 volts.

No. E-1663—1930. Iowa Public Service Co., Sioux City. Authority to increase the operating voltage in Pocahontas County. This application was filed on September 24, 1930, and on October 14, 1930, certificate was issued granting the applicant authority to increase the operating voltage of its transmission line from 2,300 to 6,600 volts.

No. E-1664—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Pocahontas County. This application was filed on September 24, 1930, and on October 14, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1665—1930. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. This application came on for hearing on October 28, 1930, and on November 6, 1930, franchise for a 33,000- and 6,600-volt transmission line, approximately 5.9 miles in length, was granted.

No. E-1666—1930. Iowa Power and Light Co., Des Moines. Transmission line in Polk County. This application came on for hearing on October 28, 1930, and on November 6, 1930, franchise for a 6,900-volt transmission line, approximately 1 mile in length, was granted.

No. E-1667—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Authority to attach an additional circuit in Calhoun County. This application came on for hearing on October 28, 1930, and on November 6, 1930, certificate was issued authorizing applicant to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1668—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Authority to attach an additional circuit in Webster and Calhoun Counties. This application came on for hearing on October 28, 1930, and on November 6, 1930, certificate was issued authorizing the applicant to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1669—1930. Iowa Public Service Co., Sioux City. Transmission in Crawford County. This application came on for hearing on October 28, 1930, and on November 4, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1670—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. This application came on for hearing on October 28, 1930, and on November 4, 1930, franchise for a 6,600-volt transmission line, approximately 8 miles in length, was granted.

No. E-1671—1930. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. This application came on for hearing on October 28, 1930, and on November 6, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1672—1930. Iowa Public Service Co., Sioux City. Transmission line in Monona County. This application came on for hearing on October 28, 1930, and on November 4, 1930, franchise for a 6,600-volt transmission line, approximately ⅞ of a mile in length, was granted.

No. E-1673—1930. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. This application came on for hearing on October 28, 1930, and on November 4, 1930, franchise for a 6,600-volt transmission line, approximately 1 mile in length, was granted.

No. E-1674—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. This application came on for hearing on October 28, 1930, and on November 4, 1930, franchise for a 13,200-volt transmission line, approximately ½ mile in length, was granted.

No. E-1675—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. This application came on for hearing on October 28, 1930, and on November 6, 1930, franchise for a 13,200 and 6,600-volt transmission line, approximately 6½ miles in length, was granted.

No. E-1676—1930. Iowa Public Service Co., Sioux City. Authority to attach additional circuit in Black Hawk County. This application was filed on October 4, 1930, and on October 30, 1930, certificate was issued granting applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1677—1930. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1678—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 2 miles in length, was granted.

No. E-1680—1930. Iowa Public Service Co., Sioux City. Transmission line in Butler County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 16¼ miles in length, was granted.

No. E-1682—1930. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 12⅛ miles in length, was granted.

No. E-1683—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Carroll County. This application was filed on October 10, 1930, and on December 1, 1930, certificate was issued granting the applicant authority to reconstruct its 33,000-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1686—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for an 11,000-volt transmission line, approximately 2½ miles in length, was granted.

No. E-1687—1930. Iowa Public Service Co., Sioux City. Transmission line in Ida County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1688—1930. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 9¼ miles in length, was granted.

No. E-1689—1930. Citizens Power and Light Co., Council Bluffs. Transmission line in Pottawattamie County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 7,620-volt transmission line, approximately 1,844 feet in length, was granted.

No. E-1690—1930. Keokuk Electric Co., Keokuk. Transmission line in Lee County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 2,300-volt transmission line, approximately 2,000 feet in length, was granted.

No. E-1691—1930. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 21½ miles in length, was granted.

No. E-1692—1930. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 14 9/16 miles in length, was granted.

No. E-1693—1930. Iowa Public Service Co., Sioux City. Transmission line in Palo Alto County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 10⅛ miles in length, was granted.

No. E-1694—1930. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 5½ miles in length, was granted.

No. E-1695—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 13,200- and 6-600-volt transmission line, approximately 1½ miles in length, was granted.

No. E-1696—1930. Iowa Public Service Co., Sioux City. Authority to attach an additional circuit in Black Hawk County. This application was filed on October 18, 1930, and on December 1, 1930, certificate was issued granting the applicant authority to reconstruct its 33,000- and 13,200-volt transmission line and attach another circuit which will operate at 6,600 volts.

No. E-1697—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Muscatine County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 4 7/12 miles in length, was granted.

No. E-1699—1930. Iowa Power and Light Co., Des Moines. Transmission line in Mahaska County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,900-volt transmission line, approximately 9⅜ miles in length, was granted.

No. E-1700—1930. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,600-volt transmission line, approximately 3 miles in length, was granted.

No. E-1701—1930. Fort Dodge Gas and Electric Co., Fort Dodge. Transmission line in Calhoun County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 33,000- and 6,600-volt transmission line, approximately ½ mile in length, was granted.

No. E-1703—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Greene County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 33,000- and 6,600-volt transmission line, approximately 9⅞ miles in length, was granted, from the south corporate limit of the town of Scranton to the southwest corporate limit of the town of Jefferson.

No. E-1704—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Carroll and Greene Counties. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 33,000- and 6,600-volt transmission line, approximately 9½ miles in length, was granted from the north corporate limit of the town of Glidden to the north corporate limit of the town of Scranton.

No. E-1705—1930. Iowa Power and Light Co., Des Moines. Transmission line in Jasper County. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 6,900-volt transmission line, approximately 2 miles in length, was granted.

No. E-1706—1930. Central Iowa Power Co., Des Moines. Transmission line in Dallas and Polk Counties. This application came on for hearing on November 25, 1930, and on December 1, 1930, franchise for a 4,400-volt transmission line, approximately 6.6 miles in length, was granted.

No. E-1727—1930. Iowa Public Service Co., Sioux City. Transmission line in Pocahontas County. Application withdrawn.
Filed November 20, 1930. Closed November 24, 1930.

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-227—1930. Ed. Brower and H. V. Jones, Blairsburg. Transmission line in Hamilton County. Certificate issued December 27, 1929.

No. EE-233—1930. Marshall Electric Co., Marshalltown. Transmission line in Polk County. Certificate issued January 4, 1930.

No. EE-244—1930. American Utilities Corp., Burlington. Transmission line in Des Moines County. Certificate issued December 27, 1929.

No. EE-247—1930. Missouri Service Co., Tarkio, Missouri. Transmission line in Page County. Certificate issued December 30, 1929.

No. EE-250—1930. Marshall Electric Co., Marshalltown. Transmission line in Marshall County. Certificate issued December 9, 1929.

No. EE-251—1930. Farm Line Light and Power Co., Anthon. Transmission line in Woodbury County. Certificate issued March 20, 1930.

No. EE-252—1930. Malta Electric Co., State Center. Transmission line in Marshall County. Certificate issued December 30, 1929.

No. EE-253—1930. Sunny Side Electric Co., Atlantic. Transmission line in Cass County. Certificate issued December 26, 1929.

No. EE-255—1930. Olive Street Electric Co., Atlantic. Transmission line in Cass County. Certificate issued December 26, 1929.

No. EE-256—1930. Ed Quinn and Frank McShane, Lake View. Transmission line in Sac County. Certificate issued December 5, 1929.

No. EE-257—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Poweshiek County. Certificate issued January 30, 1930.

No. EE-258—1930. Pleasant Hill Community Line, Webster City. Transmission line in Hamilton County. Certificate issued December 27, 1929.

No. EE-259—1930. William Poen, Lake View. Transmission line in Sac County. Certificate issued December 5, 1929.

No. EE-260—1930. Cass County Electric Co., Atlantic. Transmission line in Cass County. Certificate issued December 26, 1929.

No. EE-261—1930. Missouri Service Co., Tarkio, Missouri. Transmission line in Fremont County. Certificate issued January 22, 1930.

No. EE-262—1930. A. N. Willey, F. H. Heuton and Ward A. Willey, Glidden. Transmission line in Carroll County. Certificate issued February 10, 1930.

No. EE-263—1930. Central States Electric Co., Cedar Rapids. Transmission line in Hamilton County. Certificate issued February 1, 1930.

No. EE-264—1930. Iowa City Light and Power Co., Iowa City. Transmission line in Johnson County. Certificate issued February 13, 1930.

No. EE-265—1930. Marshall Electric Company, Marshalltown. Transmission line in Jasper County. Certificate issued February 19, 1930.

No. EE-266—1930. Clinton, Davenport & Muscatine Ry. Co., Davenport. Transmission line in Scott County. Certificate issued February 5, 1930.

No. EE-267—1930. Central States Electric Co., Cedar Rapids. Transmission line in Story County. Certificate issued February 7, 1930.

No. EE-268—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Keokuk County. Certificate issued February 19, 1930.

No. EE-269—1930. Marshall Electric Co., Marshalltown. Transmission line in Jasper County. Certificate issued March 11, 1930.

No. EE-270—1930. Central States Electric Co., Cedar Rapids. Transmission line in Hancock County. Certificate issued April 29, 1930.

No. EE-271—1930. Marshall Electric Co., Marshalltown. Transmission line in Boone County. Certificate issued June 12, 1930.

No. EE-272—1930. Marshall Electric Co., Marshalltown. Transmission line in Story County. Certificate issued March 20, 1930.

No. EE-273—1930. Central States Electric Co., Cedar Rapids. Transmission line in Benton County. Certificate issued March 20, 1930.

No. EE-274—1930. Marshall Electric Co., Marshalltown. Transmission line in Dallas County. Certificate issued June 4, 1930.

No. EE-275—1930. Millersburg Electric Co., Millersburg. Transmission line in Iowa County. Certificate issued April 21, 1930.

No. EE-276—1930. Central States Electric Co., Cedar Rapids. Transmission line in Kossuth County. Certificate issued March 4, 1930.

No. EE-277—1930. Tri-States Power Corp., Burlington. Transmission line in Lee County. Certificate issued May 2, 1930.

No. EE-278—1930. City of Cedar Falls. Transmission line in Black Hawk County. Certificate issued May 6, 1930.

No. EE-279—1930. Marshall Electric Co., Marshalltown. Transmission line in Jasper County. Certificate issued June 4, 1930.

No. EE-280—1930. Iowa City Light & Power Co., Iowa City. Transmission line in Johnson County. Certificate issued May 9, 1930.

No. EE-281—1930. Peoples Light Co., Davenport. Transmission line in Scott County. Certificate issued May 13, 1930.

No. EE-282—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Tama County. Certificate issued July 5, 1930.

No. EE-283—1930. Clinton, Davenport and Muscatine Railway Co., Davenport. Transmission line in Muscatine County. Certificate issued July 8, 1930.

No. EE-284—1930. Clawson Bros., Ackley. Transmission line in Franklin County. Certificate issued July 22, 1930.

No. EE-285—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Boone County. Certificate issued August 7, 1930.

No. EE-286—1930. Iowa Railway and Light Corp., Cedar Rapids. Transmission line in Boone County. Certificate issued August 7, 1930.

No. EE-287—1930. Marion Electric Co., Burlington. Transmission line in Lee County. Certificate issued August 2, 1930.

No. EE-288—1930. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. Certificate issued August 26, 1930.

No. EE-289—1930. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. Application withdrawn.
Filed July 23, 1930. Closed August 1, 1930.

No. EE-290—1930. Iowa Electric Co., Cedar Rapids. Transmission line in Davis County. Certificate issued October 21, 1930.

No. EE-291—1930. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. Certificate issued August 20, 1930.

No. EE-292—1930. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Certificate issued August 13, 1930.

No. EE-293—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. Application withdrawn.
Filed July 23, 1930. Closed September 24, 1930.

No. EE-294—1930. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. Application withdrawn.
Filed July 23, 1930. Closed September 24, 1930.

No. EE-295—1930. Marion Electric Co., Burlington. Transmission line in Lee County. Certificate issued September 4, 1930.

No. EE-296—1930. Clinton, Davenport and Muscatine Railway Co., Davenport. Transmission line in Scott County. Certificate issued September 15, 1930.

No. EE-298—1930. City of Cedar Falls. Transmission line in Black Hawk County. Certificate issued October 3, 1930.

No. EE-299—1930. American Utilities Corp., Burlington. Transmission line in Des Moines County. Certificate issued October 21, 1930.

No. EE-301—1930. Central States Electric Co., Cedar Rapids. Transmission line in Hardin County. Certificate issued November 25, 1930.

CONDEMNATION CASES

No. F-47—1930. Des Moines Union Railway Co. v. Miss Helen Weil, 923 West 3d Street, Des Moines. Application for authority to condemn land in Des Moines, Iowa. This application was filed on June 5, 1929, and closed on December 23, 1929, at the request of the applicant, who had made arrangements to purchase the land.

No. F-52—1930. C., M., St. P. & P. R. R. Co. v. City of Davenport, et al. Application for authority to condemn real estate in the city of Davenport, Iowa. Hearing on this application was held at Davenport, Iowa, March 27, 1930, after which the premises were inspected. Certificate of authority to condemn was issued on March 28, 1930, and forwarded to the Clerk of the District Court of Scott County for filing, as required by law, covering the following described land:

"Beginning at a point which is North 37° 58′ West Fifteen (15) feet from the northeast corner of Lot 7 of Terminal Unit Number One; thence South 52° 24′ West Four Hundred Ninety-six and 76/100 (496.76) feet; thence south 52° 04′ West Five Hundred Sixteen and 16/100 (516.16) feet; thence South 53° 16′ West One Hundred Fifty-four and 56/100 (154.56) feet; thence South 60° 56′ West One Hundred Fifty-four and 6/10 (154.6) feet; thence South 62° 39′ West Thirty (30) feet; thence North 27° 21′ West Fifty-one and 85/100 (51.85) feet to the southerly limit of property of the U. S. Government; thence North 62° 39′ East along said Southerly limit of property of the U. S. Government Eighty-seven and 54/100 (87.54) feet; thence North 58° 59′ East Eighty-six and 8/10 (86.8) feet; thence North 55° 23′ East One Hundred Fifty-five and 23/100 (155.23) feet; thence North 53° 24′ East Ten Hundred Eleven and 92/100 (1,011.92) feet; thence South 37° 58′ East Thirty-six (36) feet to the place of beginning."

Also a strip of ground lying directly northerly of the parcel of property described Fifty (50′) feet in width.

MOTOR TRANSPORTATION DIVISION

No. H-959—1929. Burlington Transportation Co., Chicago, Illinois. Under date of November 15, 1930, Certificate No. 233 was issued, granting the application as applied for. (See Page 127, 1929 Report) Filed July 9, 1929. Closed November 15, 1930.

No. H-234—1930. C. L. McLeod, Iowa Falls. Application for authority to operate as a motor carrier of freight between Iowa Falls, Popejoy, Dows, Galt, Clarion, Goldfield and Renwick, based on good faith operation on April 14, 1923. Granted by Certificate No. 159.

Filed July 9, 1924. Closed March 3, 1930.

No. H-571—1930. C. L. McLeod, Iowa Falls. Application for authority to operate as a motor carrier of freight between Iowa Falls, Burdette, Popejoy, Alexander, Belmond, Olaf and Kanawha; also between Iowa Falls, Coulter, Latimer, Alexander, Belmond, Kanawha, Olaf, Galt and Dows. This application came on for hearing on September 14, 1926, was continued to September 20, 1926, to accomplish proper publication of official notice of hearing, and fully heard on the latter date. Granted, as amended, by Certificate No. 160 issued on March 3, 1930.

Filed August 5, 1926. Closed March 3, 1930.

No. H-895—1930. Carol Otis, Forest City. Application for authority to operate as a motor carrier of freight between the following points:

Route No. 1, from Forest City, through Garner and Clear Lake, to Mason City.

Route No. 2 from Forest City, through Thompson, to Buffalo Center.

This application was fully heard on May 6, 1929, and under date of May 16, 1929, decision was rendered as follows:

Appearances:

For applicant—Tom Boynton, Attorney, Forest City, Iowa. Carol Otis, Forest City, Iowa.

For Railway Express Agency, Inc., objector—C. C. Halphide, Mason City, Iowa.

This application was filed by Carol Otis, of Forest City, Iowa, on March 12, 1929, and is for a Certificate of Convenience and Necessity to operate as a motor carrier of freight, under the provisions of Chapters 252-A1 and 252-A2, Code of Iowa, 1927, between Mason City, Forest City, Thompson and Buffalo Center in Cerro Gordo, Hancock and Winnebago Counties, Iowa, except for the transportation of freight originating at or destined to points intermediate to Mason City and Forest City.

Applicant proposes to operate one round-trip daily, except Sundays and legal holidays, between Mason City and Forest City and to operate one round-trip on Mondays, Wednesdays and Fridays, between Forest City, Thompson and Buffalo Center, and to use two two and one-half ton trucks in furnishing such service. The one-way length of the proposed route is 64.9 miles. The financial statement filed in this case shows that applicant has net assets of approximately $8,700.00.

Full hearing was had on this application on May 6, 1929, at Mason City, Iowa, pursuant to publication of notice of that hearing as prescribed by law.

Written objections to the granting of this application were filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Railway Express Agency, Inc., by C. C. Halphide, Agent, Mason City, Iowa, who appeared at the hearing as an objector.

At the hearing of May 6th, applicant introduced petitions signed by fifty-three business men of the towns proposed to be served, stating that the establishment of the proposed service will promote the public convenience and necessity.

After fully considering all of the evidence in this case, the Board finds that the establishment of the proposed service will promote the public

convenience and necessity. A certificate will therefore issue, as applied for, as soon as applicant has complied with the requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers.

Granted by Certificate No. 225 under date of November 10, 1930, in accordance with above decision.

Filed March 12, 1929. Closed November 10, 1930.

No. H-909—1930. J. R. Campbell, Osceola. Appeal from Board's decision in Docket No. H-861. Withdrawn.

Filed April 6, 1929. Closed November 14, 1930.

No. H-911—1930. Joe Bos, Hampton. Application for authority to operate as a motor carrier of freight between Marshalltown, State Center, Colo, Zearing, Hubbard, Radcliffe, Buckeye, Alden and Iowa Falls. This application came on for hearing on May 9, 1929, and was granted under date of October 23, 1930, by Certificate No. 229, provided that local freight between Hubbard and Radcliffe or between Buckeye, Alden and Iowa Falls, or that originating at Hubbard or Radcliffe and destined to Iowa Falls or that originating at Iowa Falls and destined to Radcliffe or Hubbard shall not be transported.

Filed April 9, 1929. Closed October 23, 1930.

No. H-912—1930. Joe Bos, Hampton. Application for authority to operate as a motor carrier of freight between Marshalltown, Laurel and Newton. This application came on for hearing on May 9, 1929, and was granted under date of October 23, 1930, by Certificate No. 229, with provision that local freight between Marshalltown and Laurel shall not be transported.

Filed April 9, 1929. Closed October 23, 1930.

No. H-926—1930. Ray S. Baldwin, Hamburg. Application for authority to operate as a motor carrier of freight, interstate exclusively, over the following routes:

Route No. 1 between the west line of the State of Iowa, Knox, Sidney and Hamburg.

Route No. 2 between the west line of the State of Iowa, Council Bluffs, Glenwood, Tabor, Sidney and Hamburg. Granted under date of November 10, 1930, by Certificate No. 269.

Filed May 20, 1929. Closed November 10, 1930.

No. H-934—1930. Charles City Western Ry. Co., Charles City. Application for authority to operate as a motor carrier of passengers and a limited amount of freight between Charles City and Colwell. Hearing was held on July 2, 1929, and the application dismissed under date of October 16, 1930, after the carrier discontinued operation.

Filed May 31, 1929. Closed October 16, 1930.

No. H-941—1930. O. S. Hall, Iowa Falls. Application for authority to operate as a motor carrier of freight between Iowa Falls, Owasa, Eldora, Steamboat Rock, Eldora, Lawn Hill, New Providence, Gifford, Union, Liscomb, Albion, Marietta and Marshalltown. Hearing was held July 10, 1929, and on October 23, 1930, Certificate No. 243 was issued, granting the application as applied for.

Filed June 7, 1929. Closed October 23, 1930.

No. H-949—1930. Louis Steinberg, Pipestone, Minnesota. Application for authority to operate as a motor carrier of interstate freight exclusively one way between Sioux City, Hinton, Merrill, Le Mars, Maurice, Sioux Center, Doon, Rock Rapids and the north line of the State of Iowa. Granted September 27, 1929. Service was discontinued on April 10, 1930, and the application dismissed as of that date.

Filed June 20, 1929. Closed April 10, 1930.

No. H-951—1930. Hi-Way Freight Transit Co., Des Moines. Application for authority to operate as a motor carrier of interstate freight exclusively over the following routes:

Route No. 1, Des Moines to Clinton, via Ames.

Route No. 2, Des Moines to Tama, via Grinnell.

Route No. 3, Des Moines to Grinnell, via Oskaloosa.

Authority to operate, as applied for, was granted on June 26, 1929. On November 30, 1929, applicant amended Route No. 1 to read from Dewitt to Davenport, also Route No. 2 was changed to read from Des Moines to Davenport, via Grinnell. Under date of December 30, 1929, the Board approved transfer of rights under this application to the Hi-Way Freight Transfer Co., Des Moines, Iowa, effective January 1, 1930. This application was dismissed on September 15, 1930, being supplemented by intrastate service authorized under Docket No. H-1081.

Filed June 26, 1929. Closed September 15, 1930.

No. H-956—1930. C. T. Gates, La Porte City. Application for authority to operate as a motor carrier of freight between Waterloo, Washburn, La Porte City, Vinton, Van Horne, Keystone and Belle Plaine. This application came on for hearing on September 10, 1929, and was granted as applied for under date of November 29, 1930, by Certificate No. 259.

Filed July 9, 1929. Closed November 29, 1930.

No. H-957—1930. W. W. Clayton, Independence. Application for authority to operate as a motor carrier of freight between Waterloo, Jesup, Independence, Bryantburg, Hazleton, Oelwein, Arlington, Strawberry Point, Osborne, Elkader, Garnavillo and Monona. This application came on for hearing on September 10, 1929, and on October 16, 1929, the Board found that this service would promote the public convenience and necessity. Under date of August 5, 1930, the Board approved the transfer of the operating rights of W. W. Clayton in this docket to William Moyer, Monona. Granted by Certificate No. 268 under date of November 4, 1930, providing that freight shall not be transported locally between Waterloo, Jesup and Independence or points intermediate thereto.

Filed July 9, 1929. Closed November 4, 1930.

No. H-958—1930. W. W. Clayton, Independence. Application for authority to transport freight between Waterloo, Jesup, Independence, Bryantburg, Hazleton, Oelwein, Maynard, Fayette, West Union, Clermont, Elgin, Clermont, Castalia, Ossian, Calmar, Postville and Waukon, except local freight between Waterloo, Jesup and Independence and points intermediate thereto; between Waterloo, Maynard, Fayette, and West Union, and local freight between Maynard, Fayette and West Union and points intermediate thereto. This case was heard on September 10, 1929, and authority to operate was granted on October 16, 1929. On November 25, 1930, the Board approved the transfer of the right granted in this case to operate as a freight motor carrier between Waterloo, Jesup, Independence, Bryantburg, Hazleton and Oelwein and to and from the town of Waukon to William Moyer, of Monona, effective December 1, 1930. On the same date the Board approved the transfer of the right granted in this docket No. H-958 to operate as a freight carrier between Maynard, Fayette, West Union, Clermont, Elgin, Clermont, Postville, Castalia, Ossian and Calmar, to Charles E. Kibler, Waterloo, Iowa, effective December 1, 1930. (See Dockets H-1164 and H-1165.)

No. H-962—1930. Phippen Trucks, Russell. Application for authority to operate as a motor carrier of freight between Chariton, Russell, Melrose, Georgetown, Albia, Munterville and Ottumwa. This application came on for hearing on September 12, 1929, and on November 7, 1930, was granted, as amended, by Certificate No. 267.

Filed July 15, 1929. Closed November 7, 1930.

No. H-964—1930. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers and a limited amount of freight, interstate exclusively, between Waterloo, Cedar Rapids, Iowa City and Burlington. Granted July 19, 1929. On August 14, 1929, the applicant amended the route to

read between Waterloo, Washburn, La Porte City, Vinton and Cedar Rapids. On January 27, 1930, the Board passed a resolution changing name of the applicant to the Jefferson Transportation Company. This service was discontinued on June 17, 1930, and application dismissed.
Filed July 19, 1929. Closed July 2, 1930.

No. H-976—1930. Atlantic-Pacific Stages, Inc., St. Louis, Missouri. Application for authority to operate as a motor carrier of interstate passengers exclusively over the following routes:
Route No. 1 between Council Bluffs and Clinton over Federal Highway No. 30.

Route No. 2 between Council Bluffs and Clinton over Federal Highway No. 30, including service between Boone, Des Moines and Ames over Federal Highways Nos. 60 and 65. Authority was granted on August 6, 1929, but the application was dismissed on November 4, 1930, on account of failure to inaugurate service.
Filed August 5, 1929. Closed November 4, 1930.

No. H-979—1930. Mrs. J. W. Rowell, Leon, v. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Complaint account of overloading busses. Operator promised to remedy objectionable conditions.
Filed August 6, 1929. Closed August 19, 1930.

No. H-980—1930. Ft. Dodge, Des Moines & Southern Transportation Company, Boone. Application to suspend service under Certificate No. 114 in case authority was granted in Docket No. H-940. Certificate No. 114 revoked on August 14, 1929.
Filed June 7, 1929. Closed August 14, 1930.

No. H-981—1930. Interstate Transit Lines, Omaha, Nebraska. Application for authority to operate as a motor carrier of interstate passengers exclusively between Council Bluffs and Clinton over Federal Highway No. 30. Granted August 16, 1929, and application dismissed without prejudice on November 5, 1930, on account of operating rights being conveyed under Docket No. H-985.
Filed August 16, 1929. Closed November 5, 1930.

No. H-984—1930. Iowa Railway and Light Corp., Cedar Rapids. Application for rehearing in Dockets Nos. H-810 and H-879. Granted under date of August 24, 1929, and hearing was held September 17, 1929. Under date of September 27, 1929, the Board found that the elimination of certain restrictions and the establishment of additional passenger service, as proposed in the petition for rehearing, would promote the public convenience and necessity and directed that a Certificate issue.
Filed August 24, 1929. Closed September 27, 1929.

No. H-986—1930. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers and a limited amount of freight, interstate exclusively, between the north line of the state of Iowa, Northwood, Kensett, Manly and Mason City. Authority to commence this service was given on August 30, 1929. On January 27, 1930, the Board granted the applicant permission to change the name of the corporation to Jefferson Transportation Company. Service was never inaugurated under this application, and the same was dismissed on August 18, 1930, due to the purchase of Certificate of Convenience and Necessity No. 11 from the Red Ball Transportation Company.
Filed August 29, 1929. Closed August 18, 1930.

No. H-987—1930. L. D. Stephens, owner and operator of De Luxe Transit Lines, Shenandoah. Application for authority to operate as a motor carrier of interstate passengers exclusively between Shenandoah, Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state of Iowa. Authority to commence this operation was granted on September 3, 1929, the applicant instructed to discontinue service

on November 4, 1929, owing to lack of insurance, and on November 7, 1929, authority was given to resume operation. This carrier ceased operation on December 27, 1929. On March 27, 1930, the Board issued order and warrant to levy on this operator's equipment to pay the November taxes and penalty, which payment was made on April 7, 1930. On April 26, 1930, the Board issued order and warrant to levy on this operator's equipment to pay the December taxes and penalty, which payment was made on May 9, 1930.
Filed August 30, 1929. Closed May 9, 1930.

No. H-988—1930. Stephen A. Bollinger, Des Moines. Application for authority to transport not to exceed 200 pounds of freight on the passenger carrying vehicles operated under Certificate No. 100. Hearing was held on October 16, 1929, and authority granted on that date. On January 20, 1930, the Board issued a resolution revoking the above authority owing to the sale of Certificate No. 100 to the Iowa Railway & Light Corporation, who do not desire to transport freight.
Filed August 30, 1929. Closed January 20, 1930.

No. H-989—1930. Ray Kroeger, Minden. Application for authority to operate as a motor carrier of interstate freight exclusively between Minden and the west line of the state of Iowa. Authority granting this operation was given on August 31, 1929, and on October 31, 1930, Certificate No. 266 was issued.
Filed August 30, 1929. Closed October 31, 1930.

No. H-994—1930. Iowa Railway & Light Corp., Cedar Rapids. Application for authority to operate as a motor carrier of passengers between Des Moines and the west line of the state of Iowa over Federal Highway No. 32. This case came on for hearing on October 24, 1929, and the authority requested was denied on March 7, 1930. On March 28, 1930, the Board approved the transfer of rights under this docket, retroactive to January 1, 1930, to the Crandic Stages, Inc., Cedar Rapids.
Filed August 31, 1929. Closed March 7, 1930.

No. H-995—1930. Olony Ruse, Tabor. Application for authority to operate as a motor carrier of freight one way between Council Bluffs and Tabor. Hearing was held on December 5, 1929, and on October 25, 1930, Certificate No. 264 was issued granting the application, with the exception that freight originating at or destined to points intermediate to Council Bluffs and Tabor should not be transported.
Filed September 11, 1929. Closed October 28, 1930.

No. H-1001—1930. Jefferson Highway Transportation Co., Minneapolis, Minn. Certificate No. 220 amended to describe the holder thereof as Jefferson Transportation Co. Description of route through Wright County eliminated and the following substituted:
* * * thence south on Primary Road No. 15 in Wright County, a distance of four and one-tenth (4.1) miles to the north corporate limits of Belmond; thence south through Belmond on the regular established route of Primary Road No. 15, a distance of seventy-five hundredths (.75) miles to the south corporate limits of Belmond; thence south on Primary Road No. 15, a distance of ten and seventy-five hundredths (10.75) miles to the junction of Primary Road No. 72 at approximately the northwest corner of the southwest quarter of section 13, Township 91 North, Range 24 West; thence east on Primary Road No. 72, a distance of one and six-tenths (1.6) miles to the west corporate limits of Galt, thence east on unnamed street which is also Primary Road No. 72 in Galt to Main Street, thence returning west on said unnamed street to the west corporate limits of Galt a distance of five-tenths (0.5) mile in Galt; thence west on primary Road No. 72, a distance of one and six-tenths (1.6) miles to the junction with Primary Road No. 15 at approximately the northwest corner of the southwest quarter of Section 13, Township 31, North, Range 24 West;

thence south on Primary Road No. 15, a distance of nine and five-tenths (9.5) miles to the south line of Wright County. * * *.

Filed September 17, 1929. Closed September 16, 1930.

No. H-1007—1930. Burlington Transportation Co., Chicago, Illinois. Application for authority to operate as a motor carrier of passengers between Sidney, Hamburg and the Iowa-Missouri state line. This case came on for hearing on December 5, 1929, and on October 25, 1930, Certificate No. 251 was issued, granting the authority applied for.
Filed October 5, 1929. Closed October 25, 1930.

No. H-1008—1930. Burlington Transportation Co., Chicago, Illinois. Application for authority to operate as a motor carrier of passengers between Chariton and Villisca over Federal Highway No. 34 and Primary Road No. 71. Hearing was held on December 10, 1929. Under date of December 11, 1929, the Board found that the service between Chariton and Osceloa would promote the public convenience and necessity, and a like finding was made on September 9, 1930, relative to the balance of the route applied for. On November 8, 1930, Certificate No. 252 was issued granting the authority requested.
Filed October 5, 1929. Closed November 8, 1930.

No. H-1013—1930. Red Ball Transportation Co., Mason City, and Jefferson Transportation Co., Minneapolis, Minnesota. Transfer of Certificate No. 11 and operating rights granted herein. Granted June 14, 1930, effective June 16, 1930. (See Docket H-1097—1930.)

No. H-1018—1930. Red Ball Transportation Co., Mason City. Application to amend Route No. 4 under Certificate No. 11. Granted by resolution adopted under date of June 12, 1930, showing a decrease of one mile in Route No 4 between Mason City and the Iowa-Minnesota state line.
Filed October 26, 1929. Closed June 12, 1930.

No. H-1021—1930. Harry Stoneburner, Shenandoah. Application for authority to operate as a motor carrier of interstate freight exclusively between Shenandoah and Council Bluffs. On August 2, 1930, application was made to have right in this docket transferred to Harry Stoneburner and Company Motor Carriers, a partnership composed of Harry Stoneburner and W. L. Farmer, Shenandoah, which was approved on August 7, 1930. On November 24, 1930, Certificate No. 270 was issued, with provision that freight originating at or destined to points intermediate to Shenandoah and the west line of the state shall not be transported.
Filed November 6, 1929. Closed November 24, 1930.

No. H-1022—1930. James C. Allen, Guthrie Center. Application for authority to amend Certificate of Convenience and Necessity No. 185 so as to include the hauling of freight from Des Moines to Panora and from Panora to Des Moines. Hearing in this application was held on December 11, 1929, and on the same date resolution amending certificate was issued, granting the authority requested.
Filed November 9, 1929. Closed December 11, 1929.

No. H-1024—1930. Jefferson Transportation Co., Minneapolis, Minnesota. Application for authority to transport interstate passengers and a limited amount of freight between Oelwein and Decorah, via Strawberry Point. Authority granted in Docket H-1023—1930. Therefore, this file was closed.
Filed November 14, 1929. Closed February 17, 1930.

No. H-1026—1930. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Motor carrier. Application requesting amendment of records to show that the Jefferson Highway Transportation Co. has changed name to Jefferson Transportation Co. Granted by resolution dated January 27, 1930.
Filed November 18, 1929. Closed February 17, 1930.

No. H-1029—1930. J. A. Whitney, Chariton. Application for authority to transport passengers between Chariton and Coal Mine No. 5 of the Central Iowa Fuel Company. This application came on for hearing on January 8, 1930, and Certificate No. 261, granting such authority, providing that local passengers shall not be transported between Chariton and Williamson, was issued on October 20, 1930.
Filed November 29, 1929. Closed October 20, 1930.

No. H-1030—1930. Clarence Hass, Durant, and Schiele & Petersen, Durant. Application for authority to transfer Certificate No. 165. Granted December 7, 1929.
Filed November 29, 1929. Closed December 7, 1929.

No. H-1031—1930. Burlington Transportation Co., Chicago, Illinois. Application for authority to transport passengers between Clarinda, Shambaugh, Braddyville, and the south line of the state of Iowa. This application came on for hearing on May 13, 1930, and Certificate No. 263 was granted on October 25, 1930.
Filed November 30, 1929. Closed October 25, 1930.

No. H-1033—1930. Otto and Stanley Jackson, Keokuk, and Iowa Railway & Light Corporation, Cedar Rapids. Application for approval of transfer of Certificate No. 19. Approved December 12, 1929, to become effective on January 2, 1930.
Filed December 5, 1929. Closed December 12, 1929.

No. H-1036—1930. Osceola Transfer Co., Osceola. Application for authority to transport freight between Osceola, Leon, Davis City and Lamoni. This application came on for hearing on February 5, 1930, and record was entered on March 10, 1930, denying it.
Filed December 12, 1929. Closed March 10, 1930.

No. H-1037—1930. Harry J. Ellis, Carbon. Application for authority to transport freight between Carbon and Corning. Withdrawn.
Filed December 17, 1929. Closed January 29, 1930.

No. H-1039—1930. Ft. Dodge, Des Moines & Southern Transportation Co., Boone. Application for authority to temporarily suspend service, Oskaloosa to Ottumwa, via Eddyville. Granted.
Filed December 17, 1929. Closed October 21, 1930.

No. H-1040—1930. J. R. England, doing business as Blue Line Freighters, Marshalltown. Application for authority to transport freight between Marshalltown, Conrad, Beaman and Grundy Center. This application came on for hearing on February 11, 1930, and Certificate No. 276, granting such authority, was issued November 28, 1930.
Filed January 3, 1930. Closed November 28, 1930.

No. H-1041—1930. Sylvester Locke, Madrid. Application for authority to transport passengers between Zook Spur and Mine No. 4, located at the north line of Dallas County. Dismissed.
Filed January 6, 1930. Closed November 4, 1930.

No. H-1043—1930. Stephen A. Bollinger, Safety Coach Transit Co., Des Moines, and Iowa Railway & Light Corporation, Cedar Rapids. Application for approval of transfer of Certificate No. 100. Granted January 20, 1930, effective February 1, 1930.
Filed January 9, 1930. Closed January 30, 1930.

No. H-1045—1930. Smith & Heath, Correctionville, and Oscar Markusen, Correctionville. Application for approval of transfer of Certificate No. 25. Granted on February 28, effective March 1, 1930.
Filed January 14, 1930. Closed February 28, 1930.

No. H-1046—1930. Bert Wade, Riverton. Application for authority to transport freight in Fremont, Mills and Pottawattamie Counties. Application dismissed.
Filed January 22, 1930. Closed November 4, 1930.

No. H-1049—1930. Francis McCabe, doing business as Washta Motor Service, Washta. Application for authority to transport freight, one way only, from Sioux City to Washta, with no intermediate stops. This application came on for hearing on March 13, 1930, and was granted by Certificate No. 258, dated September 12, 1930.
Filed January 25, 1930. Closed September 12, 1930.

No. H-1050—1930. Overland Stages, Inc., Duluth, Minnesota, and Minnesota Jack Rabbit Co., Sioux Falls, South Dakota. Certificate No. 192 transferred, effective February 12, 1930.
Filed January 27, 1930. Closed February 8, 1930.

No. H-1053—1930. Bert Canon, Carson. Application for authority to carry a limited amount of interstate freight (not to exceed 200 lbs.) between Henderson, Macedonia, Carson, Treynor, Council Bluffs, and the west line of the state of Iowa. Certificate No. 219 amended.
Filed February 7, 1930. Closed February 21, 1930.

No. H-1054—1930. M. F. Schlick, Charles City. Application for authority to amend Certificate No. 176 to authorize transportation of freight originating at Waterloo and destined to Janesville and Waverly, and freight originating at Waverly and Janesville and destined to Waterloo, and local freight between Janesville and Waverly. Pursuant to notice, this application came on for hearing on April 8, 1930, and was denied on June 5, 1930.
Filed February 15, 1930. Closed June 5, 1930.

No. H-1055—1930. Red Ball Transportation Co., Inc., Mason City. Application for authority to discontinue local passenger service between Waterloo, Cedar Falls and intermediate points. Granted. Certificate No. 11 amended February 21, 1930.
Filed February 21, 1930. Closed February 21, 1930.

No. H-1057—1930. Range & Frank Transfer, Atlantic, and Frank & Morton Transfer, Atlantic. Application for approval of transfer of Certificate No. 190. Granted March 24, effective March 26, 1930.
Filed February 19, 1930. Closed March 24, 1930.

No. H-1060—1930. W. A. Lang, Malvern, and Kenneth Murdock, Malvern. Application for authority to transfer Certificate No. 189. Granted March 15, to become effective March 17, 1930.
Filed February 28, 1930. Closed March 15, 1930.

No. H-1062—1930. C. L. McLeod, Iowa Falls, and Merchants Transportation Co., Iowa Falls. Application for authority to transfer Certificates Nos. 157, 158, 159, and 160. Granted March 15, 1930, effective March 17, 1930.
Filed January 6, 1930. Closed March 15, 1930.

No. H-1064—1930. Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Chicago. Application for authority to transport passengers and freight (1,000 lbs.) over the following routes:
Route No. 1. Between Des Moines and Madrid, via Granger.
Route No. 2. Between Des Moines and Madrid, via Polk City.
Route No. 3. Between Madrid and Boone.
This application came on for hearing on April 1, 1930, and Certificate No. 257, granting authority to operate over the above routes, was issued on November 17, 1930, with the following exceptions.
No passengers or freight shall be picked up at or delivered to Johnston Station; no passengers or freight shall be picked up at or delivered to any point intermediate to Des Moines and Madrid or Madrid and Luther, on U. S. Highway No. 60; and no passengers or freight shall be picked up at or delivered to any point intermediate to Luther and Boone, on U. S. Highways Nos. 60 and 30.

No. H-1065—1930. Arthur Beasley, Marshalltown, and Iowa Railway & Light Corporation, Cedar Rapids. Application for approval of transfer of Certificate No. 172. Granted March 8, to become effective March 10, 1930.
Filed March 8, 1930. Closed March 8, 1930.

No. H-1067—1930. H. A. Stahlecker, Yorktown, v. Burlington Transportation Co., Chicago, Illinois. Motor carrier—passenger—failure to maintain scheduled service. The Transportation Company advised they had agreed with the complainant that they would hereafter stop to take on and discharge passengers whenever the roads were passable. This, the complainant wrote the Commission, was satisfactory.
Filed March 13, 1930. Closed March 27, 1930.

No. H-1068—1930. Albert Welker, Thornton, and Wesley Throssel, Thornton. Application for approval of transfer of Certificate No. 118. Granted on March 29, to become effective on March 31, 1930.
Filed March 21, 1930. Closed March 29, 1930.

No. H-1070—1930. Ft. Dodge, Des Moines & Southern Transportation Co., Boone. Application for authority to transport passengers between Marshalltown, Le Grand, Montour, Tama, Toledo, Traer, Hudson and Waterloo, except local passengers between Tama and Toledo and local passengers between Tama and Marshalltown and points intermediate thereto. This application came on for hearing on April 23, 1930, and was granted by Certificate No. 275, on November 21, 1930.
Filed March 25, 1930. Closed November 21, 1930.

No. H-1071—1930. Melvin Bare, Pisgah. Application for authority to transport freight between Pisgah, Little Sioux, River Sioux, Mondamin, and Omaha, Nebraska. This application was never completed and the file was closed.
Filed March 26, 1930. Closed August 30, 1930.

No. H-1074—1930. P. R. Davis, Avoca. Application for authority to transport passengers between the west line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Harlan, Kimballton, Hamlin and Audubon. This application came on for hearing on April 22, 1930, and on June 19, 1930, record was entered denying it.
Filed March 27, 1930. Closed June 19, 1930.

No. H-1075—1930. Determan & Heimendinger, Mason City, and George L. Heimendinger, Mason City. Application for approval of transfer of Certificate No. 16. Granted April 25, to become effective May 1, 1930.
Filed March 29, 1930. Closed April 25, 1930.

No. H-1076—1930. Dave Redman, doing business as Redman Transfer Co., Ottumwa. Application for authority to transport freight between Ottumwa, Agency City, Batavia, Bernhart, Fairfield, Glendale, Lockridge, Rome, Mt. Pleasant, New London, Danville, Middletown, West Burlington and Burlington. This application came on for hearing on July 17, 1930, and Certificate No. 277 was granted on November 29, 1930, authorizing operation between Ottumwa and Burlington, with the provision that local freight shall not be transported between New London and Burlington and points intermediate thereto.
Filed April 9, 1930. Closed November 29, 1930.

No. H-1077—1930. Crandic Stages, Inc., Cedar Rapids. Application for authority to transport passengers between Hamlin, Exira, Brayton, Lorah and Atlantic.
Filed April 11, 1930. Dismissed November 25, 1930.

No. H-1078—1930. Robert L. McIntyre, Pleasantville. Applica-

tion for authority to transport freight between Pleasantville and Knoxville. This application came on for hearing, and was denied, on November 10, 1930.
Filed April 14, 1930. Closed November 10, 1930.

No. H-1082—1930. Madrid Motor Transport, Madrid, and Fred A. Guinn, Madrid. Application for approval of transfer of Certificate No. 48. Granted April 29, to become effective May 2, 1930.
Filed April 26, 1930. Closed April 29, 1930.

No. H-1084—1930. Sioux Falls Traction System, Sioux Falls, South Dakota, and Interstate Transit Lines, Omaha, Nebraska. Application for approval of transfer of Certificate No. 90. Granted April 29, to become effective May 1, 1930.
Filed April 29, 1930. Closed April 29, 1930.

No. H-1085—1930. Harvey McKenney, Logan. Motor carrier—interstate freight—Certificate No. 234 revoked May 1, 1930.

No. H-1086—1930. M. B. Hildreth, Denison, and Crandic Stages, Inc., Cedar Rapids. Application for approval of transfer of part of authority granted under Certificate No. 124. On June 5, 1930, the Board adopted a resolution approving the transfer of Route No. 1 of Certificate No. 124 to Crandic Stages, Inc., authorizing the issuance of Certificate No. 255 to Crandic Stages, Inc., and cancelling Route No. 1 from Certificate No. 124.
Filed May 2, 1930. Closed June 5, 1930.

No. H-1087—1930. Jefferson Transportation Co., Mineapolis, Minnesota. Application for authority to transport passengers and freight between the north line of the state, St. Ansgar, Charles City and Cedar Rapids. Withdrawn.
Filed April 14, 1930. Closed June 13, 1930.

No. H-1088—1930. Red Ball Transportation Co., Mason City, v. Jefferson Transportation Co., Minneapolis, Minnesota. Bus connctions at Charles City. Withdrawn. Case dismissed.
Filed March 6, 1930. Closed June 13, 1930.

No. H-1089—1930. O. C. Wright, Adel, and Crandic Stages, Inc., Cedar Rapids. Application for approval of transfer of Certificate No. 1, and rights of O. C. Wright as applicant in Docket No. H-1073. Transfer of Certificate No. 1 approved on June 5, 1930, to become effective July 1, 1930. Transfer of rights in Docket H-1073 to Crandic Stages, Inc., approved and made effective as of June 5, 1930.
Filed May 14, 1930. Closed June 5, 1930.

No. H-1091—1930. Yellow Cab and Transportation Co., Sioux City, and Interstate Transit Lines, Omaha, Nebraska. Application for approval of transfer of Certificate No. 24. Granted on May 20, to become effective on May 28, 1930.
Filed May 20, 1930. Closed May 20, 1930.

No. H-1092—1930. J. W. Harris, Spencer, and Interstate Transit Lines, Omaha. Application for approval of transfer of Certificate No. 74. Granted May 20, to become effective May 26, 1930.
Filed May 20, 1930. Closed May 20, 1930.

No. H-1093—1930. W. C. Gray, Manson. Abandonment of motor carrier freight service. Certificate No. 80 revoked May 23, 1930.
Filed May 14, 1930. Closed May 23, 1930.

No. H-1094—1930. Jorgensen Bros., Audubon. Application for authority to transport interstate freight over that part of route in Iowa between Audubon, Hamlin, Exira, Kimballton, Harlan, Avoca, and the west line of the state of Iowa at Council Bluffs; also over that part of route in Iowa between Audubon, Templeton, Manning, Manilla, Denison, Dow City and the west line of the state of Iowa at Council Bluffs.

Granted on June 5, 1930, but the applicant did not inaugurate the service over the proposed route and the file was closed.
Filed May 27, 1930. Closed July 31, 1930.

No. H-1095—1930. Jorgen Thiel, Reinbeck. Application for authority to transport freight between Reinbeck, Hudson, Waterloo, Cedar Falls, Benson, Stout, Fern, Wellsburg, Holland, Grundy Center, Morrison, and Reinbeck, with the following exceptions:
No local freight shall be transported between Hudson and Waterloo; no local freight shall be transported between Waterloo and Cedar Falls, and freight originating at Waterloo and destined to Grundy Center and freight originating at Grundy Center and destined to Waterloo shall not be transported.
Hearing held on July 22, 1930, and on November 18, 1930, Certificate No. 273 was issued granting authority to operate over the above route.
Filed June 5, 1930. Closed November 18, 1930.

No. H-1096—1930. Iowa Central Motor Express Co., Inc., Algona, and Jas. A. Cahill, Clear Lake. Application for approval of transfer of part of authority granted by Certificate No. 102. On May 28, 1930, the Board adopted a resolution approving transfer of route No. 1, Mason City to Clear Lake, to Jas A. Cahill, authorizing issuance of new certificate, covering such route, to Jas. A. Cahill, and amending Certificate No. 102. Certificate No. 256 issued accordingly. Certificate No. 102 amended as follows: No freight originating at Mason City and consigned to Clear Lake nor originating at Clear Lake and consigned to Mason City shall be transported. Also amended to show address of Iowa Central Motor Express Company, Inc., as Algona, Iowa.
Filed May 28, 1930. Closed May 28, 1930.

No. H-1097—1930. Red Ball Transportation Co., Inc., Mason City, and Jefferson Transportation Co., Minneapolis, Minnesota. Application for approval of transfer of Certificate No. 11 and rights in Docket No. H-1013. Granted June 14, to become effective June 16, 1930.
Filed June 13, 1930. Closed June 14, 1930.

No. H-1098—1930. Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Chicago, Illinois. Application for authority to amend Certificate No. 213. Authority granted on June 16, 1930, to eliminate the route described and substitute in lieu thereof the following:

TERMINI: Rockwell City and Storm Lake.

Beginning at the intersection of Fourth and Lake Streets in Rockwell City, Calhoun County, Iowa; thence west on Lake Street to Eighth Street; thence north on Eighth Street to High Street, thence west on High Street to the west corporate limits of Rockwell City, a distance of nine-tenths (0.9) mile in Rockwell City; thence west on U. S. Highway No. 20 a distance of four and eight-tenths (4.8) miles, to the intersection with north and south highway at the southwest corner of Section 30, Township 88 North, Range 33 West; thence north on highway along the west line of said Section 30, a distance of six-tenths (0.6) mile to the intersection with Center Street in the unincorporated town of Lavinia; thence returning south along the west line of said Section 30, a distance of six-tenths (0.6) mile to the intersection with U. S. Highway No. 20; thence west on U. S. Highway No. 20 a distance of five and five-tenths (5.5) miles to the west line of Calhoun County; thence north on U. S. Highway No. 20 on the line between Calhoun and Sac Counties, a distance of one and four-tenths (1.4) miles to the south corporate limits of Lytton; thence north on Oak Avenue in Lytton, Sac County, to Railway Street; thence west on Railway Street to the west corporate limits of Lytton a distance of five-tenths (0.5) mile in Lytton; thence west on U. S. Highway No. 20 a distance of five and three-tenths (5.3) miles, to the east corporate limits of Sac City; thence westerly on Fort Dodge State Road in Sac City to Main Street; thence west on Main Street to West State Street; thence north on west State Street to Wil-

liams Street; thence west on Williams Street to Fifth Street; thence north on Fifth Street and Newell Road to the north corporate limits of Sac City, a distance of one and nine-tenths (1.9) miles, in Sac City; thence north on highway along the east line of Sections 14, 11 and 2, Township 88 North, Range 35 West, and Sections 32, 29 and 20, west along the north line of Sections 20 and 19, Township 89 North, Range 35 West, and Sections 24, 23 and 22, Township 89, North, Range 36 West, a distance of ten and one-tenth (10.1) miles to the east corporate limits of Nemaha; thence west on Delaware Street in Nemaha to Second Avenue, thence south on Second Avenue to Railway Avenue, thence northwesterly on Railway Avenue to Delaware Street, thence west on Delaware Street to the west corporate limits of Nemaha, a distance of five-tenths (0.5) mile in Nemaha; thence west on highway along the north line of Sections 21, 20 and 19, Township 89 North, Range 36 West, a distance of three (3) miles to the intersection with U. S. Highway No. 71; thence north on U. S. Highway No. 71, a distance of three (3) miles, to the north line of Sac County; thence continuing north and westerly on U. S. Highway No. 71 in Buena Vista County a distance of six and seventy-five hundredths (6.75) miles to the east corporate limits of Storm Lake; thence west on Lake Shore Drive in Storm Lake to Lake Avenue; thence north on Lake Avenue to terminus located at the depot of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, a distance of one and five-tenths (1.5) miles in Storm Lake; thence returning to Rockwell City over the route described above.

Filed June 16, 1930. Closed June 16, 1930.

No. H-1100—1930. Burlington Transportation Co., Chicago. Temporary suspension of passenger service between Glenwood and Villisca under Certificate No. 247. Authority granted on June 17, 1930, to suspend service for ninety days. Service resumed on September 22, 1930.

Filed June 17, 1930. Closed September 22, 1930.

No. H-1102—1930. John Ash & Son, Grundy Center. Application for authority to transport freight between Des Moines, Hubbard, Eldora, Wellsburg, Holland and Grundy Center, except for the transportation of freight to or from points intermediate to Des Moines and Hubbard; local freight between Hubbard and Eldora and local freight between Wellsburg, Holland and Grundy Center. This application came on for hearing on July 29, 1930, and was denied on August 5, 1930.

Filed June 21, 1930. Closed August 5, 1930.

No. H-1108—1930. Pickwick-Greyhound Lines, Inc., Kansas City, Missouri. Application for authority to transport interstate passengers between the west line of Iowa at Council Bluffs and the north line of Iowa between Armstrong, Iowa, and Fairmont, Minnesota, and points intermediate thereto. Authority granted July 7, 1930, but later the applicant advised it did not care to operate, and the case was dismissed.

Filed July 3, 1930. Closed September 9, 1930.

No. H-1112—1930. Don Bragonier, Waterloo, and Charles E. Kibler, Waterloo. Application for approval of transfer of operating rights in Docket No. H-1034. Granted July 18, effective July 21, 1930.

Filed July 16, 1930. Closed July 18, 1930.

No. H-1113—1930. C. T. Gates, La Porte City, and R. R. La Tour, La Porte City. Application for approval of transfer of operating rights in Docket H-956. Granted August 1, 1930. On November 29, 1930, Certificate No. 259 was issued, authorizing R. R. La Tour, owner and operator of Gates Transfer Line, to operate as a motor carrier of freight between Waterloo, Washburn, La Porte City, Vinton, Van Horn, Keystone and Belle Plaine.

Filed July 18, 1930. Closed November 29, 1930.

No. H-1114—1930. P. R. Davis, Avoca. Application for authority to transport passengers and a limited amount of freight between Avoca and Harlan. Hearing held on September 30, 1930, and on October 22, 1930, Certificate No. 203 was amended to include Avoca and Harlan.

Filed July 21, 1930. Closed October 22, 1930.

No. H-1115—1930. Minnesota Jack Rabbit Company, Sioux Falls, South Dakota, and Pickwick-Greyhound Lines, Inc., Kansas City, Missouri. Application for approval of transfer of Certificate No. 192. Granted July 3, to become effective July 7, 1930.

Filed July 3, 1930. Closed July 3, 1930.

No. H-1117—1930. Frank C. Scherer, Red Oak. Application for approval of amendment to Certificate No. 89 to correct mileage traveled within the corporate limits of Council Bluffs. Granted July 29, 1930.

Filed July 29, 1930. Closed July 29, 1930.

No. H-1120—1930. W. W. Clayton, Waterloo, and William Moyer, Monona. Application for approval of transfer of authority granted under Docket No. H-957. Granted August 5, 1930. Effective August 14, 1930.

Filed July 31, 1930. Closed August 13, 1930.

No. H-1121—1930. White Line Motor Freight Co., Des Moines. Application for authority to transport freight between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Greenfield, Orient and Creston, except local freight between Des Moines and Redfield and points intermediate thereto. Hearing held September 24, 1930; application denied December 1, 1930.

Filed July 28, 1930. Closed December 1, 1930.

No. H-1123—1930. Kropf & Potter, a partnership composed of Chas. Kropf and ..... Potter, Perry. Application for authority to transport freight between Des Moines and Perry, Perry and Ft. Dodge, and Perry and Manning. Dismissed.

Filed July 29, 1930. Closed November 25, 1930.

No. H-1124—1930. Bert Handley, owner and operator of Handley's Freight Line, Greenfield. Application for authority to operate as a motor carrier of freight between Des Moines, Dexter, Stuart, Menlo, Greenfield and Fontanelle. Hearing held September 24, 1930; application denied on December 1, 1930.

Filed August 4, 1930. Closed December 1, 1930.

No. H-1126—1930. Joe Bos, doing business as Bos Truck Line, Marshalltown. Application for authority to transport freight between Des Moines, Ankeny, Huxley, Ames, Nevada, Colo, State Center and Marshalltown, except local freight between Colo, Marshalltown and intermediate points. And between Des Moines, Prairie City, Fairmount, Monroe, Otley, Pella and Oskaloosa. Application withdrawn and dismissed.

Filed July 29, 1930. Closed September 25, 1930.

No. H-1127—1930. A. E. Thomas, Pipestone, Minnesota, and Harry Hess, Pipestone, Minnesota. Application for approval of transfer of operating right in Docket No. H-1048. Granted August 15, 1930, on the condition that the proceeds received from this sale and transfer shall be turned over to E. J. Feldman, President, First National Bank, Pipestone, Minnesota, to be distributed by him, first to the payment of mortgages and liens on the property proposed to be transferred and the balance to be pro-rated by him to other creditors of A. E. Thomas and on the further condition that A. E. Thomas make an additional deposit of five dollars ($5.00) with this Board to guarantee payment of the tax and penalty assessed and to be assessed against him because of his operations under the authority granted in Docket No. H-1048.

Filed July 26, 1930. Closed August 15, 1930.

No. H-1128—1930. M. B. Hildreth, Denison, and Interstate Transit Lines, Omaha, Nebraska. Application for approval of transfer of Certificate No. 124. Approved August 25, to become effective August 26, 1930.
Filed August 7, 1930. Closed August 26, 1930.

No. H-1137—1930. Jefferson Transportation Co., Minneapolis, Minnesota. Application for approval of abandonment of service under Certificate No. 198. Certificate revoked August 23, 1930.
Filed August 23, 1930. Closed August 25, 1930.

No. H-1138—1930. Bekins Van & Storage Co., Sioux City. Application for authority to transport interstate freight between Sioux City and the west line of the state of Iowa at Council Bluffs. Granted on November 29, 1930, by Certificate No. 279, with the provision that freight originating at or destined to points intermediate to Sioux City and the west line of the state of Iowa at Council Bluffs shall not be transported.
Filed August 25, 1930. Closed November 29, 1930.

No. H-1139—1930. Carl Baldwin, Griswold, and Bert Canon, Carson. Application for approval of transfer of Certificate No. 53. Approved September 4, effective September 6, 1930.
Filed August 27, 1930. Closed September 4, 1930.

No. H-1145—1930. Burlington Transportation Co., Chicago. Application for authority to transport passengers between Villisca and Clarinda. Hearing held October 7, 1930, and on October 25, 1930, Certificate No. 262 was issued, granting the authority requested.
Filed September 8, 1930. Closed October 25, 1930.

No. H-1146—1930. Stalker Transportation Co., Rudd. Application for authority to furnish through freight service between Mason City and Charles City under Certificate No. 117. Granted October 2, 1930.
Filed July 26, 1930. Closed October 2, 1930.

No. H-1148—1930. Perry Bonar, New London, and Wm. H. Weiny, Mt. Pleasant. Application for approval of leasing of Certificate No. 119. Granted on October 22, effective October 24, 1930.
Filed September 12, 1930. Closed October 22, 1930.

No. H-1151—1930. Blue Line Storage Co., Des Moines. Application for authority to transport freight between Des Moines, Polk City, Madrid, Luther, Boone, Jordan, Stanhope, Webster City, Duncombe and Ft. Dodge, except local freight between Des Moines and Madrid and points intermediate thereto. Hearing called on October 29, 1930, and, at the request of applicant, case dismissed without prejudice.
Filed September 13, 1930. Closed October 29, 1930.

No. H-1152—1930. Blue Line Storage Co., Des Moines. Application for authority to transport freight between Des Moines, Carlisle, Hartford, Pleasantville, Knoxville, Attica, Marysville, Hamilton, Lovilia, Hagerty, Albia, Munterville and Ottumwa. Hearing held October 7, 1930, and the application was denied on November 10, 1930.
Filed September 13, 1930. Closed November 10, 1930.

No. H-1154—1930. Emmetsburg Produce Co., Emmetsburg. Certificate No. 134 revoked on September 15, 1930.

No. H-1157—1930. Rapid Transfer, Harlan. Application for authority to transport interstate freight between the west line of the state of Iowa at Council Bluffs and Harlan. Granted by Certificate No. 265, October 31, 1930.
Filed September 18, 1930. Closed October 31, 1930.

No. H-1159—1930. Joe Bos, Hampton, and M. A. Wolfe and Roy Otis, operating as the Hampton Truck Line, Hampton, Iowa. Application for approval of transfer of Certificate No. 99. Granted October 2nd, effective October 6, 1930.
Filed September 23, 1930. Closed October 2, 1930.

No. H-1160—1930. Serv-U-Transfer Co., Inc., Omaha, Nebraska. Application for authority to transport freight between Des Moines, Waukee, Adel, Redfield, Dexter, Stuart, Menlo, Casey, Adair, Anita, Wiota, Atlantic, Lewis, Oakland, Quick, Council Bluffs and the west line of the state of Iowa. This application came on for hearing on October 28, 1930, and, at request of the applicant, was dismissed without prejudice.
Filed September 23, 1930. Closed October 28, 1930.

No. H-1162—1930. Interstate Transit Lines, Omaha, Nebraska. Application for authority to transport passengers between Des Moines, Marquisville, Carney, Ankeny, Alleman, Huxley, Midvale and Ames. This application came on for hearing on October 29, 1930, and was dismissed without prejudice at the request of the applicant.
Filed September 24, 1930. Closed November 1, 1930.

No. H-1164—1930. W. W. Clayton, Waterloo, and William Moyer, Monona. Application for approval of transfer of part of operating rights in Docket No. H-958. Granted November 25, 1930, to become effective December 1, 1930.
Filed September 13, 1930. Closed November 25, 1930.

No. H-1165—1930. W. W. Clayton, Waterloo, and Charles Kibler, Waterloo. Application for approval of transfer of part of operating rights in Docket No. H-958. Granted November 25, effective December 1, 1930.
Filed September 13, 1930. Closed November 25, 1930.

No. H-1167—1930. Herbert L. Graham, owner and operator of Graham's Transfer, Logan. Application for revocation of Certificate No. 228. Certificate revoked September 30, 1930, effective same date.
Filed September 30, 1930. Closed September 30, 1930.

No. H-1169—1930. John Gunderson, Slater. Application for authority to transport freight from Des Moines to Alleman and from Des Moines to Slater, one way. Hearing held October 29, 1930, and the application was denied on November 8, 1930.
Filed October 2, 1930. Closed November 8, 1930.

No. H-1176—1930. Jefferson Transportation Co., Minneapolis, Minnesota. Application for authority to operate as a motor carrier of passengers and a limited amount of freight, interstate exclusively, between Waterloo, Washburn, La Porte City, Vinton and Cedar Rapids. Granted on November 18, 1930, by Certificate No. 274.
Filed October 16, 1930. Closed November 18, 1930.

No. H-1177—1930. Bert Canon, Carson. Application for authority to transport not to exceed 200 pounds of interstate freight on passenger carrying motor vehicles under Certificate No. 53. Granted October 31, 1930.
Filed October 20, 1930. Closed October 31, 1930.

No. H-1179—1930. O. S. Hall, Iowa Falls. Under date of October 27, 1930, Certificate No. 81, held by the above operator, was revoked, for the reason that the authority granted thereunder is now conveyed by Certificate No. 243.
Filed October 24, 1930. Closed October 27, 1930.

No. H-1182—1930. Iowa Railway and Light Corporation, Cedar Rapids, and Crandic Stages, Inc., Cedar Rapids. Application for approval of proposed transfer of Certificate No. 19 to the Crandic Stages, Inc. Granted March 28, 1930, to be retroactive as of January 2, 1930.
Filed March 24, 1930. Closed March 28, 1930.

No. H-1183—1930. Iowa Railway and Light Corporation, Cedar Rapids, and Crandic Stages, Inc., Cedar Rapids. Application for approval of proposed transfer of Certificates Nos. 100 and 172 to the Crandic Stages, Inc. Approved March 24, 1930, to be retroactive as of February 1, 1930.
Filed March 24, 1930. Closed March 24, 1930.

No. H-1184—1930. Iowa Railway and Light Corporation, Cedar Rapids, and Crandic Stages, Inc., Cedar Rapids. Application for approval of proposed transfer of Certificates Nos. 8, 9, 23, 45, 59, 65, 83, 171, 175, 183, 184, 202, 215, 248 and Docket Nos. H-810, H-879, H-990, H-991, H-992, H-993 and H-994 to the Crandic Stages, Inc. Approved March 28, 1930, to be retroactive as of January 1, 1930.
Filed March 6, 1930. Closed March 28, 1930.

No. H-1185—1930. Crandic Stages, Inc., Cedar Rapids, and Interstate Transit Lines, Inc., Omaha, Nebraska. Application for approval of proposed transfer of Certificate No. 248 to the Interstate Transit Line, Inc. Approved March 28, 1930, effective April 1, 1930.
Filed March 24, 1930. Closed March 28, 1930.

No. H-1187—1930. Burlington Transportation Co., Chicago, Illinois. Application for revocation of Certificate No. 263. Revoked under date of November 4, 1930.
Filed November 1, 1930. Closed November 4, 1930.

No. H-1188—1930. H. C. Phillips, Traffic Commissioner, Traffic Bureau, Chamber of Commerce, Keokuk, v. R. G. Thompson, Montrose. Complaint relative to rates charged between Keokuk and Fort Madison. Satsfactorily adjusted.
Filed November 1, 1930. Closed November 21, 1930.

No. H-1189—1930. Interstate Transit Lines, Omaha, Nebraska. Under date of November 5, 1930, the Board passed a resolution revoking Certificate No. 200, retroactive to October 24, 1930. The authority granted by Certificate No. 200 was superseded by authority granted in Dockets Nos. H-985 and H-1059.
Filed November 5, 1930. Closed November 5, 1930.

No. H-1200—1930. Theodore Lee, Glenwood, owner and operator of Lee Transfer, Glenwood. Application to change the trade name to read "Lee Motor Carrier." Granted by resolution so amending Certificate No. 141 under date of November 26, 1930.
Filed November 26, 1930. Closed November 26, 1930.

CASES INVOLVING ALLEGED ILLEGAL MOTOR CARRIER OPERATION

No. HA-138—1928. Carl Height, Davenport, v. Cedar Rapids & Iowa City Railway, Cedar Rapids. Complaint alleging violations of restrictions in Certificate of Convenience and Necessity No. 175. This case was dismissed under date of December 1, 1930, after the complainant had ceased operating as a motor carrier. (See 1928 Report for decision.)
Filed March 6, 1928. Closed December 1, 1930.

No. HA-20—1930. Ft. Dodge, Des Moines & Southern Transportation Company, Boone, v. Red Ball Transportation Company, Mason City. Establishment of unlawful round trip rate between Ames and Des Moines. This file was dismissed under date of December 1, 1930, after the Red Ball Transportation Company had discontinued operating in Iowa.
Filed October 27, 1926. Closed December 1, 1930.

No. HA-144—1930. C. L. McLeod, Iowa Falls. Freight between Iowa Falls and Garden City. This case was dismissed on February 27, 1930, on account of the service not being amenable to the motor carrier law.
Filed March 21, 1928. Closed February 27, 1930.

No. HA-154—1930. J. N. Leinenwever, Hedrick. Freight between Hedrick and Ottumwa. Case dismissed when the Board granted application for a Certificate of Convenience and Necessity on December 13, 1928.
Filed June 15, 1928. Closed March 18, 1930.

No. HA-155—1930. A. H. Sievers, Sigourney. Freight between Sigourney and Ottumwa. Case dismissed when Certificate of Convenience and Necessity No. 227 was issued on September 11, 1929.
Filed June 15, 1928. Closed March 18, 1930.

No. HA-160—1930. John Barta, Manly. Freight between Manly and Mason City. Dismissed under date of January 4, 1930, at which time the Board granted application of this operator to transport freight between Manly and Mason City. (Docket No. H-1028.)
Filed July 2, 1928. Closed December 1, 1930.

No. HA-167—1930. W. J. Holdcroft, Sloan. Freight between Sloan and Sioux City. Under date of October 13, 1926, the Board attempted to enjoin this operation which petition was refused by the District Court of Woodbury County. The Board appealed the decision of the District Court, which was reversed by the Supreme Court of Iowa under date of September 28, 1928. (See 221 N. W., page 191.) This case was dismissed after the operator had transferred the business to his son, Max Holdcroft, Sloan, who obtained Certificate No. 237 on September 9, 1929, authorizing the transportation of freight one way from Sioux City to Sloan.
Filed March 29, 1926. Closed December 1, 1930.

No. HA-172—1930. Walter Voelkers, Rock Island, Illinois, operating Iowa and Illinois Motor Freight Co., Freight between Bettendorf, Davenport and Cedar Rapids. A permanent injunction was secured preventing Walter Voelkers and the Iowa and Illinois Motor Freight Co. from transporting freight as a motor carrier.
Filed August 11, 1928. Closed December 1, 1930.

No. HA-189—1930. R. O. Seaton, Osage. Freight between Osage, St. Ansgar, Mitchell, Stacyville, New Haven and Riceville. Under date of July 6, 1929, the Board authorized the above service but certificate has not yet been issued. Case dismissed.
Filed February 17, 1928. Closed December 1, 1930.

No. HA-198—1930. S. L. Kaserman, Shenandoah. Motor carrier—alleged illegal operation. Investigation developed that this man was operating illegally. He was furnished with a set of application blanks and stated that he intended to make application for a certificate to operate, interstate. Ordered to cease operating. (See H-1069.)
Filed December 19, 1928. Closed December 1, 1930.

No. HA-203—1930. Clarence K. Reed, Clinton. Freight between Clinton and Cedar Rapids. Investigation disclosed that operation was in violation of law. Operation discontinued. Case dismissed.
Filed January 12, 1929. Closed December 1, 1930.

No. HA-206—1930. Bert L. Jensen, Waverly. Freight between Waverly and Bremer. Investigation developed this operation was in violation of law, but service discontinued. Case dismissed.
Filed January 23, 1929. Closed December 1, 1930.

No. HA-208—1930. Howard Whitaker, Mitchellville. Freight between Mitchellville and Des Moines. Investigation disclosed operation was not amenable to law. Case dismissed.
Filed January 30, 1929. Closed December 1, 1930.

No. HA-210—1930. Guy Mitchell, Adel. Passengers and freight between Des Moines, Adel and Audubon. Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.
Filed February 27, 1929. Closed December 1, 1930.

No. HA-211—1930. Roy Rodman, Whiting. Freight between Sioux City and Whiting. Investigation disclosed operation not amenable to law. Case dismissed.
Filed March 1, 1929. Closed December 1, 1930.

No. HA-216—1930. Ray Baldwin, Hamburg. Freight, interstate exclusively, over the following routes:
Route No. 1 between the west line of the State of Iowa, Knox, Sidney and Hamburg.
Route No. 2 between the west line of the State of Iowa, Council Bluffs, Glenwood, Tabor, Sidney and Hamburg. Investigation disclosed operation was in violation of law. Certificate No. 269 issued November 10, 1930. (See Docket No. H-926—1930.) Case dismissed.
Filed April 15, 1929. Closed December 1, 1930.

No. HA-218—1930. The Wilson Transportation Co., Sioux Falls, South Dakota. Investigation disclosed operation not amenable to law. Case dismissed.
Filed May 4, 1929. Closed December 1, 1930.

No. HA-219—1930. Wallace Reed, Griswold. Passenger between Griswold, Lyman, Grant, Elliott, Council Bluffs and Omaha. Investigation disclosed operation was amenable to law. Service discontinued. Case dismissed.
Filed May 14, 1929. Closed December 1, 1930.

No. HA-221—1930. Lloyd Fetter, Logan. Motor Carrier—Alleged illegal operation. Ordered to cease operating until he had applied for certificate of authority. See H-1149.
Filed May 29, 1929. Closed September 29, 1930.

No. HA-223—1930. Clare L. Crabb, Logan. Freight between Omaha, Council Bluffs, Dow City and Logan. Investigation disclosed operation amenable to law. Service discontinued. Case dismissed.
Filed May 29, 1929. Closed December 1, 1930.

No. HA-225—1930. Wahrer Brothers, Charleston. Freight between Keokuk, Hamill, Houghton, Salem and Hillsboro. Investigation disclosed operation not amenable to law. Case dismissed.
Filed June 15, 1929. Closed December 1, 1930.

No. HA-226—1930. C. E. Anderson, State Center. Freight between State Center and Marshalltown. Investigation disclosed operation in violation of law and service was discontinued. Case dismissed.
Filed June 19, 1929. Closed December 1, 1930.

No. HA-227—1930. George Buck, State Center. Freight between State Center and Marshalltown. Investigation disclosed operation in violation of law and service was discontinued. Case dismissed.
Filed June 19, 1929. Closed December 1, 1930.

No. HA-229—1930. Ed. Dahl, Whiting. Freight between Whiting and Sioux City. Investigation disclosed operation was not amenable to law. Case dismissed. Filed June 7, 1929. Closed December 1, 1930.

No. HA-231—1930. Emmetsburg Transfer Company, Emmetsburg. Freight between Iowa Falls, Emmetsburg and intermediate points. Investigation disclosed operation not amenable to law. Case dismissed.
Filed June 28, 1929. Closed September 15, 1930.

No. HA-233—1930. Jake De Young, Doon. Freight between Sioux City and Doon. Service discontinued and case dismissed.
Filed July 1, 1929. Closed December 1, 1930.

No. HA-234—1930. Joe Bos, Hampton. Freight between Iowa Falls, Buckeye, Alden, Radcliffe and Hubbard in violation of restrictions imposed in Docket No. H-912. Operation discontinued. Case dismissed.
Filed July 5, 1929. Closed December 1, 1930.

No. HA-235—1930. M. J. McCalley, Walker. Freight between Walker and Cedar Rapids. Investigation disclosed that operation not amenable to law. Case dismissed.
Filed July 9, 1929. Closed December 1, 1930.

No. HA-239—1930. Art Wells Truck Service, Sanborn. Freight between Sanborn and Sioux City. Investigation disclosed operation was in violation of law. Under date of July 9, 1930, this operator filed application for authority to operate as a motor carrier of freight one way from Sanborn and Hartley to Sioux City, which was granted under date of December 1, 1930. Certificate not yet issued. Case dismissed.
Filed July 15, 1929. Closed December 1, 1930.

No. HA-243—1930. M. T. Hickman, Iowa Falls. Freight between Iowa Falls and Marshalltown. Investigation disclosed operation was not amenable to law. Case dismissed.
Filed August 15, 1929. Closed December 1, 1930.

No. HA-244—1930. Nelson Transfer Co., Newton. Freight between Des Moines and Newton. Investigation developed that operation was not amenable to law. Case dismissed.
Filed July 13, 1929. Closed December 1, 1930.

No. HA-245—1930. Ft. Dodge, Des Moines & Southern Railroad Co., Boone, v. W. D. Caldwell, Des Moines. Freight between Des Moines and Ames. Investigation developed operation was not amenable to law. Case dismissed.
Filed August 23, 1929. Closed December 1, 1930.

No. HA-246—1930. Earl Namany, Marne. Freight between Omaha, Avoca and Walnut. Investigation disclosed that this operator had made occasional trips between the points complained of, but agreed to discontinue the service. Case dismissed.
Filed August 27, 1929. Closed December 1, 1930.

No. HA-248—1930. J. F. Pickernell, Neola. Freight between Omaha and Neola. Investigation disclosed operation was in violation of law, and service discontinued. Case dismissed.
Filed August 7, 1929. Closed December 1, 1930.

No. HA-253—1930. Harris & Son, Avoca. Freight between Omaha, Walnut and Avoca. Investigation developed that operation was in violation of law but carrier agreed to discontinue the motor carrier service and haul for one firm only on contract. Case dismissed.
Filed September 12, 1929. Closed December 1, 1930.

No. HA-256—1930. H. S. Boland, Orange City. Freight between Alton and Orange City. Investigation developed that operation was in violation of law. Service discontinued. Case dismissed.
Filed September 17, 1929. Closed December 1, 1930.

No. HA-257—1930. Francis McCabe, Washta. Freight between Washta and Sioux City. Investigation developed this service was amenable to law, and operator agreed to discontinue pending filing of application. Under date of September 12, 1930, Certificate No. 258 was issued, granting right to transport freight one way from Sioux City to Washta. (See Docket No. H-1049—1930.)
Filed September 25, 1929. Closed December 1, 1930.

No. HA-259—1930. Harry Sarvis, Avoca. Motor Carrier—Alleged illegal operation. Adjusted.
Filed September 26, 1929. Closed December 1, 1930.

No. HA-261—1930. The Pittman Motor Service Co., Sioux City. Freight between Sioux City, Sac City, Lake View and Fort Dodge. Investigation developed that this operation was in violation of law. The carrier then made formal application for a certificate of convenience and necessity, and, after hearing, was granted authority under date of September 12, 1930, to operate as a motor carrier of freight one way from Sioux City to Arthur, Odebolt, Lake View, Sac City and Early. Certificate not yet issued.
Filed October 9, 1929. Closed September 16, 1930.

No. HA-262—1930. Roy Meadows, Sioux Rapids. Freight between Ft. Dodge, Storm Lake, Rembrandt and Sioux Rapids. Investigation disclosed that operation was not amenable to law. Case dismissed.
Filed October 17, 1929. Closed September 25, 1930.

No. HA-266—1930. J. A. Whitney, Chariton. Passengers between Chariton and Mine No. 5 of the Central Iowa Fuel Company. Investigation disclosed operation in violation of law. Service discontinued until authorized by the Board on January 9, 1930. Certificate No. 261 granted on October 20, 1930. Case dismissed. (See Docket No. H-1029—1930.)
Filed November 25, 1929. Closed December 1, 1930.

No. HA-268—1930. Sylvester Lock, Madrid. Passengers between Zook Spur and Mine No. 4. Investigation disclosed operation in violation of law. After hearing on February 4, 1930, this service was authorized April 9, 1930, but was discontinued before a certificate was issued. Case dismissed.
Filed December 5, 1929. Closed April 9, 1930.

No. HA-269—1930. Prof. L. R. Herrick, Mt. Vernon. Passengers between Cedar Rapids and Mt. Vernon. Investigation developed operation was in violation of law. Service discontinued. Case dismissed.
Filed December 11, 1929. Closed February 20, 1930.

No. HA-270—1930. Ward D. Walrod, De Witt, v. Pickwick Greyhound Lines, Inc., Kansas City, Missouri. Alleged transportation of intrastate passengers from Clinton to Calamus, Wheatland and De Witt. Practice discontinued. Case dismissed.
Filed December 10, 1929. Closed December 1, 1930.

No. HA-271—1930. Ward D. Walrod, De Witt, v. Interstate Transit Lines, Omaha, Nebraska. Alleged illegal transportation of passengers from Clinton to De Witt, Calamus, Grand Mound and Wheatland. Practice discontinued. Case dismissed.
Filed December 10, 1929. Closed November 17, 1930.

No. HA-272—1930. T. W. Tuttle, Pocahontas. Freight between Ft. Dodge and Pocahontas. Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.
Filed December 28, 1929. Closed December 1, 1930.

No. HA-273—1930. Lee A. Bingaman, Malvern. Freight between Omaha, Nebraska, and Malvern, Iowa. Investigation developed that operation was in violation of law. Service authorized under date of February 10, 1930.
Filed January 16, 1930. Closed February 10, 1930.

No. HA-274—1930. H. & W. Motor Express Co., Dubuque. Freight between Dubuque, Iowa, and Rock Island, Illinois. Investigation disclosed operation in violation of law. Granted authority to transport interstate freight exclusively under date of August 13, 1930. Case dismissed.
Filed January 28, 1930. Closed December 1, 1930.

No. HA-275—1930. Nick Blazevic, Williamson. Passengers between Williamson and Mine No. 5 of the Central Iowa Fuel Company. Investigation disclosed operation was in violation of law. On November 8, 1930, permission was given to operate as a motor carrier of passengers over this route. Case dismissed. (See Docket No. H-1109—1930.)
Filed May 10, 1930. Closed November 8, 1930.

No. HA-276—1930. Beckjorden & Company, Mason City. Freight between Mason City, Greene, Allison and Dumont. Investigation developed that this operation was not amenable to law. Case dismissed.
Filed July 31, 1930. Closed August 27, 1930.

No. HA-279—1930. Floyd Stanley, Searsboro. Freight between Oskaloosa, Searsboro, New Sharon, Grinnell and Tama. Investigation disclosed that this operation was not amenable to the motor carrier law, but was violating the truck operator statute. This case was dismissed on receipt of application for a truck operator's permit.
Filed August 22, 1930. Closed October 6, 1930.

No. HA-280—1930. Robert Stanley, Montezuma. Freight between Montezuma, Searsboro, Grinnell, Malcom and Brooklyn. Investigation developed operation not amenable to law. Case dismissed.
Filed August 22, 1930. Closed December 1, 1930.

No. HA-282—1930. J. A. Peterson, Logan. Freight between Omaha and Logan. Investigation disclosed operation amenable to law. Service discontinued until authority was obtained to transport interstate freight exclusively. Case dismissed.
Filed August 26, 1930. Closed September 30, 1930.

No. HA-285—1930. Harvey Styles, Morley. Freight. Investigation disclosed operation not amenable to law. Case dismissed.
Filed September 4, 1930. Closed December 1, 1930.

No. HA-286—1930. H. S. Paup, Preston. Freight between Preston and Maquoketa. Investigation disclosed operation not amenable to law. Case dismissed.
Filed September 4, 1930. Closed December 1, 1930.

No. HA-287—1930. C. D. Cross, Logan. Freight between Omaha and Logan. Investigation disclosed that operation was in violation of law. Permission to transport interstate freight exclusively was granted on September 30, 1930. Case dismissed. (See Docket No. H-1155.)
Filed September 6, 1930. Closed September 18, 1930.

No. HA-288—1930. R. W. Moser, Onawa. Freight between Omaha and Onawa. Investigation developed that service was amenable to law. Operation discontinued. Case dismissed.
Filed September 6, 1930. Closed December 16, 1930.

No. HA-289—1930. Harry L. Inman, Thurman. Freight between Omaha, Council Bluffs, Glenwood, Tabor and Thurman. Investigation disclosed operation was in violation of law. Authority to transport interstate freight exclusively granted under date of October 15, 1930. (See Docket No. H-1170.)
Filed August 20, 1930. Closed October 8, 1930.

No. HA-290—1930. Roy E. Patton, Orson. Freight between Omaha and Orson. Investigation disclosed operation not amenable to law. Case dismissed.
Filed September 10, 1930. Closed December 1, 1930.

No. HA-294—1930. Theodore Lee, Glenwood. Freight between Pacific Junction and Omaha. Investigation disclosed that operation was in violation of law. Authority to transport interstate freight exclusively between Pacific Junction and the west line of the state of

Iowa in Mills County was granted on November 18, 1930. Case dismissed.

Filed October 8, 1930. Closed November 18, 1930.

ORDERS AND WARRANTS ISSUED DURING THE CURRENT YEAR TO LEVY UPON PROPERTY OF MOTOR CARRIERS AND BY THE SALE COLLECT DELINQUENT TAXES AND PENALTIES

March 21, 1930. Irvin Milne, Griswold. Tax and penalty for September and October, 1929, balance due $68.20.

March 27, 1930. L. D. Stephens, owner and operator of De Luxe Transit Lines, Shenandoah. Tax and penalty for November, 1929, $123.89.

April 26, 1930. L. D. Stephens, owner and operator for De Luxe Transit Lines, Shenandoah. Tax and penalty for December, 1929, $174.20.

August 5, 1930. Irvin Milne, Griswold. Tax and penalty for January and March, 1930, balance due $36.48.

November 28, 1930. Vern Crichton, owner, Crichton Motor Service, Climbing Hill. Tax and penalty for January and March, 1930, $41.60.

STATEMENT SHOWING AMOUNT OF TAX AND PENALTY ASSESSED AGAINST MOTOR CARRIERS UNDER THE PROVISIONS OF CHAPTER 252-A2, CODE OF IOWA, 1927, ON OPERATIONS JANUARY 1, 1929 TO DECEMBER 31, 1929; AMOUNT OF SUCH TAX AND PENALTY COLLECTED TO MAY 1, 1931, AND AMOUNT OF SUCH TAX AND PENALTY UNPAID ON MAY 1, 1931

Total amount of taxes assessed	$129,516.53	
Total amount of penalties assessed	$ 3,485.84	
		$133,002.37
Total amount of taxes and penalties collected	$130,652.14	
Total amount of penalty cancelled because of compromise settlement with Red Ball Transportation Company as authorized by Executive Council of Iowa	1,268.20	
Total amount of taxes and penalties unpaid	1,082.03	
		$133,002.37

TRUCK OPERATOR PERMITS ISSUED

Under the provisions of Chapter 129, Laws of the Forty-third General Assembly of Iowa, the Board during the period December 3, 1929, to and including December 1, 1930, issued 4,077 permits to truck operators.

CERTIFICATES OF CONVENIENCE AND NECESSITY

The following is a list of the Certificates in effect on December 1, 1930; 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 length of such routes:

No. 1. Crandic Stages, Inc., Cedar Rapids. Passengers and a limited amount of freight (150 pounds). Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center. 56.68 miles.

No. 3. J. W. Whitmer, Anthon. Passengers. Anthon, Moville and Sioux City. 34.59 miles.

No. 4. Ft. Dodge, Des Moines & Southern Transp. Co., Boone. Passengers. Oskaloosa, Pella, Otley, Monroe, Prairie City and Des Moines. 64.72 miles.

No. 7. Ft. Dodge, Des Moines & Southern Transp. Co., Boone. Passengers.

Ames, Nevada, Colo, State Center, Marshalltown, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo. 100.805 miles.

No. 8. Crandic Stages, Inc., Cedar Rapids. Passengers. Monticello, Cascade, Filmore, Ballaclough, Key West and Dubuque. 37.28 miles.

No. 9. Crandic Stages, Inc., Cedar Rapids. Passengers. Route No. 1: Davenport, Mount Joy, Gambril and DeWitt. 22.04. Route No. 2: DeWitt, Welton and Maquoketa. 20.91 miles.

No. 10. Ft. Dodge, Des Moines & Southern Transp. Co., Boone. Passengers. Route No. 1: Des Moines, Prairie City, Fairmount, Monroe, Otley and Pella. 47.6 miles. Route No. 2: Monroe, Cordova, Red Rock and Knoxville. 16.45 miles.

No. 11. Jefferson Transp. Co., Minneapolis, Minnesota. Passengers. Route No. 1: Mason City, Nora Springs, Rudd, Floyd and Charles City. 31.741 miles. Route No. 2: Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo. 53.63 miles. Certificate prohibits the transportation of local passengers between Waterloo and Cedar Falls and points intermediate thereto. Route No. 3: Mason City, Clear Lake, Ventura, Garner, Britt, Wesley and Algona. 57.785 miles. Route No. 4: Mason City, Manly, Kensett, Northwood and the north line of the state of Iowa. 26.53 miles. Route No. 5: Mason City, Rockwell, Sheffield, Hampton, Iowa Falls, Hubbard, Zearing, Colo, Nevada, Ames, Huxley, Ankeny and Des Moines. 137.155 miles.

No. 12. Burlington Transportation Co., a corporation of Chicago. Passengers. Route No. 1: Shenandoah, Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state of Iowa. 65.54 miles. Route No. 2: Shenandoah, Norwich, Yorktown and Clarinda. 20.167 miles.

No. 15. Mercer Transfer & Storage Co., Burlington. Freight. Fort Madison, Wever and Burlington. 19.2 miles.

No. 16. George L. Heimendinger, Mason City. Freight. Mason City, Nora Springs, Rudd, Floyd and Charles City. 34.696 miles.

No. 17. Harley R. Baxter, Atlantic, owner and operator Service Transfer Company, Atlantic. Freight. Atlantic, Lorah, Brayton, Exira, Hamlin and Audubon. 30.5 miles.

No. 18. Benjamin W. Crips, Ottumwa, lessor. H. G. Hill, Bloomfield, lessee. Passengers and a limited amount of freight (200 pounds). Ottumwa and Bloomfield. 20.07 miles.

No. 19. Crandic Stages, Inc., Cedar Rapids. Passengers. Keokuk, Montrose, Fort Madison and Burlington. 42.7 miles.

No. 20. D. N. Hiatt, Dallas Center. Freight. Circuitous route, Des Moines, Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines. 66.42 miles, route trip.

No. 21. R. L. Conard, Des Moines. Freight. Adel, Waukee and Des Moines. 22.742 miles.

No. 22. Thomas Harper, Redfield. Freight between Redfield and Des Moines except that originating at or destined to points intermediate thereto. 30.822 miles.

No. 23. Crandic Stages, Inc., Cedar Rapids. Passengers. Route No. 1: Maquoketa, Baldwin, Monmouth, Wyoming, Onslow, Center Junction, Scotch Grove, Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids. 73.0 miles. Route No. 2: Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids. 35.9 miles. Certificate prohibits the transportation of local passengers or freight between Marion and Cedar Rapids or points intermediate thereto.

No. 24. Interstate Transit Lines, Inc., Omaha, Nebraska. Passengers. Sioux City, Lawton, Moville, Correctionville, Cushing, Holstein, Galva, Schaller, Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Greenville and Spencer. 120.168 miles. Certificate contains the following provisions: "Provided * * * that passengers originating at or destined to Sioux City, Correctionville or points intermediate thereto on highway known as Primary Road No. 23, shall not be transported to or from Cushing, Holstein or points intermediate to Correctionville and Holstein; also, that passengers originating at and destined to Cushing, Holstein and points intermediate to Correctionville and Holstein shall not be transported."

No. 25. Oscar Markusen, Correctionville. Freight, one way from Sioux City to Correctionville. 33.5 miles.

No. 27. Jefferson Transportation Co., Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds). Mason City, Manly, Kensett, Northwood and the north line of the state of Iowa. 28.7 miles.

No. 29. M. E. Butterworth, Humboldt. Freight. Humboldt, Dakota City and Fort Dodge. 19.64 miles.

No. 31. Clarence K. Reed, Clinton. Freight. Clinton, Low Moor, DeWitt, Grand Mound and Calamus. 35.47 miles.

No. 32. R. A. Campbell, Rockwell. Freight. Rockwell and Mason City. 12.5 miles.

No. 33. H. G. Hill, Bloomfield. Freight. Bloomfield and Ottumwa. 22 miles.

No. 36. Earl Neth, Atlantic. Freight. Atlantic and Lewis. 10.6 miles.

No. 37. W. H. Drake, Garner. Freight between Mason City, Clear Lake, Ventura and Garner, except locally between Mason City and Clear Lake. 25.69 miles.

No. 38. Clayton Nelson Corrow, Spencer. Freight. Route No. 1: Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. 22.61 miles. Route No. 2: Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake. 38.25 miles. Route No. 3: Spencer, Greenville, Webb, Marathon and Albert City. 38.6 miles. Route No. 4: Spencer, Dickens and Emmetsburg. 25.71 miles.

No. 40. A. Schoenewe, Jr. Everly. Freight. Everly and Spencer. 11 miles.

No. 41. C. L. Hartzell, Britt. Freight between Britt, Garner, Clear Lake and Mason City, except locally between Clear Lake and Mason City. 34.78 miles.

No. 42. R. L. Smith, Moville, owner and operator of Motor Service Company, Moville. Freight, Sioux City to Moville. 18.0 miles.

No. 43. C. E. Grothaus, Kingsley. Freight. Kingsley, Moville and Sioux City. 30.63 miles.

No. 45. Crandic Stages, Inc., Cedar Rapids. Passenger. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. 34.0 miles.

No. 46. Bert Canon, Carson. Passengers. Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 30.46 miles.

No. 47. Ft. Dodge, Des Moines & Southern Transportation Co., Boone. Passengers. Indianola and Des Moines. 17.65 miles.

No. 48. Fred A. Guinn, Madrid. Freight. Des Moines, Polk City and Madrid. 26.7 miles.

No. 49. C. B. Croghen, Griswold. Freight between Griswold, Lewis and Atlantic, except locally between Lewis and Atlantic. 20.4 miles.

No. 51. Adolph H. Ausenhus, Northwood. Freight. North line of the state of Iowa, Northwood, Kensett, Manly and Mason City. 29.3 miles.

No. 52. R. B. Fearing, Cedar Falls, owner and operator of Clark's Dray & Storage Line, Cedar Falls, lessor; C. L. McLeod, Iowa Falls, lessee. Freight. Cedar Falls, Cedar Heights, Castle Hill and Waterloo. 7.2 miles.

No. 53. Bert Canon, Carson. Passengers and a limited amount of freight (200 pounds) Griswold, Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 46.1 miles.

No. 54. Ray Seaton, Eldon. Freight, one way, from Ottumwa to Eldon. 14.98 miles.

No. 56. Stormer Transfer, Atlantic, a partnership composed of John Stormer and Chester A. Stormer, Atlantic. Freight. Atlantic, Walnut and Avoca. 24.0 miles.

No. 58. Headrick & Marshall, a partnership, Des Moines. Freight between Earlham, DeSoto, Van Meter and Des Moines, except locally between Van Meter and Des Moines. 34.63 miles.

No. 59. Crandic Stages, Inc., Cedar Rapids. Passengers. Route No. 1: Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood and Tipton. 40.093 miles. Route No. 2: Tipton, Bennett, New Liberty, Mayesville and Davenport. 39.108 miles.

No. 60. Ray C. Nichols, Wellsburg. Freight. Iowa Falls, Wellsburg, Holland and Grundy Center. 37.97 miles.

No. 61. Thomas W. Hannah, Fairfield. Passengers and a limited amount of freight (250 pounds). Fairfield, Birmingham, Mt. Zion and Keosauqua. 21.34 miles.

No. 62. L. W. Lau, Ventura. Freight between Ventura, Clear Lake and Mason City, except locally between Clear Lake and Mason City. 15.4 miles.

No. 64. J. P. Maxwell & Son, Wick, a partnership composed of J. P. Maxwell and William Maxwell, Wick. 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. Marys and St. Charles. 30.91 miles.

No. 65. Crandic Stages, Inc., Cedar Rapids. Passengers. Iowa City, Kalona and Washington. 32.292 miles.

No. 68. R. G. Thompson, Montrose. Freight. Route No. 1: Montrose and Keokuk. 10.5 miles. Route No. 2: Montrose and Keokuk. 10.5 miles. Route No. 3: Montrose and Fort Madison. 11.5 miles.

No. 69. Crandic Stages, Inc., Cedar Rapids. Passengers. Route No. 1: Muscatine, Grand View, Wapello, Newport, Mediapolis and Burlington. 54.84 miles. Route No. 2: Muscatine, West Liberty and Iowa City. 37.34 miles.

No. 71. Harold Kristensen, Hudson. Freight. Hudson and Waterloo. 9.8 miles.

No. 73. R. O. Seaton, Osage. Freight between Osage and Mason City, except that originating at or destined to points intermediate thereto. 30.86 miles.

No. 74. Interstate Transit Lines, Inc., Omaha, Nebraska. Passengers. Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. 22.31 miles.

No. 75. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo. Passengers. Route No. 1: Waterloo, Castle Hill, Cedar Heights and Cedar Falls. 8.03 miles, average. Route No. 2: Waterloo, Jesup and Independence. 26.334 miles.

No. 76. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo. Passengers and a limited amount of freight (500 pounds). Waterloo, Cedar Falls, Janesville, Waverly, Shell Rock, Allison, Greene, Marble Rock, Rockford, Nora Springs and Mason City. 91.42 miles.

No. 83. Crandic Stages, Inc., Cedar Rapids. Passengers. Newton, Colfax, Mitchellville, Altoona and Des Moines. 36.6 miles.

No. 88. M. E. Butterworth, Humboldt. (Lessee.) Freight. Algona, Humboldt, Dakota City and Fort Dodge. 46.3 miles.

No. 89. Frank C. Scherer, Red Oak. Freight. Red Oak, Emerson, Hastings, Malvern, Glenwood, Council Bluffs and the west line of the state. 58.925 miles.

No. 90. Interstate Transit Lines, Inc., Omaha, Nebraska. Passengers. Route No. 1: The north line of the state, Larchwood, Lester, Rock Rapids, Little Rock, Sibley, Allendorf, Ocheyedan, Harris, Lake Park, Montgomery and Spirit Lake. 86.0 miles. Route No. 2: The west line of the state, Hawarden, Chatsworth, Akron, Westfield, west line of the state and Sioux City. 32.15 miles. Route No. 4: Spirit Lake, Superior and Estherville. 15.2 miles.

No. 91. Ward D. Walrod, DeWitt. Passengers and a limited amount of freight (300 pounds). Wheatland, Calamus, Grand Mound, DeWitt and Clinton. 36.91 miles.

No. 93. J. E. Eldridge, Indianola. Freight. Indianola and Des Moines. 18.45 miles.

No. 94. Bert H. Furness, Sheffield. Freight. Sheffield, Chapin and Hampton. 11.175 miles.

No. 95. George Koss, Ely. Freight. Ely and Cedar Rapids. 19.6 miles, round trip.

No. 96. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone. Passengers. Route No. 1: Boone, Luther, Madrid, Polk City and Des Moines. 43.5 miles. Route No. 2: Boone, Stanhope and Webster City. 33.57 miles. Route No. 3: Ames Huxley, Ankeny and Des Moines. 35.0 miles.

No. 98. Edgar Plagge, Mason City. Freight. Hampton, Sheffield, Rockwell and Mason City. 31.47 miles.

No. 99. Joe Bos, Hampton. Freight. Hampton and Iowa Falls. 18.34 miles.

No. 100. Crandic Stages, Inc., Cedar Rapids. Passenger. Des Moines, Altoona, Mitchellville, Colfax, Newton, Kellogg and Grinnell. 56.88 miles.

No. 101. Gust Kasischke, Buckeye. Freight. Buckeye, Alden and Iowa Falls. 14.336 miles.

No. 102. Iowa Central Motor Express Company, Inc., Algona. Freight. Route No. 2: Mason City, Clear Lake and Garner. 22.5 miles. Route No. 3: Mason City, Clear Lake, Garner, Britt, Wesley and Algona. 56.5 miles. Exceptions:

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.
6. No freight originating at Mason City and consigned to Clear Lake, nor originating at Clear Lake and consigned to Mason City shall be transported. 56.5 miles.

No. 104. Carl Brown, Winterset. Freight. Between Winterset, Patterson, Bevington and Des Moines, except that originating at or destined to points intermediate to Bevington and Des Moines. 35.262 miles.

No. 106. Toney Gerdes, Independence. Freight. Waterloo, Jesup and Independence. 25.359 miles.

No. 110. Clarence M. Vetter, Atlantic. Freight between Atlantic, Anita,

Adair and Casey, except that originating at or destined to Wiota. 30.61 miles.

No. 113. Cole Musick, Anita. Freight between Anita and Atlantic, except that originating at or destined to Wiota. 16.37 miles.

No. 115. Henry F. Quade, Fort Dodge. Freight over circuitous route between Fort Dodge, Manson, Pomeroy, Pocahontas, Palmer, Blanden, Manson and Fort Dodge. 85.38 miles, route trip.

No. 116. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone. Passengers between Ames, Story City, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, except from Duncombe or Highview to Fort Dodge, Webster City or Blairsburg, or from Blairsburg, Webster City or Fort Dodge to Duncombe or Highview. 63.89 miles.

No. 117. Stalker Transportation Company, Rudd, a partnership composed of Eli E. Stalker, Keith E. Stalker and Berl E. Stalker, Rudd. Freight. Route No. 1: Rudd, Floyd and Charles City. 15.21 miles. Route No. 2: Rudd, Nora Springs and Mason City. 19.9 miles.

No. 118. Wesley Throssel, Thornton. Freight between Thornton, Swaledale and Mason City, except that originating at or destined to Rockwell. 26.25 miles.

No. 119. Perry Bonar, New London, lessor. Wm. H. Weiny, Mt. Pleasant, lessee. Freight. New London, Danville, Middletown, West Burlington and Burlington. 19.24 miles.

No. 120. George F. Kirkpatrick, Alden. Freight. Alden and Iowa Falls. 8.212 miles.

No. 121. M. J. Cass, Monticello. Freight. Monticello, Cascade and Dubuque. 37.28 miles.

No. 122. W. D. Cross, Sidney. Freight. Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state. 48.25 miles.

No. 123. H. B. Green, Burlington, owner and operator of H. B. Green Motor Transport Company, Burlington. Freight. Burlington and Fort Madison. 21.82 miles.

No. 124. Interstate Transit Lines, Inc., Omaha, Nebraska. Passengers. Sioux City, Correctionville, Cushing, Holstein, Ida Grove, Arthur, Odebolt, Kiron, Deloit Station and Denison, except locally between Correctionville and Sioux City or points intermediate thereto. 101.13 miles.

No. 127. Louie Knoke, Klemme. Freight between Klemme, Garner and Mason City, except that originating at or destined to points between Mason City and Garner. 30.68 miles.

No. 130. F. D. Hakes, Des Moines. Freight between Cambridge and Des Moines, except that originating at or destined to points intermediate thereto. 25.5 miles.

No. 133. George W. Hausman, Waterloo. Freight. Waterloo, Dike, Grundy Center and Eldora, except that originating at or destined to Cedar Falls. 58.13 miles.

No. 135. Des Moines-Winterset Bus Co., Des Moines, a partnership composed of Jerome C. Renfro, Des Moines; Carl Poindexter, Des Moines, and Ed. L. Gustafson, Duluth, Minn. Passengers and three hundred pounds of freight. Des Moines, Norwalk, Martensdale, Bevington, Patterson and Winterset. 37.18 miles.

No. 137. Vilas D. Wells, Pierson. Freight. Pierson and Sioux City. 33.86 miles.

No. 138. Walter H. Kier, Tipton. Freight. Davenport, Mayesville, New Liberty, Bennett and Tipton. 38.51 miles.

No. 139. Beckjorden & Company, Mason City, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City. Freight. Route No. 1: Rockford and Mason City. 41.4 miles, round trip. Route No. 2: Rockford, Marble Rock and Greene. 34.1 miles, round trip. Freight originating at or destined to Nora Springs shall not be transported.

No. 141. Theodore Lee, Glenwood, owner and operator of Lee Motor Carrier, Glenwood. Interstate freight exclusively. Glenwood, Council Bluffs and the west line of the state. 22.7 miles.

No. 142. LeMars Associated Retailers, a corporation of LeMars. Freight. LeMars, Merrill, Hinton and Sioux City. 25.24 miles.

No. 144. Paul Strait, Rock Rapids. Interstate freight exclusively. Rock Rapids, Larchwood and the north line of the state. 20.25 miles.

No. 146. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone. Passengers. Fort Dodge, Dakota City, Humboldt, Livermore, St. Joseph, Algona. 48.35 miles.

No. 151. Lynn Roddy, Dubuque. Freight. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. 34.0 miles.

No. 152. R. B. Fearing, Cedar Falls, owner and operator of Clark's Dray and Storage Line, Cedar Falls, lessor. C. L. McLeod, Iowa Falls, lessee.

Freight. Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo and Tama, except locally between Waterloo and Hudson. 54.06 miles.

No. 155. Elvin F. Heath, Correctionville. Freight from Sioux City to Anthon. 34.7 miles.

No. 157. C. L. McLeod, Iowa Falls, lessor. Merchants Transfer Co., Iowa Falls, lessee. Freight. Iowa Falls, Alden, Williams, Blairsburg and Webster City. 33.611 miles.

No. 158. C. L. McLeod, Iowa Falls, lessor. Merchants Transfer Co., Iowa Falls, lessee. Freight. Iowa Falls, Hubbard, Radcliffe, Ellsworth and Jewell. 35.732 miles.

No. 159. C. L. McLeod, Iowa Falls, lessor. Merchants Transfer Co., Iowa Falls, lessee. Freight. Iowa Falls, Burdette, Popejoy, Dows, Galt, Clarion, Goldfield and Renwick. 58.392 miles.

No. 160. C. L. McLeod, Iowa Falls, lessor. Merchants Transfer Co., Iowa Falls, lessee. Freight. Route No. 1: Iowa Falls, Burdette, Popejoy, Alexander, Belmond, Kanawha, Olaf, Galt and Dows. 119.324 miles, round trip. Route No. 2: Iowa Falls, Coulter, Latimer, Alexander, Belmond, Kanawha, Olaf, Galt and Dows. 120.469 miles, round trip.

No. 161. Beckjorden & Company, Mason City, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City. Freight. Mason City, Hanlontown, Fertile, Joice, Lake Mills and Scarville. 47.05 miles.

No. 163. R. L. Smith, Moville, owner and operator of Motor Service Company, Moville. Freight between Moville, Cushing, Holstein, Galva and Schaller, except that originating at or destined to Correctionville. 42.52 miles.

No. 164. Jefferson Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds). North line of the state, St. Ansgar, Osage, Orchard, Floyd and Charles City. 43.01 miles.

No. 165. Schiele & Petersen, Durant. Freight. Route No. 1: Durant, Stockton, Walcott and Davenport. 26.0 miles. Route No. 2: Durant and Wilton. 8.53 miles. Route No. 3: Durant and Sunbury. 5.94 miles.

No. 166. Thomas W. Hannah, Fairfield. Passengers and a limited amount of freight (250 pounds). Washington, Brighton, Pleasant Plain and Fairfield. 31.01 miles.

No. 168. Carl Reuter, West Union. Freight between West Union, Fayette, Maynard and Waterloo, except that originating at or destined to Denver. 63.2 miles.

No. 169. Ft. Dodge, Des Moines & Southern Transportation Co., Boone. Route No. 1: Ottumwa, Eddyville and Oskaloosa. 27.68 miles. Route No. 2: Ottumwa, Fremont, Cedar, Wright and Oskaloosa. 31.19 miles.

No. 171. Crandic Stages, Inc., Cedar Rapids. Passengers. Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. 25.969 miles.

No. 172. Crandic Stages, Cedar Rapids. Passengers. Newton, Laurel and Marshalltown. 32.8 miles.

No. 173. C. L. McLeod, Iowa Falls. Freight. Route No. 1: Clarksville, Shell Rock, Waverly, Janesville, Cedar Falls and Waterloo, except freight originating at or destined to points between Waterloo and Shell Rock. 40.22 miles. Route No. 2: Clarksville, Allison, Bristow, Dumont, Hansell and Hampton. 39.20 miles.

No. 174. Robert L. McIntyre, Pleasantville. Freight. Pleasantville, Swan, Carlisle and Des Moines. 31.4 miles.

No. 175. Crandic Stages, Inc., Cedar Rapids. Passengers between Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, DeWitt and Davenport, provided that no passengers shall be picked up at Wheatland or at any point between Wheatland and DeWitt, for delivery to Davenport or to any point between Wheatland and Davenport and that no passengers shall be picked up at Davenport or at any point between Davenport and Wheatland for delivery to Wheatland or to any point between DeWitt and Wheatland. 56.083 miles.

No. 176. M. F. Schlick, Charles City. Freight between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls and Waterloo, except locally between Waverly and Waterloo or points intermediate thereto. 53.845 miles.

No. 177. Osceola Transfer Company, Osceola, a partnership composed of Loren L. Adams and Ida Adams, Osceola. Freight between Osceola, Liberty, Medora, Jefferson Heights, Higdonville, Indianola and Des Moines, except locally between Indianola and Des Moines. 47.6 miles.

No. 178. Guy Moore, Battle Creek. Freight from Sioux City to Battle Creek and Ida Grove and from Battle Creek to Ida Grove, except that originating at or destined to points intermediate to Sioux City and Battle Creek. 61.6 miles.

No. 179. R. O. Seaton, Osage, owner and operator of Osage Transportation Company, Osage. Freight, interstate exclusively. Route No. 1: Osage,

St. Ansgar and the north line of the state. 21.36 miles. Route No. 2: Osage and Orchard, 5.50 miles. Route No. 3: North line of the state and Stacyville. 4.6 miles.

No. 180. L. B. Stanley, Springville. Freight between Whittier, Springville, Paralta and Cedar Rapids, except that originating at or destined to Marion. 25.98 miles.

No. 181. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo. Passengers and a limited amount of freight (250 pounds). Waterloo, Washburn, La Porte City, Mt. Auburn, Vinton, Newhall and Cedar Rapids. 66.63 miles.

No. 182. W. E. O'Bleness, Milo. Freight. Milo, Indianola and Des Moines, except locally between Indianola and Des Moines, or points intermediate thereto. 59.623 miles, round trip.

No. 183. Crandic Stages, Inc., Cedar Rapids. Freight. Cedar Rapids and Mt. Vernon. 39.11 miles.

No. 184. Crandic Stages, Inc., Cedar Rapids. Freight. Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. 26.109 miles.

No. 185. James C. Allen, Guthrie Center. Freight between Guthrie Center, Panora, Panther, Dallas Center, Grimes and Des Moines, except locally between Dallas Center, Grimes and Des Moines. 53.925 miles.

No. 187. Buell Traver, Paullina. Freight from Sioux City to Granville, Germantown and Paullina; from Granville to Germantown and Paullina and from Germantown to Paullina, except that originating at or destined to points intermediate to Sioux City and Granville. 69.74 miles.

No. 188. Paul Strait, Rock Rapids. Freight interstate exclusively. Circuitous route between Alvord, Larchwood, north line of the state, Larchwood, Inwood, Doon and Alvord. 55.10 miles, round trip.

No. 189. Kenneth Murdock, Malvern. Freight between Malvern, Glenwood, Council Bluffs and the west line of the state, except that originating at or destined to Glenwood. 31.9 miles.

No. 190. Frank and Morton Transfer, Atlantic, a partnership composed of George Frank and A. L. Morton; Atlantic. Freight between Atlantic, Lewis, Oakland, Council Bluffs and the west line of the state, except locally between Atlantic and Lewis. 56.9 miles.

No. 192. Pickwick-Greyhound Lines, Inc., Kansas City, Missouri. Passengers between the north line of the state, Rock Rapids, Doon, Sioux Center, Maurice, LeMars, Merrill, Wren, Hinton, James and Sioux City, except passengers locally between LeMars and Sioux City or points intermediate thereto. 94.37 miles.

No. 193. Clinton, Davenport and Muscatine Railway Company, a corporation of Davenport. Passengers and a limited amount of freight (100 pounds), between Davenport, Bettendorf, Pleasant Valley, Le Claire, Princeton, Folletts, Shaffton, Camanche and Clinton. 38.22 miles.

No. 194. C. L. McLeod, Iowa Falls. Freight. Waterloo, Eagle Center, Dysart and Garrison. 40.792 miles.

No. 196. J. R. Campbell, Osceola. Passengers. Osceola and Indianola. 29.12 miles.

No. 202. Crandic Stages, Inc., Cedar Rapids. Passengers. Washington, Ainsworth, Crawfordsville, Olds, Swedesburg, Mt. Pleasant, Salem, Donnellson, Charleston, New Boston, Mt. Clara, Summitville, Mooar and Keokuk. 81.61 miles.

No. 203. P. R. Davis, Avoca. Passengers and limited freight. Avoca, Hancock, Oakland, Quick, Council Bluffs and the west line of the state. 45.35 miles.

No. 206. Raymond L. Hambsch, Shenandoah. Freight between Shenandoah, Randolph, Tabor, Glenwood, Council Bluffs and the west line of the state, except locally between Tabor and the west line of the state or points intermediate thereto. 60.5 miles.

No. 207. Pioneer Stages, Incorporated, Oakland, California. Passengers interstate exclusively. West line of the state, Council Bluffs, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Scranton, Jefferson, Grand Junction, Ogden, Boone, Madrid, Polk City, Des Moines, Ankeny, Huxley, Ames, Nevada, State Center, Marshalltown, Montour, Tama, Chelsea, Belle Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus, DeWitt, Clinton and the east line of the state. 434.303 miles.

No. 209. Dewey F. Potts, Whiting. Freight, one way between Sioux City, Sloan and Whiting, provided that freight originating at or destined to points intermediate to Sioux City and Whiting shall not be transported.

No. 211. Charlie Hrnicek, Laurel. Freight. Laurel and Marshalltown. 12.5 miles.

No. 213. The Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Chicago, Illinois. Passengers and a limited amount of freight (1,000 pounds.) Rockwell City, Lavinia, Lytton, Sac City, Nemaha and Storm Lake. 46.35 miles.

No. 215. Crandic Stages, Inc., Cedar Rapids. Passengers. Iowa City, Solon, Ely and Cedar Rapids. 29.75 miles.

No. 216. W. E. O'Bleness, Milo. Freight. Milo, Liberty Center, Lacona and Milo. 27.15 miles.

No. 217. Jefferson Transportation Company, Minneapolis, Minnesota. Passengers and limited amount of freight. (300 pounds.) Route No. 1: North line of the state of Iowa, Burr Oak and Decorah. 15.9 miles. Route No. 2: North line of the state of Iowa, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids, provided that no service shall be afforded locally between Center Point and Cedar Rapids. 156.91 miles.

No. 218. Mohawk Stage Lines Corporation, Chicago, Illinois. Passengers interstate exclusively. Davenport, Durant, Wilton Junction, West Liberty, Iowa City, Tiffin, Homestead, Marengo, Ladora, Victor, Brooklyn, Grinnell, Newton, Colfax, Altoona and Des Moines. 183.9 miles.

No. 220. Jefferson Transportation Company, Minneapolis, Minnesota. Passengers and a limited amount of freight. (300 Pounds.) North line of the state of Iowa, Lake Mills, Forest City, Garner, Klemme, Goodell, Belmond, Galt, Blairsburg, Jewell, Ames, Huxley, Ankeny, Des Moines, Indianola, Osceola, Leon, Davis City, Lamoni, and the south line of the state of Iowa, provided that passengers or freight shall not be transported locally between Blairsburg and Osceola, or points intermediate thereto. 238.292 miles.

No. 221. Wahrer Brothers, Charleston, a partnership composed of M. W. Wahrer and T. J. Wahrer, Charleston. Freight. Route No. 1: Keokuk, New Boston, Charleston and Donnellson. 20.71 miles. Route No. 2: Keokuk, Argyle, New Boston, Charleston and Donnellson. 33.71 miles.

No. 222. The Central Transportation Company, a corporation, Dubuque. Passengers. Dubuque, Epworth, Farley, Dyersville, Earlville, Manchester, Masonville, Winthrop, Independence, Jesup and Waterloo, provided that no passengers shall be transported locally between Waterloo and Independence and points intermediate thereto. 96.55 miles.

No. 223. Valley Transportation Company, Inc., Minneapolis, Minnesota. Passengers. North line of the state of Iowa, Ledyard, Bancroft, Algona, Cylinder, Emmetsburg, Pocahontas, Pomeroy, Rockwell City, Lake City, Auburn, Carroll, West Side, Vail, Denison, Arion, Dow City, Dunlap, Woodbine, Logan, Missouri Valley, Council Bluffs and the west line of the state of Iowa, provided that no passengers shall be transported locally between Carroll and Missouri Valley and points intermediate, or between the west line of the state of Iowa and Missouri Valley and points intermediate thereto, and that no intrastate passengers shall be transported to or from any point intermediate to Missouri Valley and the west line of the state of Iowa. 250.45 miles.

No. 224. W. D. Caldwell, Des Moines. Freight. Des Moines, Maxwell, Collins, Colo and Zearing, provided that no freight be transported originating at or destined to Ankeny or locally between Colo and Zearing. 56.65 miles.

No. 225. Carol Otis, Forest City. Freight. Route No. 1: Forest City, Garner, Clear Lake and Mason City. 36.0 miles. Route No. 2: Forest City, Thompson and Buffalo Center. 24.0 miles, provided that freight originating at or destined to points intermediate to Forest City and Mason City shall not be transported.

No. 226. Stephen DeVries, Orange City. Freight one way between Sioux City, Hinton, Merrill, Le Mars, Orange City, Newkirk and Middleburg, provided that no freight originating at or destined to points intermediate to Sioux City and Orange City shall be transported. 56.46 miles.

No. 227. A. H. Sievers, Sigourney. Freight. Route No. 1: Sigourney, Hayesville, Martinsburg, Hedrick and Ottumwa, provided that no freight originating at or destined to Hedrick shall be transported. 33.95 miles. Route No. 2: Sigourney, Delta, Rose Hill and Oskaloosa. 26.968 miles.

No. 229. Joe Bos, Hampton. Freight. Route No. 1: Marshalltown, State Center, Colo, Zearing, Hubbard, Radcliffe, Buckeye, Alden and Iowa Falls, provided that local freight between Hubbard and Radcliffe or between Buckeye, Alden and Iowa Falls, or that originating at Hubbard or Radcliffe and destined to Iowa Falls or that originating at Iowa Falls and destined to Radcliffe or Hubbard shall not be transported. 78.0 miles. Route No. 2: Marshalltown, Laurel and Newton, provided that local freight between Marshalltown and Laurel shall not be transported. 33.6 miles.

No. 230. Interstate Transit Lines, Inc., Omaha, Nebraska. Passengers. Sioux City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Calhoun, Missouri Valley, Loveland, Honey Creek, Crescent and Council Bluffs. 105.70 miles.

No. 231. J. H. Fredericksen & Son, Harlan, a partnership composed of J. H. Fredericksen and D. H. Fredericksen, Harlan. Freight. Harlan,

Avoca, Minden, Neola, Underwood, Weston, Council Bluffs and the west line of the state of Iowa. 51.10 miles.

No. 232. R. A. Wilson, Grant. Freight. Grant, Mortons Mill, Sciola and Villisca. 15.30 miles.

No. 233. Burlington Transportation Company, a corporation of Chicago, Ill. Passengers. Des Moines, Indianola, Osceola and Van Wert, provided that local passengers between Des Moines and Indianola or points intermediate thereto shall not be transported. 58.85 miles.

No. 236. Burlington Transportation Company, a corporation, Chicago, Illinois. Passengers. Route No. 1: East line of the state of Iowa, Burlington, West Burlington, Middletown, Danville, New London, Mt. Pleasant, Lockridge, Glendale, Fairfield, Bernhardt, Batavia, Agency City and Ottumwa. 77.601 miles. Route No. 2: Ottumwa, Bidwell, Munterville, Albia, Georgetown, Melrose, Russell and Chariton. 58.40 miles.

No. 237. Max Holdcroft, Sloan. Freight. One way between Sioux City, Salix and Sloan. 22.90 miles.

No. 238. H. F. Doyle, owner and operator of the Doyle Transfer, Persia. Freight, one way from the west line of the state of Iowa to Persia over West line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola, two routes as follows: Route No. 1: West line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola and Persia. 33.07 miles. Route No. 2: Minden, Shelby, Tennant, Portsmouth and Persia. 54.70 miles.

No. 241. Irvin Milne, Griswold. Freight. Lyman, Griswold, Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 53.20 miles.

No. 242. Clinton, Davenport & Muscatine Railway, a corporation, Davenport. Passengers and limited freight (100 pounds). Davenport, Buffalo, Montpelier, Fairport and Muscatine. 28.80 miles.

No. 243. O. S. Hall, Iowa Falls. Freight. Iowa Falls, Owasa, Eldora, Steamboat Rock, Lawn Hill, New Providence, Gifford, Union, Liscomb, Albion, Marietta and Marshalltown. 74.632 miles.

No. 245. Akron Truck Company, Akron, a partnership composed of B. F. Shoulberg and G. E. Gassman, Akron. Freight one way between Sioux City, Ruble, Akron and Westfield. 39.981 miles.

No. 246. Alvin C. Buechele, Grafton. Freight. Grafton, Plymouth and Mason City, provided that no freight originating at or destined to Plymouth shall be transported. 20.13 miles.

No. 247. Burlington Transportation Company, a corporation, Chicago, Illinois. Passengers. Glenwood, Malvern, Hastings, Emerson, Red Oak, Tenville and Villisca. 52.41 miles.

No. 248. Interstate Transit Lines, Inc., Omaha, Nebraska. Passengers. Cedar Rapids, Belle Plaine, Chelsea, Tama, Toledo, Tama, Montour, LeGrand and Marshalltown. 81.17 miles.

No. 251. Burlington Transportation Company, a corporation, Chicago, Illinois. Passengers. Sidney, Hamburg and the south line of the state of Iowa. 12.8 miles.

No. 252. Burlington Transportation Company, a corporation, Chicago, Illinois. Passengers. Route No. 1: Chariton, Lucas and Osceola. 25.1 miles. Route No. 2: Osceola, Thayer, Talmage, Afton and Creston. 34.35 miles. Route No. 3: Creston, Corning, Hoyt and Villisca. 43.9 miles.

No. 255. Crandic Stages, Inc., Cedar Rapids. Passengers. Denison, Charter Oak, Ute, Mapleton, Smithland, Holly Springs and Sioux City. 78.42 miles.

No. 256. Jas. A. Cahill, Clear Lake. Freight. Mason City and Clear Lake. 9.6 miles.

No. 257. Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Chicago, Illinois. Passengers and limited freight (1,000 pounds). Route No. 1: Des Moines, Grimes, Granger and Madrid. 36.85 miles. Route No. 2: Des Moines, Polk City and Madrid. 26.2 miles. Route No. 3: Madrid, Luther and Boone. 16.9 miles. Provided, 1. No passengers or freight shall be picked up or delivered at Johnston Station. 2. No passengers or freight shall be picked up or delivered to any point intermediate to Des Moines and Madrid or Madrid and Luther on U. S. highway No. 60, and 3. No passengers or freight shall be picked up at or delivered to any point intermediate to Luther and Boone on U. S. highway Nos. 60 or 30.

No. 258. Francis McCabe, doing business as Washta Motor Service, Washta. Freight one way between Sioux City, Moville, Pierson and Washta, provided that freight shall not be transported to or from any point intermediate to Sioux City and Washta nor from Washta to Sioux City. 43.40 miles.

No. 259. R. R. La Tour, owner and operator of Gates Transfer Line, La Porte City. Freight. Waterloo, Washburn, La Porte City, Vinton, Van Horn, Keystone and Belle Plaine. 67.07 miles.

No. 261. J. A. Whitney, Chariton. Passengers. Routes Nos. 1 and 2: Chariton, Williamson and Coal Mine No. 5 of the Central Iowa Fuel Company, provided that local passengers shall not be transported between Chariton and Williamson. 10.35 miles.

No. 262. Burlington Transportation Company, a corporation, Chicago, Illinois. Passengers. Between Villisca and Clarinda. 15.46 miles.

No. 264. Olony Ruse, Tabor. Freight one way between Council Bluffs, Glenwood and Tabor, provided that freight originating at or destined to points intermediate to Council Bluffs and Tabor shall not be transported. 35.0 miles.

No. 265. Elmer Sahl, owner and operator of Rapid Transfer, Harlan. Freight one way between Council Bluffs, Weston, Underwood, Neola, Minden, Avoca and Harlan, provided that freight originating at or destined to Weston or Underwood shall not be transported. 53.75 miles.

No. 266. Ray Kroeger, Minden. Freight. Minden, Neola, Underwood, Weston and Council Bluffs. 27.72 miles.

No. 267. Phippen Trucks, Russell, a partnership composed of W. J., J. G. and W. O. Phippen. Freight. Route No. 1: Between Russell and Chariton. 17.30 miles round trip. Route No. 2: Russell, Melrose, Chariton and Russell. 35.58 miles round trip. Route No. 3: Russell, Georgetown, Albia, Munterville, Ottumwa, Munterville, Albia, Melrose, Russell, Chariton and Russell. 115.40 miles.

No. 268. William Moyer, Monona. Freight. Waterloo, Jesup, Independence, Bryantburg, Hazleton, Oelwein, Arlington, Strawberry Point, Osborne, Elkader, Read, Clayton Center, Garnavillo and Monona, provided that freight shall not be transported locally between Waterloo, Jesup and Independence or points intermediate thereto. 114.04 miles.

No. 269. Ray S. Baldwin, Hamburg. Freight one way over the following described routes: Route No. 1: West line of the state of Iowa, Knox, Sidney and Hamburg. 25.75 miles. Route No. 2: West line of the State of Iowa, Council Bluffs, Glenwood, Tabor, Sidney and Hamburg. 56.67 miles.

No. 270. Stoneburner & Company Motor Carriers, Shenandoah, a partnership composed of Harry Stoneburner and W. L. Farmer, Shenandoah. Freight. Shenandoah, Sidney, Tabor, Glenwood and Council Bluffs, provided that freight originating at or destined to points intermediate to Shenandoah and the west line of the state of Iowa shall not be transported. 62.88 miles.

No. 273. Jorgen Thiel, Reinbeck. Freight. Reinbeck, Hudson, Waterloo, Cedar Falls, Stout, Fern, Wellsburg, Holland, Grundy Center, Morrison and Reinbeck, provided that 1. No local freight shall be transported between Hudson and Waterloo; 2. No local freight shall be transported between Waterloo and Cedar Falls; and 3. Freight originating at Waterloo and destined to Grundy Center and freight originating at Grundy Center and destined to Waterloo shall not be transported. 84.77 miles.

No. 274. Jefferson Transportation Company, Minneapolis, Minnesota. Passengers and limited freight (300 pounds). Waterloo, Washburn, La Porte City, Vinton and Cedar Rapids. 64.71 miles.

No. 275. Fort Dodge, Des Moines & Southern Transportation Company, Boone. Passengers. Marshalltown, Montour, Tama, Toledo, Tama, Traer, Hudson and Waterloo, provided that local passengers shall not be transported between Tama and Toledo or between Tama and Marshalltown and points intermediate thereto. 69.73 miles.

No. 276. J. R. England, Marshalltown, doing business as Blue Line Freighters. Marshalltown, Conrad, Beaman and Grundy Center. 30.9 miles.

No. 277. Dave Redman, owner and operator of Redman Transfer Company, Ottumwa. Freight. Ottumwa, Agency, Batavia, Bernhart, Fairfield, Glendale, Lockridge, Rome, Mt. Pleasant, New London, Danville, Middletown, West Burlington and Burlington, provided that local freight shall not be transported between New London and Burlington and points intermediate thereto. 76.8 miles.

No. 279. Bekins Van & Storage Company, Sioux City. Freight. Sioux City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, Missouri Valley, Loveland, Honey Creek, Crescent City and Council Bluffs, provided that freight originating at or destined to points intermediate to Sioux City and the west line of the state of Iowa at Council Bluffs shall not be transported. 104.07 miles.

Cases Investigated and Adjusted by Signal Engineering Department

No. K-420—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Perry. Service wires over M. & St. L. at depot, Perry. Wires raised to proper clearance.
Filed September 17, 1928. Closed December 12, 1929.

No. K-421—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Cable over M. & St. L. at Perry. Crossing rebuilt to meet Board's requirements.
Filed September 17, 1928. Closed December 12, 1929.

No. K-424—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Cable over M. & St. L. at Perry. Crossing rebuilt to conform to Board's requirements.
Filed September 17, 1928. Closed December 12, 1929.

No. K-468—1930. Iowa Railroad Commission v. Garden City Telephone Co., Garden City. Wires over C., R. I. & P. north of depot, Garden City. Overhead crossing replaced by underground construction.
Filed October 12, 1928. Closed June 26, 1930.

No. K-474—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Iowa Falls. Telephone wire over sidetrack at depot, Iowa Falls. Overhead crossing replaced by underground construction.
Filed October 12, 1928. Closed December 11, 1929.

No. K-475—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co., Iowa Falls. Wires over C., R. I. & P. near depot, Bradford. Satisfactorily remedied to give proper clearance.
Filed October 12, 1928. Closed December 11, 1929.

No. K-583—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Wires over M. & St. L. east of Latimer. Satisfactorily taken care of.
Filed December 14, 1928. Closed April 25, 1930.

No. K-586—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Wire over M. & St. L. two miles west of Latimer. Satisfactorily taken care of.
Filed December 14, 1928. Closed April 25, 1930.

No. K-587—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Wire over M. & St. L. one-half mile east of Alexander. Satisfactorily remedied.
Filed December 14, 1928. Closed April 25, 1930.

No. K-589—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Telephone line over M. & St. L. west of elevators, Alexander. Crossing rebuilt to standard specifications.
Filed December 14, 1928. Closed April 25, 1930.

No. K-591—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Telephone over M. & St. L. two miles west of Alexander. Satisfactorily adjusted.
Filed December 14, 1928. Closed April 25, 1930.

No. K-593—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Telephone wire over M. & St. L. east of depot, Belmond. Crossing reconstructed to meet Board's requirements.
Filed December 14, 1928. Closed April 25, 1930.

No. K-595—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Telephone wires over M. & St. L. three miles west of Belmond. Satisfactorily remedied.
Filed December 14, 1928. Closed April 25, 1930.

No. K-596—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac Ctiy. Telephone line over M. & St. L. three-fourths mile east of Olaf. Satisfactorily taken care of.
Filed December 14, 1928. Closed April 25, 1930.

No. K-597—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac Ctiy. Telephone wire over M. & St. L. at Olaf. Crossing reconstructed to comply with Board's requirements.
Filed December 14, 1928. Closed April 25, 1930.

No. K-607—1930. Iowa Railroad Commission v. Central States Electric Co., Cedar Rapids. Wires over M. & St. L. one-half mile east of Denhart. Crossing reconstructed to give proper clearance.
Filed December 14, 1928. Closed March 13, 1930.

No. K-614—1930. Iowa Railroad Commission v. Rich Point Telephone Co., Algona. Wires over M. & St. L. at Rich Point. Underground construction substituted for overhead crossing.
Filed December 14, 1928. Closed March 21, 1930.

No. K-633—1930. Iowa Railroad Commission v. Des Moines & Central Iowa Railroad. Protection to highway grade crossing on Sixth Avenue, Des Moines. Satisfactorily taken care of.
Filed February 28, 1929. Closed January 23, 1930.

No. K-635—1930. Iowa Railroad Commission v. Des Moines Electric Light Co. Wires over Des Moines Union Railway at West 10th St., Des Moines. Wires raised to give proper clearance.
Filed March 15, 1929. Closed February 17, 1930.

No. K-641—1930. Iowa Railroad Commission v. Des Moines Electric Light Co. and Northwestern Bell Telephone Co. Wires over C. G. W. industry track west of Fleur Avenue, Des Moines. Crossing raised to give proper clearance.
Filed March 15, 1920. Closed March 7, 1930.

No. K-642—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over C., B. & Q. track one-half mile south of Raccoon River Bridge, Des Moines. Crossing reconstructed to comply with the Board's requirements.
Filed March 15, 1929. Closed December 5, 1929.

No. K-643—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over C., B. & Q. tracks three-eighths mile west of Raccoon River Bridge, Des Moines. Crossing raised to give proper clearance.
Filed March 15, 1929. Closed December 5, 1929.

No. K-666—1930. Iowa Railroad Commission v. Ft. Dodge, Des Moines & Southern R. R. Co., Boone. Clearance of poles, wires and tracks at Des Moines, Boone and Ft. Dodge. Satisfactorily remedied.
Filed April 18, 1929. Closed August 18, 1930.

No. K-670—1930. Iowa Railroad Commission v. Farmers Telephone Co., Lohrville. Telephone wires over C., M., St. P. & P. north of Rands. Overhead crossing replaced by underground construction.
Filed April 27, 1929. Closed January 17, 1930.

No. K-671—1930. Iowa Railroad Commission v. Farmers Telephone Co., Lohrville. Wires over C., M., St. P. & P. north of Rands. Crossing rebuilt to comply with the Board's requirements.
Filed April 27, 1929. Closed April 25, 1930.

No. K-676—1930. Iowa Railroad Commission v. Central West Public Service Co., Sac City. Wires over C., M., St. P. & P. south of depot, Marathon. Crossing reconstructed to give proper clearance.
Filed May 3, 1929. Closed February 1, 1930.

No. K-677—1930. Iowa Railroad Commission v. Marathon Electric Co., Marathon. Service wires over C., M., St. P. & P., south of depot, Marathon. Wires raised to give proper clearance.
Filed May 3, 1929. Closed June 24, 1930.

No. K-686—1930. Iowa Railroad Commission v. Bellamy Telephone Co., Knoxville. Telephone wires over C., R. I. & P., Knoxville. Satisfactorily adjusted.
Filed May 18, 1929. Closed July 31, 1930.

No. K-689—1930. Iowa Railroad Commission v. Bellamy Telephone Co. Cable over C., B. & Q., third crossing east of depot, Knoxville. Satisfactorily taken care of.
Filed May 18, 1929. Closed July 31, 1930.

No. K-694—1930. Iowa Railroad Commission v. Central Iowa Telephone Co., Tama. Telephone cables over C. & N. W. west of depot, State Center. Crossing raised to give proper clearance.
Filed May 18, 1929. Closed March 31, 1930.

No. K-701—1930. Iowa Railroad Commission v. Lamoille & County Farm Mutual Telephone Co., Marshalltown. Telephone line over C. & N. W. two and a half miles west of Lamoille. Crossing reconstructed to comply with the Board's requirements.
Filed May 18, 1929. Closed October 27, 1930.

No. K-707—1930. Iowa Railroad Commission v. Iowa Power & Light Co., Des Moines. Service wires over C., B. & Q. at Pleasantville. Wires raised to provide proper clearance.
Filed May 25, 1929. Closed April 8, 1930.

No. K-713—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., M., St. P. & P. north of depot, Spirit Lake. Crossing reconstructed to comply with the Board's requirements.
Filed May 31, 1929. Closed March 20, 1930.

No. K-714—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires to depot over C., M., St. P. & P. at Spirit Lake. This crossing can not be raised until the State Highway Commission completes work on highway No. 9.
Filed May 31, 1929. Closed March 20, 1930.

No. K-715—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., M., St. P. & P. south of depot, Spirit Lake. Crossing removed.
Filed May 31, 1929. Closed September 22, 1930.

No. K-723—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. and Spencer Electric Light Co., Spencer. Service and telephone wires over M. & St. L. one-half mile south of Spencer. Crossing reconstructed to meet standard requirements.
Filed May 31, 1929. Closed May 22, 1930.

No. K-725—1930. Jerome Christian, et al., Hiteman, v. Smoky Hollow Railroad, Hiteman. Alleged dangerous conditions of operation. The Smoky Hollow Coal Company agreed to have the trains operated between Halpin and the mine located four miles north of Hiteman manned by two men.
Filed May 31, 1929. Closed January 25, 1930.

No. K-739—1930. Iowa Railroad Commission v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. at Jamison. Underground construction substituted for overhead.
Filed June 15, 1929. Closed October 23, 1930.

No. K-744—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over C., M., St. P. & P. one mile south of Arnolds Park. Crossing rebuilt to conform to the Board's requirements.
Filed June 22, 1929. Closed December 20, 1929.

No. K-747—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., M., St. P. & P. south of depot, Okoboji. Crossing reconstructed to conform to the Board's requirements.
Filed June 22, 1929. Closed March 15, 1930.

No. K-749—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., M., St. P. & P. north of depot, Milford. Crossing rebuilt to standard requirements.
Filed June 22, 1929. Closed March 15, 1930.

No. K-750—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., M., St. P. & P. south of depot, Milford. Crossing reconstructed to meet standard requirements.
Filed June 22, 1929. Closed March 15, 1930.

No. K-752—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over C., M., St. P. & P. south of depot, Milford. Crossing raised to give proper clearance.
Filed June 22, 1929. Closed January 27, 1930.

No. K-753—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over C., M., St. P. & P. at Milford. Crossing reconstructed to conform to the Board's requirements.
Filed June 22, 1929. Closed March 15, 1930.

No. K-757—1930. Iowa Railroad Commission v. S. E. Greenville Telephone Co. Greenville. Telephone line over M. & St. L. two and a fourth miles south of Greenville. Crossing reconstructed to comply with the Board's requirements.
Filed June 22, 1929. Closed February 28, 1930.

No. K-763—1930. Iowa Railroad Commission v. C. G. W. R. R. Co. Telegraph cables over C. G. W. at Aurora. Satisfactorily taken care of.
Filed June 28, 1929. Closed December 7, 1929.

No. K-765—1930. Iowa Railroad Commission v. C. G. W. R. R. Co. Service wires over C. G. W. R. R. at Lamont. Satisfactorily adjusted.
Filed June 28, 1929. Closed December 7, 1929.

No. K-766—1930. Iowa Railroad Commission v. C. G. W. R. R. Co. Telegraph line over C. G. W. at Lamont. Crossing reconstructed to comply with the Board's requirements.
Filed June 29, 1929. Closed December 7, 1929.

No. K-775—1930. Iowa Railroad Commission v. C. G. W. R. R. Co. Telegraph line over C. G. W. west of Durango. Crossing raised to give the required clearance.
Filed June 28, 1929. Closed December 7, 1929.

No. K-776—1930. Iowa Railroad Commission v. C. G. W. R. R. Co. Telegraph line over C. G. W. east of Durango. Crossing raised to give proper clearance.
Filed June 28, 1929. Closed December 7, 1929.

No. K-782—1930. Iowa Railroad Commission v. City of Sioux City. Fire alarm line over C., St. P., M. & O. at Grand and Howard Streets, Sioux City. Satisfactorily taken care of.
Filed July 8, 1929. Closed February 22, 1930.

No. K-783—1930. Iowa Railroad Commission v. Postal Telegraph-Cable Co. and City of Sioux City. Telegraph and fire alarm wires over C. & N. W. at Grand Street, Sioux City. Crossings made standard.
Filed July 8, 1929. Closed February 22, 1930.

No. K-784—1930. Iowa Railroad Commission v. City of Sioux City. Fire alarm wires over tracks at Dace Street, Sioux City. Crossing reconstructed to comply with the Board's requirements.
Filed July 8, 1929. Closed February 22, 1930.

No. K-791—1930. Iowa Railroad Commission v. City of Sioux City. Fire alarm wires over tracks at Seventh and Clark Streets, Sioux City. Crossing reconstructed to standard requirements.
Filed July 8, 1929. Closed February 22, 1930.

No. K-792—1930. Iowa Railroad Commission v. Western Union Telegraph Co. and City of Sioux City. Telegraph and fire alarm wires over tracks at Dace Street, Sioux City. Crossing reconstructed to meet the Commission's requirements.
Filed July 8, 1929. Closed February 22, 1930.

No. K-797—1930. Iowa Railroad Commission v. Cedar Mutual Telephone Co., Lohrville. Telephone line over C. G. W. and Ft. Dodge, Des Moines & Southern at Rinard. Satisfactorily adjusted.
Filed July 14, 1929. Closed July 3, 1930.

No. K-798—1930. Iowa Railroad Commission v. Ft. Dodge, Des Moines & Southern Railroad Co., Boone and Cedar Mutual Telephone Co., Lohrville. Telephone and service wires over C. G. W. at Rinard. Crossing made standard.
Filed July 14, 1929. Closed November 18, 1930.

No. K-802—1930. W. H. Reever, Glidden, v. C. & N. W. Ry. Co. Highway grade crossing one mile west of Glidden. Wig wag signals installed.
Filed July 29, 1929. Closed January 9, 1930.

No. K-804—1930. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Rippey. Telephone line over M. & St. L. one and a half miles north of Angus. Proper repairs made to bring crossing to standard.
Filed August 3, 1929. Closed December 3, 1929.

No. K-806—1930. Iowa Railroad Commission v. Iowa Power & Light Co., Des Moines. Service wires over C., R. I. & P. at depot, Prairie City. Wires raised to give proper clearance.
Filed September 3, 1929. Closed February 17, 1930.

No. K-807—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone wire over C., R. I. & P. east of depot, Prairie City. Crossing raised to give sufficient clearance.
Filed September 3, 1929. Closed December 5, 1929.

No. K-809—1930. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Telegraph line over C., R. I. & P. east of depot, Monroe. New pole erected to remove objectionable features.
Filed September 3, 1929. Closed December 5, 1929.

No. K-820—1930. Iowa Railroad Commission v. Clearfield Mutual Telephone Co., Clearfield. Telephone line over C., B. & Q. first road west of depot, Clearfield. Overhead crossing replaced by underground construction.
Filed September 16, 1929. Closed January 27, 1930.

No. K-821—1930. Iowa Railroad Commission v. United Telephone and Communication Co., Lenox. Telephone line over C., B. & Q. at second road east of depot, Clearfield. Crossing made standard.
Filed September 16, 1929. Closed December 2, 1930.

No. K-822—1930. Iowa Railroad Commission v. Clearfield Mutual Telephone Co., Clearfield. Telephone line over C., B. & Q. at road east of depot, Clearfield. Wire removed.
Filed September 16, 1929. Closed April 1, 1930.

No. K-823—1930. Iowa Railroad Commission v. Beaconsfield Light Co., Beaconsfield. Telephone line over C., B. & Q. at depot, Beaconsfield. Crossing reconstructed to remove objectionable features.
Filed September 16, 1929. Closed February 15, 1930.

No. K-824—1930. Iowa Railroad Commission v. New Telephone Co., Jefferson. Telephone line over M. & St. L. one-half mile south of depot, Grand Junction. Crossing rebuilt to remove objectionable features.
Filed September 20, 1929. Closed January 16, 1930.

No. K-825—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over M. & St. L. north of depot, Faulkner. Crossing rebuilt to meet the Board's requirements.
Filed September 20, 1929. Closed August 16, 1930.

No. K-828—1930. Representative of C. G. W. Trainmen, Chicago, Illinois, v. C., G. W. R. R. Co. Operation of passenger motor trains, Oelwein to Dubuque. No action taken as this operation is not contrary to law and believed safe.
Filed August 5, 1929. Closed February 22, 1930.

No. K-829—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. and Northwestern Light & Power Co., Cedar Rapids. Telephone and service wires over M. & St. L. north of depot, Sioux Rapids. Crossing made standard.
Filed October 4, 1929. Closed May 2, 1930.

No. K-830—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over M. & St. L. near depot, Sioux Rapids. Crossing rebuilt to comply with the Board's requirements.
Filed October 4, 1929. Closed March 8, 1930.

No. K-831—1930. Iowa Railroad Commission v. M. & St. L. R. R. Co. Telegraph line over M. & St. L. near depot, Sioux Rapids. Crossing raised to give proper clearance.
Filed October 4, 1929. Closed January 31, 1930.

No. K-832—1930. Iowa Railroad Commission v. Northwestern Light & Power Co., Cedar Rapids. Service wires over M. & St. L., Sioux Rapids. Crossing rebuilt to comply with the Board's requirements.
Filed October 4, 1929. Closed May 1, 1930.

No. K-833—1930. Iowa Railroad Commission v. Northwestern Light & Power Co., Cedar Rapids. Service wires over M. & St. L. near school, Sioux Rapids. Crossing made standard.
Filed October 4, 1929. Closed May 1, 1930.

No. K-834—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over M. & St. L. two and a half miles south of Sioux Rapids. Crossing made standard.
Filed October 4, 1929. Closed March 8, 1930.

No. K-835—1930. Iowa Railroad Commission v. City Council, Rembrandt. Service wires over M. & St. L. south of depot, Rembrandt. Crossing rebuilt to meet the Board's requirements.
Filed October 4, 1929. Closed January 27, 1930.

No. K-836—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone lines over M. & St. L. south of depot, Rembrandt. Crossing rebuilt to standard requirements.
Filed October 4, 1929. Closed May 31, 1930.

No. K-837—1930. Iowa Railroad Commission v. J. C. Morrow and Earl Paul, Osceola. Telephone line over C., B. & Q. one mile east of depot, Osceola. Overhead crossing replaced by underground construction.
Filed October 11, 1929. Closed January 2, 1930.

No. K-838—1930. Iowa Railroad Commission v. Terril Telephone Co., Terril. Telephone line over M. & St. L. two miles north of Langdon. Wire removed.
Filed October 19, 1929. Closed August 7, 1930.

No. K-839—1930. Iowa Railroad Commission v. Terril Telephone Co., Terril. Telephone line over M. & St. L. three miles north of Langdon. Overhead crossing replaced by underground construction.
Filed October 19, 1929. Closed August 7, 1930.

No. K-842—1930. Iowa Railroad Commission v. Terril Telephone Co., Terril. Telephone line over M. & St. L. at Terril. Objectionable features removed.
Filed October 19, 1929. Closed August 7, 1930.

No. K-843—1930. Iowa Railroad Commission v. M. & St. L. R. R. Co. Telegraph line over M. & St. L. at Storm Lake. Crossing made standard.
Filed October 19, 1929. Closed January 31, 1930.

No. K-844—1930. Iowa Railroad Commission v. Iowa Public Service Co., Sioux City. Service wires over M. & St. L. south of depot, Storm Lake. Crossing rebuilt to eliminate objectionable features.
Filed October 19, 1929. Closed December 30, 1929.

No. K-845—1930. Iowa Railroad Commission v. M. & St. L. R. R. Co. Telegraph line over M. & St. L. three hundred feet south of depot, Storm Lake. Crossing rebuilt to standard.
Filed October 19, 1929. Closed January 31, 1930.

No. K-846—1930. Iowa Railroad Commission v. Western Union Telegraph Co. and Iowa Public Service Co., Sioux City. Telephone and service wires over M. & St. L. south of M. & St. L. depot, Storm Lake. Crossing rebuilt to comply with the Board's requirements.
Filed October 19, 1929. Closed February 3, 1930.

No. K-847—1930. C., B. & Q. R. R. Co. v. Middle Stages Utilities Co., Leon. Wire under track three miles north of Leon. Crossing reconstructed to remedy objectionable features.
Filed November 9, 1929. Closed May 16, 1930.

No. K-848—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone wire under track four miles north of Leon. Crossing rebuilt to comply with the Board's requirements.
Filed November 9, 1929. Closed May 16, 1930.

No. K-849—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. three-fourths mile south of Crown. Proper repairs made to remedy objectionable features.
Filed November 9, 1929. Closed May 16, 1930.

No. K-850—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. one-fourth mile from north of Crown. Crossing made to conform to the Board's requirements.
Filed November 9, 1929. Closed May 16, 1930.

No. K-851—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. two miles east of Crown. Crossing rebuilt to eliminate objectionable features.
Filed November 9, 1929. Closed May 16, 1930.

No. K-852—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. four miles southwest of Garden Grove. Crossing made standard.
Filed November 9, 1929. Closed May 16, 1930.

No. K-853—1930. C., B. & Q. R. R. Co. v. Iowa Southern Utilities Co., Centerville. Service wires over C., B. & Q. one-half mile west of Garden Grove. Crossing rebuilt to comply with the Board's requirements.
Filed November 9, 1929. Closed December 23, 1929.

No. K-854—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone wire under track of C., B. & Q. three-eighths mile west of Garden Grove. Crossing made standard.
Filed November 9, 1929. Closed May 16, 1930.

No. K-855—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. R. R. three-eighths mile east of Garden Grove. Crossing repaired and defects remedied.
Filed November 9, 1929. Closed May 16, 1930.

No. K-856—1930. C., B. & Q. R. R. Co. v. Middle States Utilities Co., Leon. Telephone line over C., B. & Q. one-half mile south of Humeston. Crossing made standard.
Filed November 9, 1929. Closed May 16, 1930.

No. K-857—1930. C., B. & Q. R. R. Co. v. Derby Telephone Co., Derby. Telephone line over C., B. & Q. three-fourths mile southwest of Derby. Crossing reconstructed to meet standard requirements.
Filed November 9, 1929. Closed February 28, 1930.

No. K-858—1930. C., B. & Q. R. R. Co. v. Iowa Southern Utilities Co., Centerville. Service wires over C., B. & Q. at Derby. Crossing raised to give proper clearance.
Filed November 9, 1929. Closed December 23, 1929.

No. K-859—1930. C., B. & Q. R. R. Co. v. Derby Telephone Co., Derby. Telephone line over C., B. & Q. east of Derby. Crossing rebuilt and placed in satisfactory condition.
Filed November 9, 1929. Closed February 28, 1930.

No. K-860—1930. C., B. & Q. R. R. Co. v. J. W. Vawter, Chariton. Telephone line over C., B. & Q. one and a half miles north of Indianola Junction. Crossing reconstructed to meet standard requirements.
Filed November 12, 1929. Closed May 16, 1930.

No. K-861—1930. C., B. & Q. R. R. Co. v. Iowa Southern Utilities Co., Centerville. Transmission line over C., B. & Q. two and three-fourths miles south of Oakley. Objectionable condition remedied.
Filed November 9, 1929. Closed March 20, 1930.

No. K-862—1930. C., B. & Q. R. R. Co. v. Pleasant Plains Telephone Corporation, Chariton. Telephone line under C., B. & Q. tracks two and three-fourths miles south of Oakley. Crossing rebuilt to eliminate objectionable features.
Filed November 9, 1929. Closed February 28, 1930.

No. K-863—1930. C., B. & Q. R. R. Co. v. Iowa Southern Utilities Co., Centerville. Transmission line over C., B. & Q. two miles south of Oakley. Pole replaced.
Filed November 9, 1929. Closed March 20, 1930.

No. K-864—1930. C., B. & Q. R. R. Co. v. Pleasant Plains Tele-

phone Corp., Chariton. Telephone line under C., B. & Q. one and three-fourths miles south of Oakley. Crossing reconstructed and objectionable features eliminated.
Filed November 9, 1929. Closed February 28, 1930.

No. K-865—1930. C. B. & Q. R. R. Co. v. Iowa Southern Utilities Co., Centerville. Transmission line over C., B. & Q. one mile south of Oakley. Crossing reconstructed to comply with the Board's requirements.
Filed November 9, 1929. Closed March 20, 1930.

No. K-867—1930. C., B. & Q. R. R. Co. v. F. E. Starkey, Oakley. Telephone line under C., B. & Q. tracks one-half mile north of Oakley. Crossing removed.
Filed November 12, 1929. Closed April 17, 1930.

No. K-868—1930. C., B. & Q. R. R. Co. v. James McCormick, Oakley. Telephone line under C., B. & Q. tracks one mile north of Oakley. Crossing reconstructed to comply with the Board's requirements.
Filed November 12, 1929. Closed May 16, 1930.

No. K-870—1930. C., B. & Q. R. R. Co. v. Iowa Southern Utilities Co., Centerville. Service wires over C., B. & Q. at Lacona. Crossing rebuilt to comply with the Board's specifications.
Filed November 12, 1929. Closed May 16, 1930.

No. K-871—1930. C., B. & Q. R. R. Co. v. Wm. Dollison, Milo. Telephone line under C., B. & Q. three-fourths mile south of Milo. Crossing reconstructed to conform to the Board's requirements.
Filed November 12, 1929. Closed February 20, 1930.

No. K-872—1930. C., B. & Q. R. R. Co. v. Milo Electric Co., Milo, and Mrs. Clara Quiggle, Milo. Telephone and service wires over C., B. & Q., Milo. Proper repairs made.
Filed November 12, 1929. Closed April 8, 1930.

No. K-873—1930. C., B. & Q. R. R. Co. v. Milo Electric Co., Milo, and Mrs. Clara Quiggle, Milo. Telephone and service wires over C., B. & Q. north of depot, Milo. Crossing repaired to meet standard requirements.
Filed November 12, 1929. Closed April 8, 1930.

No. K-874—1930. C., B. & Q. R. R. Co. v. Mrs. Clara Quiggle, Milo. Telephone line over C., B. & Q. two blocks north of depot, Milo. Crossing rebuilt to conform to the Board's requirements.
Filed November 12, 1929. Closed April 8, 1930.

No. K-876—1930. C., B. & Q. R. R. Co. v. Loren Niles, Milo. Telephone line over C., B. & Q. one and a half miles north of Milo. Satisfactorily taken care of.
Filed November 12, 1929. Closed May 16, 1930.

No. K-877—1930. C., B. & Q. R. R. Co. v. East Lincoln Telephone Co., Ackworth. Telephone line over C., B. & Q. north of Ackworth. Line rebuilt to comply with the Board's requirements.
Filed November 12, 1929. Closed May 16, 1930.

No. K-878—1930. C., B. & Q. R. R. Co. v. Ackworth Telephone Co., Ackworth. Telephone line over C., B. & Q. north of Ackworth. Proper repairs made.
Filed November 12, 1929. Closed May 16, 1930.

No. K-880—1930. C., B. & Q. R. R. Co. v. Lindsey Allen, Indianola, and John Short, Ackworth. Telephone line over C., B. & Q. four miles north of Milo. Proper repairs made.
Filed November 21, 1929. Closed May 16, 1930.

No. K-881—1930. C., B. & Q. R. R. Co. v. Lindsey Allen, Indianola, and John Short, Ackworth. Telephone line over C., B. & Q. two and a half miles south of Ackworth. Crossing repaired to comply with the Board's requirements.
Filed November 21, 1929. Closed May 16, 1930.

No. K-883—1930. C., B. & Q. R. R. Co. v. Lindsey Allen, Indianola, and John Short, Ackworth. Telephone line over C., B. & Q. four miles south of Indianola. Crossing reconstructed to comply with the Board's requirements.
Filed November 21, 1929. Closed May 16, 1930.

No. K-884—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over C., G. W. R. R. at Eagle Grove. Spliced pole replaced by new one.
Filed November 23, 1929. Closed January 13, 1930.

No. K-885—1930. Iowa Railroad Commission v. C., St. P., M. & O. Ry. Co. Collision trains Nos. 19 and 20 north of Sibley, Iowa, November 30, 1929. This accident was caused by the failure of the operator at Sibley to deliver a train order to No. 20, and no action was taken by the Board other than to recommend for consideration of the railroad company the installation of automatic block signals on this line between Le Mars and the Iowa State line. The railroad company declined to follow the Board's suggestion for the reason the traffic density was not believed sufficient to justify automatic signal protection.
Filed December 2, 1929. Closed August 12, 1930.

No. K-886—1930. C., R. I. & P. Ry. Co. v. Lewis Telephone Co., Lewis. Telephone line crossing C., R. I. & P. Ry. near Lewis. No action taken as crossing appeared safe.
Filed December 21, 1929. Closed January 13, 1930.

No. K-887—1930. Iowa Railroad Commission v. City Light & Water Co., Atlantic. Service wires over side track at C., R. I. & P. depot, Atlantic. Crossing made standard.
Filed December 31, 1929. Closed April 25, 1930.

No. K-888—1930. Iowa Railroad Commission v. City Light & Water Co., Atlantic. Service wires over side tracks at coal chute east of C., R. I. & P. depot, Atlantic. Satisfactorily taken care of.
Filed December 31, 1929. Closed April 25, 1930.

No. K-890—1930. Iowa Railroad Commission v. Lewis Telephone Co., Lewis and Western Telephone Corporation of Nebraska, Omaha, Neb. Telephone wires over side track at C., R. I. & P. depot, Lewis. Properly taken care of.
Filed December 31, 1929. Closed June 17, 1930.

No. K-891—1930. Iowa Railroad Commission v. Cedar Rapids & Iowa City Railway, Cedar Rapids. Collision of trains 21 and 82 at Konigsmark. Suggested changes complied with.
Filed January 27, 1930. Closed October 13, 1930.

No. K-892—1930. Iowa Railroad Commission v. C., M., St. P. & P. R. R. Co. Condition of train order signal at Herndon. Satisfactorily adjusted.
Filed February 1, 1930. Closed February 21, 1930.

No. K-893—1930. Iowa Railroad Commission v. C., G. W. R. R. Co. Protection for Southwest 21st Street grade crossing, Des Moines. Satisfactorily taken care of.
Filed December 9, 1929. Closed March 7, 1930.

No. K-894—1930. Iowa Railroad Commission v. Thomas Oakes Co., Clinton. Service wires over C. & N. W. and C., M., St. P. & P., Sixth Avenue and First Street, Clinton. Wires removed.
Filed March 12, 1930. Closed July 21, 1930.

No. K-895—1930. Iowa Railroad Commission v. Interstate Power Co., Dubuque, and Northwestern Bell Telephone Co. Service and telephone wires over C. & N. W. and C., M., St. P. & P. tracks at Clinton. Telephone wires removed and service crossing rebuilt to standard requirements.
Filed March 12, 1930. Closed June 9, 1930.

No. K-896—1930. Iowa Railroad Commission v. City of Clinton. Service wires over C. & N. W. and D., R. I. & N. W. tracks at Fourth Street, Clinton. Satisfactorily adjusted.
Filed March 12, 1930. Closed July 18, 1930.

No. K-897—1930. Iowa Railroad Commission v. M. & St. L. R. R. Co. Relocation of hand thrown derail on transfer track, Gowrie. Proper remedy applied.
Filed February 18, 1930. Closed March 17, 1930.

No. K-898—1930. Iowa Railroad Commission v. Jesse J. Refshang, Route No. 1, Cedar Falls. Telephone line over I. C. tracks one and a half miles east of Cedar Falls. Overhead crossing replaced by underground construction.
Filed April 11, 1930. Closed September 11, 1930.

No. K-899—1930. Iowa Railroad Commission v. Clinton, Davenport & Muscatine Railway Company, Davenport. Collision of trains at Bettendorf, Iowa, March 22, 1930. No action taken.
Filed April 11, 1930. Closed June 26, 1930.

No. K-900—1930. Iowa Railroad Commission v. Central City Telephone Co., Central City. Telephone line over Illinois Central south of depot, Central City. Crossing rebuilt to conform to the Board's requirements.
Filed April 17, 1930. Closed July 3, 1930.

No. K-901—1930. Iowa Railroad Commission v. Town of Dike. Wire crossing over C. & N. W. at Dike. Proper repairs made.
Filed April 25, 1930. Closed June 30, 1930.

No. K-902—1930. Iowa Railroad Commission v. Traer Municipal Light Co., Traer. Wire crossing over C. & N. W. at Traer. Crossing rebuilt to conform to standard requirements.
Filed April 25, 1930. Closed September 11, 1930.

No. K-903—1930. Iowa Railroad Commission v. C. & N. W. Ry. Co. Clearance of warning whips near bridge at Traer. Whips raised to give proper clearance.
Filed April 25, 1930. Closed June 24, 1930.

No. K-904—1930. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Hudson. Wire crossing over C. & N. W. at Zanetta. Crossing rebuilt to conform to the Board's requirements.
Filed April 25, 1930. Closed August 18, 1930.

No. K-905—1930. Iowa Railroad Commission v. Western Union Telegraph Co. Wire crossing over M. & St. L. at Minerva Junction. Crossing made standard.
Filed April 25, 1930. Closed June 24, 1930.

No. K-907—1930. Iowa Railroad Commission v. Bellamy Telephone Co., Knoxville. Telephone line crossing C., B. & Q. and Wabash tracks one and three-fourths miles south of Lovilia. Satisfactorily adjusted.
Filed May 3, 1930. Closed August 31, 1930.

No. K-909—1930. Iowa Railroad Commission v. Iowa State Telephone Co., Newton. Telephone line over C. G. W. one mile south of Norwoodville. Crossing rebuilt to give proper clearance.
Filed May 8, 1930. Closed January 9, 1930.

No. K-910—1930. Iowa Railroad Commission v. Farmers Mutual Telephone Co., Bondurant. Telephone line over C. G. W. south of Berwick. Overhead crossing replaced by underground construction.
Filed May 8, 1930. Closed September 11, 1930.

No. K-911—1930. Iowa Railroad Commission v. Bondurant Electric Co., Bondurant. Service wires over C. G. W. south of Bondurant. Crossing rebuilt to conform to the Board's specifications.
Filed May 8, 1930. Closed September 21, 1930.

No. K-913—1930. Iowa Railroad Commission v. Mingo Telephone Co., Mingo. Telephone line over C. G. W. one and three-fourths miles southwest of Mingo. Crossing repaired and placed in a satisfactory condition.
Filed May 8, 1930. Closed July 25, 1930.

No. K-914—1930. Iowa Railroad Commission v. Ira Telephone Co., Ira. Overhead crossing replaced by underground construction.
Filed May 8, 1930. Closed August 19, 1930.

No. K-915—1930. Iowa Railroad Commission v. Central Iowa Telephone Co., Toledo, and Roy Ruhlaman, Melbourne. Telephone line over C. G. W. four and a half miles south of Melbourne. Crossing rebuilt to comply with the Board's requirements.
Filed May 8, 1930. Closed July 3, 1930.

No. K-916—1930. Iowa Railroad Commission v. Central Iowa Telephone Co., Toledo. Telephone line over C. G. W. three-fourths mile south of Baxter. Crossing repaired to comply with the Board's requirements.
Filed May 8, 1930. Closed July 3, 1930.

No. K-917—1930. Iowa Railroad Commission v. Iowa Railway & Light Co., Cedar Rapids. Wires over C. G. W. north of depot, Melbourne. Crossing rebuilt to standard requirements.
Filed May 8, 1930. Closed May 22, 1930.

No. K-918—1930. Iowa Railroad Commission v. Hudson Mutual Telephone Co., Hudson. Telephone line over C. G. W. south of depot, Hudson. Properly taken care of.
Filed May 12, 1930. Closed August 18, 1930.

No. K-919—1930. Iowa Railroad Commission v. Hudson Mutual Telephone Co., Hudson. Telephone line over C. G. W. one and a half miles south of Hudson. Satisfactorily adjusted.
Filed May 12, 1930. Closed August 18, 1930.

No. K-920—1930. Iowa Railroad Commission v. C. & N. W. Ry. Co. Telegraph line over C. G. W. at Gladbrook. Crossing rebuilt to conform to the Board's requirements.
Filed May 12, 1930. Closed July 25, 1930.

No. K-921—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids and Central Iowa Telephone Co., Toledo. Crossing reconstructed to comply with standard requirements.
Filed May 12, 1930. Closed July 3, 1930.

No. K-922—1930. Iowa Railroad Commission v. Central Iowa Telephone Co., Toledo. Telephone line over C. G. W. three and a half miles south of Gladbrook. Crossing rebuilt to conform to standard specifications.
Filed May 12, 1930. Closed July 3, 1930.

No. K-923—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over C. G. W. north of depot, Green Mountain. Crossing rebuilt to conform to the Board's requirements.
Filed May 12, 1930. Closed November 1, 1930.

No. K-924—1930. Iowa Railroad Commission v. Marshall Tele-

phone Co., Marshalltown. Telephone line over C. G. W. at Marshalltown. Crossing rebuilt so as to eliminate objectionable defects.
Filed May 12, 1930. Closed June 3, 1930.

No. K-926—1930. Iowa Railroad Commission v. Mrs. Clara Quiggle, Milo. Telephone line over C., B. & Q. north of depot at Lacona. Crossing rebuilt to eliminate objectionable defects.
Filed May 16, 1930. Closed July 18, 1930.

No. K-928—1930. C., R. I. & P. Ry. Co. v. Geo. Zimmerman, Corydon. Telephone line over C., R. I. & P. one and a half miles east of Corydon. Crossing rebuilt to comply with the Commission's requirements.
Filed May 23, 1930. Closed October 9, 1930.

No. K-929—1930. C., R. I. & P. Ry. Co. v. Ben Brown and Robert Denton, Corydon. Telephone line over C., R. I. & P. three-fourths mile south of Millerton. Properly taken care of to eliminate objectionable defects.
Filed May 23, 1930. Closed August 13, 1930.

No. K-931—1930. C., R. I. & P. Ry. Co. v. Lucas County Telephone Co., Chariton. Telephone line over C., R. I. & P. one-half mile south of Chariton. Crossing made standard.
Filed May 23, 1930. Closed June 24, 1930.

No. K-932—1930. C., R. I. & P. Ry Co. v. Judd McDonnell, R. F. D. No. 1, Chariton. Telephone line over C., R. I. & P. one mile north of Chariton. Crossing rebuilt to remove objectionable features.
Filed May 23, 1930. Closed October 18, 1930.

No. K-934—1930. C., R. I. & P. Ry. Co. v. E. E. Miller, Purdy. Telephone line over C., R. I. & P. Ry. north of Purdy. Repairs made to remove objectionable features.
Filed May 23, 1930. Closed July 21, 1930.

No. K-943—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Transmission line over I. C. track five miles north of Cedar Rapids. Pole replaced to remedy objection complained of.
Filed June 2, 1930. Closed September 12, 1930.

No. K-945—1930. Iowa Railroad Commission v. W. J. Blum, Route No. 5, Marion. Telephone line over I. C. track three and a half miles north of Robins. Crossing rebuilt to standard specifications.
Filed June 3, 1930. Closed October 18, 1930.

No. K-946—1930. Iowa Railroad Commission v. Joe Peter, Alburnett. Telephone line over I. C. track one-half mile south of Alburnett. Overhead crossing replaced by underground construction.
Filed June 3, 1930. Closed August 7, 1930.

No. K-947—1930. Iowa Railroad Commission v. Alburnett Telephone Co., Alburnett. Telephone line over I. C. track about three blocks south of depot, Alburnett. Pole replaced to remove objectionable feature.
Filed June 3, 1930. Closed August 16, 1930.

No. K-948—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Service wires over I. C. track north of depot, Alburnett. New poles set and crossing rebuilt to conform to the Board's requirements.
Filed June 3, 1930. Closed June 23, 1930.

No. K-950—1930. Iowa Railroad Commission v. Iowa Railway & Light Corp., Cedar Rapids. Transmission line over I. C. track at Rogers. Wires raised to give proper clearance.
Filed June 3, 1930. Closed June 19, 1930.

No. K-951—1930. Iowa Railroad Commission v. Coggon Municipal Light Co., Coggon. Service wires over I. C. track at Coggon. Crossing rebuilt to comply with the Commission's requirements.
Filed June 3, 1930. Closed October 9, 1930.

No. K-952—1930. Iowa Railroad Commission v. H. E. Ashby, Coggon. Telephone line over I. C. track north of Coggon. Crossing rebuilt to conform to the Board's requirements.
Filed June 3, 1930. Closed July 31, 1930.

No. K-953—1930. Iowa Railroad Commission v. H. E. Ashby, Coggon. Telephone line over I. C. Track at Ehler. Overhead crossing replaced by underground construction.
Filed June 3, 1930. Closed July 31, 1930.

No. K-954—1930. Iowa Railroad Commission v. Eastern Iowa Telephone & Telegraph Co., Marengo. Lead sheathed telephone cable over I. C. track north of depot, Ryan. Crossing rebuilt to comply with the Board's requirements.
Filed June 3, 1930. Closed October 30, 1930.

No. K-955—1930. Iowa Railroad Commission v. Eastern Iowa Telephone & Telegraph Co., Marengo. Telephone line over I. C. track one and a half miles south of Manchester. Crossing rebuilt to conform to the Board's requirements.
Filed June 3, 1930. Closed June 28, 1930.

No. K-957—1930. Illinois Central R. R. Co. v. Iowa Telephone & Telegraph Co., Dyersville. Telephone line three miles west of Dyersville. Crossing rebuilt to comply with the Board's requirements.
Filed June 7, 1930. Closed August 19, 1930.

No. K-958—1930. Illinois Central R. R. Co. v. Eastern Iowa Telephone & Telegraph Co., Marengo. Telephone line over I. C. two miles west of Dyersville. Crossing rebuilt to conform to standard requirements.
Filed June 7, 1930. Closed June 28, 1930.

No. K-959—1930. Illinois Central R. R. Co. v. Iowa Telephone & Telegraph Co., Dyersville. Telephone line over I. C. one mile west of Farley. Crossing rebuilt to eliminate defects complained of.
Filed June 7, 1930. Closed August 19, 1930.

No. K-960—1930. Illinois Central R. R. Co. v. Interstate Power Co., Dubuque. Service wires over I. C. one-fourth mile west of Dyersville. Crossing rebuilt to eliminate objectionable features.
Filed June 7, 1930. Closed August 30, 1930.

No. K-961—1930. Iowa Railroad Commission v. C., R. I. & P. Ry. Co. Telegraph line over C., R. I. & P. at Ottumwa. Crossing made standard.
Filed June 23, 1930. Closed August 27, 1930.

No. K-962—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over M.. & St. L. and C., B. & Q. at Brighton. Crossing removed.
Filed June 23, 1930. Closed September 30, 1930.

No. K-963—1930. Iowa Railroad Commission v. Fairfield Telephone Co., Fairfield. Telephone line over C., B. & Q. and M. & St. L. at M. & St. L. depot, Brighton. Crossing raised to give sufficient clearance.
Filed June 23, 1930. Closed July 11, 1930.

No. K-964—1930. Iowa Railroad Commission v. Western Union Telegraph Co. Telegraph line over C., B. & Q. and M. & St. L. at M. & St. L. depot, Brighton. Crossing rebuilt to comply with the Board's requirements.
Filed June 23, 1930. Closed September 30, 1930.

No. K-965—1930. Iowa Railroad Commission v. Western Union Telegraph Co. Telegraph line over C., B. & Q. at depot, Brighton. Crossing rebuilt to conform to standard construction.
Filed June 23, 1930. Closed August 1, 1930.

No. K-966—1930. Iowa Railroad Commission v. Brighton Mutual Telephone Co., Brighton. Telephone cables over C., B. & Q. and M. & St. L. west of C., B. & Q. depot, Brighton. This file was closed without any action being taken due to a change in grading of the Wester Union Telegraph line.
Filed June 23, 1930. Closed October 1, 1930.

No. K-967—1930. Legal representative of Order of Railway Conductors, Des Moines, v. C., St. P., M. & O. Ry. Co. Alleged unsafe operating conditions between Doon, Iowa, and Luverne, Minnesota. No action taken.
Filed May 7, 1930. Closed November 21, 1930.

No. K-970—1930. Iowa Railroad Commission, et al. v. Des Moines & Central Iowa R. R., Des Moines. Alleged unsafe operation of trains between Des Moines Second Street Yard and Flint Yard. Operation was considered safe and on action taken.
Filed August 16, 1930. Closed November 19, 1930.

No. K-971—1930. Iowa Railroad Commission v. Iowa Public Service Co., Sioux City. Transmission line over C., R. I. & P. Railway, Clarksville. Defective pole replaced by new one.
Filed August 27, 1930. Closed September 13, 1930.

No. K-974—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over M. & St. L. at Pioneer. Proper repairs made.
Filed September 19, 1930. Closed November 13, 1930.

No. K-975—1930. Iowa Railroad Commission v. Mutual Telephone Co., Rolfe. Telephone line over M. & St. L. three miles south of Rolfe. Overhead construction replaced by underground crossing.
Filed September 19, 1930. Closed October 30, 1930.

No. K-976—1930. Iowa Railroad Commission v. Mutual Telephone Co., Rolfe. Telephone cable over M. & St. L. north of depot, Rolfe. Crossing rebuilt to conform to Board's requirements.
Filed September 19, 1930. Closed October 23, 1930.

No. K-977—1930. Iowa Railroad Commission v. Mutual Telephone Co., Rolfe. Telephone line over M. & St. L. one mile north of depot, Rolfe. Crossing rebuilt to conform to standard requirements.
Filed September 19, 1930. Closed October 20, 1930.

No. K-978—1930. Iowa Railroad Commission vs. Plover Mutual Telephone Co., Plover. Telephone line over M. & St. L. one mile north of Plover. Overhead crossing replaced by underground construction.
Filed September 19, 1930. Closed October 3, 1930.

No. K-981—1930. Iowa Railroad Commission v. Northwestern Bell Telephone Co. Telephone line over M. & St. L. south of depot, Ayrshire. Crossing reconstructed to comply with the Board's requirements.
Filed September 19, 1930. Closed October 17, 1930.

No. K-982—1930. Iowa Railroad Commission v. Western Union Telegraph Co. Telegraph line over M. & St. L. R. R. at Spencer. Pole replaced to remedy objectionable feature.
Filed September 19, 1930. Closed October 20, 1930.

No. K-984—1930. Iowa Railroad Commission v. Iowa Public

Service Co., Sioux City. Guy wire over Illinois Central R. R. at Knierim. Slack removed.
Filed October 6, 1930. Closed October 24, 1930.

No. K-989—1930. Iowa Railroad Commission v. DeWitt Telephone Co., DeWitt. Telephone lines over C., M., St. P. & P. R. R. at DeWitt. Crossings reconstructed to meet standard requirements.
Filed October 21, 1930. Closed November 4, 1930.

No. K-1005—1930. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Service wires over C. & N. W. at Delmar. Crossing reconstructed to comply with the Board's requirements.
Filed October 30, 1930. Closed November 26, 1930.

No. K-1008—1930. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Service wires over C. & N. W. Ry. at Anamosa. Crossing reconstructed to comply with the Board's requirements.
Filed October 30, 1930. Closed November 19, 1930.

No. K-1012—1930. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Service wires over C. & N. W. at Maquoketa. Crossing made standard.
Filed October 30, 1930. Closed November 26, 1930.

No. K-1014—1930. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Transmission line over C. & N. W. Ry. at Monmouth. Crossing raised to give proper clearance.
Filed October 30, 1930. Closed November 26, 1930.

No. K-1015—1930. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Transmission line over C. & N. W. Ry. at Monmouth. Crossing rebuilt to comply with the Board's requirements.
Filed October 30, 1930. Closed November 26, 1930.

No. K-1018—1930. Iowa Railroad Commission v. Iowa Electric Co., Cedar Rapids. Messenger wire over C. & N. W. Ry. at Monmouth. Crossing raised to give sufficient clearance.
Filed October 30, 1930. Closed November 26, 1930.

MUNICIPAL AIRPORTS

No. M-6—1930. C. C. Stephenson, Mayor, Centerville. Application for approval of plans and specifications of Centerville Municipal Airport.
Filed June 24, 1930. Approved June 30, 1930.

No. M-7—1930. Herbert G. Thompson, Mayor, Muscatine. Application for approval of plans and specifications for a Municipal Airport at Muscatine.
Filed October 31, 1930. Approved November 6, 1930.

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
Abbott Crossing	Automatic	C., R. I. & P.—M. & St. L.
Alton	Special Interlocked Protection	C. & N. W.—C., St. P., M. & O.
Balfour	Dispatcher's Control	C., B. & Q.—end of double track
Boone—B. U.	Remote Control	C. & N. W.—yard
Boone—8th Street	Mechanical	C. & N. W.—yard
Clarksville	Mechanical	C. G. W.—C., R. I. & P.
Council Bluffs	Special Protection	C., B. & Q.—C., B. & Q.
Council Bluffs	Mechanical	C., B. & Q.—O. & C. B. St. Ry.
Council Bluffs	Spring Switch with Auto Signal Prot.	C., B. & Q.—end of double track
Council Bluffs	Electrical	I. C.—Drawbridge
Davenport—West	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Des Moines—E. 20th St.	Electrical	C., R. I. & P.—C. G. W.
Des Moines—E. 20th St.	Electrical	C., R. I. & P.—C. G. W.
DeWitt	Mechanical	C. & N. W.—C., M., St. P. & P.
Eldora	Special Protection	M. & St. L.—C. & N. W.
Fairfield	Mechanical	C., R. I. & P.—C., B. & Q.
Gifford	Automatic	M. & St. L.—C. & N. W.
Goldfield	Automatic	M. & St. L.—C. & N. W.
Halpin	Dispatcher's Control	C., B. & Q.—Junction
Hampton "B"	Electrical	C. G. W.—M. & St. L.—C., R. I. & P.
Herndon	Mechanical	C., M., St. P. & P.—Crossing
Independence	Automatic	I. C.—C., R. I. & P.
Jeff	Spring Switch with Auto. Signal Prot.	C. G. W.—end of double track
Jefferson	Mechanical	C. & N. W.—C., M., St. P. & P.
Lake Mills	Automatic	C. & N. W.—M. & St. L.
Libertyville	Mechanical	C., R. I. & P.—C., B. & Q.
Luverne	Automatic	M. & St. L.—C. & N. W.
Lyons	Automatic	C., M., St. P. & P.—C. & N. W.
Manly	Mechanical	C. G. W.—C., R. I. & P.—M. & St. L.
Mason City	Automatic	C. & N. W.—M. C. & C. L.
Mason City	Automatic	C. & N. W.—M. & St. L.
Mason City	Mechanical	C. G. W.—C. & N. W.
Moorland	Electrical	C. G. W.—M. & St. L.
New Hampton	Mechanical	C. G. W.—C., M., St. P. & P.
Ogden	Mechanical	C. & N. W.—M. & St. L.
Ogden	Mechanical	C. & N. W.—M. & St. L.
Ottumwa	Electrical	C., B. & Q.—C., M., St. P. & P.—C., R. I. & P.—Wabash
Red Oak	Dispatcher's Control	C., B. & Q.—end of double track
Rockwell City	Mechanical	I. C.—C., M., St. P. & P.—Ft. D., D. M. & Sou.
Rodney	Automatic	C., M., St. P. & P.—I. C.
Rolfe	Automatic	M. & St. L.—C. & N. W.
Rowan	Mechanical	C. G. W.—C., R. I. & P.
Sabula	Electrical	C., M., St.P. & P.—Drawbridge
Seymour	Mechanical	C., R. I. & P.—C., M. St. P. & P.
Sheldon	Special Protection	C., M., St. P. & P.—I. C.—C., St. P., M. & O.
Waterloo	Electrical	I. C.—C. G. W.
Waterloo	Electrical	C., R. I. & P.—C. G. W.
Waterloo	Mechanical	C., R. I. & P.—W., C. F. & N.
Webster City	Mechanical	I. C.—C. & N. W.
Wheatland	Mechanical	C. & N. W.—C., M., St. P. & P.
Wright	Automatic	C. & N. W.—M. & St. L.

The following named plants having been constructed, or having been modified or repaired in accordance with the suggestions of the Commission, inspections were made and certificates of approval issued.

Changes are frequently made in interlocking plants to better facilitate train operation or to bring about a saving of labor required in operation, as well as the providing of additional safety features. Plans of such changes are first submitted for approval, the plan inspected and certificates issued to cover after changes have been made and before the plant is again placed in operation. Twenty-three interlockings were so changed during the fiscal year, requiring special inspection by this department.

Name of Plant	Kind	Participating Companies	Date of Certificate
Abbott Crossing	Automatic	C., R. I. & P.—M. & St. L.	9- 3-30
Alton	Sp. Interlocked Prot.	C. & N. W.—C., St. P., M. & O.	12-19-29
Balfour	Dispatcher's Control	C., B. & Q.—End of double track	4-11-30
Council Bluffs	Electrical	I. C.—Drawbridge	5-19-30
Council Bluffs	Special Protection	C., B. & Q.—C., B. & Q.	9-12-30
Council Bluffs	Spring Switch with Auto. Signal Prot.	End of double track	8-26-30
Davenport—West	Mechanical	C., R. I. & P.—C., M., St. P. & P.	4-25-30
Des Moines—E. 20th St.	Electrical	C., R. I. & P.—C. G. W.	1-13-30
Des Moines—E. 20th St.	Electrical	C., R. I. P.—C. G. W.	8-19-30
Eldora	Special Protection	M. & St. L.—C. & N. W.	1-13-30
Fairfield	Mechanical	C., R. I. & P.—C., B. & Q.	1- 4-30
Gifford	Automatic	M. & St. L.—C. & N. W.	7-17-30
Goldfield	Automatic	C., R. I. & P.—C. & N. W.	12-19-29
Halpin	Dispatcher's control	C., B. & Q.—Junction	1-22-30
Herndon	Mechanical	C., M., St. P. & P.—Crossing	1-29-30
Jeff	Spring Switch with Auto. Signal Prot.	C. G. W.—Jct.—End of double track	8-30-30
Libertyville	Mechanical	C., R. I. & P.—C., B. & Q.	4-25-30
Luverne	Automatic	M. & St. L.—C. & N. W.	7-17-30
Moorland	Electrical	C. G. W.—M. & St. L.	3-20-30
Ottumwa	Electrical	C., B., & Q.—C., M., St. P. & P.—Wabash	5- 1-30
Red Oak	Dispatcher's control	C., B. & Q.—End of double track	1- 9-30
Rolfe	Automatic	M. & St. L.—C. & N. W.	7-31-30
Webster City	Mechanical	I. C.—C. & N. W.	2-27-30

At least one general inspection was made of each of the following named interlockings, and such defects as found were reported to the maintaining company:

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Abbott Crossing	Auto.	0	0	C., R. I. & P.—M. & St. L.	9-30-30
Ackley	Mech.	24	18	I. C.—M. & St. L.	9-13-28
Albia	Remote Control	4	4	C., B. & Q.—Wabash	4-18-29
Alton	Special Intl'd. Prot.	0	0	C. & N. W.—C., St. P., M. & O.	12-19-29
Altoona	Mech.	4	4	C., R. I. & P.—End of double track	6-14-18
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	6- 6-24
Arion	Mech.	56	55	C. & N. W.—I. C.—C., M., St. P. & P.	5-12-00
Atwood	Auto.	0	0	C. & N. W.—C., R. I. & P.	6-14-29
Aurora	Mech.	8	8	C. G. W.—End of double track	8-27-17
Balfour	Dispatchers'	0	0		
	Control	0	0	C., B. & Q.—End of double track	4-11-30
Belknap	Mech.	28	21	C., R. I. & P.—Wabash	4-18-29
Belle Plaine "BA"	Mech.	20	20	C. & N. W.—East end of yard	12-18-22
Belle Plaine "B"	Mech.	32	32	C. & N. W.—Jct.—Yard	7-11-29
Bettendorf	Mech.	8	4	D., R. I. & N. W.—C. D. & M.	2- 7-25
Beverly	Elec.	43	38	C. & N. W.—C., M., St. P. & P.	7-23-24
Boone "8th St."	Mech.	40	28	C. & N. W.—West end of yard	2-12-27
Boone—"BU"	Mech.	20	14	C. & N. W.—East end of yard	8- 1-29
Britt	Auto.	0	0	C., M., St. P. & P.—M. & St. L.	1-10-29
Browns	Special Prot.	0	0	C., M., St. P. & P.—Jct.	12-16-26
Burlington	Elec.	16	16	C., B. & Q.—Drawbridge	2-21-18
California Jct.	Elec.	3	3	C. & N. W.—Jct.	8-18-26
Carnforth	Mech.	28	23	C., 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., R. I. & P.—C. & N. W.—C., M., St. P. & P.	4-23-26
Cedar River	Remote Control	12	7	C. & N. W.—Gauntlet Bridge	7-13-25
Centerville	Mech.	28	27	C., R. I. & P.—C., B. & Q.	4-18-29
Clarion	Mech.	32	27	C. G. W.—C., R. I. & P.	1-19-30
Clarksville	Mech.	24	19	C. G. W.—C., R. I. & P.	12-14-28
Clear Lake Jct.	Mech.	32	24	C. G. W.—C., R. I. & P.—M. C. & C. L.	7-30-27
Clinton "2nd St."	Elec.	65	64	C. & N. W.—C., M., St. P. & P.—C., R. I. & P.	9-26-24
Clinton	Elec.	20	20	C. & N. W.—Drawbridge	9-26-24
Clio	Mech.	16	11	C., R. I. & P.—End of double track	5-24-21
Cone	Mech.	24	16	C., M., St. P. & P.—C., R. I. & P.	7-16-18
Council Bluffs	Mech.	6	4	C., B. & Q.—O. & C. B. St. Ry.	2-14-29
Council Bluffs	Mech.	8	6	O. & C. B. St. Ry.—Wabash	11-12-17
Council Bluffs	†	0	0	C., B. & Q.—End of double track	8-26-30
Council Bluffs	Elec.	128	126	U. P. Transfer	11-29-24
Council Bluffs	Special Prot.	0	0	C., B. & Q.—C., B. & Q.	9-12-30
Council Bluffs	Elec.	15	12	U. P. Bridge approach	2-17-22
Council Bluffs	Elec.	5	5	I. C. Drawbridge	5-19-30
Culver	Mech.	32	27	C., R. I. & P.—C., M., St. P. & P.	9- 6-29
Davenport	Mech.	8	7	D., R. I. & N. W.—Drawbridge	
Davenport "West"	Mech.	8	6	C., R. I. & P.—C., M., St. P. & P.	4-25-30
Davenport "Jet."	Mech.	8	5	C., R. I. & P.—Jct.	2- 1-29
Delmar	Auto.	0	0	C., M., St. P. & P.—C. & N. W.	8-16-26
Denison	Mech.	32	21	I. C.—C. & N. W.	10-31-16
Des Moines "20th Street"	Elec.	56	55	C., R. I. & P.—C. G. W.	8-19-30
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. & P.	4-16-27
Dubuque "East"	Mech.	36	30	I. C.—C., B. & Q.—C. G. W.	2-23-21
Dubuque	Elec.	52	35	I. C.—C., B. & Q.—C. G. W.	10-31-16
Dumont	Auto.	0	0	C. & N. W.—C. G. W.	11- 9-29
Eagle Grove	Mech.	21	15	C. G. W.—C. & N. W.	1-30-28
Elberon	Mech.	32	26	C. & N. W.—C., M., St. P. & P.	9-27-15
Eldora	Special Prot.	2	2	M. & St. L.—C. & N. W.	1-13-30

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Estherville	Auto.	0	0	C., R. I. & P.—M. & St. L.	10-11-29
Fairfield	Mech.	52	41	C., R. I. & P.—C., B. & Q.	1- 4-30
Fairgrounds	Mech.	16	14	C. G. W.—End of double tracks	10-24-23
Fonda	Mech.	32	21	C., M., St. P. & P.—I. C.	11-17-27
Fort Dodge	Mech.	20	14	Ft. D., D. M. & S.—C. G. W.	3-19-21
Fort Madison	Elec.	27	17	A., T. & S. F.—Drawbridge	9-15-27
Gifford	Auto.	0	0	M. & St. L.—C. & N. W.	7-17-30
Gladbrook	Mech.	24	21	C. G. W.—C. & N. W.	11- 6-19
Goldfield	Auto.	0	0	C., R. I. & P.—C. & N. W.	12-19-29
Gowrie	Mech.	20	14	Ft. D., D. M. & S.—C. & N. W.—M. & St. L.	11- 2-16
Grand Junction	Mech.	36	34	C. & N. W.—M. & St. L.	9- 7-21
Green Island	Mech.	24	24	C., M., St. P. & P.—Jct.	6-18-24
Gridley	Auto.	0	0	C. & N. W.—C., R. I. & P.	6-28-29
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	Dispatchers' Control	0	0	C., B. & Q.—Jct.	1-22-30
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	F. D., D. M. & S.—C. & N. W.	6-29-27
Harrison	Mech.	12	9	C., B. & Q.—End of double track	12-23-25
Hartley	Auto.	0	0	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Hayfield	Mech.	12	8	C., R. I. & P.—M. & St. L.	12-20-00
Herndon	Mech.	20	12	C., M., St. P. & P.—Crossing	2- 1-29
Hicks	Mech.	16	16	C. & N. W.—C. G. W.	6-26-16
Hinton	Mech.	16	15	I. C.—C. & N. W.—G. N.	1-25-24
Independence	Mech.	16	12	I. C.—C., R. I. & P.	10-31-16
Indian Creek	Remote Control	4	4	C., M., St. P. & P.—Junction	1-27-27
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	†	0	0	C. G. W.—Jct.—End of double track	8-30-30
Jefferson	Mech.	20	17	C. & N. W.—C., M., St. P. & P.	8- 7-16
Keithsburg	Mech.	2	2	M. & St. L.—Drawbridge	9-11-24
Kelly	Mech.	24	22	Ft. D., D. M. & S.—C. & N. W.	12-20-24
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.	25	22	C., B. & Q.—C., M., St. P. & P.—C., R. I. & P.	9-26-24
Le Mars	Remote Control	2	2	I. C.—C., St. P., M. & O.	6-21-28
Libertyville	Mech.	12	9	C., R. I. & P.—C., B. & Q.	4-25-30
Linby	Mech.	16	14	C., M., St. P. & P.—C., B. & Q.	10-27-06
Lockridge	Mech.	21	17	C., B. & Q.—Crossover	10-29-23
Lohrville	Mech.	28	21	C. G. W.—C. & N. W.—C., M., St. P. & P.	4- 2-25
Luverne	Auto.	0	0	M. & St. L.—C. & N. W.	7-17-30
Manly	Mech.	48	37	C. G. W.—C., R. I. & P.—M. & St. L.	12-11-26
Manson	Mech.	24	20	I. C.—C., R. I. & P.	4-19-19
Maple River	Elec.	28	26	C. & N. W.—Junction	6- 2-17
Marathon	Auto.	0	0	C., M., St. P. & P.—C. & N. W.	10-22-27
Marshalltown	Mech.	68	48	C. & N. W.—C. G. W.—M. & St. L.	5- 3-28
Mason City	Mech.	20	17	C. & N. W.—C., M., St. P. & P.—C. G. W.—C., R. I. & P.	5-14-25
Mason City	Mech.	24	19	C. G. W.—C. & N. W.	12-11-26
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-30-17
Mason City	Auto.	0	0	C. & N. W.—M. & St. L.	12-29-26
Maxon	Mech.	45	40	C., B. & Q.—M. & St. L.	9- 9-27
Moorland	Elec.	20	16	C. G. W.—M. & St. L.	3-20-30
Moravia	Mech.	16	14	Wabash—C., M., St. P. & P.	7-31-19
Morning Sun	Auto.	0	0	C., R. I. & P.—M. & St. L.	11- 9-28
Nahant	Mech.	4	4	C., R. I. & P.—C., M., St. P. & P.	6-13-18
Neola	Mech.	28	21	C., R. I. & P.—C., M., St. P. & P.	12- 9-26
New Hampton	Mech.	24	17	C. G. W.—C., M., St. P. & P.	1-12-17
Nora Junction	Auto.	0	0	C., M., St. P. & P.—C., R. I. & P.	1-20-28
Oelwein	Mech.	16	16	C. G. W.—C., R. I. & P.	12-20-28
Ogden	Mech.	32	28	C. & N. W.—M. & St. L.	12-31-26
Onawa	Auto.	0	0	C. & N. W.—I. C.	10-16-26
Oneida	Mech.	24	16	C. G. W.—C., M., St. P. & P.—M. & O.	3-19-21

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Otis	Mech.	28	19	C. & N. W.—Junction	5- 1-26
Ottumwa	Elec.	6	6	C., B. & Q.—C., M., St. P. & P.—Wabash	5- 1-30
Paralta	Mech.	24	15	C., M., St. P. & P.—Junction	3-22-28
Red Oak	Dispatchers' Control	0	0	C., B. & Q.—End of double track	1- 9-30
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. & P.—Ft. D., D. M. & S.	4-21-09
Rodney	Auto.	0	0	C., M., St. P. & P.—I. C.	7-31-26
Rolfe	Auto.	0	0	M. & St. L.—C. & N. W.	7-31-30
Rowan	Mech.	24	22	C. G. W.—C., R. I. & P.	5- 2-22
Sabula	Elec.	24	21	C., M., St. P. & P.—Drawbridge	8-10-28
Sargents Bluff	Auto.	0	0	C. & N. W.—C., M., St. P. & P.	1-22-27
Seymour	Mech.	20	19	C., R. I. & P.—C., M., St. P. & P.	1- 6-22
Shannon	Elec.	4	4	C., B. & Q.—End of double track	12-22-25
Shopton "A"	Mech.	20	20	A., T. & S. F.—Yard	1-27-26
Shopton "B"	Mech.	24	23	A., T. & S. F.—Yard	1-27-26
Sibley	Mech.	24	11	C., St. P., M. & O.—C., R. I. & P.	11-25-27
Sioux City	Special Intl'd Prot.	2	2	C. & N. W.—I. C.—C., St. P., M. & O.	10- 3-27
Slater	Mech.	16	16	C., M., St. P. & P.—C. & N. W.	8-23-29
Somers	Elec.	28	25	C. G. W.—C., R. I. & P.	10-20-17
Spencer	Mech.	40	35	C., M., St. P. & P.—M. & St. L.	11- 1-29
Tama	Mech.	60	42	C. & N. W.—C., M., St. P. & P.	7-16-27
Tracy	Mech.	4	4	C., B. & Q.—Wabash	7-28-26
Ute	Mech.	12	12	C. & N. W.—C., M., St. P. & P.	10-19-18
Washington	Auto.	0	0	C., M., St. P. & 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	Auto.	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	8	C., R. I. & P.—C., M., St. P. & P.	6-11-18
Webster City	Mech.	24	21	I. C.—C. & N. W.	2-27-30
Wheatland	Mech.	20	20	C. & N. W.—C., M., St. P. & P.	5- 7-27
Wood	Mech.	40	33	C., B. & Q.—Jct. and yard	1-19-27
Wright	Auto.	0	0	C. & N. W.—M. & St. L.	11-17-28

†Spring switch with automatic signal protection.

The following crossings have been protected by automatic signals, and certificates of approval issued:

Location	Participating Companies	Date of Certificate
Abbott Crossing	C., R. I. & P.—M. & St. L.	9-30-30
Atwood	C. & N. W.—C., R. I. & P.	6-14-29
Britt	C., M., St. P. & P.—M. & St. L.	1-10-29
Delmar	C., M., St. P. & P.—C. & N. W.	8-16-26
Des Moines	C., R. I. & P.—M. & St. L.	6- 8-25
Dumont	C. & N. W.—C. G. W.	11- 9-29
Estherville	C., R. I. & P.—M. & St. L.	10-11-29
Goldfield	C. & N. W.—M. & St. L.	12-19-29
Gridley	C. & N. W.—C., R. I. & P.	6-28-29
Gifford	M. & St. L.—C. & N. W.	7-17-30
Hartley	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Laurens	C., R. I. & P.—C. & N. W.	3-26-26
Luverne	M. & St. L.—C. & N. W.	7-17-30
Marathon	C., M., St. P. & P.—C. & N. W.	10-22-27
Mason City	C. & N. W.—M. & St. L.	12-29-26
Morning Sun	C., R. I. & P.—M. & St. L.	11- 9-28
Nora Junction	C., M., St. P. & P.—C., R. I. & P.	1-20-28
Onawa	C. & N. W.—I. C.	10-16-26

Location	Participating Companies	Date of Certificate
Rodney	C., M., St. P. & P.—I. C.	7-31-26
Rolfe	M. & St. L.—C. & N. W.	7-31-30
Sargents Bluff	C. & N. W.—C., M., St. P. & P.	1-22-27
Washington	C., M., St. P. & P.—C., R. I. & P.	3-18-27
Waverly	C. G. W.—I. C.	11-17-27
Wright	C. & N. W.—M. & St. L.	11-17-28

The following crossings have been approved for protection by automatic signals or special protection:

Location	Participating Companies
Independence	I. C.—C., R. I. & P.
Lake Mills	C. & N. W.—M. & St. L.
Lyons	C., M., St. P. & P.—C. & N. W.
Mason City	C. & N. W.—M. C. & C. L.
Sheldon	C., M., St. P. & P.—I. C.—C., St. P. M. & O.
Waterloo	I. C.—C. G. W.
Waterloo	C., R. I. & P.—C. G. W.

A number of railroad grade crossings have been protected by crossing gates. Inspections were made by this department before these installations were authorized, in order to determine the safety of such devices at the particular locations. One railroad is required to bring all trains on its line to a full stop before crossing the tracks of the conflicting line, while trains on the other railroad may proceed over such crossing without stopping, but at a speed not to exceed ten miles per hour, all movements being dependent on the position of the gate. The gate is provided with light indications. These crossings are particularly beneficial at points where minor tracks cross lines of more importance. Crossings so protected are as follows:

Location	Participating Companies	Date of Certificate
Cedar Falls	C., R. I. & P.—C. G. W.	9-18-25
Clinton	C., R. I. & P.—D., R. I. & N. W.	6- 9-28
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.	8-11-26
Des Moines—W. 11th St.	C., R. I. & P.—D. M. U. Ry.	5-21-28
Des Moines (South)	C., B. & Q.—D. M. U. Ry.	6-26-26
Dixon	C., R. I. & P.—C., M., St. P. & P.	11-18-27
Eldon	C., R. I. & P.—C., R. I. & P.	3-30-27
Estherville	C., R. I. & P.—M. & St. L.	6- 3-26
Givin	C., R. I. & P.—M. & St. L.	3-14-28
Greenville	C., R. I. & P.—M. & St. L.	6- 5-26
Grinnell	C., R. I. & P.—M. & St. L.	12- 2-27
Leeds	G. N.—I. C.	8-21-25
McCallsburg	C., R. I. & P.—M. & St. L.	7-13-25
Nichols	C., R. I. & P.—C., R. I. & P.	8-22-25
Noels	C., R. I. & P.—C., M., St. P. & P.	11-18-27
Oskaloosa	M. & St. L.—Junction	6- 3-26
Plymouth Jct.	C., R. I. & P.—C., M., St. P. & P.	2-15-27
Ruthven	C., M., St. P. & P.—M. & St. L.	12- 5-28
Webster	C., R. I. & P.—C., M., St. P. & P.	2-18-27
West Liberty	C., R. I. & P.—Junction	2- 2-25

The following crossings have been approved for protection by crossing gates:

Location	Participating Companies
Council Bluffs	C., B. & Q.—C. G. W.
Des Moines	C., R. I. & P.—D. M. U. Ry.

There are 150 authorized interlocking plants now in operation; 91 are manually operated mechanical plants; 20 are manually controlled and electrically operated; 24 are automatic signal protection for a railroad grade crossing; 7 are special protection; 5 are remote control, and 3 are dispatcher controlled protection. The mechanical plants have a machine frame capacity of 2,153 levers with 1,768 working levers. The manually controlled and electrically operated have a machine frame capacity of 630 levers with 550 working levers.

The interlocking plant located at Webster City, Iowa, at the crossing at grade of the Illinois Central Railroad Company and the Chicago and North Western Railway Company was placed out of service for one week on account of needed repairs.

The mechanical interlocking plants located at Halpin, Balfour, and Red Oak, Iowa were abandoned during the year on account of the installation of dispatcher controlled systems of protection at these locations.

The special protection of ground type lever installation located at Goldfield, Iowa, was eliminated during the year on account of the substitution of automatic signal protection for the railroad grade crossing of the Chicago, Rock Island and Pacific Railway and the Chicago and Northwestern Railway.

The mechanical interlocking plant located at Jeff, Iowa, was also abandoned during the year on account of the substitution of a spring switch with automatic signal protection for the end of double track of the Chicago Great Western Railroad Company. A total of 8 railroad grade crossings formerly unprotected were provided with automatic signal protection or special protection during the year.

Automatic signal protection for railroad grade crossings continues to grow in favor in this territory, and such installations as have been made in this state are operating with entire satisfaction. Manual control is eliminated, the clearing of a signal for a route being dependent upon certain safe conditions existing at or near the crossing, such safe conditions being checked by circuits. These circuits are so arranged and operated that they are presumed to check any unsafe condition by not permitting a signal to clear for a train while such unsafe condition exists. There are no derails in plants of this character. Protection is dependent upon signal obedience. A limitation of speed to not more than 20 miles an hour has been provided for all such protection. A total of 24 railroad grade crossings are now protected in this manner.

A new type of protection for train movements over outlying switches and at railroad crossings and junctions has been developed, and the first installations of the kind were made in this state during the past year. This new type is known as the Dispatcher Controlled System of protection. It is so designed that an operator may operate functions scattered over a considerable territory, and varies from the present remote control installations, chiefly in the arrangement of circuits. A description of one of these installations is given below.

This installation is located on single track of the Chicago, Burlington and Quincy Railroad Company between Balfour and Red Oak,

Iowa, and the control of switches and signals as Balfour, Malvern, Hastings, Emerson, McPherson and Red Oak are given over to the operators at Red Oak.

The natural growth of railroad traffic produces a series of problems, one of which relates to the most economical, safe, and efficient method of handling present and anticipated traffic. Each problem requires individual analytical study in order to develop efficient facilities. The most common of these problems are found on pieces of single track located between end of double tracks, such single track causing congestion of traffic at a point where adjacent facilities have doubled the capacity for handling traffic. Ordinarily this congestion is not constant, but occurs at certain periods in the year when seasonal business is at its height. Therefore, the justification for second track is not pronounced. However, such a piece of single track does lend itself nicely to the application of a centralized traffic control system.

Such a situation existed on 24 miles of single track between Red Oak, Iowa, and Balfour, Iowa, on the Chicago-Denver main line of the Chicago, Burlington and Quincy railroad. The traffic in this territory consists of 16 passenger trains and 23 freight trains each 24 hours, the majority of freight trains being of the time freight class operated at high speed. The handling of these trains naturally resulted in many meets, and the resultant delays caused by train crews being required to handle the switches, obtain train orders, and negotiate the prevailing grades, increased the time which trains used between Red Oak and Balfour. A thorough analysis, based on both present and anticipated traffic and checked against train sheets, resulted in the railroad's decision to install a centralized traffic control system. The type selected for this installation was the Union Switch and Signal Company's time-code relay system, with the control machine located at Red Oak, the east end of this territory.

At Red Oak there was a mechanical interlocking plant handling the end of double track, as well as side track switches. At Balfour, the west end of the territory, there was another mechanical interlocking plant handling the end of double track. At both Red Oak and Balfour there was an advance passing track. Between Red Oak and Balfour each station was equipped with a long passing track on one side of the main track. In the center of each passing track there was a set of crossovers dividing it into the equivalent of two passing tracks, each approximately a mile in length. These crossovers were located in the vicinity of the stations so that the switches could be handled by the operators; but the far switch each direction from the station was handled by trainmen.

When installing the centralized traffic control several changes were made in the track arrangement. The intermediate crossovers at the several stations were removed, which resulted in single passing tracks about two miles in length in each case. An exception to this was at Hastings where the intermediate crossovers were left in and placed under control. The advance passing tracks at Red Oak and Balfour were rebuilt and made a part of the double track system, but the crossovers forming the original end of double track were left, which permits running one train around another, or using this track as a piece of second main track. The passing tracks of intermediate stations were rebuilt so as to bring them to main line standard. No. 15 turnouts were installed in place of the original No. 11 turnouts at all control switches, so as to permit a maximum speed of 25 miles per hour for trains heading in or out of side tracks. As the single track was originally protected by an intermittent inductive train control system and A. P. B. signal system of the semaphore type, it was necessary to move the starting signal to the fouling point on the main line. Head-in signals were added to the station approach signals and color light dwarf signals were placed on the passing tracks to serve

as heading-out signals. At both Red Oak and Balfour mechanical interlocking plants were retired and electric switch machines installed, being controlled from the centralized traffic control machine.

In order to provide for the most efficient operation of trains with the new installation, a complete system of indications was included as part of the control machine. A record of all train movements is made automatically by the automatic traingraph which is part of the control machine, an "OS" point having been established at each control switch. The occupied or unoccupied condition of the track is indicated by lights on the track diagram which is part of the control machine. Position of all electrically operated switches is checked on the control machine by normal and reverse light indicators. Information as to the position of the controlled signals at end of siding is indicated on the control machine by use of light indicators which show whether a signal at a control location is at stop, cleared for east bound move, or cleared for west bound move. This furnishes the men operating the machine with complete information, obtained at all times from the field.

Each switch location is in reality a complete interlocking plant, all signals being electrically locked through the medium of SS control and electric detector locking. The time element relays are set so that a switch cannot be taken away from a train until three minutes have elapsed. In addition, the absolute permissive automatic block system and train control offers additional protection.

The results of this installation have been satisfactory. The cost of the installation was approximately $100,000 not including track changes amounting to approximately $35,000. The system was placed in service on April 10th, 1930, at which time all train orders and classification of trains were removed, and trains have since been handled by signal indications entirely. It is stated that since the system has been in service a close check of other savings, usually listed as intangible, has shown a total yearly savings under the present light traffic conditions amounting to approximately $25,000. The manual saving was the elimination of one dispatcher and 9 operators, making a saving in wages of approximately $14,000 per year.

There were a total of 18 derailments at interlocking plants, 11 of which were ascribed to disregarding danger signals, and 7 were attributed to other omissions than that named above; viz., failure of train equipment, cause not definitely determined, improper use of hand signals, etc. This is a considerable improvement over the previous year, when a total of 34 derailments occurred at interlocking plants. More careful signal observance and more rigid inspection of equipment are undoubtedly contributing factors to this improvement.

In addition to the inspections set forth above, this department is frequently called upon to investigate and make reports on train collisions, clearances, train operation, railway bridges, track inspections, condition of equipment, highway grade crossing protection signals and devices and overhead and underground wire crossing construction where wires cross over and under the tracks of steam and electrified railroads. There were a total of 155 such cases opened during the fiscal year. A total of 200 cases were satisfactorily concluded.

Report of the Commerce Counsel

This report will embrace a very considerable amount of work and labor by this department during the year. Full reference has heretofore been had to the passage of what is known as the Hoch-Smith Resolution, and in accordance with the directions therein the Interstate Commerce Commission docketed No. 17000, Rate Structure Investigation, and divided that into thirteen different sections, affecting class rates, grain, live stock, iron and steel, cotton, petroleum, hay, salt, and indicated them as No. 17000, Part 2, Class Rates; Part 7, Grain; Part 9, Live Stock, etc.

The testimony, hearings and arguments in these cases had been made prior to this year, save and except that in reference to salt, which was pending during this year.

The report of the Interstate Commerce Commission on Class Rates in Western Trunk Line Territory, 17000, Part 2, was determined May 6, 1930, but the opinion was delivered and received by us in July, 1930, reported in 164 I. C. C., page 1. This is a very voluminous report, embracing some 300 pages. It divided the Western Trunk Line Territory into three zones. Zone I embraces all of Iowa, the northern part of Missouri, largely all of Wisconsin, and the southeastern part of Minnesota. Zones II and III lie west thereof, all of the Western Trunk Line Territory lying west of Zone I being divided into Zones II and III. The rates prescribed for Zone I are very largely increased rates, over the present ones. The rates to the western portion of the Western Trunk Line Territory are not so high,—not increased so much,—and in many instances there are considerable reductions. Heretofore there have been more or less relations existing between the rates prescribed for Iowa and Illinois territory and Central Freight Association Territory. These increases disturbed these relations very much, and impose increased rates on Iowa shippers, and the rates prescribed are made more in relation of the rates theretofore established in the Southwestern territory. It is contended that our rates should be made and measured with relationship to the east, rather than to the west, as our shipping competition and general interests are more with the east than with the west. Petitions for rehearing and reargument were filed by the Commerce Counsel, and many other parties, and these petitions have not been concluded or determined at the time of this report. The rates prescribed are not yet effective or published. The original date has been postponed from time to time, until June 15, 1931.

In Docket No. 17000, Part 7, **Grain and Grain Products within the Western District and for Export,** this case was submitted July 1, 1929, and decided July 1, 1930, and the report distributed along toward the latter part of that month. This is a somewhat voluminous report, covering grain and grain products throughout the western district, and from that district to all ports of export, and from Lake Erie ports to Atlantic ports. There was no division of the western district into zones, as in the class rate case. Through rates are prescribed. Flat rates into the primary markets and proportional rates from the markets. So far as Iowa is concerned, there is but a little increase on wheat. There are reductions and increases, but not material. There is, however, elimination of the differential existing between wheat and the coarse grains. Heretofore the rates were, on coarse grains, 90 per cent of the rates on wheat. By this decision the coarse grains are put upon a parity with wheat. Iowa, being so large a corn state, is particularly affected by this decision, in that the rates for the transportation of its corn are now the same as on wheat. Questions of transit and the grain products are discussed and determined. Transit,

by products, and generally all matters connected with the grain trade, were considered by the Commission in its report. The rates from the west to the east are very largely reduced. A vigorous petition for rehearing, covering especially the elimination of the differential between wheat and the coarse grains, was filed by the State of Iowa, but was overruled. The grain rates have not yet gone into effect. The original date has been extended, and it is now understood that they will become effective June 1, 1931.

As to the live stock, being No. 17000, Part 9, there is, as yet, nothing but the report of the Examiners, as no report has been filed by the Interstate Commerce Commission.

These three parts of No. 17000 are the more important to Iowa, and are more specifically referred to in this report. The others, however, have not yet been determined.

During the year 1931 there will undoubtedly be a final determination of all of these cases, and the results must necessarily be included in the report for 1931. The pending of these general investigations has required constant attention during the year.

The following cases, being the more important ones pending before the Interstate Commerce Commission, have been finally determined by the Commission and are herein noted.

I. C. C. No. 22525, *Rates on Fresh Meats and Packing House Products, in Carloads, Within the State of Iowa.* In this case the rates established by the Board of Railroad Commissioners of Iowa on fresh meats and packing house products, carloads, for application within the State of Iowa, were assailed by the carriers and found not unduly prejudicial to interstate shippers or localities, or unjustly discriminatory against interstate commerce.

I. C. C. No. 22791, *Terry & Lewis Sand & Gravel Co., Inc., v. C. B. & Q. R. R. Co.* was decided October 27, 1930, the decision holding that rates on sand and gravel, in carloads, from Gladstone, Ill., to points on defendant's line in southeastern Iowa, were unreasonable but not otherwise unlawful, and reasonable rates were prescribed.

I. C. C. No. 21755, *McGrath Sand & Gravel Co. v. A. T. & S. F. Ry. Co.* et al., 165 I. C. C., 454. This case involved rates on sand and gravel, in carloads, from Chillicothe, and other towns in Illinois, and LaGrange and Reading, Mo., to certain destinations in Iowa on the C. B. & Q. R. R. Co., the C. R. I. & P. Ry. Co. and the Wabash Railway. The interstate rates were found unreasonable and unduly prejudicial, but as to intrastate rates in Iowa, under sections 3 and 13 of the Interstate Commerce Act, the Commission found no warrant for requiring any changes.

I. C. C. No. 20719, *Omaha Chamber of Commerce Traffic Bureau v. C. & N. W. Ry. Co., et al.* The opinion was filed July 14, 1930, 167 I. C. C., 417. This proceeding involved rates on corrugated fibre boxes, cooperage, and other commodities from Omaha, Nebraska, to certain points in Iowa. The report also embraces I. C. C. No. 20782, Rock Island Chamber of Commerce Traffic Bureau v. A. T. & S. F. Ry. Co., et al. The rates were found unreasonable, and corrected rates prescribed.

I. & S. No. 3431, *Rules Governing Reconsignment and Diversion of Carload Freight.* On September 19, 1930, notice was received from the Interstate Commerce Commission that the respondents in this proceeding had filed tariffs cancelling the schedules under suspension, and therefore the proceeding was discontinued and no further orders made therein.

I. C. C. No. 15879, *Eastern Class Rate Investigation.* On May 13, 1930, in 164 I. C. C., 314, the Commission issued the final order. The report is voluminous. Appearance was had in this case for the Mississippi River Cities. The case involves all of the rates in Eastern Territory. The west-bank Mississippi River Cities in Iowa were continued in the Eastern Territory.

Finance Docket Nos. 6409-6410, Consolidation of the Great Northern and the Northern Pacific into the new company, entitled the Great Northern Pacific Railway Company, was granted February 11, 1930. Petitions

for rehearing were filed and granted, and afterwards the entire proceedings were withdrawn by the parties.

There were a number of other cases pending which were consolidated with, and heard and determined in, Docket No. 17000 and the various parts.

There was pending at the time of the last report the case of the *State of Iowa, ex rel. v. J. Albert Martin*, to restrain the operation of the bus lines, interstate, until there had been some compliance with the Iowa law. This case has been determined during the year and the decision is found in 230 N. W., p. 540. The decision of the Supreme Court sustained the constitutionality of the Iowa statute and the power of the Board of Railroad Commissioners to regulate interstate bus transportation, save and except the interstate carriers were entitled to a certificate to use the highways of the state, but must comply with all of the provisions of the Iowa law in reference to the payment of taxes and the maintaining of schedules, and generally comply with the orders of the Board, other than they cannot be required to carry insurance unless limited to damages within the state, by non-passengers. The full insurance required by the law as to intrastate motor carriers was held not to apply to interstate carriers. This case is a very important one.

The enforcement of the motor carrier and motor truck law gives to this department a great deal of work, and many suits of injunction have necessarily been filed in various parts of the state. As a rule not many are required to go to the trial of the case, as they are adjusted. Since the announcement of the Supreme Court in 1928 as to the constitutionality of the motor bus law and the power of the Board of Railroad Commissioners, we have but little question arising as to the authority to regulate and control these carriers and truck operators. But many of them will not do anything, or comply with the law, until after an injunction has been issued and served, and they very frequently then will comply with the law. In a few instances we have to institute contempt proceedings for the violation of the injunctions served. This class of cases seems to be growing as the truck operators increase in number.

These conditions also apply as to transmission lines, a few actions having been begun.

There has been during the year the usual number of complaints and investigations as to the abandonment of stations, crossings and viaducts, train service, station service, elevator sites, and many like matters.

Officers and Directors of Companies

For the year ended December 31, 1929

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CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors: E. C. Finkbine, Des Moines, Iowa; H. M. Dawes, Chicago; Milton Tootle, Jr., St. Joseph, Mo.; A. W. Cutten, Chicago; V. V. Boatner, Chicago; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago; B. E. Sunny, Chicago; P. H. Joyce, Chicago; S. M. Felton, Chairman, Chicago; Charles Steele, New York; E. N. Hurley, Chicago; J. E. Davidson, Omaha, Neb.; J. W. O'Leary, Chicago; S. L. Avery, Chicago.

General Officers: Chairman, S. M. Felton, Chicago; Vice Chairman, B. E. Sunny, Chicago; President, V. V. Boatner, Chicago; Vice President and Secretary, W. G. Lerch, Chicago; Treasurer, C. A. Cook, Chicago; General Counsel, Ralph M. Shaw, Chicago; General Solictor, W. H. Jacobs, Chicago; Comptroller, Con. F. Krebs, Chicago; Vice President, C. L. Hinkle, Chicago; Chief Engineer, C. G. Delo, Chicago; Assistant to President, W. W. Sullivan, Chicago.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Directors: Mortimer N. Buckner, Harry E. Byram, Walter P. Chrysler, Walter W. Colpitts, Frederick H. Ecker, Samuel H. Fisher, Howland S. Davis, Fairman R. Dick, Donald G. Geddes, Mark W. Potter, and Robert T. Swaine, all of New York; H. A. Scandrett and W. W. K. Sparrow of Chicago, Joshua Green of Seattle, Washington, and W. D. Van Dyke of Milwaukee, Wis.

General Officers: Chairman of Board, H. E. Byram, New York; President, H. A. Scandrett, Chicago; Vice Presidents, W. W. K. Sparrow, J. T. Gillick, H. E. Pierpont of Chicago, H. B. Earling, Seattle, Wash., R. J. Maroney, New York; Executive Assistants, R. M. Calkins, F. H. Johnson and Lee W. Spratlen of Chicago; General Counsel, H. H. Field, Chicago; General Solicitor, O. W. Dynes, Chicago; Counsel for Board of Directors, Robert T. Swaine, Frederick H. Wood, Donald C. Swatland, all of New York; Comptroller, Walter V. Wilson, Chicago; Treasurer, John Dickie, Chicago; Secretary, T. W. Burtness, Chicago; General Managers, O. N. Harstad (East), Chicago; and C. H. Buford (West), 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., Marshall Field, Samuel A. Lynde of New York City; Cyrus H. McCormick, Walter W. Head, John Stuart, Fred W.

Sargent, Ray N. Van Doren, Albert A. Sprague, John D. Caldwell, all of Chicago; Gordon Abbott of Boston, Mass.; Henry C. McEldowney, Pittsburgh, Pa.; Charles W. Nash, Kenosha, Wis.; Edson S. Woodworth, Minneapolis, Minn.

General Officers: 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, Henry W. Beyers, Chicago; Vice President and General Counsel, Ray N. Van Doren, Chicago; Vice President in charge of Personnel, William Walliser, Chicago; Vice President and Secretary, John D. Caldwell, Chicago; Treasurer, Arthur S. Pierce, New York; General Solicitor, Samuel H. Cady, Chicago; Comptroller, Charles Jensch, Chicago; General Auditor, Charles D. Brandriff, Chicago; General Manager, Geo. B. Villas, Chicago; Vice President in Charge of Rates and Divisions, Augustus F. Cleveland, Chicago; General Superintendents, Bert E. Terpning, Chicago; Harry E. Dickinson, Omaha, and Edred B. Hall, Chicago.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.

Directors: Walter W. Head, Chicago; Henry C. McEldowney, Pittsburgh; Harold S. Vanderbilt, New York; Edson S. Woodworth, Minneapolis, Minn.; Fred W. Sargent, Chicago; Marshall Field, Chicago; Albert A. Sprague, Chicago; Gordon Abbott, Boston, Mass.; Frederick W. Vanderbilt, New York; W. Seward Webb, Jr., New York; Samuel A. Lynde, New York.

General Officers: President, Fred W. Sargent, Chicago; Vice President and Assistant Secretary, Samuel A. Lynde, New York; Vice President, Frank R. Pechin, St. Paul; Vice President, Albion M. Fenton, St. Paul; 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, William T. Faricy, St. Paul, Minn.; General Manager, Carl R. Gray, Jr., St. Paul, Minn.; Superintendent Motive Power and Machinery, Eugene R. Gorman, St. Paul, Minn.; Comptroller, Charles Jensch, St. Paul, Minn.; Local Treasurer, Charles P. Nash, St. Paul, Minn.; General Auditor, A. R. Seder, St. Paul.

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. C. Ten Eyck, Albany; J. M. Kurn, St. Louis, Mo.

General Officers: President, J. E. Gorman, Chicago; Vice President, H. G. Clark, 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, Chicago; Vice President and General Auditor, W. H. Burns, Chicago; Vice President and Purchasing Agent, F. D. Reed, Chicago; Vice President-Operations, L. C. Fritch, Chicago; Vice President and Passenger Traffic Manager, L. M. Allen, Chicago; General Manager, H. L. Reed, Des Moines, Iowa; General Manager, A. B. Warner, El Reno, Okla.; Chief Engineer, W. F. Peterson, Chicago; Vice President and Freight Traffic Manager, Arthur Mackenzie, 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, J. C. Compton, New York.

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY

Directors: E. F. Rummel, Chicago; J. T. Gillick, Chicago; O. N. Harsted, Chicago; F. E. Williamson, Chicago; C. E. Spens, 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, F. S. Weisbrook, Davenport, Iowa.

GREAT NORTHERN RAILWAY COMPANY

Directors: Ralph Budd, St. Paul, Minn.; E. T. Nichols, New York; W. P. Kenney, St. Paul, Minn.; E. E. Loomis, New York; A. C. Loring, Minneapolis, Minn.; Stephen Baker, New York; L. W. Hill, St. Paul, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; Arthur Curtis James, New York; Vincent Astor, New York; Thomas A. Loring, Helena, Mont.; Joseph Chapman, Minneapolis, Minn.

General Officers: 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.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, V. P. Turnburke, St. Paul, Minn.; General Manager, F. J. Gavin, 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: Louis L. Emmerson, Springfield, Ill.; Stanley Field, Chicago; David R. Burbank, New York; Robert Walton Goelet, Newport, R. I.; Charles A. Peabody, New York; Lawrence A. Downs, Chicago,

Ill.; William Averill Harriman, New York; John W. Auchincloss, New York; Robert S. Lovett, New York; Vincent Astor, New York; Cornelius Vanderbilt, New York; Henry W. DeForest, New York; Charles H. Markham, Chicago.

General Officers: Chairman of Board, C. H. Markham, Chicago; President, L. A. Downs, Chicago; Vice President, G. E. Patterson, Chicago; Vice President, J. L. Beven, Chicago; Vice President, G. J. Bunting, Chicago; Vice President, A. C. Mann, Chicago; Vice President, D. W. Longstreet, Chicago; Vice President, F. L. Thompson, Chicago; Secretary, D. R. Burbank, New York; Treasurer, R. E. Connolly, New York; General Counsel, R. V. Fletcher, Chicago; General Solicitors, E. C. Craig, Chicago, and C. N. Burch, Memphis, Tenn.; Assistant Comptroller, L. A. Harkness, Chicago; General Manager, W. Atwill, Chicago; Chief Engineer, A. F. Blaess, Chicago.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors: John W. Auchincloss, New York; D. R. Burbank, New York; Henry DeForest, New York; R. W. Goelet, New York; W. A. Harriman, New York; C. E. Kuck, New York; R. E. Connolly, New York; Chas. A. Peabody, New York; H. M. Riseley, New York; Cornelius Vanderbilt, New York; Blewett Lee, New York; C. H. Markham, Chicago; John L. Adams, Dubuque, Iowa; J. L. Beven, Chicago; L. A. Downs, Chicago.

General Officers: President, L. A. Downs; Vice Presidents, S. L. Beven, G. J. Bunting, D. W. Longstreet, A. C. Mann, F. L. Thompson, G. E. Patterson, all of Chicago; Secretary, F. E. Couch (Miss), 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 (Miss), Dubuque.

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors: G. H. Dunham, T. J. Mathews, Hubert Carr, Jos. Hutchinson, C. J. Hockaday, F. B. Wilson, A. B. Hutchinson, D. A. Preussner, Chas. McCormick, Chas. Seeds, E. M. Carr, Geo. W. Dunham, F. H. Arnold, and Clarence Brown of Manchester, Iowa, and W. H. Hutchinson, Winter Haven, Florida.

General Officers: President, Jos. Hutchinson; Vice President, Hubert Carr; Secretary, Chas. McCormick; Treasurer, F. B. Wilson; Auditor, Chas. J. Seeds; Attorney or General Counsel, Geo. W. Dunham; Traffic Manager, C. J. Boardway; Superintendent, C. J. Hockaday; General Freight Agent, A. B. Hutchinson; General Passenger Agent, Hubert Carr; Chairman General Managing Board, E. M. Carr, all of Manchester, Iowa.

MINNEAPOLIS AND ST. LOUIS RAILROAD

Directors: W. H. Bremmer, F. A. Chamberlain, F. E. Kenaston, E. E. Nash, Minneapolis, Minn.; P. V. Davis, W. B. Davids, W. L. McKenna, W. P. Hawley, W. S. Crandell, C. K. Seymour, F. M. Tompkins, New York City; S. B. November, Baltimore, Md.

General Officers: Receiver, W. H. Bremner, Minneapolis; Agent for Receiver, W. B. Davids, New York; Counsel for Receiver, M. M. Joyce, Comptroller, A. E. Smith, Treasurer for Receiver, H. Johns, Chief Operating and Traffic Officer, E. E. Nash, Traffic Manager, J. A. Lucey, Supt. Motive Power, H. W. Johnson, Purchasing Agent, E. C. Hoffman, Chief Engineer, R. G. Kenly, all of Minneapolis.

TABOR AND NORTHERN RAILWAY COMPANY

Directors: C. O. Laird, W. W. Glynn, R. F. Weatherhead, A. S. Bloedel, E. V. Stopper, all of Tabor, Iowa.

General Officers: President, A. S. Bloedel; Vice President, R. F. Weatherhead; Secretary, C. O. Laird; Treasurer, Dayre Williams; Comptroller or Auditor and General Manager, E. V. Stopper, all of Tabor, Iowa.

UNION PACIFIC RAILROAD COMPANY

Directors: F. W. Charske, New York; Newcomb Carlton, New York; Robert W. Goelet, New York; Heber J. Grant, Salt Lake City, Utah; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York; W. A. Harriman, New York; Robert A. Lovett, New York; R. S. Lovett, New York; Chas. A. Peabody, New York; C. B. Seger, New York; Charles A. Stone, Boston, Mass.; James H. Perkins, New York; Paul M. Warburg, New York.

General Officers: Chairman Board of Directors, Robert S. Lovett; Chairman Finance Committee, C. B. Seger; Vice Chairman Finance Committee, F. W. Charske; Vice President and General Counsel, Henry W. Clark; Secretary, Thomas Price; Treasurer, E. G. Smith; Comptroller, L. J. Tracy, all of New York City; President, Carl R. Gray; Vice President in Charge of Operations, W. M. Jeffers; Vice President in Charge of Traffic, F. W. Robinson; Valuation and Commerce Counsel, J. M. Souby; Freight Traffic Manager, R. R. Mitchell; Passenger Traffic Manager, W. S. Basinger; General Auditor, G. E. Bissonnet; Chief Engineer, H. C. Mann; General Manager, N. A. Williams; General Solicitor, N. H. Loomis; Auditor, H. A. Toland; Land Commissioner, J. M. Shively; all of Omaha, Nebraska.

WABASH RAILWAY COMPANY

Directors: Wm. H. Williams, New York; Winslow S. Pierce, New York; E. C. Mann, New York; Geo. W. Davison, New York; Robert Goelet, New York; E. D. Stair, Detroit, Mich.; A. E. Staley, Decatur, Ill.; J. Leonard Replogle, New York; John N. Willys, Toledo, Ohio; Henry Rogers Winthrop, New York; Clinton G. Edgar, Detroit, Mich.; J. E. Taussig, St. Louis, Mo.; T. E. Wilson, Chicago; J. S. Crutchfield, Pittsburgh, Pa.; Melvin W. Ellis, Chicago.

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, E. C. Mann, New York; Vice President and General Solicitor, N. S. Brown, St. Louis, Mo.; Vice President, S. E. Cotter, St. Louis, Mo.; General Auditor, G. E. Bramon, St. Louis, Mo.; General Counsel, W. S. Pierce, New York; Vice President, J. W. Newell, St. Louis, Mo.; General

Manager, G. H. Sido, St. Louis, Mo.; Chief Engineer, M. F. Longwill, St. Louis, Mo.

OF RAILWAY TERMINAL COMPANIES

BURLINGTON, MUSCATINE & NORTH WESTERN RAILWAY CO.

Directors: E. L. Tobie, John M. Kemble of Muscatine, Iowa; Frank H. Collins, David O. True, Elmer A. Webber of Chicago.

General Officers: President, E. L. Tobie, Muscatine, Iowa; Vice President, Frank H. Collins, Chicago; Secretary, J. M. Kemble, Muscatine, Iowa; Treasurer, Frank H. Collins, Chicago.

DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, G. C. Hubbell, J. W. Hubbell, O. P. Thompson, F. O. Thompson, all of Des Moines, Iowa.

General Officers: President, F. C. Hubbell; First Vice President, O. P. Thompson; Secretary, J. W. Hubbell; Treasurer, F. O. Thompson; Auditor, B. F. Fienniken, all of Des Moines, Iowa.

DES MOINES UNION RAILWAY COMPANY

Directors: J. E. Taussig, St. Louis, Mo.; N. S. Brown, St. Louis, Mo.; S. E. Cotter, St. Louis, Mo.; J. W. Howell, Des Moines, Iowa; A. C. Pearsall, Des Moines, Iowa; J. T. Gillick, Chicago; J. N. Hughes, Des Moines, Iowa; B. F. Van Vliet, Des Moines, Iowa.

General Officers: President, J. T. Gillick, Chicago; Vice President, J. E. Taussig, St. Louis, Mo.; Secretary, T. S. Ford, Des Moines, Iowa; Treasurer, W. A. Hahmen, 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, G. C. Hubbell, F. O. Thompson, O. P. Thompson, J. W. Hubbell, all of Des Moines, Iowa.

General Officers: President, F. C. Hubbell; Vice President, O. P. Thompson; Secretary-Treasurer, J. W. Hubbell; Assistant Secretary, F. O. Thompson; Assistant Treasurer, F. O. Thompson; Auditor, B. F. Fienniken, all of Des Moines, Iowa.

IOWA TRANSFER RAILWAY COMPANY

Directors: D. Coughlin, F. C. Hubbell, J. A. Wagner, J. G. Gamble, of Des Moines, Iowa; W. A. Card, Burlington, Iowa; C. L. Hinkle, Chicago.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, W. A. Card, Burlington, Iowa; Secretary, Treasurer and General Manager, J. A. Wagner, Des Moines, Iowa; General Counsel, J. G. Gamble, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa.

SIOUX CITY TERMINAL RAILWAY COMPANY

Directors: H. H. Burdick, Sioux City, Iowa; L. F. Swift, Chicago; William Milchrist, Sioux City, Iowa; G. F. Silknitter, Sioux City, Iowa; R. M. Harben, Sioux City, Iowa.

General Officers: President, G. F. Silknitter, 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, H. H. Burdick, Sioux City, Iowa; Purchasing Agent, E. Evans, Sioux City, Iowa; Traffic Manager, R. M. Harben, Sioux City, Iowa, Auditor, T. E. Davis, Sioux City, Iowa.

OF RAILWAY BRIDGE COMPANIES

DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, G. J. Bunting, R. V. Fletcher, J. L. Beven, L. A. Downs, all of Chicago.

General Officers: President, L. A. Downs, Chicago; Vice President, J. L. Beven, Chicago; Vice President, G. E. Patterson, Chicago; Vice President, D. W. Longstreet, 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: Royal W. Edsell, 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.; Mathias Nicoll, White Plains, N. Y.

General Officers: President, Royal D. Edsell; Vice President, Samuel S. Hall, Jr.; Secretary, Theodore Gilman, Jr.; Treasurer, Theodore Gilman, Jr., all of New York.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors: C. H. Markham; L. A. Downs, G. J. Bunting, G. E. Patterson, J. L. Beven, R. V. Fletcher, Burt A. Beck, all of Chicago.

General Officers: President, L. A. Downs, Chicago; Vice President, G. E. Patterson, 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: Ray N. Van Doren, Chicago; George W. Hands, Chicago; Fred W. Sargent, Chicago; Charles Jensch, St. Paul, Minn.; William H. Dalton, Chicago; John D. Caldwell, Chicago; Barret Conway, Chicago.

General Officers: President, Fred W. Sargent, Chicago; Vice President, Charles Jensch, St. Paul, Minn.; Secretary, John D. Caldwell, Chicago; Assistant Secretary, Barret Conway; Treasurer, Arthur B. Jones, Chicago; Assistant Treasurer, Frederick Mates, Chicago; General Counsel, Ray N. Van Doren, Chicago; Comptroller, Charles Jensch, Chicago.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES
CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Iowa; William Chamberlain, Chicago; Richard Schaddelee, Chicago; B. J. Denman, Chicago; Dan Barnes, 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, Chicago; Vice President, B. J. Denman, Chicago; Vice President, William Chamberlain, Chicago; Vice President, Dan Barnes, Cedar Rapids, Iowa; Secretary, E. C. Allen, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Chicago; Auditor, C. Fred Meyer, Cedar Rapids, Iowa; General Manager, E. C. Allen, Cedar Rapids, Iowa; Master Mechanic, Fred M. Ford, Cedar Rapids, Iowa; Transportation Superintendent, Robert Leith, Cedar Rapids, Iowa.

CHARLES CITY WESTERN RAILWAY COMPANY

Directors: E. M. Sherman, Charles City, Iowa; N. Frudden, Charles City, Iowa; C. D. Ellis, Charles City, Iowa; W. H. Fairbanks, Charles City, Iowa; M. W. Ellis, Charles City, Iowa; Frank Brunner, Colwell, Iowa.

General Officers: President, E. M. Sherman, Charles City, Iowa; Vice President, C. D. Ellis, Charles City, Iowa; Secretary, W. H. Fairbanks, Charles City, Iowa; Treasurer, M. W. Ellis, Charles City, Iowa; General Manager, J. F. Christiansen, Charles City, Iowa.

CLINTON, DAVENPORT AND MUSCATINE RAILWAY CO.

Directors: B. J. Denman, Chicago, Illinois; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; R. B. MacDonald, Moline, Illinois; R. J. Smith, Davenport, Iowa.

General Officers: President, B. J. Denman, Chicago, Ill.; Vice President, J. G. Huntoon, Davenport, Iowa; Vice President, R. B. MacDonald, Moline, Ill.; Vice President, R. J. Smith, Davenport, Iowa; Secretary, H. E. Littig, Davenport, Iowa; Treasurer, H. E. Weeks, Davenport, Iowa; General Manager, R. J. Smith, Davenport, Iowa.

COLFAX SPRINGS RAILWAY COMPANY

Directors: James P. Donahue, E. S. H. Donahue, Dick R. Lane, all of Davenport, Iowa.

General Officers: President, James P. Donahue, Vice President, E. S. H. Donahue, Secretary, E. S. H. Donahue, Treasurer, James P. Donahue, all of Davenport, Iowa.

DES MOINES AND CENTRAL IOWA RAILROAD

Directors: Walter J. Cummings, Chicago; C. G. Adsit, Chicago; C. N. Hebner, Chicago; M. H. McLean, Chicago; F. C. Chambers, Cedar Rapids, Iowa; H. A. Benjamin, Des Moines, Iowa; C. W. Gifford, Des Moines, Iowa.

Officers: President, W. J. Cummings, Chicago; Vice Presidents, H. A. Benjamin, Des Moines, Iowa, and C. G. Adsit, Chicago; Secretary and Treasurer, C. N. Hebner, Chicago; Auditor, E. B. Bieghler, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Superintendent, C. T. Baker, Des Moines, Iowa; Attorney, C. R. Bennett, Des Moines, Iowa; Third Vice President, C. W. Gifford, Des Moines, Iowa.

FORT DODGE, DES MOINES & SOUTHERN R. R. CO.

Directors: C. Sidney Shepard, New Haven, N. Y.; Homer Loring, Boston, Mass.; J. J. Bodell, Providence, R. I.; Parley Sheldon, Ames, Iowa; C. H. Crooks, Boone, Iowa.

General Officers: President and General Manager, C. H. Crooks; Secretary, Treasurer and Auditor, F. M. Johnston; General Counsel, W. R. Dyer; Chief Engineer, R. L. Cooper; Master Mechanic, John Duncan; Superintendent, C. M. Kelly, all of Boone, Iowa.

IOWA RAILWAY AND LIGHT CORPORATION

Directors: Isaac B. Smith, John A. Reed, C. S. Woodward, Eugene M. Pinney, Lumir Severa, R. S. Cook, Robert I. Safely, Dr. W. J. Morrison, Sutherland Dows, Dr. John Hamilton, Chas. H. Fay, Geo. T. Wilhelm, of Cedar Rapids, Iowa; and William Thaw, Pittsburgh, Pa.

General Officers: President, Isaac B. Smith; Vice President, Sutherland Dows; Vice President, John A. Reed; Treasurer and Secretary, C. S. Woodward, all of Cedar Rapids, Iowa.

IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors: Geo. M. Bechtel, Davenport, Iowa; J. Ross Lee, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; H. R. Bechtel, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, Geo. M. Bechtel, Davenport, Iowa; Vice President, J. Ross Lee, Davenport, Iowa; Vice President, Frank S. Payne, Centerville, Iowa; Vice President, E. F. Bulmahn, Centerville, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer and General Manager, E. F. Bulmahn, Centerville, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa; Traffic Manager, H. O. Kelly, Centerville, Iowa.

MASON CITY AND CLEAR LAKE RAILROAD CO.

Directors: W. E. Brice, Mason City, Iowa; F. J. Hanlon, Mason City, Iowa; L. H. Heinke, Chicago; R. Schaddelee, Chicago; B. J. Olson, Chicago; F. F. Kelley, Chicago; Wm. Chamberlain, Chicago; B. J. Olsen, Chicago.

General Officers: President, Wm. Chamberlain, Chicago; Vice President, R. Shaddelee, Chicago; Secretary, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Chicago; Assistant Treasurer, F. F. Kelly, Chicago; 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

(2 months ended February 28, 1929)

Directors: J. S. Alexander, W. M. Barrett, Newcomb Carlton, R. E. M. Cowie, William T. Hoops, Eugene W. Leake, Charles Hayden, J. G. Milburn, Mortimer L. Schiff, Frederick H. Ecker, A. H. Wiggin, all of New York.

General Officers: Chairman of the Board, Eugene W. Leake; 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, Geo. S. Lee, 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, W. B. Clark, New York; General Counsel, H. S. Marx, New York; General Auditor, J. F. Brizzie, Chattanooga, Tenn.; General Auditor, Richard Burr, Chicago; General Auditor, H. D. Freeman, New York.

RAILWAY EXPRESS AGENCY, INCORPORATED

(10 months ended December 31, 1929)

Directors: Edward G. Buckland, New Haven, Conn.; Charles R. Capps, Norfolk, Va.; Robert E. M. Cowie, New York; Patrick E. Crowley, New York; Lyman Delano, Wilmington, N. C.; Charles E. Denney, New York; Charles Donnelly, St. Paul, Minn.; Lawrence A. Downs, Chicago; Carl R. Gray, Omaha, Neb.; Hale Holden, New York; Ilisha Lee, Philadelphia; Thomas C. Powell, Chicago; George M. Shriver, Pikesville, Md.; William B. Storey, Chicago; William H. Williams, New York.

Officers: President, Robert E. M. Cowie, New York; Executive Vice

President, W. A. Benson, New York; Vice Presidents in Charge of Operations, C. W. Robie, New York; E. A. Stedman, Chicago; C. D. Summy, St. Louis, Mo.; Wm. G. Smith, Atlanta, Ga., and L. O. Head, San Francisco, Cal.; Vice President in Charge of Traffic, Geo. S. Lee, New York; Vice President in Charge of Accounts, Charles 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, W. B. Clark, New York; Vice President and General Counsel, H. S. Marx, New York; General Auditors, J. F. Brizzie, Chattanooga, Tenn.; Richard Burr, Chicago; and H. D. Freeman, New York.

STATISTICS OF Steam Railway Companies

For the Year Ended December 31, 1929

STATISTICS

OF

Steam Railway Companies

For the Year Ended December 31, 1929

TABLE 1—CAPITAL STOCK

PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year				Total Par Value Actually Outstanding at Close of Year	
						In Treasury		In Sinking and Other Funds			
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A., T. & S. F. Ry.	$ 268,122,400	$ 124,199,500	$ 241,682,800	$124,199,500	$ 53,500.00	$ 26,700			$ 241,629,300.00	$124,172,800
2	Atlantic Northern Ry.	111,325		111,325						111,325.00	
3	C., B., & Q. Ry.	170,839,100		170,839,100						170,839,100.00	
4	C. G. W. R. R.	46,000,000	50,000,000	45,246,913	47,174,652	36,400.00	41,250			45,210,513.00	47,133,402
5	C., M., St. P. & P. R. R.		211,282,700		119,268,800						257,668,396
6	C. & N. W. Ry.	229,302,450	22,395,000	158,438,700	22,395,000					158,438,700.00	22,395,000
7	C., St. P., M. & O. Ry.	18,559,000	11,259,900	18,556,700	11,259,300					18,556,700.00	11,259,300
8	C., R. I. & P. Ry.	75,000,000	65,000,000	74,877,300	54,549,489	517,477.50				74,359,722.50	54,549,489
9	St. P. & K. C. S. L. R. R.	50,000		50,000						50,000.00	
10	Great Northern Ry.		250,000,000		249,747,850		768,400				249,979,450
11	Illinois Central R. R.	154,445,480	34,144,880	135,394,800	19,048,700	208.33				135,394,591.67	19,048,700
12	D. & S. C. R. R.	15,000,000		11,759,500						11,759,500.00	
13	Manchester & Oneida Ry.	100,000		62,745						62,745.00	
14	M. & St. L. R. R.	26,000,000		25,792,600		561,957.80				25,230,642.20	
15	Tabor & Northern Ry.	120,000		32,200						32,200.00	
16	Union Pacific R. R.	296,178,700	200,000,000	222,291,600	99,543,100					222,291,600.00	99,543,100
17	Wabash Ry.	70,459,250	73,000,750	66,733,975	71,758,992	115,661.00	256,607			66,618,314.00	71,502,385
	Total	$1,370,287,705	$1,041,282,730	$1,171,870,158	$818,915,383	$ 1,285,204.63	$1,092,957			$1,170,584,953.37	$957,252,022

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 Dividends Was Declared		Distribution of Charge	
						Common		Preferred					
		Common	Preferred	Common	Preferred	Regular	Extra	Regular	Extra	Common	Preferred	To Income	To Profit and Loss
1	A., T. & S. F. Ry.	$ 53,500.00	$ 26,700			10%		5%		$ 241,629,300	$124,172,800	$ 30,371,570.00	
2	Atlantic Northern Ry.												
3	C., B., & Q. Ry.					10%				170,838,500		17,083,850.00	
4	C. G. W. R. R.	36,400.00	38,000		$ 3,250								
5	C., M., St. P. & P. R. R.												
6	C. & N. W. Ry.					4.5%		7%		158,438,550	22,395,000	8,697,385.50	
7	C., St. P., M. & O. Ry.												
8	C., R. I. & P. Ry.			$ 517,477.50		7%		7 & 6%		74,358,000	54,549,400	8,772,245.00	
9	St. P. & K. C. S. L. R.												
10	Great Northern Ry.		1,100		767,300			5%			249,004,500	12,450,225.00	
11	Illinois Central R. R.			208.33		6%		7%		135,235,275	19,187,950		$10,617,782.25
12	D. & S. C. R. R.												
13	Manchester & Oneida Ry.												
14	M. & St. L. R. R.	561,957.80											
15	Tabor & Northern Ry.												
16	Union Pacific R. R.					10%		4%		222,291,600	99,543,100	26,210,884.00	
17	Wabash Ry.			115,661.00	256,607			5%			69,235,800		3,461,790.00
	Total	$651,857.80	$ 65,800	$ 633,346.83	$1,027,157					$1,002,791,225	$638,088,550	$103,586,159.50	$14,079,522.25

TABLE 1—CAPITAL STOCK—Continued

PART 3—PURPOSE OF ISSUE AND CONSIDERATION RECEIVED FOR STOCK ISSUED DURING YEAR

Number	Railway Companies	Par Value		Cash Received as Consideration for Issue		Cash Value of Other Property Acquired or Services Received as Consideration for Issue	
		Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry						
2	Atlantic Northern Ry						
3	Chicago, Burlington & Quincy R. R.						
4	Chicago Great Western R. R.		$ 750.00				$ 750.00
5	Chicago, Milwaukee, St. Paul & Pacific R. R.		63,800.00				63,800.00
6	Chicago & North Western Ry	$ 500.00					500.00
7	Chicago, St. Paul, Minneapolis & Omaha Ry						
8	Chicago, Rock Island & Pacific Ry						
9	St. Paul & Kansas City Short Line R. R.						
10	Great Northern Ry		7,300.00		$ 7,300.00		
11	Illinois Central R. R.	942,700.00		$ 942,700.00			
12	Dubuque & Sioux City R. R.						
13	Manchester & Oneida Ry	268.00					
14	Minneapolis & St. Louis R. R.						
15	Tabor & Northern Ry						
16	Union Pacific R. R.						
17	Wabash Ry	36,200.00	36,200.00			36,200.00	36,200.00
	Total	$ 979,668.00	$ 108,050.00	$ 942,700.00	$ 7,300.00	$ 36,200.00	$ 101,250.00

TABLE 2—UNMATURED FUNDED DEBT

PART 1—TOTAL UNMATURED FUNDED DEBT

Number	Railway Companies	Total 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: In treasury	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: Pledged as collateral	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
1	A., T. & S. F. Ry	$ 441,883,500	$ 314,104,201	$ 2,529,000		$ 311,575,201.00	$ 12,766,878.31	$ 12,569,730.14	$ 2,514,000	$ 15,000.00
2	Atlantic Northern Ry									
3	C., B. & Q. Ry	248,414,000	248,414,000	10,448,000	18,294,000	219,672,000.00	9,084,635.00	9,087,087.50	28,167,000	575,000.00
4	C. G. W. R. R.	80,287,617	67,372,848	25,280,250	2,000,000	40,092,598.00	1,611,914.81	1,511,339.00	27,041,500	238,750.00
5	C., M., St. P. & P. R. R.	516,540,289	490,008,789	6,218,000	20,058,000	463,822,789.00	*22,093,569.45	22,938,184.50	25,453,000	823,000.00
6	C. & N. W. Ry	399,905,400	399,905,400	13,399,000	35,500,000	351,006,400.00	13,166,490.87	12,388,256.29	48,195,000	704,000.00
7	C., St. P., M. & O. Ry	51,574,000	48,806,800			48,806,800.00	2,649,968.96	2,666,224.50		
8	C., R. I. & P. Ry	346,792,250	306,393,000	10,522,000	46,930,000	248,941,000.00	10,246,436.67	10,156,340.00	57,339,000	113,000.00
9	St. P. & K. C. S. L. R. R.	30,000,000	16,518,940			16,518,940.00	449,038.39	448,856.42		
10	Great Northern Ry	983,529,989	392,969,909	5,005,000	51,145,394	336,819,515.16	18,220,132.10	18,298,227.79	52,860,000	3,290,393.93
11	Illinois Central R. R.	530,581,700	382,871,170	4,802,000	12,186,000	365,883,170.00	16,020,447.15	15,890,549.30	16,851,000	137,000.00
12	D. & S. C. R. R.	9,798,075	8,023,075			8,023,075.00	360,222.96	360,222.96		
13	Manchester & Oneida Ry	128,480	65,000			65,000.00	3,900.00	3,900.00		
14	M. & St. L. R. R.	151,933,250	49,640,870	1,103,644	3,877,000	44,660,825.79	2,467,724.56	138,585.75	4,980,000	44.12
15	Tabor & Northern Ry					b43,000.00				
16	Union Pacific R. R.	372,322,000	264,113,140	14,098,000		250,015,140.00	10,610,922.36	10,652,029.80	14,098,000	
17	Wabash Ry	174,837,428	129,073,788	616,138	1,037,924	127,419,726.00	6,239,316.31	6,224,138.07	508,938	1,145,124.00
	Total	$4,338,747,978	$3,118,460,930	$ 94,020,432	$191,028,318	$2,833,455,179.96	$125,991,597.90	$123,333,672.02	$278,007,438	$ 7,041,312.05

*Included is the sum of $154, 638.08 interest accrued during year charged to construction or other investment account.
bMatured but unpaid.

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 2—ACTUAL 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 Per Annum of								Amount on which no interest rate is given and in which interest is included
		3 %	3½%	4%	4¼%	4½%	4¾%	5%	5½%	
1	A., T. & S. F. Ry.			$ 237,326,500.00		$ 63,081,701		$ 11,167,000.00		
2	Atlantic Northern Ry.									
3	C., B. & Q. Ry.		$ 50,449,000	99,223,000.00		30,000,000		40,000,000.00		
4	C. G. W. R. R.			500,000	35,486,000.00				$ 2,896,198	
5	C., M., St. P. & P. R. R.			8,950,000	48,241,000.00		82,088,000		309,870,789.00	8,100,000	
6	C. & N. W. Ry.			45,294,000	45,554,000.00		48,848,000	$ 89,937,000	76,458,000.00		
7	C., St. P., M. & O. Ry.			3,734,000				2,490,000	16,500,000.00		
8	C., R. I. & P. Ry.				166,051,000.00		61,925,000		17,725,000.00		
9	St. P. & K. C. S. L. R. R.						16,518,940				
10	Great Northern Ry.				56,085,515.16	$ 35,668,000	61,632,000		27,800,000.00	30,000,000	
11	Illinois Central R. R.	$ 15,733,000	57,874,000		103,862,700.00		58,986,000	35,000,000	73,597,080.00	1,736,000	$ 6,000.00
12	D. & S. C. R. R.				4,096,075.00				3,930,000.00		
13	Manchester & Oneida Ry.										
14	M. & St. L. R. R.				23,472,000.00				16,936,955.88		690,069.91
15	Tabor & Northern Ry.										
16	Union Pacific R. R.				185,852,140.00		34,215,000		24,946,000.00		
17	Wabash Ry.				8,355,000.00		26,586,000		70,867,000.00	13,706,000	
	Total	$ 15,733,000	$170,674,000	$ 1,013,601,930.16	$ 35,668,000	$483,880,641	$127,427,000	$ 689,797,824.88	$ 56,438,198	$ 696,069.91

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 3—ACTUAL OUSTANDING AT CLOSE OF YEAR, RATE PER CENT PER ANNUM, AVERAGE FUNDED DEBT AND STOCKS PER MILE OF ROAD OWNED

Number	Railway Companies	Unmatured Funded Debt at Close of Year — Amount Bearing Interest Rate of			Total unmatured funded debt at close of year	Miles of road owned entire line—single track	Average funded debt per mile of road owned—single track	Total par value of common and preferred stock actually outstanding at close of year	Average value of common and preferred stock per mile of road owned—single track	Amount of receivers certificates actually outstanding at close of year
		6%	6½%	7%						
1	Atchison, Topeka & Santa Fe Ry.				$ 311,575,201.00	7,106.16	$ 43,846	$ 365,802,100.00	$ 51,477	
2	Atlantic Northern Ry.					17.07		111,325.00	6,522	
3	Chicago, Bur. & Quincy R. R.				219,672,000.00	8,955.38	24,529	170,839,100.00	19,077	
4	Chicago Great Western R. R.	$ 1,210,400			40,092,598.00	1,034.11	38,770	40,092,598.00	38,770	
5	Chicago, Mil., St. P. & P. R. R.	6,573,000			463,822,789.00	10,179.89	45,563	257,668,396.00	25,312	
6	Chicago & North Western	11,713,400	$ 18,171,000	$ 14,421,000	351,096,400.00	8,384.53	41,874	180,833,700.00	21,568	
7	Chicago, St. P., M. & O. Ry.	25,892,800		190,000	48,806,800.00	1,673.97	29,156	29,816,000.00	17,812	
8	Chicago, Rock Island & Pac. Ry.	3,240,000			248,941,000.00	5,368.82	46,368	128,909,211.00	24,011	
9	St. Paul & K. C. S. L. R. R.				16,518,940.00	345.27	47,844	50,000.00	145	
10	Great Northern Ry.	19,573,000	202,000	105,859,000	336,819,515.16	7,489.49	44,972	249,979,450.00	33,377	
11	Illinos Central R. R.	4,398,390	10,268,000	4,422,000	365,883,170.00	2,256.30	162,161	154,443,292.00	68,450	
12	Dubuque & Sioux City R. R.				8,023,075.00	760.89	10,544	11,759,500.00	15,455	
13	Manchester & Oneida Ry.	65,000			65,000.00	8.03	8,095	62,745.00	7,814	
14	Minneapolis & St. Louis R. R.	3,561,800			44,660,825.79	1,514.99	29,479	25,230,642.20	16,654	$1,225,000
15	Tabor & Northern Ry.	43,000			43,000.00	8.79	4,892	32,200.00	36,633	
16	Union Pacific R. R.			5,002,000	250,015,140.00	3,753.76	66,604	321,834,700.00	85,737	
17	Wabash Ry.	4,732,726			127,419,726.00	1,952.68	65,254	138,120,699.00	70,734	
	Total	$ 81,003,516	$ 28,641,000	$129,894,000	$ 2,833,455,179.95	60,810.13	$ 46,595	$ 2,075,585,658.20	$ 34,132	$1,225,000

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	Expenditures During Year for			Total Expenditures During Year 1929	Total Investment in Road and Equipment at Close of Year 1929			Road Owned—Single Track	
		Road	Equipment	General		Leased Lines	Owned Lines	Total Investment	Miles	Average Investment Per Mile of Road Exclusive of Improvements on Leased Lines
1	Atchison, Topeka & Santa Fe Ry	$ 12,091,652	$ 15,956,171	$ *6,234	$ 28,041,589	$ 2,284,276	$ 875,510,306	$ 877,794,582	7,106.16	$ 123,204.42
2	Atlantic Northern Ry	365	4,837		5,202		154,906	154,906	17.07	9,074.75
3	Chicago, Bur. & Quincy R. R.	8,651,026	906,103	221,145	9,778,274		605,601,084	605,601,084	8,955.38	67,624.28
4	Chicago Great Western R. R.	89,048	*217,992		*128,944	61,516	127,761,418	127,822,934	1,034.11	123,547.22
5	Mason City & Ft. Dodge R. R.	56,414	*537,543		*481,129		44,853,968	44,853,968	375.23	119,537.23
6	Chicago, Mil., St. P. & P. R. R.	7,777,395	9,974,641	9,280	17,761,316	363,392	700,277,367	700,640,759	10,179.89	68,790.27
7	Chicago & North Western	11,153,548	10,108,616	140,700	21,402,864	183,654	562,339,516	562,523,170	8,384.53	67,068.70
8	Chicago, St. P., M. & O. Ry	821,325	*65,434		755,891		92,943,004	92,943,004	1,673.97	55,522.50
9	Chicago, Rock Island & Pac. Ry	9,886,280	10,487,884	8,271	19,512,388	15,325,518	353,544,592	368,870,110	5,368.82	65,851.45
10	St. Paul & K. C. S. L. R. R.	1,308,975	*118,954	2,058	1,192,079	115,132	17,863,137	17,978,269	345.27	51,736.72
11	Great Northern Ry	*3,396,882	*803,748	*21,735	*4,219,365	159,840	519,814,755	519,974,595	7,489.49	69,405.89
12	Illinois Central R. R.	2,383,892	6,906,304	46,058	9,336,254		387,405,820	387,405,820	2,256.30	171,699.61
13	Dubuque & Sioux City R. R.	248,291		859	249,150		39,996,065	39,996,065	760.89	52,564.84
14	Manchester & Oneida Ry	419			419		140,697	140,697	8.03	17,521.42
15	Minneapolis & St. Louis R. R.	129,924	995,407		1,125,331	29,329	66,436,353	66,465,682	1,514.99	43,852.67
16	Tabor & Northern Ry	1,225	*1,278		*53		96,369	96,369	8.79	10,963.48
17	Union Pacific R. R.	4,050,886	7,715,968	*1	11,766,853		436,420,034	436,420,034	3,753.76	116,262.10
18	Wabash Ry.	6,314,107	4,386,935		10,701,042		291,931,438	291,931,438	1,952.68	149,502.96
	Total	$ 61,570,890	$ 65,697,917	$ 400,401	$127,669,208	$ 18,522,657	$5,123,090,829	$5,141,613,486	61,185.36	$ 84,033.39

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 1—EXPENDITURES DURING YEAR—IOWA

Number	Railway Companies	Expenditures During Year				Road Owned—Solely Within the State of Iowa	
		Road	Equipment	General	Total	Miles Single Track	Average Per Mile of Road
1	Atchison, Topeka & Santa Fe Ry	$ 438,331.96			$ 438,331.96	19.99	$ 21,927.56
2	Atlantic Northern Ry	365.32	$ 4,836.62		5,201.94	17.07	304.74
3	Chicago, Burlington & Quincy R. R.	690,589.46		$ 2,675.36	693,264.82	1,371.37	505.53
4	Chicago Great Western R. R.	138,592.13			138,592.13	*770.59	179.85
5	Chicago, Milwaukee, St. Paul & Pacific R. R.	22,857.95			22,857.95	1,858.01	12.30
6	Chicago & North Western Ry	1,458,470.44		1,706.84	1,460,231.28	1,616.93	902.47
7	Chicago, St. Paul, Minneapolis & Omaha Ry	50,495.12	*2,905.29		47,589.83	74.26	640.85
8	Chicago, Rock Island & Pacific Ry	603,938.57			603,938.57	1,826.55	330.64
9	St. Paul & Kansas City Short Line R. R.	333,694.26	*118,953.92	*41.10	214,699.24	345.27	621.77
10	Great Northern Ry	80,512.47			80,512.47	78.01	1,032.07
11	Illinois Central R. R.	250,374.00		860.00	251,234.00	715.78	350.90
12	Dubuque & Sioux City R. R.	418.93			418.93	8.03	52.17
13	Manchester & Oneida Ry	81,681.34	517,313.11		598,994.45	790.34	757.89
14	Minneapolis & St. Louis R. R.	1,225.29	*1,278.22		*52.93	8.79	*6.02
15	Tabor & Northern Ry	79,059.95	2,757.58		81,817.53	2.48	32,990.94
16	Union Pacific R. R.	89,172.71			89,172.71	203.31	438.65
17	Wabash Ry						
	Total	$ 4,319,515.70	$ 401,769.88	$ 5,255.10	$ 4,726,540.68	9,706.78	$ 486.96

*Credit.
*Includes the Mason City & Ft. Dodge mileage.

TABLE 4—INCOME 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	Uncollected railway revenues	Railway operating income	Miscellaneous operating income	Total operating income
1	Atchison, Topeka & Santa Fe Ry	$ 220,567,431.44	$143,325,048.66	$ 77,242,382.78	$18,196,490.51	$ 40,382.52	$ 59,005,509.75		$ 59,005,509.75
2	Atlantic Northern Ry	36,589.68	32,133.38	4,457.30	2,420.80		2,036.50		2,036.50
3	Chicago, Bur. & Quincy R. R.	162,409,924.61	111,565,542.47	50,844,382.14	12,025,398.54	26,562.54	38,792,426.06		38,792,426.06
4	Chicago Great Western R. R.	25,825,336.70	19,867,072.26	5,958,264.44	1,099,202.80	3,271.75	4,855,789.89		4,855,789.89
5	Chicago, Mil., St. P. & P. R. R.	171,361,385.36	128,800,860.77	42,560,524.59	9,648,912.33	12,589.11	32,899,023.15		32,899,023.15
6	Chicago & North Western	154,732,947.43	115,286,040.39	39,446,907.04	10,238,843.71	17,621.88	29,190,441.45		29,190,441.45
7	Chicago, St. P., M. & O. Ry	27,218,998.09	22,069,239.75	5,149,758.34	1,339,793.74	2,817.26	3,807,147.34		3,807,147.34
8	Chicago, Rock Island & Pac. Ry	139,470,579.50	104,024,477.77	35,446,101.73	7,849,313.53	31,077.99	27,565,710.21		27,565,710.21
9	St. Paul & K. C. S. L. R. R.								
10	Great Northern Ry	125,932,807.81	82,862,910.20	43,069,897.61	9,201,154.17	17,180.35	33,851,563.09		33,851,563.09
11	Illinos Central R. R.	153,183,807.88	117,832,622.94	35,351,184.94	10,483,638.00	43,007.74	24,824,539.20		24,824,539.20
12	Dubuque & Sioux City R. R.								
13	Manchester & Oneida Ry	31,994.62	25,444.78	6,549.84	1,750.04		4,799.80		4,799.80
14	Minneapolis & St. Louis R. R.	14,709,505.80	11,831,006.78	2,869,499.02	791,851.53	2,221.81	2,075,425.68		2,075,425.68
15	Tabor & Northern Ry	42,111.60	35,659.07	6,452.53	1,280.94	18.00	5,153.59		5,153.59
16	Union Pacific R. R.	121,099,777.80	79,044,063.66	42,055,714.14	8,715,196.98	6,177.80	33,334,339.36	$*34,684.47	33,299,654.89
17	Wabash Ry	76,632,973.97	56,275,423.02	20,357,550.95	3,253,683.00	11,319.59	17,092,548.36		17,092,548.36
	Total	$1,323,247,172.29	$992,877,544.90	$400,369,627.39	$92,848,925.62	$214,248.34	$307,306,453.43	$*34,684.47	$307,271,768.96

*Deficit.

TABLE 4—INCOME FOR THE YEAR—ENTIRE LINE

PART 2—NON-OPERATING, GROSS AND NET, INCOME AND NET RAILWAY OPERATING INCOME

Number	Railway Companies	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of income	Income transferred to profit and loss account	Net railway operating income
1	Atchison, Topeka & Santa Fe Ry	$17,475,839.28	$ 76,481,349.03	$ 17,708,659.50	$ 58,772,689.53	$ 30,425,847.80	$ 28,346,841.73	$ 58,765,932.05
2	Atlantic Northern Ry	196.40	2,232.90	1,078.23	1,154.67		1,154.67	969.52
3	Chicago, Bur. & Quincy R. R.	4,910,955.61	43,703,381.67	14,126,843.40	29,576,538.27	17,083,850.00	12,492,688.27	35,357,962.82
4	Chicago Great Western R. R.	383,125.30	5,238,915.19	4,003,035.27	1,235,879.92		1,235,879.92	2,801,534.43
5	Chicago, Mil., St. P. & P. R. R.	4,791,726.87	37,690,750.02	30,616,735.57	7,074,014.45	11,991.46	7,062,022.99	26,274,323.35
6	Chicago & North Western	4,096,490.25	33,286,931.70	17,687,875.67	15,599,056.03	8,697,385.50	6,901,670.53	26,220,149.46
7	Chicago, St. P., M. & O. Ry	512,037.06	4,319,184.39	4,042,548.60	276,635.79		276,635.79	2,968,733.17
8	Chicago, Rock Island & Pac. Ry	4,092,245.57	31,657,955.78	18,992,606.95	12,665,348.83	8,772,245.00	3,893,103.83	21,971,128.13
9	St. Paul & K. C. S. L. R. R.	449,038.39	449,038.39	449,038.39				
10	Great Northern Ry	13,483,565.73	47,335,128.82	21,666,577.70	25,668,551.12	12,464,932.45	13,203,618.67	32,457,523.45
11	Illinos Central R. R.	10,167,582.07	34,992,121.27	21,471,738.00	13,520,383.27		13,520,383.27	24,447,078.52
12	Dubuque & Sioux City R. R.	913,529.73	913,529.73	679,513.06	234,016.67	234,016.67		
13	Manchester & Oneida Ry	613.86	5,413.66	4,620.99	792.67		*792.67	4,084.79
14	Minneapolis & St. Louis R. R.	292,858.82	2,368,284.50	3,316,375.40	*948,090.90		*948,090.90	1,867,015.75
15	Tabor & Northern Ry	67.00	5,220.59	6,064.68	*844.09		*844.09	1,702.68
16	Union Pacific R. R.	27,269,107.24	60,568,762.13	16,311,361.32	44,257,400.81	26,210,884.00	18,046,516.81	29,721,492.93
17	Wabash Ry	2,767,694.50	19,860,242.86	12,005,839.00	7,854,403.86		7,854,403.86	13,251,590.72
	Total	$91,606,673.67	$ 398,878,442.63	$ 183,090,511.73	$ 215,787,930.90	$ 103,901,152.88	$ 111,886,778.02	$ 276,111,221.77

*Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA

AND TAXES PER MILE OF ROAD YEARS ENDING DECEMBER 31, 1928 AND 1929

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income: Other than U. S. government taxes	U. S. government taxes	Total taxes	Railway tax accruals excluding U. S. government taxes—Iowa	Miles of Road Owned—Single Track—: Iowa	Entire line	Taxes per mile of road owned—single track—excluding U. S. government taxes: Iowa 1929	Iowa 1928	Taxes per mile of road owned—single track—including U. S. government taxes: Entire Line 1929	Entire Line 1928
1	Atchison, Topeka & Santa Fe Ry	$11,991,607.78	$ 6,204,882.73	$18,196,490.51	$ 75,973.23	19.99	7,106.16	$ 3,800.56	$ 4,087.45	$ 2,560.66	$ 2,242.25
2	Atlantic Northern Ry	2,420.80		2,420.80	2,420.80	17.07	17.07	141.82	123.57	141.82	123.57
3	Chicago, Bur. & Quincy R. R.	8,726,726.03	3,298,667.51	12,025,393.54	1,167,337.08	1,371.37	8,955.38	851.22	811.61	1,342.81	1,249.00
4	Chicago Great Western R. R.	1,004,043.96	95,158.84	1,099,202.80	485,952.61	770.59	1,409.34	630.62	581.30	656.64	763.66
5	Chicago, Mil., St. P. & P. R. R.	9,071,080.97	577,831.36	9,648,912.33	1,290,534.25	1,858.01	10,179.89	694.58	691.00	947.84	1,023.86
6	Chicago & North Western	8,696,842.71	1,542,001.00	10,238,843.71	1,434,606.82	1,616.93	8,384.53	887.24	892.91	1,221.16	1,145.51
7	Chicago, St. P., M. & O. Ry	1,311,544.50	28,249.24	1,339,793.74	69,189.08	74.26	1,673.97	931.71	1,029.52	800.37	829.95
8	Chicago, Rock Island & Pac. Ry	6,474,792.93	1,374,520.60	7,849,313.53	1,699,484.35	1,826.55	5,368.82	782.53	609.27	1,373.68	1,421.83
9	St. Paul & K. C. S. L. R. R.					345.27	345.27				
10	Great Northern Ry	8,577,462.10	623,692.07	9,201,154.17	62,823.98	78.01	7,489.49	805.33	739.67	1,228.54	1,372.91
11	Illinos Central R. R.	8,993,887.00	1,489,751.00	10,483,638.00			2,256.30			3,474.64	3,390.17
12	Dubuque & Sioux City R. R.				558,000.00	715.78	760.89	751.63	740.45	751.63	740.45
13	Manchester & Oneida Ry	1,750.04		1,750.04	1,750.04	8.03	8.03	217.94	214.42	217.94	214.42
14	Minneapolis & St. Louis R. R.	791,851.53		791,851.53	370,185.14	790.34	1,514.99	468.39	449.80	522.68	521.82
15	Tabor & Northern Ry	1,280.94		1,280.94	1,280.94	8.79	8.79	145.73	139.20	145.73	139.20
16	Union Pacific R. R.	4,865,592.29	3,849,604.69	8,715,196.98	89,305.84	2.48	3,753.76	36,010.42	32,349.31	2,321.72	2,293.71
17	Wabash Ry	2,465,548.28	788,134.72	3,253,683.00	101,159.66	203.31	1,952.68	497.56	439.42	1,666.27	1,568.88
	Total	$72,976,431.86	$19,872,493.76	$92,848,925.62	$ 7,390,003.81	9,706.78	61,185.36	$ 761.32	$ 720.78	$ 1,517.50	$ 1,481.35

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE

PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	A., T. & S. F. Ry	$ 280,843,435.11	$ 28,346,841.73	$1,193,479.98		$ 5,286.14	$*447,077.67	$2,076,430.60		$ 312,018,386.89
2	Atlantic Northern Ry		1,154.67		$ 2,586.55	1.39	3,124.75		$ 14,691.04	21,558.40
3	C., B., & Q. Ry	167,201,336.60	12,492,688.27	66,750.96	2,949,151.19	1,204.15	25,846.78	67,073.79		182,804,051.74
4	C. G. W. R. R.	10,457,343.85	1,235,879.92	2,444.58		3,453.83	6,596.26	3,781.82		11,709,500.26
5	C., M., St. P. & P. R. R.	8,382,072.44	7,062,022.99	77,653.80		17,544.96	77,979.81	24,105.74		15,641,379.74
6	C. & N. W. Ry	71,263,872.19	6,901,670.53	1,898,222.29		59,626.02	78,107.49	200,193.12		80,401,691.64
7	C., St. P., M. & O. Ry	4,419,761.62	276,635.79	164.36		5,803.79	3,871.22	16,548.92		4,722,785.70
8	C., R. I. & P. Ry	30,102,124.17	3,898,103.83	18,221.24		6,877.15	63,733.76	260,000.34		34,344,060.49
9	St. P. & K. C. S. L. R. R.			57.38			200.00		82,400.81	82,658.19
10	Great Northern Ry	123,660,367.52	13,203,618.67	66,603.00		44,115.36	*34,750.67	1,674,940.03		138,834,893.91
11	Illinois Central R. R.	75,161,967.34	13,520,383.27	426,399.46	1,049,804.78		65,685.71	11,133.46		90,235,364.02
12	D. & S. C. R. R.						531.33		379,552.50	380,083.83
13	Manchester & Oneida Ry	14,783.88	792.67					99.60		15,676.15
14	M. & St. L. R. R.			1,007.64		3,629.78	*490.58	1,671.82	14,167,023.36	14,172,842.02
15	Tabor & Northern Ry	11,585.94								11,585.94
16	Union Pacific R. R.	186,673,505.09	18,046,516.81	13,774.78	1,537,969.33	9,785.51	14,318.51	117,402.16		206,413,272.19
17	Wabash Ry	42,324,871.01	7,854,403.86	76,698.09		14,395.38	100,115.62	25,670.35		50,396,154.31
	Total	$1,000,737,016.76	$112,835,713.01	$3,841,468.56	$5,539,511.85	$171,723.46	$ *42,207.68	$4,479,061.75	$14,643,667.71	$1,142,205,945.42

*Debit.

TABLE 5—PROFIT AND LOSS ACCOUNT—ENTIRE LINE—Continued

PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividend appropriation of surplus	Surplus appropriated for investment in physical property	Debt discount extinguished through surplus	Loss on retired road and equipment	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	Atch., Top. & Santa Fe Ry.				$*447,077.67		$ 538,448.09	$ 271,209.87	$ 311,655,746.60	$ 312,018,386.89
2	Atlantic Northern Ry.	$ 17,571.47			3,124.75			862.18		21,558.40
3	Chic., Bur. & Quincy R. R.				25,846.78		1,179,612.27	28,022.30	181,570,570.39	182,804,051.74
4	Chicago Great West. R. R.				6,596.26	$ 264.76	1,722,461.97	26,466.10	9,953,711.17	11,709,500.26
5	C., M., St. P. & P. R. R.				77,979.81	179,914.15	564,459.31	112,334.38	14,706,692.09	15,641,379.74
6	Chic., & North Western Ry.				77,023.28	1,426,027.30	1,656,026.86	31,796.67	77,210,817.53	80,401,691.64
7	C., St. P., M. & O. Ry.				3,871.22		196,746.26	188,623.03	4,333,545.19	4,722,785.70
8	Chic., Rock Isl. & P. Ry.				63,733.76	515,253.62	998,108.75	540,367.62	32,226,596.74	34,344,060.49
9	St. P. & K. C. S. L. R. R.	471,132.18			200.09	*474,689.80	12,141.41	73,874.40		82,658.19
10	Great Northern Ry.				207,498.68	223.50	10,915,526.31	849,850.72	126,861,794.70	138,834,893.91
11	Illinois Central R. R.			$10,617,732.25	65,685.71		964,061.85	140,202.05	78,447,682.16	90,235,364.02
12	Dub. & Sioux Cty R. R.	379,552.50			531.33					380,083.83
13	Manchester & Oneida Ry.								15,676.15	15,676.15
14	Minn. & St. L. R. R.	13,145,163.36	$948,090.99		*490.58		77,654.82	2,423.52		14,172,842.02
15	Tabor & Northern Ry.		844.09						10,741.85	11,585.94
16	Union Pacific R. R.				14,318.51	*14,521.09	33,819.47	6,435.63	206,373,219.67	206,413,272.19
17	Wabash Ry.			3,461,790.00	100,115.62		129,660.85	10,417.13	46,694,170.71	50,396,154.31
	Total	$14,013,419.51	$948,934.99	$14,079,522.25	$ 198,957.46	$1,632,472.44	$18,988,728.22	$2,282,945.60	$1,090,060,964.95	$1,142,205,945.42

*Credit.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 1—TOTAL OPERATING REVENUES

Number	Railway Companies	Freight revenue	Passenger revenue	Other rail line revenues	Total rail line transportation revenue	Total incidental operating revenues	Joint facility operating revenues net	Total railway operating revenues
1	A., T. & S. F. Ry.	$ 164,454,189.72	$ 34,602,525.32	$ 18,929,503.93	$ 217,986,218.97	$ 2,201,111.98	$ 380,100.49	$ 220,567,431.44
2	Atlantic Northern Ry.	31,631.15	1,642.51	3,239.94	36,513.60	76.08		36,589.68
3	C., B. & Q. R. R.	126,777,843.96	18,817,973.10	13,365,467.38	158,961,284.44	2,547,035.42	901,604.75	162,409,924.61
4	Chicago Great Western R. R.	20,739,859.12	2,813,774.41	1,851,732.18	25,405,365.71	243,102.01	176,868.98	25,825,336.70
5	C., M., St. P. & P. R. R.	137,176,431.50	16,753,296.89	14,447,210.54	168,376,938.93	2,377,511.45	606,934.98	171,361,385.36
6	C., St. P., M. & O. Ry.	112,029,702.20	23,863,936.83	15,497,379.26	151,391,018.29	3,325,835.46	16,093.68	154,732,947.43
7	C. & N. W. Ry.	20,685,592.54	4,023,441.62	2,126,953.05	26,835,987.21	283,766.88	99,244.00	27,218,998.09
8	C., R. I. & P. Ry.	106,798,837.51	18,622,819.26	9,996,148.57	135,417,805.34	2,505,136.11	1,547,638.05	139,470,579.50
9	Great Northern Ry.	101,178,779.40	11,298,351.86	9,075,703.07	121,552,834.33	4,348,226.75	31,746.73	125,932,807.81
10	Illinois Central R. R.	120,543,326.99	20,711,252.83	9,537,509.13	150,792,088.95	2,055,084.87	336,634.06	153,183,807.88
11	Manchester & Oneida Ry.	25,676.35	1,161.19	4,757.21	31,594.75	399.87		31,994.62
12	M. & St. L. R. R.	12,912,561.62	805,854.30	904,681.39	14,623,097.31	62,583.64	14,824.85	14,700,505.80
13	Tabor & Northern Ry.	31,368.52	50.50	10,229.77	41,648.79	462.81		42,111.60
14	Union Pacific R. R.	95,482,356.02	14,924,988.35	7,770,139.09	118,177,483.46	2,716,478.45	205,815.89	121,099,777.80
15	Wabash Ry.	63,796,582.56	7,042,372.25	4,750,975.09	75,589,929.90	755,699.22	287,344.85	76,632,973.97
	Total	$ 1,082,664,739.16	$ 174,283,441.22	$ 108,271,629.60	$ 1,365,219,809.98	$23,422,511.00	$ 4,604,851.31	$ 1,393,247,172.29

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE

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	Milk
1	A., T. & S. F. Ry.	$ 1,173,832.38	$ 267,458.04	$ 2,563.82		$ 711.03	$ 69,898.62	$ 59,535.19	$ 10,812.34	$ 3,498.08
2	Atlantic Northern Ry.	31,631.15	1,642.51	10.84			1,903.12	994.86		331.12
3	C., B. & Q. R. R.	13,459,927.71	2,484,416.79	20,406.65			1,138,345.81	870,169.60	70,657.91	178,188.06
4	Chicago Great Western R. R.	10,821,567.44	1,544,946.11	11,024.74		7,680.48	366,552.29	327,112.46	29,327.41	67,448.81
5	C., M., St. P. & P. R. R.	26,841,598.36	1,978,050.88	15,798.88	$ 127,676.24	1,986.85	469,982.68	683,171.05	7,916.35	90,392.37
6	C. & N. W. Ry.	24,927,730.72	5,384,822.66	45,810.90		19,377.40	1,369,472.71	1,283,422.41	143,825.48	83,113.28
7	C., St. P., M., & O. Ry.	1,825,121.76	311,716.52	2,665.92		1,353.43	66,516.56	58,896.09	4,034.98	22,637.55
8	C., R. I. & P. Ry.	22,863,601.09	4,320,226.31	38,571.03		5,374.62	1,093,750.30	809,281.96	60,670.17	123,752.66
9	Great Northern Ry.	872,497.43	20,292.09	181.07			30,117.94	5,876.65	84.96	6,567.02
10	Illinois Central R. R.	8,626,871.60	1,136,648.85	5,774.36		2,298.60	248,313.91	320,144.56	12,335.81	23,117.91
11	Manchester & Oneida Ry.	25,676.35	1,161.19	7.79			3,570.51	938.91		
12	M. & St. L. R. R.	6,487,072.96	380,335.46	3,172.24			235,629.98	106,639.22	1,839.96	
13	Tabor & Northern Ry.	31,368.52	50.50				3,166.54	824.40		204.83
14	Union Pacific R. R.	133,065.56	10,757.45	157.32			5,608.73	2,651.32	168.38	2.55
15	Wabash Ry.	1,179,219.70	208,930.99	1,453.48			100,941.81	32,994.94	4,011.17	15,209.77
	Total	$119,300,782.73	$18,051,456.35	$ 147,599.04	$ 127,676.24	$38,782.41	$5,203,771.46	$4,562,653.62	$345,684.91	$614,464.01

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue: Revenue from: Switching	Special service train	Other freight train	Total rail line transportation revenue	Incidental Operating Revenue: Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage: Freight	Baggage
1	A., T. & S. F. Ry.	$ 603.90	$ 300.00	$ 78.84	$ 1,589,292.24			$ 2,594.40	$ 163.20	$ 129.89	$ 65.52
2	Atlantic Northern Ry.				36,513.60					20.06	
3	C., B. & Q. R. R.	142,276.26	12,594.02		18,376,982.81	$ 85,874.00		9,707.68	822.40	8,586.97	921.44
4	Chicago Great Western R. R.	97,582.98	1,438.99	6.22	13,274,687.93	46,473.20		3,427.97	137.60	3,223.71	368.10
5	C., M., St. P. & P. R. R.	166,009.51	9,849.80	542.32	30,392,975.29	64,836.01		14,953.07	82.30	8,755.81	506.89
6	C. & N. W. Ry.	169,065.00	7,931.45	73,000.47	33,507,572.48	328,799.20		13,247.92	84.40	10,851.04	1,407.21
7	C., St. P., M., & O. Ry.	11,070.97	363.11	6.80	2,304,383.69	7,338.61		384.46		638.80	52.38
8	C., R. I. & P. Ry.	145,240.94	10,284.87		29,470,753.95	181,830.75	$14,698.18	7,182.28	6,125.80	14,793.50	2,803.34
9	Great Northern Ry.	33,326.48			968,943.64			102.65	153.20	328.23	27.78
10	Illinois Central R. R.	108,062.17	3,911.63		10,487,469.40	44,827.06		7,983.51	60.20	5,096.99	347.88
11	Manchester & Oneida Ry.	240.00			31,594.75					2.87	
12	M. & St. L. R. R.	54,116.06	2,287.91		7,271,093.70			1,114.81	1.70	2,399.27	50.82
13	Tabor & Northern Ry.	6,034.00			41,648.79					27.46	
14	Union Pacific R. R.	568.53	289.55		153,269.39	1,135.27	986.61	57.69	.63	20.21	10.12
15	Wabash Ry.	9,570.16	1,717.46	1,285.08	1,555,334.56	5,202.91		1,091.03	3.30	520.68	4.38
	Total	$ 943,756.93	$ 50,968.79	$74,919.73	$ 149,462,516.22	$ 766,317.00	$15,684.79	$61,847.47	$ 7,634.73	$55,395.51	$ 6,565.86

TABLE 6A—RAILWAY OPERATING REVENUES—WITHIN THE STATE—Continued

PART 3—INCIDENTAL OPERATING REVENUE, JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenues						Joint Facility Revenue			Total railway operating revenue
		Demurrage	Telegraph and telephone	Stock yards	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total joint facility operating revenue	
1	A., T. & S. F. Ry.	$ 1,175.00	$ 297.96		$ 360.70	$ 42,453.24	$ 47,239.91				$ 1,636,532.15
2	Atlantic Northern Ry.	56.00					76.08				26,589.68
3	C., B. & Q. R. R.	49,118.00	32,342.09		10,740.88	31,953.71	230,067.17	$ 48,949.18	$15,517.51	$ 33,431.67	18,640,481.65
4	Chicago Great Western R. R.	13,034.63	889.17		3,048.57	19,012.89	89,616.44	99,093.04	6,201.46	92,891.58	13,457,195.95
5	C., M., St. P. & P. R. R.	44,257.54	12,870.48	$ 1,256.45	5,759.75	27,776.46	181,054.76	214,084.89	254.43	213,830.46	30,787,860.51
6	C. & N. W. Ry.	34,153.36			34,696.06	107,274.45	530,513.64	6,386.35	10,583.98	*4,197.63	34,063,888.49
7	C., St. P., M., & O. Ry.	4,000.00			168.00	6,851.53	19,433.78	6,836.90	3,311.61	3,525.29	2,327,342.76
8	C., R. I. & P. Ry.	52,582.30	8,338.76	12,778.85	15,475.05	102,457.35	419,066.16	2,641.19	4,089.34	*1,448.15	29,888,371.96
9	Great Northern Ry.	1,580.83	470.22		5,245.04	1,202.47	9,110.42		21,824.83	*21,824.83	956,229.23
10	Illinois Central R. R.	18,237.00			2,537.40	7,595.87	86,685.90	793.69	107.49	686.20	10,574,841.50
11	Manchester & Oneida Ry.	397.00					399.87				31,994.62
12	M. & St. L. R. R.	10,436.75	983.98		260.00	4,840.93	20,088.26	199.53	37.22	162.31	7,291,344.27
13	Tabor & Northern Ry.	87.00	348.35				462.81				42,111.60
14	Union Pacific R. R.	171.01	158.10	3.98	46.62	126.24	2,716.48	231.00	25.19	205.81	156,191.68
15	Wabash Ry.	1,764.46			11.16	1,788.88	10,386.80	45,678.69		45,678.69	1,611,400.05
	Total	$231,050.88	$56,699.71	$14,039.28	$78,349.23	$353,334.02	$ 1,646,918.48	$424,894.46	$61,953.06	$362,941.40	$ 151,472,376.10

*Debit.

TABLE 7—RAILWAY OPERATING EXPENSE AND OPERATING RATIO—ENTIRE LINE

Number	Railway Companies	Maintenance of								
		Way and structures	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.	$ 33,148,424.68	$ 40,273,981.71	$ 4,976,886.15	$ 60,089,085.78	$ 252,570.42	$ 5,403,184.15	$ 819,084.24	$143,325,048.66	64.98
2	Atlantic Northern Ry.	13,169.21	3,070.23	493.97	13,579.88		1,819.09		32,132.38	87.82
3	C., B. & Q. R. R.	24,414,604.84	26,080,966.31	3,353,452.35	52,083,143.89	1,611,939.21	4,508,564.49	487,128.62	111,565,542.47	68.69
4	Chicago Great Western R. R.	3,406,912.26	4,372,252.60	990,156.87	10,279,126.05	161,488.30	707,923.08	50,786.90	19,867,072.26	76.93
5	C., M., St. P. & P. R. R.	27,885,866.81	31,136,445.80	3,863,535.67	60,471,447.69	1,346,620.64	4,647,002.56	550,058.40	128,809,869.77	75.16
6	C. & N. W. Ry.	22,000,106.93	28,536,623.83	2,650,107.21	56,832,275.62	1,158,959.63	4,634,700.91	526,733.74	115,286,040.39	74.51
7	C., St. P., M., & O. Ry.	4,031,565.93	4,978,404.00	477,227.80	11,451,794.20	191,738.87	985,462.29	46,953.34	22,069,239.75	81.08
8	C., R. I. & P. Ry.	19,451,124.98	26,572,725.05	3,214,762.98	49,658,011.00	1,878,268.89	4,132,550.51	882,965.64	104,024,477.77	74.59
9	Great Northern Ry.	17,073,972.11	20,278,320.16	3,127,845.45	38,351,284.09	1,723,623.01	2,784,427.95	476,562.57	82,862,910.20	65.80
10	Illinois Central R. R.	19,100,798.76	35,965,886.43	3,168,908.67	54,147,780.45	1,187,398.41	4,350,891.31	89,041.09	117,832,622.94	76.92
11	Manchester & Oneida Ry.	6,047.48	3,905.68	1,167.43	11,634.36		2,689.83		25,444.78	79.53
12	M. & St. L. R. R.	1,872,555.35	2,507,995.91	436,064.26	6,456,809.40	9,151.85	560,368.83	11,938.82	11,831,006.78	80.48
13	Tabor & Northern Ry.	11,344.18	8,135.78	644.63	13,898.02		1,636.46		35,659.07	84.67
14	Union Pacific R. R.	13,571,798.27	23,944,971.86	2,283,334.45	32,819,722.94	2,296,959.90	4,129,894.06	2,617.82	79,044,063.66	65.27
15	Wabash Ry.	10,273,861.52	12,922,779.14	2,237,292.70	27,985,608.49	430,001.97	2,732,956.15	307,076.95	56,275,423.02	73.43
	Total	$196,262,153.31	$257,586,464.49	$30,781,880.59	$460,665,201.87	$12,248,721.10	$39,584,071.67	$4,250,948.13	$992,877,544.90	71.26

TABLE 7A—RAILWAY OPERATING EXPENSE AND OPERATING RATIO—WITHIN THE STATE OF IOWA

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.	$ 509,762.29	$ 344,296.58	$ 39,548.30	$ 756,267.22		$ 64,046.28	$ 5,259.00	$ 1,708,661.67	104.41
2	Atlantic Northern Ry.	13,169.21	3,070.23	493.97	13,579.88		1,819.09		32,132.38	87.82
3	C., B. & Q. R. R.	3,712,666.01	3,217,616.03	505,621.08	6,684,072.42	$ 141,519.90	661,084.74	66,785.33	14,855,794.85	79.70
4	Chicago Great Western R. R.	1,789,310.31	2,296,307.06	520,099.39	5,398,597.00	84,813.66	371,801.20	26,673.28	10,434,186.34	77.54
5	C., M., St. P. & P. R. R.	4,490,990.04	6,000,347.28	693,463.40	10,132,881.28	115,463.38	840,499.92	59,242.83	22,214,402.47	72.15
6	C. & N. W. Ry.	4,075,174.40	6,989,417.36	652,009.13	11,432,098.06	444,122.69	585,536.69	134,880.86	24,443,477.47	71.82
7	C., St. P., M., & O. Ry.	176,745.18	355,924.39	33,320.18	875,861.81	10,489.17	65,700.36	2,998.03	1,515,043.06	65.10
8	C., R. I. & P. Ry.	4,503,380.21	6,155,455.83	784,962.88	11,238,589.44	313,152.39	1,006,898.13	122,776.42	23,879,662.46	79.90
9	Great Northern Ry.	185,571.33	171,315.56	32,841.31	327,749.53		29,409.69	804.84	746,082.58	78.02
10	Illinois Central R. R.	1,902,803.97	3,036,974.66	321,269.60	4,774,706.77	86,608.88	462,651.28	3,056.30	10,581,958.86	100.07
11	Manchester & Oneida Ry.	6,047.48	3,905.68	1,167.43	11,634.36		2,689.83		25,444.78	79.53
12	M. & St. L. R. R.	958,881.27	1,319,267.58	226,809.85	3,119,332.25		258,948.15	5,781.87	5,877,457.23	80.61
13	Tabor & Northern Ry.	11,344.18	8,135.78	644.63	13,898.02		1,636.46		35,659.07	84.67
14	Union Pacific R. R.	45,940.54	81,053.73	7,729.09	111,094.76	7,775.21	13,979.69	8.86	267,564.16	171.31
15	Wabash Ry.	430,606.00	421,610.86	94,778.14	1,058,604.13	7,044.04	128,663.71	1,560.11	2,139,746.77	132.79
	Total	$22,812,392.42	$30,404,698.61	$ 3,914,689.38	$55,948,966.93	$ 1,210,989.32	$ 4,895,365.22	$ 429,827.73	$ 118,757,274.15	78.40

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 1—SECURITIES OF NON-CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Non-Carrier Companies: Pledged: Par value of amount held at close of year	Non-Carrier Companies: Pledged: Book value at close of year	Non-Carrier Companies: Unpledged: Par value of amount held at close of year	Non-Carrier Companies: Unpledged: Book value at close of year	Carrier Companies: Pledged: Par value of amount held at close of year	Carrier Companies: Pledged: Book value at close of year	Carrier Companies: Unpledged: Par value of amount held at close of year	Carrier Companies: Unpledged: Book value at close of year
1	Atchison, Topeka & Santa Fe Ry.	$ 3,998,700		$ 2,443,210	$ 1,396,010	$ 75,655,600	$ 71,320,205	$ 128,107,457	$ 115,326,914
2	Chicago, Burlington & Quincy R. R.			4,516,281	4,783,567	36,007,667	22,924,787	12,466,471	9,458,727
3	Chicago Great Western R. R.	48,700	$ 160,001	720,600	860,000	45,063,285	12,201,824	334,134	389,435
4	Chicago, Milwaukee, St. P. & P. R. R.			11,811,444	11,592,994	12,622,719	5,827,935	586,830	542,693
5	Chicago & North Western Ry.			4,360,000	260,000			47,555,377	41,681,946
6	Chicago, St. P., Minn. & O. Ry.							1,035,900	517,500
7	Chicago, Rock Island & Pacific Ry.	442,838	392,839	1,446,473	1,187,477	37,113,692	38,382,012	22,916,128	13,010,229
8	Great Northern Ry.			5,100,500	5,020,541	112,751,900	138,287,827	66,942,106	55,666,262
9	Illinois Central R. R.			15,947,675	16,680,802	46,682,000	34,698,403	68,400,541	61,002,215
10	Dubuque & Sioux City R. R.								
11	Minneapolis & St. Louis R. R.	700	1	40,000	265,835	306,500	1	103,800	103,800
12	Union Pacific R. R.			12,944,922	10,542,444			274,777,475	219,681,785
13	Wabash Ry.		1,843,460		20,594	10,475,733	5,187,035	5,797,803	3,321,804
	Total	$ 4,490,938	$ 2,396,301	$ 59,331,105	$ 52,610,264	$ 376,649,096	$ 328,830,029	$ 629,024,022	$ 520,703,310

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS MADE IN SECURITIES DURING YEAR

Number	Railway Companies	Non-Affiliated Companies: Pledged: Par value of amount held at close of year	Non-Affiliated Companies: Pledged: Book value at close of year	Non-Affiliated Companies: Unpledged: Par value of amount held at close of year	Non-Affiliated Companies: Unpledged: Book value at close of year	Investments in Securities Made During Year: Par value of securities acquired	Investments in Securities Made During Year: Book value at close of year	Investments in Securities Made During Year: Cost
1	Atchison, Topeka & Santa Fe Ry	$ 3,205	$ 1,001	$ 49,340,019	$ 48,870,976	$ 143,805,539	$ 138,404,378	$ 138,404,378
2	Chicago, Burlington & Quincy R. R.			8,169,695	8,722,326	6,284,231	6,741,256	6,741,256
3	Chicago Great Western R. R.	12,300	1	2,179,066	2,212,654	450,576	350,320	447,319
4	Chicago, Milwaukee, St. P. & P. R. R.	541,250	541,250	175,731	173,816	75,377	32,321	32,302
5	Chicago & North Western Ry			4,920,418	4,622,999	16,925,477	16,963,133	16,979,340
6	Chicago, St. P., Minn. & O. Ry			5,600	5,612	191,500	191,513	191,549
7	Chicago, Rock Island & Pacific Ry			1,046,913	624,382	746,751	748,951	728,050
8	Great Northern Ry	1,625,000	1,619,761	4,302,698	5,029,115	2,456,204	2,917,648	342,633
9	Illinois Central R. R.			4,411,979	4,431,706	4,899,812	4,994,377	4,994,377
10	Dubuque & Sioux City R. R.							
11	Minneapolis & St. Louis R. R.					200	200	200
12	Union Pacific R. R.			136,971,711	142,083,114	9,912,834	10,769,794	10,769,794
13	Wabash Ry.	4,915,950	10,502,784	7,061,627	13,166,673	621,560	2,477,804	2,478,124
	Total	$ 7,097,905	$ 12,664,797	$ 218,585,457	$ 229,943,373	$ 186,370,061	$ 184,591,095	$ 182,109,322

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 3—SECURITIES DISPOSED OF AND SECURITIES OWNED OR CONTROLLED AND LONG TERM DEBT CANCELLED

Number	Railway Companies	Securities Disposed of During Year: Par value	Securities Disposed of During Year: Book value	Securities Disposed of During Year: Selling price	Securities and Other Intangibles Owned or Controlled: Par value of amount held or controlled at close of year	Securities and Other Intangibles Owned or Controlled: Actual money cost to respondent or subsidiary	Securities and Other Intangibles Owned or Controlled: Amount at which carried on respondent or subsidiary's books at close of year	Stocks and Long Term Debt Retired or Cancelled During Year: Date acquired	Stocks and Long Term Debt Retired or Cancelled During Year: Par value
1	Atchison, Topeka & Santa Fe Ry	$ 97,912,974	$ 86,291,433	$ 88,077,581	$ 27,162,978	$ 30,812,254	$ 39,267,254	April, 1929	$ 43,000.00
2	Chicago, Burlington & Quincy R. R.	7,806,145	7,789,741	7,816,179				Various	84,000.00
3	Chicago Great Western R. R.	470,562	469,906	470,562	100,000	100,000	100,000	Various	3,640,630.88
4	Chicago, Milwaukee, St. P. & P. R. R.	187,529	231,107	185,900	1,015,501	300,100	982,201	Various	4,610,500.00
5	Chicago & North Western Ry	2,564,500	2,561,681	2,561,723				Various	29,177,020.00
6	Chicago, St. P., Minn. & O. Ry	4,000	3,993	4,000				Various	546,800.00
7	Chicago, Rock Island & Pacific Ry	393,897	396,897	392,996	35,000	35,000	35,000	Various	1,980,000.00
8	Chicago, St. P., Minn. & O. Ry	3,520,029	2,834,588	3,799,788	9,275,528	5,034,925	5,034,927	Various	3,152,100.00
9	Illinois Central R. R.	490,030	486,531	482,274	36,025,803	25,072,652	25,268,775	Various	7,524,242.68
10	Dubuque & Sioux City R. R.								
11	Minneapolis & St. Louis R. R.							Various	206,950.00
12	Union Pacific R. R.	9,888,529	9,742,743	9,900,281	16,910,350	23,180,014	18,369,993	Various	2,341,575.00
13	Wabash Ry.	476,268	476,268	476,268				Various	2,072,800.00
	Total	$ 123,722,463	$ 111,281,898	$ 114,167,552	$ 90,524,060	$ 84,534,945	$ 89,058,060		$55,379,618.56

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 1—INVESTMENTS, CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1929
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	
1	Atchison, Topeka & Santa Fe Ry	$ 1,183,302,494.67	$ 1,110,136,767.54	$ 73,165,727.13	$ 74,728,068.27	$ 65,317,994.21	$ 9,410,074.06	$ 307,752.85
2	Atlantic Northern Ry	154,905.90	149,703.96	5,201.94	10,442.89	6,895.99	3,546.90	
3	Chicago, Bur. & Quincy R. R.	668,745,477.97	651,518,757.65	17,226,720.32	34,669,135.08	36,260,910.81	*1,591,775.73	125,540.46
4	Chicago Great Western R. R.	144,174,804.19	144,279,394.33	*104,590.14	4,165,283.08	4,344,747.84	*179,464.76	21,278.18
5	Mason City & Ft. Dodge R. R.	44,979,133.76	45,451,191.59	*472,057.83				16,546.04
6	Chic., Mil., St. P. & Pac. R. R.	731,709,019.20	713,621,660.17	18,087,359.03	48,775,431.41	50,251,005.70	*1,475,574.29	2,539,506.19
7	Chicago & North Western Ry	610,167,606.22	575,132,215.84	35,035,390.38	77,638,182.51	29,801,071.09	47,837,111.42	32,507.50
8	Chicago, St. P., Minn. & O. Ry	93,831,147.62	93,095,634.54	735,513.08	3,961,708.25	4,498,970.76	*537,262.51	11,249.35
9	Chicago, Rock Island & Pac. Ry	455,621,464.68	433,739,382.55	21,882,082.13	19,817,534.83	22,855,778.86	*3,038,244.03	210,293.12
10	St. Paul & K. C. S. L. R. R.	17,978,269.10	16,786,190.23	1,192,078.87	187,101.71	187,078.35	23.36	
11	Great Northern Ry	765,090,769.74	762,768,770.51	2,321,999.23	54,215,593.02	54,795,608.19	580,015.17	16,349,709.90
12	Illinois Central R. R.	683,780,846.39	667,679,143.25	16,101,703.14	35,627,837.37	37,913,557.53	*2,285,720.16	189,054.18
13	Dubuque and Sioux City R. R.	47,914,318.50	47,025,942.68	888,375.82	243.82	243.82		
14	Manchester & Oneida Ry	140,696.82	140,277.89	418.93	25,080.12	19,926.85	5,153.27	
15	Minneapolis & St. Louis R. R.	67,091,051.68	65,959,433.95	1,131,617.73	3,608,677.50	5,088,663.78	*1,479,986.19	25,584.92
16	Tabor & Northern Ry	96,368.60	96,421.53	*52.93	9,153.05	11,828.26	*2,675.21	
17	Union Pacific R. R.	883,888,575.67	854,846,107.98	29,042,467.69	31,688,045.91	54,054,479.34	*22,366,433.43	396,498.79
18	Wabash Ry	329,198,501.52	316,488,967.14	12,709,534.38	14,518,428.38	19,261,615.28	*4,743,186.90	249,315.71
	Total	$ 6,727,865,452.23	$ 6,498,915,963.33	$ 228,949,488.90	$ 403,645,947.29	$ 384,670,376.66	$ 18,975,570.63	$20,474,837.19

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued

PART 2—DEFERRED ASSETS, UNADJUSTED DEBITS AND GRAND TOTAL ASSETS

Number	Railway Companies	Deferred Assets		Total Unadjusted Debits			Grand Total Assets		
		December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Atchison, Topeka & Santa Fe Ry	$ 376,990.28	$ *69,237.43	$ 1,470,884.52	$ 1,455,525.99	$ 15,358.53	$1,259,809,200.31	$1,177,287,278.02	$ 82,521,922.29
2	Atlantic Northern Ry			26.74		26.74	165,375.53	156,599.95	8,775.58
3	Chicago, Bur. & Quincy R. R.	215,519.79	*89,979.33	8,514,033.35	8,819,052.93	*305,019.58	712,054,186.86	696,814,241.18	15,239,945.68
4	Chicago Great Western R. R.	58,708.56	*37,430.38	2,850,833.39	2,700,275.81	150,557.58	151,212,198.84	151,383,126.54	*170,927.70
5	Mason City & Ft. Dodge R. R.	16,546.04		5,370,950.25	4,507,453.85	863,496.40	50,366,630.05	49,975,191.48	391,438.57
6	Chic., Mil., St. P. & Pac. R. R.	2,722,746.07	*183,239.88	4,061,625.53	4,198,460.98	*136,835.45	787,085,582.33	770,793,872.92	16,291,709.41
7	Chicago & North Western Ry	33,404.77	*897.27	2,602,291.89	2,346,257.47	256,034.42	690,440,588.12	607,312,949.17	83,127,638.95
8	Chicago, St. P., Minn. & O. Ry.	11,249.35		435,878.21	418,381.90	17,496.31	98,239,983.43	98,024,236.55	215,746.88
9	Chicago, Rock Island & Pac. Ry	92,344.71	117,948.41	1,911,199.99	1,954,550.67	*43,350.68	477,560,492.62	458,642,056.79	18,918,435.83
10	St. Paul & K. C. S. L. R. R.						18,165,370.81	16,973,268.58	1,192,102.23
11	Great Northern Ry	15,259,176.85	1,090,533.05	16,463,263.27	16,042,009.03	421,254.24	852,119,335.98	848,865,564.58	3,253,771.35
12	Illinois Central R. R.	212,972.16	*23,917.98	9,278,427.55	10,134,116.68	*855,689.13	728,876,165.49	715,969,789.62	12,906,375.87
13	Dubuque and Sioux City R. R.						47,914,562.32	47,026,186.50	888,375.82
14	Manchester & Oneida Ry						165,776.94	160,204.74	5,572.20
15	Minneapolis & St. Louis R. R.	38,564.31	*12,979.39	13,304,703.68	14,269,520.96	*964,817.28	84,030,017.87	85,356,183.00	*1,326,165.13
16	Tabor & Northern Ry			2,909.17	2,909.17		108,430.82	111,158.96	*2,728.14
17	Union Pacific R. R.	357,021.24	39,477.55	2,154,177.40	2,187,162.71	*32,985.31	918,127,297.77	911,444,771.27	6,682,526.50
18	Wabash Ry	272,161.94	*22,846.23	4,284,181.00	5,099,367.99	*815,186.99	348,250,426.61	341,122,112.35	7,128,314.26
	Total	$19,667,406.07	$ 807,431.12	$72,705,385.94	$74,135,046.14	$*1,429,660.20	$7,224,691,622.65	$6,977,388,792.20	$247,302,830.45

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 3—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBT

Number	Railway Companies	Total Capital Stock			Total Government Grants			Total Long Term Debt	
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928
1	Atchison, Topeka & Santa Fe Ry.	$ 365,802,100.00	$ 365,802,100.00					$ 311,752,201.30	$ 281,751,800.80
2	Atlantic Northern Ry.	111,325.00	111,225.00	$ 100.00					
3	Chicago, Bur. & Quincy R. R.	170,839,100.00	170,839,100.00					219,672,000.00	219,672,000.00
4	Chicago Great Western R. R.	92,343,915.00	92,343,215.00	700.00				40,149,821.92	40,606,561.77
5	Mason City & Ft. Dodge R. R.	32,841,152.00	32,841,152.00					12,007,191.39	12,007,191.39
6	Chic., Mil., St. P. & Pac. R. R.	257,668,395.78	256,884,450.19	783,945.59	$ 11,697.06	$ 2,810.80	$ 8,886.26	463,822,789.00	459,378,289.00
7	Chicago & North Western Ry.	180,869,573.00	180,869,693.00	*120.00				351,096,400.00	279,831,300.00
8	Chicago, St. P., Minn. & O. Ry.	29,818,945.78	29,818,945.78		1,500.00		1,500.00	48,806,800.00	48,663,600.00
9	Chicago, Rock Island & Pac. Ry.	128,909,211.50	129,032,011.50	*122,800.00	21,298.64	132.60	21,166.04	254,078,385.62	245,102,134.46
10	St. Paul & K. C. S. L. R. R.	50,000.00	423,862.85	*373,862.85	2,078.83	2,078.83		17,989,297.22	16,812,286.87
11	Great Northern Ry.	249,060,718.44	249,085,918.44	*25,200.00	344,358.62	343,716.05	642.57	338,191,921.13	341,845,471.41
12	Illinois Central R. R.	154,583,946.20	154,583,946.20		6,294.83	6,294.83		365,883,170.30	365,471,442.98
13	Dubuque and Sioux City R. R.	11,759,500.00	11,759,500.00		2,471.14	2,471.14		31,453,142.55	30,799,314.73
14	Manchester & Oneida Ry.	62,745.00	62,745.00					65,000.00	65,000.00
15	Minneapolis & St. Louis R. R.	25,792,600.00	25,792,600.00		4,094.16	2,321.66	1,772.50	45,885,825.79	46,817,775.79
16	Tabor & Northern Ry.	32,200.00	32,200.00						
17	Union Pacific R. R.	321,834,700.00	321,834,700.00		523,596.27	468,593.76	55,002.51	250,015,140.00	252,255,720.00
18	Wabash Ry.	138,120,699.51	138,120,699.51					127,419,725.00	126,040,125.00
	Total	$2,160,500,827.21	$2,160,238,064.47	$ 262,762.74	$ 917,389.55	$ 828,419.67	$ 88,969.88	$2,878,111,811.22	$2,767,120,014.20

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued

PART 4—LONG TERM DEBT, CURRENT LIABILITIES AND DEFERRED LIABILITIES

Number	Railway Companies	Long Term Debt	Total Current Liabilities			Total Deferred Liabilities			Total Unadjusted Credits	
		Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928
1	A., T. & S. F. Ry.	$ 29,823,400.50	$ 36,663,609.14	$ 30,362,818.80	$ 6,300,790.34	$ 2,774,731.42	$ 900,235.58	$ 1,874,495.84	$144,313,410.70	$130,231,083.74
2	A. N. Ry.		3,344.17	1,517.24	1,826.93				6,670.18	5,826.71
3	C., B. & Q. R. R.		13,946,800.90	13,877,183.42	69,617.48	142,430.49	91,608.64	50,821.85	81,311,162.46	80,586,736.68
4	C. G. W. R. R.	*456,739.85	2,848,387.09	2,664,984.25	183,402.84	15,110.47	14,317.19	793.28	5,820,116.50	5,222,164.05
5	M.C.& Ft.D.R.R.		8,820.00	9,060.00	*240.00				5,327,243.38	4,935,564.81
6	C., M., St. P. and P. R. R.	4,444,500.00	26,023,808.37	27,137,123.12	*1,113,314.75	862,734.07	1,020,417.09	*157,683.02	23,785,613.65	17,874,829.24
7	C. & N. W. Ry.	71,265,100.00	18,216,545.78	13,897,739.97	4,318,805.81	133,750.46	152,212.54	*18,462.08	59,936,133.99	58,397,787.39
8	C., St. P., M. & O. Ry.	143,200.00	5,428,542.38	5,928,632.70	*500,090.32	11,086.24	5,320.83	5,765.41	8,645,320.85	7,997,603.85
9	C., R. I. & P. Ry.	8,976,251.16	16,046,984.36	13,652,067.99	2,394,916.37	384,250.39	359,344.36	24,906.03	44,993,409.62	39,557,619.72
10	St. P. & K. C. S. L. R. R.	1,177,010.35	187,101.71	187,078.35	23.36					
11	G. N. Ry.	*3,653,550.28	23,983,756.71	24,065,587.47	*81,830.76	16,181,622.62	15,256,090.54	925,532.08	58,671,229.77	55,769,254.56
12	I. C. R. R.	411,727.32	29,676,417.12	30,278,334.24	*601,917.12	423,368.38	426,548.47	*3,180.09	91,604,448.55	81,826,399.89
13	D. & S. C. R. R.	653,827.82	610,371.39	610,371.39						
14	M. & O. Ry.		15,573.78	12,683.46	2,890.32				3,934.61	2,145.00
15	M. & St. L. R. R.	*931,950.00	14,183,688.78	19,433,360.99	*5,249,672.21	5,491,161.92	3,896.89	5,487,265.03	6,751,643.55	6,362,873.42
16	T. & N. Ry.		57,705.79	63,603.94	*5,898.15				7,783.18	3,769.08
17	U. P. R. R.	*2,240,580.00	37,889,184.80	54,031,908.92	*16,142,724.12	549,301.52	187,055.35	362,246.17	60,653,188.79	55,718,639.94
18	Wabash Ry.	1,379,600.00	11,666,602.93	9,557,680.47	2,108,922.46	4,473,255.34	7,150,422.17	*2,677,166.83	18,822,363.87	16,974,830.56
	Total	$110,991,797.02	$237,457,245.20	$245,771,736.72	$*8,314,491.52	$31,442,803.32	$25,567,469.65	$ 5,875,333.67	$610,653,664.65	$561,467,118.64

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued

PART 5—UNADJUSTABLE CREDITS

Number	Railway Companies	Unadjusted Credits: Increase or decrease 1929	Total Corporate Surplus: December 31, 1929	Total Corporate Surplus: December 31, 1928	Total Corporate Surplus: Increase or decrease 1929	Grand Total Liabilities: December 31, 1929	Grand Total Liabilities: December 31, 1928	Grand Total Liabilities: Increase or decrease 1929
1	Atchison, Topeka & Santa Fe Ry	$14,082,326.96	$ 398,680,147.75	$ 368,239,239.10	$30,440,908.65	$ 1,259,809,200.31	$ 1,177,287,278.02	$ 82,521,922.29
2	Atlantic Northern Ry	843.47	44,056.18	38,061.00	6,005.18	165,375.53	156,599.95	8,775.58
3	Chicago, Bur. & Quincy R. R.	724,425.78	226,142,658.01	211,747,612.44	14,395,080.57	712,054,186.86	696,814,241.18	15,239,945.68
4	Chicago Great Western R. R.	597,952.45	10,034,847.86	10,531,884.28	*497,036.42	151,212,198.84	151,383,126.54	*170,927.70
5	Mason City & Ft. Dodge R. R.	391,678.57	182,223.28	182,223.28		50,366,630.05	49,975,191.48	391,438.57
6	Chic., Mil., St. P. & Pac. R. R.	5,910,784.41	14,910,544.40	8,495,953.48	6,414,590.92	787,085,582.33	770,793,872.92	16,291,709.41
7	Chicago & North Western Ry	1,538,346.60	80,188,184.89	74,164,216.27	6,023,968.62	690,440,588.12	607,312,949.17	83,127,638.95
8	Chicago, St. P., Minn. & O. Ry	647,717.00	5,527,788.18	5,610,133.39	*82,345.21	98,239,983.43	98,024,236.55	215,746.88
9	Chicago, Rock Island & Pac. Ry	5,435,789.90	33,126,962.49	30,938,746.16	2,188,206.33	477,500,492.62	458,642,056.79	18,918,435.83
10	St. Paul & K. C. S. L. R. R.		*63,106.95	*452,038.32	388,931.37	18,165,370.81	16,973,268.58	1,192,102.23
11	Great Northern Ry	2,901,966.21	165,685,737.64	162,499,526.11	3,186,211.53	852,119,335.93	848,865,564.58	3,253,771.35
12	Illinois Central R. R.	9,778,048.66	86,698,520.11	83,346,823.01	3,351,697.10	728,876,165.49	715,939,789.62	12,936,375.87
13	Dubuque and Sioux City R. R.		4,089,077.24	3,854,529.24	234,548.00	47,914,562.32	47,026,186.50	888,375.82
14	Manchester & Oneida Ry	1,789.61	18,523.55	17,631.28	892.27	165,776.94	160,204.74	5,572.20
15	Minneapolis & St. Louis R. R.	388,770.13	*14,078,996.33	*13,056,645.75	b1,022,350.58	84,090,017.87	85,356,183.00	*1,326,165.13
16	Tabor & Northern Ry	4,014.10	10,741.85	11,585.94	*844.09	108,430.82	111,158.96	*2,728.14
17	Union Pacific R. R.	4,934,548.85	246,662,186.39	226,948,153.30	19,714,033.09	918,127,297.77	911,444,771.27	6,682,536.50
18	Wabash Ry	1,847,543.31	47,747,779.96	43,278,364.64	4,469,415.32	348,250,426.61	341,122,112.35	7,128,314.26
	Total	$49,186,546.01	$ 1,305,607,881.50	$ 1,216,395,968.85	$89,211,912.65	$ 7,224,691,622.65	$ 6,977,388,792.20	$247,302,830.45

[a]Deficit.
*Decrease.
[b]Increase in deficit 1929 over 1928.

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: Freight: Ordinary	Train Miles: Freight: Light	Train Miles: Freight: Total	Train Miles: Passenger	Train Miles: Mixed Train: Freight	Train Miles: Mixed Train: Passenger	Train Miles: Special	Train Miles: Total transportation service	Train Miles: Work service
1	Atchison, Topeka & Santa Fe Ry	9,504.29	17,806,898	94,325	17,900,223	20,765,296	2,164,855	273,550	25,296	41,129,220	882,167
2	Chicago, Burlington & Quincy R. R.	9,373.21	17,160,267	86,117	17,246,384	17,967,888	536,525	160,467	15,041	35,926,305	774,701
3	Chicago Great Western R. R.	1,495.27	3,469,806	5,583	3,475,389	2,887,083	82,740	12,182	787	6,458,181	96,025
4	Chicago, Mil., St. Paul & Pac. R. R.	11,248.37	19,256,639	73,257	19,329,896	16,219,840	1,235,198	241,076	16,369	37,042,379	1,446,662
5	Chicago & North Western Ry	8,465.38	16,537,571	89,452	16,627,023	17,748,608	833,500	99,557	19,736	35,321,424	899,632
6	Chicago, St. Paul, M. & O. Ry	1,746.53	3,444,919	37,469	3,482,388	3,597,577	342,635	135,438	2,998	7,561,036	98,206
7	Chicago, Rock Island & Pacific Ry	7,567.28	17,271,616	119,742	17,391,358	14,757,681	987,105	208,573	11,198	33,355,915	670,592
8	Great Northern Ry	8,387.88	9,948,914	60,902	10,009,816	10,954,351	543,529	107,794	22,261	21,637,751	1,003,886
9	Illinois Central R. R.	5,027.65	20,392,460	162,600	20,555,060	15,410,091	222,539	218,183	11,686	36,417,559	552,328
10	Minneapolis & St. Louis R. R.	1,627.80	2,608,248	12,698	2,620,946	1,713,260	190,756	41,336	770	4,567,068	36,573
11	Union Pacific R. R.	3,765.32	12,811,595	160,072	12,971,667	12,082,284	744,606	55,960	3,685	25,858,202	631,658
12	Wabash Railway	2,523.82	9,851,621	146,920	9,998,541	5,463,180	398,210	125,750	5,022	15,990,703	283,094
	Total	70,732.80	150,559,554	1,049,137	151,608,691	139,567,139	8,282,198	1,679,866	127,849	301,265,743	7,375,524

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry.	17,896,009	1,835,933	1,171,589	20,903,531	20,284,152	720,610	492,949	21,497,711	2,438,423	10,540
2	Chicago, Burlington & Quincy R. R.	17,248,269	914,877	745,929	18,909,075	14,863,359	224,309	331,899	15,419,567	696,930	6,121
3	Chicago Great Western R. R.	3,475,000	580,524	234,089	4,290,213	2,474,501	18,361	29,665	2,522,527	94,922	1,459
4	Chicago, Mil., St. Paul & Pac. R. R.	19,338,989	1,537,901	1,232,522	22,109,412	15,232,530	475,949	322,252	16,030,731	1,477,606	28,649
5	Chicago & North Western Ry.	16,623,546	917,796	327,548	17,878,890	16,228,174	333,491	239,753	16,801,418	963,081	3,217
6	Chicago, St. Paul, M. & O. Ry.	3,639,012	180,176	174,183	3,974,365	3,377,948	36,410	77,225	3,491,583	478,270	180
7	Chicago, Rock Island & Pacific Ry.	17,391,178	910,423	175,706	18,477,307	13,146,075	271,023	178,934	13,596,032	1,190,432	24,562
8	Great Northern Ry.	10,009,816	333,589	696,509	11,039,914	9,175,961	34,120	232,761	9,442,842	651,323	1,544
9	Illinois Central R. R.	20,555,060	175,477	345,503	21,076,040	12,614,811	102,503	167,427	12,884,741	440,722	----------
10	Minneapolis & St. Louis R. R.	2,639,946	271,063	123,041	3,015,050	1,711,370	5,828	11,815	1,729,013	232,092	891
11	Union Pacific R. R.	12,974,134	386,745	699,285	14,060,164	10,400,575	92,476	309,339	10,802,390	800,576	1,729
12	Wabash Railway	9,998,541	477,155	172,307	10,648,003	5,342,828	98,508	84,243	5,525,579	523,960	6,845
	Total	151,762,100	8,521,653	6,098,211	166,381,964	124,852,284	2,413,588	2,478,262	129,744,134	9,958,337	85,737

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 3—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train					Yard Switching		
		Light	Total	Principal	Helper	Light	Total	Train switching	Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry.	35,575	2,484,538	25,296	1,777	1,750	28,823	1,242,240	7,507,655	646,321	8,153,976
2	Chicago, Burlington & Quincy R. R.	7,379	710,430	15,041	1,352	731	17,124	1,334,830	7,675,752	684,995	8,360,747
3	Chicago Great Western R. R.	1,340	97,721	787	101	----------	888	311,256	1,432,756	95,850	1,529,606
4	Chicago, Mil., St. Paul & Pac. R. R.	33,416	1,539,671	16,369	1,641	592	18,602	3,070,755	10,436,814	700,390	11,137,204
5	Chicago & North Western Ry.	3,268	969,566	12,786	725	218	13,679	955,834	9,018,100	850,075	9,868,175
6	Chicago, St. Paul, M. & O. Ry.	16,854	495,304	3,900	894	78	4,872	364,310	1,653,523	155,550	1,807,073
7	Chicago, Rock Island & Pacific Ry.	22,828	1,237,822	11,198	1,402	----------	12,600	1,315,070	6,698,498	528,778	7,227,276
8	Great Northern Ry.	26,760	679,627	22,261	805	4,063	27,129	1,413,546	4,378,421	288,278	4,666,699
9	Illinois Central R. R.	2,756	444,478	11,686	----------	----------	11,686	1,423,390	7,606,537	781,471	8,388,008
10	Minneapolis & St. Louis R. R.	5,451	238,434	770	85	75	930	367,485	814,646	24,112	838,758
11	Union Pacific R. R.	12,404	814,709	3,685	159	945	4,789	659,412	3,748,476	306,274	4,054,750
12	Wabash Railway	10,223	541,028	5,022	435	20	5,477	361,840	4,514,537	154,889	4,669,426
	Total	179,254	10,223,328	128,751	9,376	8,472	146,599	12,819,968	65,484,715	5,216,983	70,701,698

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 4—LOCOMOTIVE MILES AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
				Freight Train					
		Total transportation service	Work service	Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry	54,310,819	946,275	627,008,620	372,336,223	999,339,843	18,714,892	2,041,436	1,020,096,161
2	Chicago, Burlington & Quincy R. R.	44,751,773	1,477,880	555,052,216	334,625,623	889,677,839	16,741,742	2,758,804	909,178,385
3	Chicago Great Western R. R.	8,752,211	117,369	106,530,073	63,595,981	170,126,054	3,828,482	168,362	174,123,898
4	Chicago, Mil., St. Paul & Pac. R. R.	58,906,375	1,896,477	593,711,342	348,285,140	941,996,482	20,215,673	2,866,617	965,078,772
5	Chicago & North Western Ry	46,457,562	1,285,627	437,111,228	267,834,402	704,945,630	17,267,171	929,916	723,142,717
6	Chicago, St. P., Minn. & O. Ry	10,137,507	113,045	77,825,861	40,850,963	118,676,824	3,495,507	330,380	122,502,711
7	Chicago, Rock Island & Pacific Ry	41,866,107	1,043,711	435,735,248	276,617,604	712,352,852	17,669,928	884,903	730,907,683
8	Great Northern Ry	27,369,757	1,014,962	381,752,596	195,691,571	577,444,167	10,425,003	1,302,864	589,172,034
9	Illinois Central R. R.	44,228,343	1,019,002	567,145,000	345,309,000	912,454,000	21,731,000	1,281,000	935,466,000
10	Minneapolis & St. Louis R. R.	6,189,670	36,573	50,557,387	27,655,533	78,212,920	2,630,946	----------	80,833,866
11	Union Pacific R. R.	21,751,353	352,966	306,427,804	176,018,581	482,446,385	10,204,124	567,356	493,217,865
12	Wabash Railway								
	Total	390,017,691	9,949,486	4,630,885,746	2,696,194,921	7,327,080,667	155,700,877	14,064,054	7,496,845,598

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passengers	Sleeping, parlor and observation	Dining	Other	Total	Freight loaded	Freight empty	Caboose	Exclusive work train equipment	Passenger
1	Atchison, Topeka & Santa Fe Ry	30,947,888	84,043,122	7,209,414	53,922,135	176,122,559	22,057,587	13,246,233	76,068	210,342	2,441,116
2	Chicago, Burlington & Quincy R. R.	34,151,980	31,573,431	5,574,090	41,672,156	112,971,657	2,276,048	1,353,625	10,929	75,820	753,700
3	Chicago Great Western R. R.	4,724,182	5,222,446	420,487	5,310,611	15,677,726	909,805	458,962	15,782	----------	96,615
4	Chicago, Mil., St. Paul & Pac. R. R.	26,330,025	35,850,300	5,688,276	36,239,162	104,107,763	6,917,828	4,191,110	90,617	161,192	1,510,354
5	Chicago & North Western Ry	39,482,991	35,297,179	3,886,628	40,658,464	119,325,262	5,245,748	3,385,265	54,171	66,238	939,069
6	Chicago, St. Paul, M. & O. Ry	6,711,990	6,394,536	671,481	7,594,156	21,372,163	1,310,101	768,096	----------	19,429	561,470
7	Chicago, Rock Island & Pacific Ry	27,975,052	33,687,071	5,465,731	27,973,003	95,100,947	6,437,683	3,491,232	104,886	27,787	1,109,058
8	Great Northern Ry	17,231,109	19,585,797	3,852,414	28,267,582	68,936,902	2,890,081	1,547,371	45,709	45,344	649,492
9	Illinois Central R. R.	36,256,419	27,128,704	3,852,336	35,002,618	102,240,077	1,480,334	811,915	91,358	15,309	484,458
10	Minneapolis & St. Louis R. R.	2,739,631	625,720	----------	2,679,461	6,044,812	900,969	505,141	5,096	----------	223,036
11	Union Pacific R. R.	15,870,180	42,828,023	6,359,416	33,700,406	98,758,025	6,788,340	4,786,476	41,044	97,612	763,965
12	Wabash Railway	12,610,852	11,273,970	2,094,211	8,981,977	34,911,010	2,210,682	1,179,915	32,872	24,643	619,090
	Total	255,032,299	333,510,299	45,074,484	321,961,821	955,568,903	59,425,206	35,725,340	568,562	743,716	10,171,423

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 6—CAR MILES

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observation	Dining	Other passenger train	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation
1	Atchison, Topeka & Santa Fe Ry	25,248		785,106	38,841,820	307,601	48,392	24,061	288	103,196	3,636
2	Chicago, Burlington & Quincy R. R.	3,240		215,837	4,689,209	232,026	16,091	14,902		78,254	
3	Chicago Great Western R. R.	396		12,004	1,493,564	10,823	24	694		3,637	
4	Chicago, Mil., St. Paul & Pac. R. R.	6,536	79	699,603	13,577,319	227,874	681	16,852		4,913	66,490
5	Chicago & North Western Ry			106,025	9,796,516	206,350		12,731		64,908	4,722
6	Chicago, St. Paul, M. & O. Ry			247,693	2,926,788	50,594		2,998		3,685	14,044
7	Chicago, Rock Island & Pacific Ry	1,750	263	615,689	11,788,348	159,634	526	10,991		50,520	7,433
8	Great Northern Ry	1,644		238,187	5,417,828	281,697	27,026	21,851	132	88,653	
9	Illinois Central R. R.			369,095	3,252,469	160,462		11,664		54,846	
10	Minneapolis & St. Louis R. R.			82,787	1,717,029	11,406		770			3,710
11	Union Pacific R. R.	131		115,749	12,593,317	54,409		3,983		22,304	
12	Wabash Railway	6,482	127	455,147	4,528,958	64,106		5,022		25,830	
	Total	45,527	469	3,942,922	110,623,165	1,766,981	92,740	126,519	420	500,746	100,025

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 7—CAR MILES AND FREIGHT SERVICE

Number	Railway Companies	Car Miles					Freight Service		
		Special Train					Tons		
		Dining	Other passenger train	Total	Total transportation service	Work service	Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry		3,538	490,702	1,235,551,242	7,997,217	40,942,983	10,384,657	51,327,640
2	Chicago, Burlington & Quincy R. R.			341,273	1,027,180,524	3,265,703	46,819,641	9,506,560	56,326,201
3	Chicago Great Western R. R.		10	15,188	191,309,376	665,345	7,573,945	1,516,844	9,090,789
4	Chicago, Mil., St. Paul & Pac. R. R.	3,127	2,398	322,335	1,083,086,189	13,068,635	51,953,708	7,176,988	59,130,696
5	Chicago & North Western Ry		5,683	294,394	852,558,889	3,634,831	59,234,227	6,865,577	66,099,804
6	Chicago, St. Paul, M. & O. Ry		200	71,521	146,873,183	589,716	10,524,982	896,240	11,421,222
7	Chicago, Rock Island & Pacific Ry	524	1,402	231,030	838,028,008	2,001,382	36,393,844	7,146,260	43,540,104
8	Great Northern Ry		2,544	421,903	663,948,667	6,065,037	39,661,221	4,480,604	44,141,825
9	Illinois Central R. R.			226,972	1,041,185,518	5,157,979	53,430,366	8,253,912	61,684,278
10	Minneapolis & St. Louis R. R.			15,886	88,611,593	80,325	6,910,344	651,194	7,561,538
11	Union Pacific R. R.			80,696	864,558,544	12,928,842	21,244,497	5,343,584	26,588,081
12	Wabash Railway			94,957	532,752,790	1,504,467	24,558,811	3,711,817	28,270,628
	Total	3,651	15,775	2,606,857	8,565,644,523	56,959,479	399,248,569	65,934,237	465,182,806

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service: Ton Miles: Revenue freight	Freight Service: Ton Miles: Non-revenue freight	Freight Service: Ton Miles: Total	Passenger Service: Passengers carried—revenue	Passenger Service: Passenger miles—revenue	Revenues: Freight revenue	Revenues: Passenger revenue	Revenues: Passenger service train revenue
1	A., T. & S. F. Ry.	12,590,751,436	1,600,081,383	14,190,832,819	3,529,515	1,129,894,198	$ 164,454,189.72	$ 34,602,525.32	$ 51,817,789.40
2	C., B. & Q. R. R.	12,873,521,492	2,198,057,208	15,071,578,700	13,848,078	719,016,996	126,777,843.96	18,817,973.10	29,570,522.03
3	Chi. G. W. R. R.	2,249,856,744	139,790,218	2,389,646,962	730,730	93,940,609	20,739,859.12	2,813,774.41	4,353,170.75
4	C., M., St. P. & P. R. R.	13,091,989,908	2,095,876,291	15,187,866,199	7,444,431	572,419,772	137,176,431.50	16,742,772.04	27,351,298.23
5	C. & N. W. Ry.	8,902,539,812	1,625,934,068	10,528,473,880	27,923,976	953,462,221	112,029,702.20	23,863,996.83	35,809,291.55
6	C., St. P., M. & O. Ry.	1,690,736,962	145,930,139	1,836,667,101	1,192,853	125,210,433	20,685,592.54	4,023,441.62	5,948,644.56
7	C., R. I. & P. Ry.	9,399,294,397	1,061,743,917	10,461,038,314	13,059,119	658,857,221	106,798,837.51	18,622,819.26	27,027,217.25
8	Great Northern Ry.	10,150,709,921	1,027,690,444	11,178,400,365	2,276,069	367,978,032	101,178,226.31	11,298,351.86	19,189,727.98
9	Illinois Central R. R.	13,864,064,733	1,696,953,267	15,561,018,000	40,731,663	820,558,084	129,543,326.99	20,711,252.83	28,240,449.96
10	Minn. & St. L. R. R.	1,222,990,021	153,777,771	1,376,767,792	458,246	26,773,419	12,912,561.62	806,854.30	1,542,404.80
11	Union Pacific R. R.	8,914,266,525	1,615,721,601	10,529,988,126	1,704,941	525,027,894	95,482,356.02	14,924,988.35	22,109,169.01
12	Wabash Railway	6,107,472,314	479,719,111	6,587,191,425	2,025,936	240,316,280	62,796,582.56	7,042,372.25	10,302,835.86
	Total	101,058,194,265	13,841,275,418	114,899,469,683	114,925,557	6,233,455,159	$ 1,082,575,510.05	$ 174,270,062.17	$ 263,312,521.38

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 9—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUES, AND AVERAGE PER MILE OF ROAD

Number	Railway Companies	Operating revenues	Operating expenses	Net operating revenues	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	A., T. & S. F. Ry.	$ 220,567,431.44	$ 143,325,048.66	$ 77,242,382.78	1,883	2,185	256	3	4,327	93	5,714	111,115	18,885	$17,303.15	$ 5,452.04
2	C., B. & Q. R. R.	162,409,924.61	111,565,542.47	50,844,382.14	1,977	2,080	635	2	3,833	84	4,774	98,023	12,404	13,608.99	3,216.96
3	Chi. G. W. R. R.	25,825,336.70	19,867,072.26	5,958,264.44	2,382	2,055	63	1	4,319	64	5,853	120,294	11,237	14,214.34	3,097.84
4	C., M., St. P. & P. R. R.	171,345,941.35	128,771,618.63	42,574,322.72	1,719	1,538	140	1	3,296	129	4,792	86,856	10,087	12,199.05	2,592.93
5	C. & N. W. Ry.	154,732,947.43	115,286,040.39	39,446,907.04	1,964	2,097	110	1	4,172	106	5,488	86,483	14,228	13,233.87	4,230.09
6	C., St. P., M. & O. Ry.	27,218,998.09	22,069,239.75	5,149,758.34	1,994	2,069	274	2	4,329	89	5,533	97,940	12,803	14,113.24	3,405.96
7	C., R. I. & P. Ry.	139,470,579.50	104,024,477.77	35,446,101.73	2,298	1,960	158	2	4,408	120	3,251	71,604	8,870	12,103.87	3,571.59
8	Great Northern Ry.	125,962,254.72	82,847,172.29	43,085,082.43	1,369	1,585	702	3	2,580	110	8,797	186,576	20,516	23,976.08	2,434.39
9	Illinois Central R. R.	153,183,807.88	117,832,622.94	35,351,184.94	4,088	3,065	88	2	7,243	22	3,802	50,533	4,063	7,932.52	5,617.03
10	Minn. & St. L. R. R.	14,700,505.80	11,831,005.78	2,869,499.02	1,610	1,095	143	------	2,806	168	8,073	203,143	26,468	25,358.36	986.17
11	Union Pacific R. R.	121,099,777.80	79,044,063.66	42,055,714.14	3,445	3,209	212	1	6,867	112	8,618	196,819	14,271	25,277.79	5,871.79
12	Wabash Railway	76,632,973.97	56,275,423.02	20,357,550.95	3,962	2,164	208	2	6,336	104	5,513	107,365	13,715	$15,304.14	4,102.05
	Total	$1,398,120,479.29	$ 992,739,328.62	$ 400,381,150.67	2,143	1,973	141	2	4,259						$ 3,722.64

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road: Operating revenues	Operating expenses	Net operating Revenues	Ton Miles: Revenue freight	Non-revenue freight	All freight	Passenger miles revenue	Averages Per Train Mile: Loaded Freight Car—Miles: Freight trains	Mixed trains	Empty Freight Car—Miles: Freight trains	Mixed trains	Ton Miles: Revenue freight	Non-revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry	$23,207.15	$15,080.04	$ 8,127.11	1,324,744	------	1,493,098	118,883	35.03	9.05	20.80	5.43	627.50	------	707.24
2	Chicago, Burlington & Quincy R. R.	17,327.03	11,902.60	5,424.43	1,381,911	------	1,617,862	78,222	32.18	3.27	19.40	1.94	723.93	------	847.53
3	Chicago Great Western R. R.	17,271.35	13,286.61	3,984.74	1,541,961	------	1,637,777	66,851	30.65	9.58	18.30	4.84	632.31	------	671.60
4	Chicago, Mil., St. Paul & Pac. R. R.	15,532.95	11,448.02	3,784.93	1,164,265	------	1,350,651	54,266	30.71	4.69	18.02	2.84	636.61	------	738.53
5	Chicago & North Western Ry	18,278.32	13,618.53	4,659.79	1,051,641	------	1,243,710	112,631	26.29	5.62	16.11	3.63	509.87	------	602.99
6	Chicago, St. Paul, M. & O. Ry	15,584.62	12,636.05	2,948.57	968,055	------	1,051,609	71,691	22.35	2.74	11.73	1.61	422.02	------	480.17
7	Chicago, Rock Island & Pacific Ry	18,430.74	13,746.61	4,684.13	1,242,097	------	1,382,494	87,067	25.05	5.38	15.91	2.92	511.43	------	569.20
8	Great Northern Ry	15,013.60	9,877.01	5,136.59	1,214,322	------	1,337,264	46,681	38.14	4.44	19.55	2.38	961.85	------	1,059.83
9	Illinois Central R. R.	30,468.27	23,436.92	7,031.35	2,757,564	------	3,066,088	163,209	27.59	3.36	16.80	1.84	667.26	------	748.93
10	Minneapolis & St. Louis R. R.	9,030.90	7,268.09	1,763.81	751,315	------	845,784	17,118	19.29	3.88	10.55	2.18	434.96	------	489.66
11	Union Pacific R. R.	32,161.88	20,992.65	11,169.23	2,367,466	------	2,796,572	139,438	37.93	8.48	19.07	5.98	649.92	------	767.70
12	Wabash Railway	30,363.88	22,297.72	8,066.16	2,419,939	------	2,610,008	95,219	30.65	4.22	17.60	2.25	587.44	------	633.58
	Total	$19,695.54	$14,035.06	$ 5,660.48	1,428,732	------	1,624,415	88,121	30.60	5.97	17.78	3.59	622.04	------	718.61

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 11—AVERAGES PER TRAIN MILE AND PER LOCOMOTIVE MILE AND PER LOADED FREIGHT CAR MILE

Number	Railway Companies	Averages Per Train Mile: Passenger Train Car Miles: Passenger trains	Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating: Revenues	Expenses	Net operating revenue	Averages Per Locomotive Mile: 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	Average Per Loaded Freight Car Mile: Ton Miles: Revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry	8.48	1.33	53.71	$ 8.20	$ 2.46	$ 5.36	$ 3.48	$ 1.88	.86	48.80	.94	8.15	.98	15.63	.88	17.02	19.40	21.86
2	Chicago, Burlington & Quincy R. R.	6.29	1.40	39.66	7.13	1.63	4.52	3.10	1.42	.91	48.08	.96	7.01	.98	6.60	.88	19.93	23.10	27.04
3	Chicago Great Western R. R.	5.43	1.15	32.40	5.83	1.50	4.00	3.08	.92	.81	40.59	.98	5.84	.97	15.28	.89	17.10	20.94	22.24
4	Chicago, Mil., St. Paul & Pac. R. R.	6.42	1.50	34.77	6.67	1.66	4.63	3.48	1.15	.87	43.65	.95	6.39	.96	8.82	.88	17.33	21.80	25.29
5	Chicago & North Western Ry	6.72	1.12	53.42	6.42	2.01	4.38	3.26	1.12	.93	40.45	.97	6.95	.99	10.43	.93	21.52	20.13	23.80
6	Chicago, St. Paul, M. & O. Ry	5.94	1.73	33.54	5.41	1.59	3.60	2.92	.68	.88	30.82	.97	5.99	.97	5.91	.62	14.68	21.36	23.21
7	Chicago, Rock Island & Pacific Ry	6.44	1.44	44.02	5.81	1.81	4.18	3.12	1.06	.94	39.56	.97	6.74	.96	9.51	.89	18.34	21.26	23.66
8	Great Northern Ry	6.29	1.37	33.25	9.59	1.73	5.82	3.83	1.99	.91	53.37	.97	6.93	.96	7.97	.82	15.55	26.39	28.96
9	Illinois Central R. R.	6.63	1.94	52.50	5.80	1.81	4.21	3.24	.97	.98	44.39	.98	7.13	.99	7.32	1.00	19.42	24.38	27.37
10	Minneapolis & St. Louis R. R.	3.53	1.32	15.26	4.59	.88	3.22	2.59	.63	.87	26.81	.99	3.50	.97	7.20	.83	17.08	23.77	26.75
11	Union Pacific R. R.	8.17	1.10	43.25	6.96	1.82	4.69	3.06	1.63	.92	53.56	.96	8.88	.98	15.46	.77	16.85	17.87	21.11
12	Wabash Railway	6.39	2.06	43.00	6.14	1.85	4.79	3.52	1.27	.94	46.22	.97	6.28	.97	8.37	.92	17.34	19.79	21.34
	Total	6.85	1.42	44.13	$ 6.77	$ 1.86	$ 4.62	$ 3.30	$ 1.32	.91	45.06	.97	7.37	.97	10.82	.87	17.78	21.55	24.50

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 12—AVERAGES PER LOADED FREIGHT CAR MILE AND PER CAR MILE—PASSENGER, AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages per loaded freight car mile—freight revenue	Averages Per Car Mile—Passenger: Passenger mile revenue	Averages Per Car Mile—Passenger: Passenger revenue	Miscellaneous Averages: Miles Hauled: Revenue freight	Miles Hauled: Non-revenue freight	Miles Hauled: All freight	Miles carried revenue passengers	Revenue Per: Ton of freight	Revenue Per: Ton mile of freight	Revenue Per: Passenger	Revenue Per: Passenger mile	Operating ratio per cent
1	Atchison, Topeka & Santa Re Ry	$ .25337	9.62	$ .29460	307.52	154.08	276.48	320.13	$4.01666	$ .03106	$9.80376	$ .03062	64.98
2	Chicago, Burlington & Quincy R. R.	.22747	10.82	.28305	274.96	231.21	267.58	51.92	2.76779	.00985	1.35888	.02617	68.69
3	Chicago Great Western R. R.	.19904	9.35	.28015	297.05	92.16	262.86	128.56	2.73832	.00922	3.85063	.02995	76.93
4	Chicago, Mil., St. Paul & Pac. R. R.	.22839	8.99	.26285	251.99	222.03	256.85	76.89	2.64036	.01048	2.24903	.02925	75.15
5	Chicago & North Western Ry	.25326	12.59	.31516	150.29	236.82	159.28	34.14	1.89130	.01258	.85460	.02503	74.51
6	Chicago, St. Paul, Minn. & Omaha Ry.	.26139	9.15	.29394	160.64	162.82	160.81	104.97	1.96538	.01223	3.37296	.03213	81.08
7	Chicago, Rock Island & Pacific Ry	.24153	10.50	.29667	258.27	148.57	240.26	50.45	2.93453	.01136	1.42604	.02827	74.59
8	Great Northern Ry	.26304	9.82	.30155	255.94	229.36	253.24	161.67	2.55106	.00997	4.96400	.03070	65.79
9	Illinois Central R. R.	.21199	12.85	.32427	259.48	205.59	252.27	20.15	2.25608	.00869	.50848	.02524	76.92
10	Minneapolis & St. Louis R. R.	.25093	7.46	.22457	176.98	236.15	182.08	58.43	1.86859	.01056	1.75856	.03010	80.48
11	Union Pacific R. R.	.19142	8.83	.25100	419.60	302.37	396.04	307.94	4.49445	.01071	8.75396	.02843	65.27
12	Wabash Railway	.20670	9.80	.28732	248.69	129.24	233.00	118.62	2.59771	.01045	3.47611	.02930	73.43
	Total	$ .23081	10.41	$ .29105	253.12	209.93	247.00	54.24	$2.71153	$ .01071	$1.51637	$ .02796	71.26

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE

PART 1—AVERAGE MILES OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles: Freight: Ordinary	Freight: Light	Freight: Total	Passenger	Mixed: Freight	Mixed: Passenger	Special	Total transportation service	Work service
1	Atchison, Topeka & Santa Fe Ry	19.99	120,704	916	121,620	131,106	4,352	2,869	----------	259,947	8,823
2	Chicago, Burlington & Quincy R. R.	1,445.21	2,259,710	8,599	2,268,309	2,983,150	108,735	34,965	2,979	5,398,138	150,693
3	Chicago Great Western R. R.	776.41	1,835,051	2,865	1,837,916	1,458,425	82,538	12,152	494	3,391,525	44,352
4	Chicago, Mil., St. Paul & Pac. R. R.	1,929.96	4,673,109	5,493	4,678,602	2,818,741	200,137	36,056	3,368	7,736,904	259,100
5	Chicago & North Western Ry	1,634.08	4,205,126	12,080	4,217,206	4,146,384	273,876	26,196	1,682	8,665,344	127,996
6	Chicago, St. Paul, Minn. & O. Ry	101.76	231,075	1,357	232,432	288,566	8,810	3,482	85	533,375	2,995
7	Chicago, Rock Island & Pacific Ry	2,252.47	4,414,536	55,960	4,470,496	3,586,225	450,332	79,829	2,654	8,589,536	162,553
8	Great Northern Ry	78.00	115,947	468	116,415	107,166	----------	----------	----------	223,581	5,880
9	Illinois Central R. R.	718.04	2,337,884	11,348	2,349,232	1,295,003	----------	----------	1,018	3,645,253	61,040
10	Minneapolis & St. Louis R. R.	877.17	1,432,399	6,917	1,439,316	828,351	129,566	20,100	601	2,417,934	20,756
11	Union Pacific R. R.	2.48	24,616	264	24,880	13,013	----------	----------	----------	37,893	51,784
12	Wabash Railway	208.87	350,831	5,104	355,935	289,016	21,086	5,066	208	671,311	12,056
	Total	10,044.44	22,000,988	111,371	22,112,359	17,945,146	1,279,432	220,715	13,089	41,570,741	908,028

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Freight				Passenger				Mixed Train	
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper
1	Atchison, Topeka & Santa Fe Ry	121,620	7,787	34,667	164,074	131,106	3,243	20,957	155,306	7,221	----------
2	Chicago, Burlington & Quincy R. R.	2,268,461	210,618	102,975	2,582,054	2,065,300	16,837	42,671	2,124,808	143,700	360
3	Chicago Great Western R. R.	1,837,997	274,753	116,930	2,229,680	1,281,994	13,792	14,745	1,310,531	94,690	1,459
4	Chicago, Mil., St. Paul & Pac. R. R.	4,678,681	274,545	219,757	5,172,983	2,547,361	67,757	41,783	2,656,901	296,198	10,938
5	Chicago & North Western Ry	4,217,312	235,167	25,002	4,477,481	3,735,717	110,373	26,681	3,872,771	300,072	49
6	Chicago, St. Paul, Minn. & O. Ry	232,556	12,579	8,152	253,287	241,505	1,609	7,523	250,637	14,373	----------
7	Chicago, Rock Island & Pacific Ry	4,470,496	238,502	60,124	4,769,122	3,014,120	38,119	26,200	3,078,439	527,348	7,853
8	Great Northern Ry	116,415	2,696	4,939	124,050	64,597	----------	2,749	67,346	----------	----------
9	Illinois Central R. R.	2,349,232	13,326	13,720	2,376,278	1,277,615	5,671	17,494	1,300,780	----------	----------
10	Minneapolis & St. Louis R. R.	1,439,316	211,456	63,311	1,714,083	827,371	4,773	483	832,627	149,666	891
11	Union Pacific R. R.	24,880	6,062	17,194	48,136	13,013	11	21,462	34,486	----------	----------
12	Wabash Railway	355,985	165,044	1,796	522,775	280,016	15,982	9,583	314,551	26,152	144
	Total	22,112,901	1,652,535	668,567	24,434,003	15,488,715	278,167	232,301	15,999,183	1,499,415	21,694

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 3—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles									
		Mixed Train		Special Train					Yard Switching		
		Light	Total	Principal	Helper	Light	Total	Train switching	Freight	Passenger	Total
1	Atchison, Topeka & Santa Fe Ry	753	7,974	----------	----------	----------	----------	----------	190,157	8,220	198,377
2	Chicago, Burlington & Quincy R. R.	562	144,622	2,979	381	71	3,431	176,842	799,321	99,202	898,523
3	Chicago Great Western R. R.	1,340	97,489	494	6	----------	500	147,876	589,006	32,448	621,454
4	Chicago, Mil., St. Paul & Pac. R. R.	7,998	255,129	3,368	374	106	3,848	461,205	1,272,454	45,594	1,318,048
5	Chicago & North Western Ry	264	300,385	1,682	5	----------	1,687	178,933	1,084,220	99,591	1,183,811
6	Chicago, St. Paul, Minn. & O. Ry	1,703	16,076	87	87	4	178	966	221,718	38,218	259,996
7	Chicago, Rock Island & Pacific Ry	16,405	551,606	2,654	353	----------	3,007	585,394	1,242,071	131,110	1,373,181
8	Great Northern Ry	----------	----------	----------	----------	----------	----------	6,976	118,092	8,034	126,126
9	Illinois Central R. R.	----------	----------	1,018	----------	----------	1,018	130,503	519,612	50,138	569,750
10	Minneapolis & St. Louis R. R.	4,514	155,071	601	----------	40	641	196,321	308,671	17,222	325,893
11	Union Pacific R. R.	----------	----------	----------	----------	6	6	----------	474,024	57,424	531,448
12	Wabash Railway	----------	26,296	208	96	----------	304	16,570	74,656	1,460	76,116
	Total	33,539	1,554,648	13,091	1,302	227	14,620	1,901,586	6,894,002	588,661	7,482,663

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 4—LOCOMOTIVE MILES AND CAR MILES

Number	Railway Companies	Locomotive Miles		Car Miles					
				Freight Train					
		Total transportation service	Work service	Loaded	Empty	Sum of loaded and empty	Caboose	Exclusive work equipment	Total
1	Atchison, Topeka & Santa Fe Ry	525,731	9,233	5,225,147	3,738,120	8,963,267	125,451	9,393	9,098,111
2	Chicago, Burlington & Quincy R. R.	5,990,280	192,686	59,020,155	37,068,122	96,088,277	2,118,131	266,960	98,473,368
3	Chicago Great Western R. R.	4,407,530	63,105	54,808,506	32,985,039	87,793,545	2,029,134	103,006	89,925,685
4	Chicago, Mil., St. Paul & Pac. R. R.	9,868,114	260,300	126,805,645	92,170,251	218,975,896	4,885,495	503,035	224,364,426
5	Chicago & North Western Ry	10,015,068	217,509	122,540,910	76,613,335	199,154,245	4,423,216	212,047	203,789,508
6	Chicago, St. Paul, Minn. & O. Ry	781,080	3,330	4,715,178	3,070,355	7,785,533	232,747	25,509	8,043,789
7	Chicago, Rock Island & Pacific Ry	10,360,749	211,403	98,012,185	56,989,854	155,002,039	4,529,094	202,649	159,733,782
8	Great Northern Ry	324,498	5,940	3,230,505	2,360,454	5,590,959	83,976	----------	5,674,935
9	Illinois Central R. R.	4,378,329	90,403	45,422,000	31,901,000	77,323,000	2,368,000	178,000	79,869,000
10	Minneapolis & St. Louis R. R.	3,224,636	20,756	26,314,572	15,334,344	41,648,916	1,439,316	----------	43,088,232
11	Union Pacific R. R.	956,612	12,056	5,350,296	3,187,658	8,537,954	360,704	36,430	8,934,488
12	Wabash Railway					1,012,166	24,258	615	1,037,039
	Total	51,386,703	1,092,351	552,116,470	355,758,727	907,875,197	22,619,522	1,537,644	932,032,363

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 5—CAR MILES

Number	Railway Companies	Car Miles									
		Passenger Train					Mixed Train				
		Passenger	Sleeping, parlor and observation	Dining	Other	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger
1	Atchison, Topeka & Santa Fe Ry	176,877	689,732	90,149	457,999	1,414,757	53,801	4,546	17	132	7,625
2	Chicago, Burlington & Quincy R. R.	4,433,486	3,987,407	629,929	8,030,149	17,080,971	351,402	213,255	976	3,251	145,327
3	Chicago Great Western R. R.	2,469,723	2,803,843	141,619	2,711,700	8,126,884	909,219	452,930	15,550	----------	96,383
4	Chicago, Mil., St. Paul & Pac. R. R.	3,717,439	4,552,928	549,563	4,960,763	13,780,693	799,074	553,692	7,184	14,388	243,316
5	Chicago & North Western Ry	5,486,720	14,483,664	1,805,001	10,942,648	32,718,033	2,353,550	1,601,655	20,795	40,236	302,463
6	Chicago, St. Paul, Minn. & O. Ry	610,617	564,880	70,802	625,157	1,871,456	9,599	5,157	----------	112	13,132
7	Chicago, Rock Island & Pacific Ry	6,254,894	7,691,983	1,164,892	7,035,053	22,146,822	3,127,704	1,260,316	38,373	8,143	497,578
8	Great Northern Ry	150,745	----------	----------	112,209	262,954	----------	----------	----------	----------	----------
9	Illinois Central R. R.	3,365,745	1,253,386	119,800	2,255,828	6,994,759	----------	----------	----------	----------	----------
10	Minneapolis & St. Louis R. R.	1,167,236	253,620	----------	1,227,555	2,648,411	557,147	340,968	5,096	----------	149,179
11	Union Pacific R. R.	22,437	13,812	9,108	46,968	92,290	----------	----------	----------	----------	----------
12	Wabash Railway	484,705	239,774	15,088	386,227	1,125,794	90,823	79,277	----------	366	40,734
	Total	28,340,624	36,535,028	4,595,946	38,792,226	108,263,824	8,252,319	4,511,796	87,991	66,628	1,486,737

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 6—CAR MILES

Number	Railway Companies	Car Miles									
		Mixed Train				Special Train					
		Sleeping, parlor and observation	Dining	Other passenger train	Total	Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation
1	Atchison, Topeka & Santa Fe Ry.			17,901	84,022						
2	Chicago, Burlington & Quincy R. R.	194		28,353	742,758	37,296	60	2,956		13,657	
3	Chicago Great Western R. R.	396		12,004	1,486,482	6,797		484		2,337	
4	Chicago, Mil., St. Paul & Pac. R. R.	80		5,881	1,623,615	46,437	204	3,458		1,992	12,083
5	Chicago & North Western Ry.			81,815	4,400,514	23,116		1,521		6,521	456
6	Chicago, St. Paul, Minn. & O. Ry.			2,880	30,880	1,819		85		103	396
7	Chicago, Rock Island & Pacific Ry.			252,194	5,184,308	39,342	114	2,558		10,285	3,497
8	Great Northern Ry.										
9	Illinois Central R. R.					15,437		1,018		6,067	
10	Minneapolis & St. Louis R. R.				1,043,390	8,294		601			2,493
11	Union Pacific R. R.			134	211,334	2,060		208		1,004	
12	Wabash Railway										
	Total	670		401,162	14,807,303	181,595	378	12,889		41,966	18,924

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 7—CAR MILES AND FREIGHT SERVICE

Number	Railway Companies	Car Miles					Freight Service		
		Special Train					Tons		
		Dining	Other passenger train	Total	Total transportation service	Work service	Revenue freight	Non-revenue freight	Total
1	Atchison, Topeka & Santa Fe Ry.				10,596,890	110,920	4,777,296	717,104	5,494,400
2	Chicago, Burlington & Quincy R. R.			53,966	116,351,063	734,317	10,099,672	1,995,550	12,095,222
3	Chicago Great Western R. R.			9,618	99,548,669	264,824	6,372,341	1,125,397	7,497,738
4	Chicago, Mil., St. Paul & Pac. R. R.	679	577	65,430	239,834,164	1,644,711	14,618,185	1,711,883	16,330,068
5	Chicago & North Western Ry.		726	32,340	240,940,396	701,239	11,376,753	1,484,925	12,861,678
6	Chicago, St. Paul, Minn. & O. Ry.		6	2,408	9,948,533	6,243	1,676,321	96,531	1,772,852
7	Chicago, Rock Island & Pacific Ry.	320	178	56,294	187,121,206	459,710	14,625,997	1,983,931	16,609,928
8	Great Northern Ry.				5,937,889	48,340	994,183	48,021	1,042,204
9	Illinois Central R. R.			22,522	86,886,281	743,456	4,747,175	829,126	5,576,301
10	Minneapolis & St. Louis R. R.			11,388	46,791,421	45,861	4,544,283	544,139	5,088,422
11	Union Pacific R. R.				1,129,329	80,906	5,195,526	296,649	5,492,175
12	Wabash Railway			4,272	10,275,888	28,816	1,810,661	125,128	1,935,789
	Total	999	1,487	258,238	1,055,361,728	4,869,343	80,838,393	10,958,384	91,796,777

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 8—FREIGHT AND PASSENGER SERVICE AND OPERATING REVENUES

Number	Railway Companies	Freight Service: Ton Miles: Revenue freight	Freight Service: Ton Miles: Non-revenue freight	Freight Service: Ton Miles: Total	Passenger Service: Passengers carried—revenue	Passenger Service: Passenger miles—revenue	Revenues: Freight revenue	Revenues: Passenger revenue	Revenues: Passenger service—train revenue
1	Atchison, Topeka & Santa Fe Ry.	94,963,147	8,272,649	103,255,796	438,551	8,504,419	$ 1,173,832.38	$ 267,458.04	$ 414,477.12
2	Chicago, Burlington & Quincy R. R.	1,113,282,378	300,957,422	1,414,240,300	1,229,679	79,838,000	13,459,927.71	2,484,416.79	4,762,184.82
3	Chicago Great Western R. R.	1,166,818,688	90,950,683	1,257,769,371	513,601	48,905,884	10,821,567.44	1,544,946.11	2,354,092.30
4	Chicago, Mil., St. Paul & Pac. R. R.	2,676,095,982	252,563,830	2,928,659,812	781,531	61,241,261	26,841,598.36	1,974,008.29	3,369,001.49
5	Chicago & North Western Ry.	2,229,695,967	268,366,273	2,498,062,240	1,035,815	168,383,304	24,927,730.72	5,384,822.66	8,329,844.84
6	Chicago, St. Paul, Minn. & O. Ry.	135,117,948	6,692,766	141,810,714	182,534	9,563,978	1,825,131.76	311,716.52	467,821.05
7	Chicago, Rock Island & Pacific Ry.	2,016,340,237	199,577,165	2,215,917,402	1,520,745	134,580,231	22,863,601.09	4,320,226.31	6,451,627.05
8	Great Northern Ry.	77,822,889	2,585,524	80,408,413	12,140	588,729	872,497.43	20,292.09	63,119.73
9	Illinois Central R. R.	931,856,456	108,544,247	1,040,400.703	453,442	34,564,541	8,636,371.00	1,136,648.89	1,748,634.00
10	Minneapolis & St. Louis R. R.	662,381,147	91,156,816	753,537,963	246,152	12,018,695	6,487,072.96	380,335.46	727,616.80
11	Union Pacific R. R.	11,435,586	707,464	12,143,050	150,619	331,347	133,065.56	10,757.45	19,345.75
12	Wabash Railway	116,665,940	4,307,207	120,973,147	125,068	6,639,055	1,179,219.70	208,930.99	363,542.16
	Total	11,232,496,865	1,334,682,046	12,567,178,911	6,689,377	565,159,444	$ 119,212,206.71	$18,044,559.56	$29,071,307.11

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 9—OPERATING REVENUES AND EXPENSES AND NET OPERATING REVENUES AND AVERAGES PER MILE OF ROAD

Number	Railway Companies	Operating revenues	Operating expenses	Net operating revenues	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	Freigst service car miles	Passenger service car miles	Freight revenue	Passenger service—train revenue
1	A., T. & S. F. Ry.	$ 1,636,532.15	$ 1,708,661.67	$ *72,129.52	6,084	6,559	361	------	13,004	441	26,300	458,059	72,050	$58,720.98	$20,734.22
2	C., B. & Q. R. R.	18,640,481.65	14,855,794.85	3,784,686.80	1,679	2,275	647	2	3,735	111	4,103	68,701	11,949	9,332.72	3,295.15
3	C. G. W. R. R.	13,457,195.95	10,434,186.34	3,023,009.61	2,367	1,878	122	1	4,368	57	5,677	117,606	10,610	13,937.95	3,032.02
4	C.,M.,St.P.& P.R.R.	30,781,886.70	22,207,567.54	8,574,319.16	2,424	1,462	123	2	4,009	134	5,113	116,991	7,287	13,907.85	1,747.82
5	C. & N. W. Ry.	34,033,888.49	24,443,477.47	9,590,411.02	2,581	2,537	184	1	5,306	78	6,129	127,185	20,262	15,254.90	5,097.57
6	C.,St.P.,M.& O. Ry.	2,327,342.76	1,515,043.06	812,299.70	2,284	2,836	120	1	5,241	29	7,676	79,211	18,553	17,935.54	4,597.30
7	C., R. I. & P. Ry.	29,888,371.96	23,879,662.46	6,008,709.50	1,985	1,592	235	1	3,813	72	4,600	72,902	10,171	10,150.46	2,864.25
8	Great Northern Ry.	956,229.23	746,082.58	210,146.65	1,498	1,374	------	------	2,866	75	4,160	72,756	3,371	11,185.86	809.23
9	Illinois Central R. R.	10,574,841.50	10,581,958.86	*7,117.36	3,272	1,804	------	1	5,077	85	6,098	111,255	9,750	12,014.47	2,435.29
10	Minn. & St. Louis R. R.	7,291,344.27	5,877,457.23	1,413,887.04	1,641	1,018	171	1	2,757	24	3,676	50,162	3,431	7,395.46	894.54
11	Union Pacific R. R.	156,191.68	267,564.16	*111,372.48	10,032	5,247	------	------	15,279	20,881	247,611	418,161	37,214	53,655.47	7,800.71
12	Wabash Railway	1,611,400.05	2,139,746.77	*528,346.72	1,704	1,384	125	1	3,214	58	4,580	43,607	5,590	5,645.71	1,740.52
	Total	$ 151,355,706.39	$ 118,657,202.99	$32,698,503.40	2,201	1,787	149	1	4,139	90	5,116	94,096	10,973	$11,868.57	$ 2,894.27

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 10—AVERAGES PER MILE OF ROAD AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road: Operating revenues	Operating expenses	Net operating revenues	Ton Miles: Revenue freight	Non-revenue freight	All freight	Passenger miles—revenue	Averages Per Train Mile: Loaded Freight Car Miles: Freight trains	Mixed trains	Empty Freight Car Miles: Freight trains	Mixed trains	Ton Miles: Revenue freight	Non-revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry	$81,867.54	$85,475.82	$*3,608.28	4,751,533	413,838	5,165,372	425,434	46.96	7.45	30.74	.63	754.00	.....	819.67
2	Chicago, Burlington & Quincy R. R.	12,898.11	10,279.33	2,618.78	771,918	208,245	980,566	55,243	26.02	2.45	16.34	1.48	468.35	.....	594.96
3	Chicago Great Western R. R.	17,332.59	13,439.02	3,893.57	1,502,838	117,143	1,619,981	62,990	29.82	9.60	17.95	4.78	607.57	.....	654.93
4	Chicago, Mil., St. Paul & Pac. R. R.	15,949.49	11,506.75	4,442.74	1,386,607	130,864	1,517,472	31,732	27.10	3.38	19.70	2.34	548.52	.....	600.29
5	Chicago & North Western Ry	20,827.55	14,958.55	5,869.00	1,364,496	164,231	1,528,727	103,045	29.06	7.84	18.17	5.34	496.47	.....	556.23
6	Chicago, St. Paul, Minn. & O. Ry	22,870.90	14,888.39	7,982.51	1,327,807	65,770	1,393,579	93,986	20.29	.78	13.21	.42	560.09	.....	587.84
7	Chicago, Rock Island & Pacific Ry	13,269.15	10,601.54	2,667.61	895,169	88,603	983,772	59,748	21.92	5.90	12.75	2.38	409.76	.....	450.31
8	Great Northern Ry	12,259.35	9,565.16	2,694.19	997,729	36,994	1,030,877	7,548	27.75	.....	20.28	.....	668.50	.....	690.70
9	Illinois Central R. R.	14,727.37	14,737.28	*9.91	1,297,778	151,167	1,448,945	48,137	19.33	.....	13.58	.....	396.66	.....	442.87
10	Minneapolis & St. Louis R. R.	831,235	6,700.48	1,611.87	755,134	103,921	859,056	14,776	18.28	3.72	10.65	2.28	422.20	.....	480.30
11	Union Pacific R. R.	62,980.51	107,888.77	*44,908.26	4,611,123	285,268	4,896,391	133,608	26.98	.....	13.70	.....	459.63	.....	488.06
12	Wabash Railway	7,714.85	10,244.40	*2,529.55	558,558	20,621	579,179	31,786	15.03	3.47	8.95	3.03	309.44	.....	320.87
	Total	$15,068.60	$11,813.22	$ 3,255.38	1,118,280	132,878	1,251,157	56,266	24.97	6.45	16.09	3.53	480.19	.....	537.25

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 11—AVERAGES PER TRAIN MILE AND PER LOCOMOTIVE MILE AND PER LOADED FREIGHT CAR MILE

Number	Railway Companies	Averages Per Train Mile: Passenger Train Car Miles: Passenger trains	Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating: Revenues	Expenses	Net operating revenues	Averages Per Locomotive Mile: 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	Averages Per Loaded Freight Car Mile: Ton Miles: Revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry	10.79	3.53	63.48	$ 9.32	$ 3.09	$ 6.29	$ 6.57	$* .28	.74	55.45	.84	9.11	.91	10.54	.....	.....	17.99	19.56
2	Chicago, Burlington & Quincy R. R.	5.73	1.21	26.45	5.66	1.58	3.45	2.75	.70	.88	38.14	.97	7.27	.99	5.14	.87	15.73	18.75	23.82
3	Chicago Great Western R. R.	5.57	1.15	33.26	5.63	1.60	3.97	3.08	.89	.82	40.33	.98	5.93	.97	15.25	.99	19.24	20.94	22.57
4	Chicago, Mil., St. Paul & Pac. R. R.	4.89	1.06	21.45	5.50	1.18	3.98	2.87	1.11	.90	43.37	.96	5.03	.93	6.36	.88	17.00	20.97	22.95
5	Chicago & North Western Ry	7.89	1.28	40.35	5.55	2.00	3.93	2.82	1.11	.94	45.51	.96	8.25	1.00	14.65	1.00	19.17	17.85	20.00
6	Chicago, St. Paul, Minn. & O. Ry	6.49	1.30	32.75	7.57	1.60	4.36	2.84	1.52	.92	31.76	.96	7.08	.76	1.92	.48	13.53	28.60	30.01
7	Chicago, Rock Island & Pacific Ry	6.18	1.41	36.71	4.65	1.76	3.48	2.78	.70	.94	33.49	.98	6.85	.96	9.39	.88	18.72	19.94	21.91
8	Great Northern Ry	2.45	.....	5.49	7.49	.59	4.28	3.34	.94	.94	45.75	.96	2.65	.....	.....	.....	.....	24.09	24.89
9	Illinois Central R. R.	5.40	.....	26.69	3.67	1.35	2.90	2.90	.....	.99	33.61	.98	5.36	.....	.....	1.00	22.12	20.52	22.91
10	Minneapolis & St. Louis R. R.	3.20	.94	14.17	4.13	.86	3.01	2.43	.58	.84	25.14	.99	3.18	.97	6.73	.94	17.77	24.65	28.04
11	Union Pacific R. R.	7.09	.....	25.46	5.35	1.49	4.12	7.06	*2.94	.52	21.54	.38	2.68	.....	.....	.....	.....	17.03	18.09
12	Wabash Railway	3.90	1.56	22.58	3.13	1.24	2.40	3.19	.79	.68	17.09	.92	3.58	.99	8.04	.68	14.05	21.44	22.23
	Total	6.03	1.48	31.11	$ 5.10	$ 1.60	$ 3.64	$ 2.85	$ .79	.90	38.14	1.12	6.77	.82	9.52	.90	17.66	20.04	22.43

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN THE STATE—Continued

PART 12—AVERAGES PER LOADED FREIGHT CAR MILE AND PER CAR MILE—PASSENGER, AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages per loaded freight car mile—freight revenue	Averages Per Car Mile—Passenger		Miscellaneous Averages								
					Miles Hauled				Revenue Per				
			Passenger miles—revenue	Passenger revenue	Revenue freight	Non-revenue freight	All freight	Miles carried revenue passengers	Ton of freight	Ton mile of freight	Passenger	Passenger mile	Operating ratio—per cent
1	Atchison, Topeka & Santa Fe Ry	$ .22236	9.73	$ .30598	19.88	11.54	18.79	19.39	$ .24571	$ .01236	$ .60987	$ .03145	104.41
2	Chicago, Burlington & Quincy R. R.	.23671	9.32	.29002	110.23	150.81	116.93	64.93	1.33271	.01209	2.02038	.03112	79.70
3	Chicago Great Western R. R.	.19422	9.11	.28768	183.11	80.82	167.75	95.22	1.69821	.00927	3.00807	.03159	77.54
4	Chicago, Mil., St. Paul & Pac. R. R.	.21035	7.19	.23186	183.07	147.54	179.34	78.36	1.83618	.01003	2.52582	.03223	72.14
5	Chicago & North Western Ry	.19959	8.31	.26562	195.99	180.73	194.22	162.56	2.19111	.01118	5.19863	.03198	71.82
6	Chicago, St. Paul, Minn. & O. Ry	.38629	8.05	.26225	80.60	69.33	79.99	52.40	1.08876	.01351	1.70772	.03259	65.10
7	Chicago, Rock Island & Pacific Ry	.22606	9.32	.29900	137.86	100.60	133.41	88.50	1.56322	.01134	2.84086	.03210	79.00
8	Great Northern Ry	.27008	3.91	.13461	78.28	53.84	77.15	48.49	.87760	.01121	1.67151	.03447	78.02
9	Illinois Central R. R.	.18993	7.48	.24607	196.30	130.91	186.58	76.23	1.81726	.00926	2.50671	.03288	100.07
10	Minneapolis & St. Louis R. R.	.24141	7.70	.24364	145.76	167.52	148.09	48.83	1.42752	.00979	1.54512	.03165	80.61
11	Union Pacific R. R.	.19820	9.14	.29677	2.20	2.38	2.21	2.20	.02561	.01164	.07142	.03247	171.31
12	Wabash Railway	.21672	8.68	.27304	64.43	34.42	62.49	53.08	.65126	.01011	1.67054	0.3147	132.79
	Total	$ .21274	8.52	$ .27191	138.95	121.80	136.90	84.48	$ 1.47470	$ .01061	$ 2.69729	$ .03196	78.40

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE

PART 1—TOTAL PRODUCTS OF AGRICULTURE

Number	Class I Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carriers		Terminating on Line		Delivered to Connecting Carriers				
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	
1	Atchison, Topeka & Santa Fe Ry	147,378	4,784,486	137,267	3,040,843	38,602	951,882	17,450	387,846	340,697	9,165,057	$ 49,192,572
2	Chicago, Bur. & Quincy R. R.	124,818	4,809,571	60,591	1,850,310	59,965	1,560,261	36,199	709,855	281,573	8,929,997	25,261,335
3	Chicago Great Western R. R.	11,280	345,588	15,003	414,592	14,356	438,298	18,647	411,520	59,286	1,609,998	3,789,392
4	Chic., Mil., St. P. & Pac. R. R.	129,861	4,626,133	47,997	1,290,585	41,530	958,912	22,564	369,785	241,952	7,245,415	22,155,622
5	Chicago & North Western Ry	83,031	2,781,329	55,559	1,712,194	83,825	2,185,958	43,375	770,184	265,790	7,449,665	16,729,117
6	Chic., St. P., Minn. & O. Ry	18,961	670,433	33,804	1,071,510	25,863	874,448	12,247	253,792	90,875	2,870,183	4,453,371
7	Chicago, Rock Island & Pac. Ry	103,032	3,643,340	89,121	2,383,685	51,475	1,154,188	67,188	1,253,149	310,816	8,434,362	26,167,050
8	Great Northern Ry	108,588	3,943,628	49,227	1,100,498	16,958	481,907	3,126	70,745	177,899	5,596,778	26,412,688
9	Illinois Central R. R.	86,519	2,229,654	84,944	1,677,156	68,294	1,383,732	69,856	1,310,570	309,613	6,601,112	25,000,360
10	Minneapolis & St. Louis R. R.	16,878	620,413	29,397	909,465	10,743	355,009	13,667	298,279	70,685	2,183,166	3,987,155
11	Union Pacific R. R.	74,316	3,203,609	41,975	1,227,616	19,268	456,263	131,125	2,141,580	266,684	7,029,068	31,582,955
12	Wabash Railway	29,584	966,928	22,345	618,596	46,553	921,547	58,908	1,096,552	157,390	3,543,623	9,921,368
	Total	934,246	32,625,112	667,230	17,297,050	477,432	11,722,405	494,352	9,013,857	2,573,200	70,658,424	$244,652,985

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS

Number	Class I Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carrier s		Terminating on Line		Delivered to Connecting Carriers				
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	
1	Atchison, Topeka & Santa Fe Ry..	61,588	728,719	22,506	274,211	29,063	321,864	6,151	69,451	119,308	1,394,245	$ 9,260,589
2	Chicago, Bur. & Quincy R. R.	149,729	1,580,841	41,604	519,073	27,998	329,797	9,329	124,605	228,660	2,554,316	14,222,758
3	Chicago Great Western R. R.	22,139	269,995	17,986	262,120	4,685	62,613	3,700	55,418	49,510	650,146	3,289,232
4	Chic., Mil., St. P. & Pac. R. R.	145,013	1,581,219	47,224	654,559	17,493	228,613	6,230	85,027	215,960	2,549,418	15,171,415
5	Chicago & North Western Ry.	126,487	1,432,770	51,077	637,070	36,405	436,603	14,042	185,239	228,011	2,691,682	13,808,949
6	Chic., St. P., Minn. & O. Ry.	20,399	216,715	20,999	260,758	11,069	122,663	4,469	56,327	56,936	656,463	2,029,980
7	Chicago, Rock Island & Pac. Ry.	86,308	917,977	35,263	441,647	14,453	160,896	6,588	82,936	142,612	1,603,456	8,753,312
8	Great Northern Ry.	33,446	361,218	11,465	147,053	2,541	29,889	834	11,373	48,286	549,533	4,471,066
9	Illinois Central R. R.	42,739	484,891	27,513	365,960	13,709	171,703	10,884	159,713	94,845	1,182,267	6,238,973
10	Minneapolis & St. Louis R. R.	14,280	146,068	15,924	189,381	2,125	23,798	227	4,415	32,556	363,602	1,237,914
11	Union Pacific R. R.	48,428	530,017	19,883	225,991	18,231	217,258	16,914	228,596	103,456	1,201,862	7,579,143
12	Wabash Railway	22,128	261,555	23,625	328,803	12,378	151,796	20,563	280,373	78,694	1,022,527	6,512,786
	Total	773,684	8,511,985	335,069	4,306,626	190,150	2,257,498	99,931	1,343,473	1,398,834	16,419,577	$ 92,576,117

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 3—TOTAL PRODUCTS OF MINES

Number	Class I Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carrier s		Terminating on Line		Delivered to Connecting Carriers				
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	
1	Atchison, Topeka & Santa Fe Ry..	178,413	9,067,591	46,758	2,155,395	56,674	2,682,154	11,773	518,829	293,618	14,423,969	$ 16,012,911
2	Chicago, Bur. & Quincy R. R.	199,603	9,931,983	115,354	5,407,524	103,464	4,650,068	17,609	798,664	436,030	20,788,239	29,815,644
3	Chicago Great Western R. R.	8,763	407,048	3,008	154,369	22,920	1,042,053	5,262	232,482	39,953	1,835,952	2,493,435
4	Chic., Mil., St. P. & Pac. R. R.	197,503	9,831,816	66,748	3,124,858	125,589	6,074,819	6,323	273,226	396,163	19,304,719	23,057,086
5	Chicago & North Western Ry.	167,015	8,796,789	219,562	12,247,100	129,126	5,853,801	12,876	589,405	528,579	27,487,095	24,558,324
6	Chic., St. P., Minn. & O. Ry.	26,849	1,186,571	11,760	387,257	12,973	569,127	1,215	45,169	52,797	2,188,124	3,131,112
7	Chicago, Rock Island & Pac. Ry.	92,121	4,284,231	69,818	3,022,072	96,873	4,531,573	15,017	669,137	273,829	12,507,013	15,588,865
8	Great Northern Ry.	38,211	1,684,855	324,661	19,521,996	89,968	3,409,933	13,986	499,182	466,826	25,115,966	23,497,257
9	Illinois Central R. R.	190,866	10,040,696	195,222	9,946,080	89,699	4,492,072	55,901	2,604,952	531,688	27,083,750	34,091,625
10	Minneapolis & St. Louis R. R.	14,552	681,072	5,448	256,898	21,851	964,500	2,431	110,292	44,282	2,012,762	2,309,068
11	Union Pacific R. R.	64,514	2,757,525	35,477	1,576,616	25,208	1,058,037	13,474	438,707	138,673	5,810,885	9,269,080
12	Wabash Railway	42,785	2,158,101	10,392	472,749	92,783	4,625,698	36,907	1,791,106	182,867	9,047,654	9,162,248
	Total	1,221,195	60,808,278	1,104,208	58,272,864	867,128	39,953,835	192,774	8,571,151	3,385,305	167,606,128	$192,986,655

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 4—TOTAL PRODUCTS OF FORESTS

Number	Class I Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carrier s		Terminating on Line		Delivered to Connecting Carriers				
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	
1	Atchison, Topeka & Santa Fe Ry..	18,603	531,564	5,777	141,291	25,324	647,497	8,597	218,408	58,301	1,538,760	$ 5,056,439
2	Chicago, Bur. & Quincy R. R.....	6,130	127,152	3,758	99,504	39,507	1,040,687	41,437	1,045,737	90,832	2,313,080	6,521,076
3	Chicago Great Western R. R.....	353	7,878	341	8,756	5,934	153,250	10,794	271,168	17,422	441,052	837,088
4	Chic., Mil., St. P. & Pac. R. R....	129,458	4,559,003	44,143	1,334,606	52,001	1,437,469	15,397	401,647	240,999	7,732,725	18,827,232
5	Chicago & North Western Ry.....	95,897	3,547,507	19,177	566,439	64,353	1,814,956	17,415	456,427	196,842	6,385,329	7,800,769
6	Chic., St. P., Minn. & O. Ry....	16,243	432,068	15,746	438,603	11,388	314,520	21,244	572,559	64,621	1,757,750	1,920,186
7	Chicago, Rock Island & Pac. Ry...	13,006	369,257	13,332	354,824	24,756	631,885	16,094	415,350	67,188	1,771,316	4,437,330
8	Great Northern Ry.....	63,151	2,131,644	36,041	934,347	10,518	308,670	17,136	459,354	126,846	3,834,015	14,250,407
9	Illinois Central R. R.....	39,835	1,103,953	38,205	1,032,887	60,171	1,638,664	75,385	1,972,475	213,596	5,747,979	15,428,927
10	Minneapolis & St. Louis R. R.....	1,066	34,773	947	31,245	5,125	135,279	10,037	249,905	17,165	451,202	573,865
11	Union Pacific R. R.....	992	92,332	626	14,350	11,958	324,759	59,758	1,600,145	73,259	1,961,495	8,633,544
12	Wabash Railway.....	2,622	65,887	3,748	95,366	15,154	403,068	20,123	515,015	41,647	1,079,336	2,134,712
	Total.....	387,276	12,933,018	181,841	5,052,187	326,189	8,850,644	313,412	8,178,190	1,208,718	35,014,039	$ 86,421,575

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 5—TOTAL MANUFACTURES AND MISCELLANEOUS

Number	Class I Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carrier s		Terminating on Line		Delivered to Connecting Carriers				
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	
1	Atchison, Topeka & Santa Fe Ry..	163,418	4,633,211	157,309	4,575,614	116,050	2,660,785	61,146	1,463,990	497,923	13,333,600	$ 66,742,387
2	Chicago, Bur. & Quincy R. R.....	117,484	2,869,557	119,217	2,929,720	131,336	3,301,822	63,652	1,578,134	431,689	10,679,233	41,162,290
3	Chicago Great Western R. R.....	14,865	327,642	20,084	459,884	36,242	895,790	50,377	1,147,584	121,568	2,830,900	9,133,829
4	Chic., Mil., St. P. & Pac. R. R....	142,631	3,244,927	128,562	2,693,078	231,966	6,436,791	50,276	1,222,414	553,435	13,597,210	46,819,448
5	Chicago & North Western Ry.....	131,947	3,283,093	161,253	3,093,754	207,297	5,672,756	50,513	1,157,759	551,010	13,207,362	36,663,974
6	Chic., St. P., Minn. & O. Ry....	10,518	254,349	22,601	536,018	47,739	1,067,953	30,055	726,538	110,913	2,584,858	6,202,176
7	Chicago, Rock Island & Pac. Ry...	84,926	2,037,034	126,366	3,321,181	149,220	3,522,362	81,087	1,951,712	432,599	10,832,289	39,779,221
8	Great Northern Ry.....	46,164	1,205,298	21,313	669,641	68,610	1,695,103	15,338	402,245	151,425	3,972,287	23,796,506
9	Illinois Central R. R.....	78,943	1,918,140	99,809	2,452,496	144,469	3,563,639	124,787	3,033,506	448,008	10,967,781	34,681,942
10	Minneapolis & St. Louis R. R.....	10,320	287,526	14,210	362,705	23,850	552,887	20,911	496,033	69,291	1,699,151	3,720,602
11	Union Pacific R. R.....	21,394	582,665	19,884	535,475	52,820	1,236,501	102,764	2,367,103	196,862	4,721,744	32,619,734
12	Wabash Railway.....	40,147	999,509	81,685	1,759,531	115,173	2,752,864	159,017	3,401,477	396,022	8,913,381	27,748,763
	Total.....	862,757	21,642,951	972,293	23,389,097	1,315,772	33,359,253	809,923	18,948,495	3,960,745	97,339,796	$369,070,872

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC

Number	Class I Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		Freight Revenue (Dollars)
		Terminating on Line		Delivered to Connecting Carrier s		Terminating on Line		Delivered to Connecting Carriers				
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)	
1	Atchison, Topeka & Santa Fe Ry..	569,400	19,745,571	369,617	10,187,354	265,713	7,264,182	105,117	2,658,524	1,309,847	39,855,631	$146,264,898
2	Chicago, Bur. & Quincy R. R.....	597,764	19,319,104	340,524	10,806,131	362,270	10,882,635	168,226	4,256,995	1,468,784	45,264,865	116,983,103
3	Chicago Great Western R. R.....	58,400	1,358,151	56,422	1,299,721	84,137	2,592,004	88,780	2,118,172	287,739	7,368,048	19,542,976
4	Chic., Mil., St. P. & Pac. R. R....	744,466	23,843,098	334,674	9,097,746	468,579	15,136,544	100,790	2,332,099	1,648,509	50,429,487	126,030,808
5	Chicago & North Western Ry.....	604,377	19,841,488	566,628	18,256,557	521,006	15,964,074	138,221	3,159,014	1,770,232	57,221,133	99,561,133
6	Chic., St. P., Minn. & O. Ry....	92,970	2,760,136	104,910	2,694,146	109,032	2,948,711	69,230	1,654,385	376,142	10,057,378	17,736,825
7	Chicago, Rock Island & Pac. Ry...	379,393	11,251,839	333,900	9,523,409	327,777	10,000,904	185,974	4,372,284	1,227,044	35,148,436	94,725,778
8	Great Northern Ry.....	289,560	9,326,643	442,707	22,373,535	188,595	5,925,502	50,420	1,442,899	971,282	39,068,579	92,427,924
9	Illinois Central R. R.....	438,902	15,777,334	445,638	15,474,529	376,342	11,249,810	336,813	9,081,216	1,597,750	51,582,889	115,441,827
10	Minneapolis & St. Louis R. R.....	57,086	1,769,852	65,926	1,749,694	63,694	2,031,472	47,273	1,158,924	233,979	6,709,943	11,828,604
11	Union Pacific R. R.....	200,574	7,076,148	117,845	3,579,957	127,485	3,292,818	324,030	6,776,131	778,934	20,725,054	89,684,456
12	Wabash Railway.....	137,266	4,451,980	141,795	3,275,045	282,041	8,854,973	295,518	7,024,523	856,620	23,606,521	55,479,877
	Total.....	4,179,158	136,521,344	3,260,641	108,317,824	3,176,671	96,143,630	1,910,392	46,055,166	12,526,862	387,037,964	$985,708,204

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 7—TOTAL L. C. L. FREIGHT (TONS) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC (TONS)

Number	Class I Steam Railway Companies	Total L. C. L. Traffic (Tons)						Grand Total Carload and L. C. L. Traffic (Tons)					
		Revenue Freight Originating on Respondent's Road		Revenue Freight Received from Connecting Carriers		Total L. C. L. Freight Carried —tons (2,000 lbs.)	Freight revenue (dollars)	Revenue Freight Originating on Respondent's Road		Revenue Freight Received from Connecting Carrier		Total revenue freight carried—tons (2,000 lbs.)	Grand total freight revenue (dollars)
		Terminating on line—tons (2,000 lbs.)	Delivered to connecting carriers—tons (2,000 lbs.)	Terminating on line—tons (2,000 lbs.)	Delivered to connecting carriers—tons (2,000 lbs.)			Terminating on line—tons (2,000 lbs.)	Delivered to connecting carriers—tons (2,000 lbs.)	Terminating on line—tons (2,000 lbs.)	Delivered to connecting carriers—tons (2,000 lbs.)		
1	A. T. & S. Fe Ry.....	618,311	184,764	230,534	53,743	1,087,352	$ 21,634,672	20,363,882	10,372,118	7,494,716	2,712,267	40,942,983	$ 167,899,570
2	C., B. & Q. R. R.....	662,785	372,734	373,803	145,454	1,554,776	15,316,491	19,981,889	11,178,865	11,256,438	4,402,449	46,819,641	132,299,594
3	C., G. W. R. R.....	124,344	47,859	49,545	9,959	231,707	2,062,265	1,482,495	1,347,580	2,641,549	2,128,131	7,599,755	21,605,241
4	C.,M.,St.P.& P.R.R.....	859,077	338,455	298,102	28,587	1,524,221	17,148,737	24,702,175	9,436,201	15,434,646	2,380,686	51,953,708	143,179,540
5	C. & N. W. Ry.....	875,039	506,572	515,935	115,548	2,013,094	16,239,908	20,716,527	18,763,129	16,480,009	3,274,562	59,234,227	115,801,041
6	C.,St.P.,M.& O.Ry.....	144,587	144,932	133,743	44,342	467,604	3,300,706	2,904,723	2,829,078	3,082,454	1,698,727	10,524,982	21,037,531
7	C., R. I. & P. Ry.....	678,069	208,649	286,849	71,841	1,245,408	14,400,579	11,929,908	9,732,058	10,287,753	4,444,125	36,393,844	100,126,357
8	Great Northern Ry.....	428,696	55,636	100,653	7,658	592,642	8,750,302	9,755,338	22,429,171	6,036,155	1,450,537	39,661,221	101,178,226
9	Illinois Central R. R.....	561,634	412,546	315,298	266,207	1,555,685	13,998,718	16,338,968	15,887,075	11,565,108	9,347,423	53,138,574	129,435,545
10	Minn. & St. Louis R. R..	100,217	33,027	46,642	20,515	200,401	1,299,056	1,870,069	1,782,721	2,078,115	1,179,439	6,910,344	13,127,660
11	Union Pacific R. R.....	212,190	41,741	94,818	170,685	519,443	9,732,667	7,288,347	3,621,696	3,387,636	6,946,816	21,244,497	99,417,123
12	Wabash Railway.....	250,640	272,209	257,822	171,619	952,290	8,316,706	4,702,620	3,547,254	9,112,795	7,196,142	24,558,811	63,796,583
	Total.....	5,515,597	2,619,124	2,703,744	1,106,158	11,944,623	$132,195,807	142,036,941	110,936,948	98,847,374	47,161,324	398,982,587	$1,117,904,011

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE

PART 1—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Wheat								Corn			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		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	33	5,789	260,006	5,790	260,039	1	45	1	45	1,355	55,855
2	Chicago, Burlington & Quincy R. R.	4,343	190,636	8,045	353,235	12,388	543,871	1,888	84,050	8,698	349,717	7,077	283,589
3	Chicago Great Western R. R.	154	6,411	5,620	250,457	5,774	256,868	342	14,826	3,198	120,878	360	14,450
4	Chicago, Mil., St. Paul & Pac. R. R.	1,549	71,344	7,121	326,457	8,670	397,801	3,084	139,844	13,490	548,113	8,062	326,968
5	Chicago & North Western Ry	5,077	227,140	2,922	130,775	7,999	357,915	1,315	57,892	16,463	696,245	8,861	345,761
6	Chicago, St. Paul, Minn. & O. Ry	10	356	3,380	154,499	3,390	154,855	68	4,601	664	26,876	901	36,178
7	Chicago, Rock Island & Pacific Ry	2,777	120,071	7,458	335,134	10,235	455,205	4,013	177,909	12,836	525,552	2,053	71,544
8	Great Northern Ry	2	80			2	80			1,816	66,658		
9	Illinois Central R. R.	585	25,125	1,103	49,721	1,688	74,846	456	19,604	5,679	231,146	928	37,206
10	Minneapolis & St. Louis R. R.	157	5,992	6,042	270,939	6,199	276,931	8	265	7,331	291,302	568	21,818
11	Union Pacific R. R.	94	4,231			94	4,231	3,380	176,906	456	17,833		
12	Wabash Railway	748	30,072	1,669	72,465	2,417	102,537	61	2,162	2,509	91,703	2,008	77,942
	Total	15,497	681,491	49,149	2,203,688	64,646	2,885,179	14,616	678,104	73,141	2,966,068	32,173	1,271,311

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 2—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Corn				Oats							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	ons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1,356	55,900					28	894	28	894		
2	Chicago, Burlington & Quincy R. R.	15,775	633,306	3,880	156,426	2,017	62,901	3,306	109,462	5,323	172,363	1,001	33,447
3	Chicago Great Western R. R.	3,558	135,328	349	31,940	1,763	58,193	756	24,275	2,519	82,468	599	19,535
4	Chicago, Mil., St. Paul & Pac. R. R.	21,552	875,081	8,563	354,296	6,332	231,695	3,344	122,599	9,676	354,294	4,649	173,419
5	Chicago & North Western Ry	25,324	1,042,006	8,053	338,109	9,542	338,040	5,390	191,597	14,932	529,637	6,162	222,688
6	Chicago, St. Paul, Minn. & O. Ry	1,565	63,054	621	24,960	409	14,289	555	20,203	964	34,492	298	10,210
7	Chicago, Rock Island & Pacific Ry	14,889	597,006	6,072	245,901	8,937	305,192	2,627	64,847	11,564	370,039	6,234	220,265
8	Great Northern Ry	1,816	66,658	231	9,135	211	7,463			211	7,463	113	4,076
9	Illinois Central R. R.	6,607	268,352	1,785	72,711	3,887	134,805	696	24,233	4,583	159,038	2,404	85,546
10	Minneapolis & St. Louis R. R.	7,899	313,120	208	7,890	5,077	176,308	541	18,499	5,618	194,807	637	22,800
11	Union Pacific R. R.	456	17,833	571	27,495	109	3,469			109	3,469	29	1,044
12	Wabash Railway	4,517	169,645	390	13,659	669	21,592	866	29,416	1,535	51,008	16	493
	Total	105,314	4,237,379	30,718	1,282,522	38,953	1,353,947	18,109	606,025	57,062	1,959,972	22,137	793,523

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 3—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Barley and Rye								Rice			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		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	30	6	208	7	238					26	890
2	Chicago, Burlington & Quincy R. R.	377	14,611	740	28,534	1,117	43,145	98	3,794			55	1,384
3	Chicago Great Western R. R.	172	5,992	452	18,179	624	24,171	23	725			23	749
4	Chicago, Mil., St. Paul & Pac. R. R.	1,166	47,486	1,689	69,111	2,855	116,597	255	10,067	4	102	81	2,209
5	Chicago & North Western Ry	1,697	68,412	1,486	60,158	3,183	128,570	242	9,707	1	21	31	718
6	Chicago, St. Paul, Minn. & O. Ry	178	6,932	251	10,393	429	17,325	42	1,644	1	42	11	239
7	Chicago, Rock Island & Pacific Ry	1,827	72,836	986	41,152	2,813	113,988	1,008	41,028	7	172	188	4,432
8	Great Northern Ry	135	5,424			135	5,424	9	333				
9	Illinois Central R. R.	617	24,823	402	16,543	1,019	41,366	67	2,715	2	32	79	2,681
10	Minneapolis & St. Louis R. R.	494	18,062	261	9,647	755	27,709	4	116	1	13	32	724
11	Union Pacific R. R.	32	1,232			32	1,232	265	12,005				
12	Wabash Railway	98	4,068	217	8,383	315	12,451	3	99	4	159	43	1,128
	Total	6,794	269,908	6,490	262,308	13,284	532,216	2,016	82,227	20	541	569	15,154

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 4—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Rice				Grain N. O. S.							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		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	890					8	171	8	171		
2	Chicago, Burlington & Quincy R. R.	55	1,384	20	436	27	573	80	1,945	107	2,518	23	567
3	Chicago Great Western R. R.	23	749	9	406	11	277	29	799	40	1,076	8	206
4	Chicago, Mil., St. Paul & Pac. R. R.	85	2,311	13	379	86	1,814	713	30,405	799	32,219	47	1,108
5	Chicago & North Western Ry	32	739	10	274	539	13,244	92	2,285	631	15,529	217	4,614
6	Chicago, St. Paul, Minn. & O. Ry	12	281			9	161	49	1,088	58	1,249	25	461
7	Chicago, Rock Island & Pacific Ry	195	4,604	84	2,031	9	202	70	2,297	79	2,499	21	544
8	Great Northern Ry					8	145			8	145	1	23
9	Illinois Central R. R.	81	2,713	12	255	76	1,759	37	834	113	2,593	45	939
10	Minneapolis & St. Louis R. R.	33	737	4	83	28	582	31	1,018	59	1,600	1	20
11	Union Pacific R. R.					5	142			5	142	3	137
12	Wabash Railway	47	1,287	14	360	1	42	15	589	16	631		
	Total	589	15,695	166	4,224	799	18,941	1,124	41,431	1,923	60,372	391	8,619

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 5—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 IBS.

Number	Class I Steam Railway Companies	Flour (Wheat)								Meal (Corn)			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			14,155	399,732	14,155	399,732	24	511			15	725
2	Chicago, Burlington & Quincy R. R.	344	8,394	4,172	103,548	4,516	111,942	1,419	33,997	12	253	241	6,016
3	Chicago Great Western R. R.	262	7,266	10,920	298,102	11,182	305,368	613	14,795			71	1,877
4	Chicago, Mil., St. Paul & Pac. R. R.	2,825	73,502	7,839	211,178	10,664	284,680	1,555	36,877	28	626	9	178
5	Chicago & North Western Ry	638	15,384	2,808	71,489	3,446	86,873	685	15,598	53	1,325	16	377
6	Chicago, St. Paul, Minn. & O. Ry	43	917	412	9,939	455	10,856	97	2,351			2	40
7	Chicago, Rock Island & Pacific Ry	1,850	48,573	11,819	326,141	13,669	374,714	3,120	80,884	81	1,887	53	1,453
8	Great Northern Ry	17	352			17	352	79	1,761	3	53		
9	Illinois Central R. R.	306	7,388	1,211	30,070	1,517	37,458	194	4,573	53	1,251	54	1,259
10	Minneapolis & St. Louis R. R.	5	102	9,844	258,426	9,849	258,528	786	18,112			29	766
11	Union Pacific R. R.	1	19			1	19	54	1,666				
12	Wabash Railway	36	853	2,294	61,751	2,330	62,604	64	1,500	4	105	13	353
	Total	6,327	162,750	65,474	1,770,376	71,801	1,933,126	8,690	212,625	234	5,500	503	13,044

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 6—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Meal (Corn)				Flour and Meal, Edible N. O. S.							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	15	725					12	298	12	298		
2	Chicago, Burlington & Quincy R. R.	253	6,269	7	142	132	3,122	1,800	44,037	1,932	47,159	357	8,284
3	Chicago Great Western R. R.	71	1,877	23	603	4	101	211	5,499	215	5,600	9	193
4	Chicago, Mil., St. Paul & Pac. R. R.	37	804	1	25	45	1,020	109	2,748	154	3,768	32	707
5	Chicago & North Western Ry	69	1,702	4	77	65	1,781	120	2,811	185	4,592	60	1,498
6	Chicago, St. Paul, Minn. & O. Ry	2	40			1	24	16	406	17	430	1	22
7	Chicago, Rock Island & Pacific Ry	134	3,340	34	762	36	961	95	2,446	131	3,407	39	853
8	Great Northern Ry	3	53										
9	Illinois Central R. R.	107	2,510	14	431	186	4,421	1,525	36,362	1,711	40,783	364	8,754
10	Minneapolis & St. Louis R. R.	29	766					114	2,735	114	2,735	10	207
11	Union Pacific R. R.												
12	Wabash Railway	17	458			3	59	71	1,752	74	1,811	4	105
	Total	737	18,544	83	2,040	472	11,489	4,073	99,094	4,545	110,583	876	20,623

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 7—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Cereal Food Products, Edible N. O. S.								Mill Products N. O. S.			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			535	8,508	535	8,508					2,649	62,213
2	Chicago, Burlington & Quincy R. R.	194	4,158	723	12,657	917	16,815	141	2,507	882	20,680	4,321	97,746
3	Chicago Great Western R. R.	34	740	1,279	27,055	1,313	27,795	135	3,018	49	1,135	2,507	60,586
4	Chicago, Mil., St. Paul & Pac. R. R.	2,120	47,943	697	10,542	2,817	58,485	225	3,720	5,744	130,925	5,194	111,077
5	Chicago & North Western Ry	2,268	55,787	300	4,813	2,568	60,600	138	2,277	6,742	153,803	2,456	55,060
6	Chicago, St. Paul, Minn. & O. Ry	5	126	36	752	41	878	3	63	30	700	206	4,960
7	Chicago, Rock Island & Pacific Ry	3,192	70,523	1,233	20,779	4,425	91,302	757	14,547	6,144	139,075	4,985	115,597
8	Great Northern Ry							17	351	7	104		
9	Illinois Central R. R.	1,291	29,763	213	3,945	1,504	33,708	199	4,469	1,694	39,108	846	19,518
10	Minneapolis & St. Louis R. R.	109	2,519	317	7,188	426	9,707	58	1,061	100	2,145	3,354	81,935
11	Union Pacific R. R.									39	861		
12	Wabash Railway	71	1,691	74	1,575	145	3,266	21	283	56	831	957	26,722
	Total	9,284	213,250	5,407	97,814	14,691	311,064	1,694	32,296	21,487	489,367	27,475	635,414

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 8—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Mill Products N. O. S.				Hay and Alfalfa							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	2,649	62,213	3	61	2	34	207	2,650	209	2,684	15	199
2	Chicago, Burlington & Quincy R. R.	5,203	118,426	1,564	35,539	390	4,820	1,916	26,859	2,306	31,679	738	9,315
3	Chicago Great Western R. R.	2,556	61,721	214	4,745	153	1,889	232	3,151	385	5,040	152	1,826
4	Chicago, Mil., St. Paul & Pac. R. R.	10,938	242,002	1,810	40,920	349	4,472	1,224	15,811	1,573	20,283	834	10,733
5	Chicago & North Western Ry	9,198	208,863	1,944	41,834	407	5,181	1,064	13,032	1,441	18,213	809	10,194
6	Chicago, St. Paul, Minn. & O. Ry	236	5,660	16	348	28	352	1,618	21,252	1,646	21,604	1,554	20,417
7	Chicago, Rock Island & Pacific Ry	11,129	254,672	4,279	92,021	341	4,226	856	11,201	1,197	15,427	1,043	12,953
8	Great Northern Ry	7	104	70	1,444	22	302			22	302	45	572
9	Illinois Central R. R.	2,540	58,626	568	12,762	100	1,261	555	7,034	655	8,295	404	5,052
10	Minneapolis & St. Louis R. R.	3,454	84,080	473	9,799	84	998	121	1,516	205	2,509	119	1,460
11	Union Pacific R. R.	39	861	13	279							49	646
12	Wabash Railway	1,013	27,553	64	1,330	2	22	350	4,706	352	4,728	51	647
	Total	48,962	1,124,781	11,018	241,382	1,878	23,552	8,113	107,212	9,991	130,764	5,813	74,014

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 9—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Straw								Grapes (Fresh)			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		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	12	617	8,893	618	8,905	616	8,879	10	109	18,039	287,777
2	Chicago, Burlington & Quincy R. R.	213	2,599	1,386	17,618	1,599	20,217	1,532	19,340	181	2,039	624	9,493
3	Chicago Great Western R. R.	47	596	227	3,088	274	3,684	21	237	5	63	1,383	21,145
4	Chicago, Mil., St. Paul & Pac. R. R.	117	1,382	48	692	165	2,074	87	1,081	3	34	6,387	100,365
5	Chicago & North Western Ry	649	8,265	112	1,464	761	9,729	473	5,909	52	651	10,470	166,156
6	Chicago, St. Paul, Minn. & O. Ry			18	238	18	238	13	169			616	9,425
7	Chicago, Rock Island & Pacific Ry	85	1,071	47	841	132	1,912	98	1,274	71	832	1,429	22,059
8	Great Northern Ry												
9	Illinois Central R. R.	26	321	7	99	33	420	8	100	9	91	5,097	80,866
10	Minneapolis & St. Louis R. R.	87	1,015	13	328	100	1,343	9	106			46	504
11	Union Pacific R. R.							2	22	30	528		
12	Wabash Railway			23	462	23	462	1	10			241	3,683
	Total	1,225	15,261	2,498	33,723	3,723	48,984	2,860	37,127	361	4,347	44,332	701,473

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 10—PRODUCTS OF AGRICULTURE—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Grapes (Fresh)				Total Products of Agriculture							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	18,049	287,886			18	308	74,697	1,586,823	74,715	1,587,131	674	9,975
2	Chicago, Burlington & Quincy R. R.	805	11,532	26	378	18,977	684,056	53,885	1,406,139	72,862	2,090,195	17,130	458,711
3	Chicago Great Western R. R.	1,388	21,208	104	1,584	6,684	223,056	43,485	1,083,032	50,169	1,306,088	5,634	142,652
4	Chicago, Mil., St. Paul & Pac. R. R.	6,390	100,399	61	938	35,112	1,188,047	73,464	1,841,503	108,576	3,029,550	25,448	868,839
5	Chicago & North Western Ry	10,522	166,807	29	395	45,051	1,608,335	69,755	1,610,165	114,806	3,218,500	24,014	821,403
6	Chicago, St. Paul, Minn. & O. Ry	616	9,425	54	817	1,444	52,834	13,334	358,727	14,778	411,561	3,425	75,846
7	Chicago, Rock Island & Pacific Ry	1,500	22,891	109	1,639	41,463	1,376,538	72,273	1,739,181	113,736	3,115,719	35,950	1,081,665
8	Great Northern Ry					2,233	80,751			2,233	80,751	800	22,452
9	Illinois Central R. R.	5,106	80,957	40	552	15,687	518,707	34,773	626,296	50,460	1,145,003	9,002	253,308
10	Minneapolis & St. Louis R. R.	46	504	6	70	14,129	517,253	30,085	838,392	44,214	1,355,645	3,917	98,152
11	Union Pacific R. R.	30	528	1	15	775	28,479			775	28,479	4,434	221,230
12	Wabash Railway	241	3,683	1	15	4,353	153,025	15,279	395,384	19,632	548,409	1,316	28,948
	Total	44,693	705,820	431	6,403	185,926	6,431,389	481,030	11,485,642	666,956	17,917,031	131,744	4,083,181
13	Atlantic Northern Ry						3,407		444		3,851		
14	Manchester & Oneida Ry						56		1,644		1,700		
15	Tabor & Northern Ry						7,540		5		7,545		
	Total Nos. 13 to 15 Inclusive						11,003		2,093		13,096		
	Grand Total Products of Agriculture—Tons						6,442,392		11,487,735		17,930,127		

Note—Nos. 13, 14 and 15 are Class 2 Roads and only give tons carried by classes.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 11—ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS.

	Class I Steam Railway Companies	Horses, Mules, Ponies and Asses								Cattle and Calves			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		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	93	479	5,529	487	5,622			34	382	5,462	66,694
2	Chicago, Burlington & Quincy R. R.	486	5,622	996	10,947	1,422	16,569	213	2,463	8,662	100,076	11,168	133,328
3	Chicago Great Western R. R.	95	1,111	131	1,582	226	2,693	73	833	3,256	37,061	3,313	39,708
4	Chicago, Mil., St. Paul & Pac. R. R.	451	5,094	1,006	11,751	1,457	16,845	392	4,637	15,920	184,195	14,582	169,045
5	Chicago & North Western Ry	391	4,562	1,057	12,258	1,448	16,820	343	4,002	13,455	155,921	13,305	156,487
6	Chicago, St. Paul, Minn. & O. Ry	30	347	111	1,291	141	1,638	51	593	1,520	18,360	4,617	53,763
7	Chicago, Rock Island & Pacific Ry	418	4,809	389	4,480	807	9,289	283	3,379	12,398	141,547	6,377	75,583
8	Great Northern Ry	3	36			3	36	147	1,726	393	4,400		
9	Illinois Central R. R.	167	1,960	138	1,586	305	3,546	133	1,543	5,635	67,476	1,739	20,852
10	Minneapolis & St. Louis R. R.	81	1,003	85	1,021	166	2,024	64	783	2,815	31,897	935	10,973
11	Union Pacific R. R.							1	11				
12	Wabash Railway	52	598	365	4,390	417	4,988	33	386	418	4,901	492	5,971
	Total	2,182	25,235	4,697	54,835	6,879	80,070	1,733	20,356	64,506	746,216	61,990	732,404

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 12—ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Cattle and Calves				Sheep and Goats							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	5,496	67,076	26	320	10	60	567	5,565	577	5,625	1	6
2	Chicago, Burlington & Quincy R. R.	19,830	233,404	5,309	62,657	1,307	9,565	3,216	33,806	4,523	43,371	746	7,448
3	Chicago Great Western R. R.	6,569	76,769	1,816	25,598	311	2,139	775	7,645	1,086	9,784	310	2,823
4	Chicago, Mil., St. Paul & Pac. R. R.	30,502	353,240	12,810	148,895	1,221	11,170	2,461	24,999	3,682	36,169	1,193	10,445
5	Chicago & North Western Ry	26,760	312,408	7,958	93,261	649	5,770	4,855	53,333	5,504	59,103	1,487	16,116
6	Chicago, St. Paul, Minn. & O. Ry	6,137	72,123	3,590	41,607	143	1,430	369	3,613	512	5,043	332	3,226
7	Chicago, Rock Island & Pacific Ry	18,775	217,130	4,998	58,405	1,176	8,959	712	6,468	1,888	15,427	537	5,172
8	Great Northern Ry	393	4,400	1,442	15,902	32	224			32	224	167	1,248
9	Illinois Central R. R.	7,374	88,338	2,456	29,697	361	3,207	207	2,054	568	5,261	287	2,868
10	Minneapolis & St. Louis R. R.	3,750	42,870	847	9,853	221	1,590	135	1,296	356	2,886	110	987
11	Union Pacific R. R.			7	77								
12	Wabash Railway	910	10,872	226	2,720	103	809	150	1.560	253	2,369	32	268
	Total	126,496	1,478,620	41,491	488,992	5,534	44,923	13,447	140,339	18,981	185,262	5,202	50,607

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 13—ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Hogs								Fresh Meats—N. O. S.			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	25	234	743	7,541	768	7,775					5,412	64,825
2	Chicago, Burlington & Quincy R. R.	21,361	190,695	4,813	45,880	26,174	236,575	10,740	92,553	4,785	66,376	5,839	72,254
3	Chicago Great Western R. R.	6,725	60,138	4,560	50,867	11,285	111,005	3,543	31,024	646	8,608	9,473	124,190
4	Chicago, Mil., St. Paul & Pac. R. R.	27,086	251,804	11,894	120,564	38,980	372,368	13,360	120,718	10,458	138,120	10,189	133,176
5	Chicago & North Western Ry	30,991	317,300	11,782	124,198	42,773	441,498	12,446	120,192	6,371	77,201	12,623	151,799
6	Chicago, St. Paul, Minn. & O. Ry	583	5,485	4,532	42,125	5,115	47,610	4,673	43,048	499	6,213	135	1,958
7	Chicago, Rock Island & Pacific Ry	33,339	319,441	3,174	31,889	36,513	351,330	14,916	136,474	1,573	19,611	8,157	96,960
8	Great Northern Ry	696	5,925			696	5,925	1,118	9,548	172	2,118		
9	Illinois Central R. R.	12,057	113,481	4,199	42,404	16,256	155,885	8,773	78,805	6,543	82,216	5,239	62,438
10	Minneapolis & St. Louis R. R.	8,629	75,521	612	5,475	9,241	80,996	3,855	34,165	1,659	24,430	392	5,186
11	Union Pacific R. R.							5	42				
12	Wabash Railway	1,422	14,111	4,793	56,878	6,215	70,989	371	3,299	179	2,506	1,595	21,170
	Total	142,914	1,354,135	51,102	527,821	194,016	1,881,956	73,800	669,868	32,885	427,489	59,054	733,956

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 14—ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Fresh Meats—N. O. S.				Meats—Cured, Dried or Smoked							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	5,412	64,825					564	9,910	564	9,910		
2	Chicago, Burlington & Quincy R. R.	10,624	138,630	591	7,473	644	10,315	898	13,937	1,542	24,252	31	476
3	Chicago Great Western R. R.	10,119	132,798	303	3,584	471	7,115	2,462	43,513	2,933	50,628	167	2,542
4	Chicago, Mil., St. Paul & Pac. R. R.	20,647	271,296	998	13,105	787	12,462	1,024	18,065	1,811	30,527	27	530
5	Chicago & North Western Ry	18,994	229,000	615	7,683	918	14,865	510	8,932	1,428	23,797	9	138
6	Chicago, St. Paul, Minn. & O. Ry	634	8,171	28	369	85	1,604	47	757	132	2,361	32	531
7	Chicago, Rock Island & Pacific Ry	9,730	116,571	690	10,550	1,346	23,305	1,089	18,059	2,435	41,364	299	4,860
8	Great Northern Ry	172	2,118			8	120			8	120		
9	Illinois Central R. R.	11,782	144,654	328	4,433	2,156	28,993	354	5,210	2,510	34,203	93	1,312
10	Minneapolis & St. Louis R. R.	2,051	29,616	60	757	149	2,386	128	2,148	277	4,534	1	15
11	Union Pacific R. R.												
12	Wabash Railway	1,774	23,766	6	74	182	2,914	1,113	17,949	1,295	20,863	32	476
	Total	91,939	1,161,445	3,819	48,028	6,746	104,079	8,189	138,480	14,935	242,559	691	10,880

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 15—ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Packing House Products, Edible N. O. S.—Not Including Canned Meats								Poultry (Live)			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			388	7,418	388	7,418					819	7,517
2	Chicago, Burlington & Quincy R. R.	1,140	18,739	1,147	19,741	2,287	38,480	168	2,404	240	2,331	658	6,658
3	Chicago Great Western R. R.	649	12,646	3,132	61,102	3,781	73,748	75	1,216	94	906	79	736
4	Chicago, Mil., St. Paul & Pac. R. R.	1,197	20,081	3,782	74,349	4,979	94,430	194	2,861	184	2,012	704	7,564
5	Chicago & North Western Ry	584	11,189	753	14,605	1,337	25,794	58	798	125	1,324	613	5,803
6	Chicago, St. Paul, Minn. & O. Ry	29	530	66	1,133	95	1,663	16	256	8	64	11	113
7	Chicago, Rock Island & Pacific Ry	1,731	32,795	1,546	29,362	3,277	62,157	336	5,090	131	1,264	433	4,048
8	Great Northern Ry	8	139			8	139	98	999				
9	Illinois Central R. R.	1,958	37,614	881	18,051	2,839	55,665	106	1,501	95	990	69	702
10	Minneapolis & St. Louis R. R.	1,302	27,023	130	1,576	1,432	28,599	8	123	15	142	15	150
11	Union Pacific R. R.												
12	Wabash Railway	244	4,839	1,414	25,032	1,658	29,871	6	77	8	76	8	114
	Total	8,842	165,595	13,239	252,369	22,081	417,964	1,065	15,325	900	9,109	3,409	33,405

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 16—ANIMALS AND PRODUCTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Poultry (Live)				Poultry (Dressed)							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	819	7,517					1,391	16,371	1,391	16,371		
2	Chicago, Burlington & Quincy R. R.	898	8,989	17	170	1,104	12,588	724	8,758	1,828	21,346	38	442
3	Chicago Great Western R. R.	173	1,642	14	137	156	1,960	347	4,186	503	6,146	15	165
4	Chicago, Mil., St. Paul & Pac. R. R.	888	9,576	22	300	395	4,674	746	9,311	1,141	13,985	16	209
5	Chicago & North Western Ry	738	7,127	45	495	1,015	12,720	1,583	19,146	2,598	31,866	55	689
6	Chicago, St. Paul, Minn. & O. Ry	19	177					21	216	21	216	1	10
7	Chicago, Rock Island & Pacific Ry	564	5,312	25	261	838	9,782	1,573	18,295	2,411	28,077	35	367
8	Great Northern Ry											1	13
9	Illinois Central R. R.	164	1,692	42	428	539	6,526	140	1,695	679	8,221		
10	Minneapolis & St. Louis R. R.	30	292	9	89	422	5,054	185	2,290	607	7,344	16	170
11	Union Pacific R. R.												
12	Wabash Railway	16	190			3	40	11	142	14	182		
	Total	4,309	42,514	174	1,880	4,472	53,344	6,721	80,410	11,193	133,754	177	2,065

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 17—ANIMALS AND PRODUCTS

Number	Class I Steam Railway Companies	Eggs: Originating on Respondent's Road		Eggs: All Other Revenue Freight Carried		Eggs: Total Carried		Eggs: Terminating on Respondent's Road Within the State		Butter: Originating on Respondent's Road		Butter: All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			2,254	25,281	2,254	25,281			268	3,319	567	6,496
2	Chicago, Burlington & Quincy R. R.	1,489	16,319	1,538	17,121	3,027	33,440	133	1,280	627	7,206	2,223	29,167
3	Chicago Great Western R. R.	551	6,254	949	11,657	1,500	17,911	13	126	388	5,327	672	8,445
4	Chicago, Mil., St. Paul & Pac. R. R.	1,229	13,620	2,950	35,595	4,179	49,215	282	3,231	1,612	19,213	1,720	21,324
5	Chicago & North Western Ry	1,547	17,907	3,529	42,737	5,076	60,644	144	1,703	1,293	16,114	1,852	23,103
6	Chicago, St. Paul, Minn. & O. Ry	19	211	71	763	90	974	9	99	53	690	36	434
7	Chicago, Rock Island & Pacific Ry	1,505	16,824	1,813	20,147	3,318	36,971	189	2,008	1,791	22,033	1,557	18,777
8	Great Northern Ry	48	529			48	529			77	1,131		
9	Illinois Central R. R.	968	10,973	451	5,271	1,419	16,244	99	1,116	689	8,946	171	2,103
10	Minneapolis & St. Louis R. R.	527	5,887	103	1,162	630	7,049	10	84	203	2,882	545	7,662
11	Union Pacific R. R.												
12	Wabash Railway	5	72	32	508	37	580					30	351
	Total	7,888	88,596	13,690	160,242	21,578	248,838	879	9,647	7,001	86,861	9,373	117,862

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 18—ANIMALS AND PRODUCTS

Number	Class I Steam Railway Companies	Butter: Total Carried		Butter: Terminating on Respondent's Road Within the State		Total Animals and Products: Originating on Respondent's Road		Total Animals and Products: All Other Revenue Freight Carried		Total Animals and Products: Total Carried		Total Animals and Products: Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	835	9,815			345	4,088	19,611	242,575	19,956	246,663	32	421
2	Chicago, Burlington & Quincy R. R.	2,850	36,373	46	500	42,641	455,145	35,437	434,454	78,078	889,599	18,677	189,527
3	Chicago Great Western R. R.	1,060	13,772	39	493	13,616	148,200	29,485	429,941	43,101	578,141	6,618	73,958
4	Chicago, Mil., St. Paul & Pac. R. R.	3,332	40,537	40	446	61,415	681,697	54,218	689,919	115,633	1,371,616	30,065	321,602
5	Chicago & North Western Ry	3,145	39,217	9	115	58,170	651,770	55,691	669,315	113,861	1,321,085	23,880	258,006
6	Chicago, St. Paul, Minn. & O. Ry	89	1,124	25	273	2,988	35,298	10,114	107,890	13,102	143,188	8,780	90,227
7	Chicago, Rock Island & Pacific Ry	3,348	40,810	190	1,952	56,853	611,725	28,722	364,630	85,575	976,355	23,461	243,777
8	Great Northern Ry	77	1,131	1	12	1,455	15,003			1,455	15,003	3,023	30,665
9	Illinois Central R. R.	860	11,049	6	68	31,960	379,269	13,326	177,494	46,286	556,763	12,575	126,415
10	Minneapolis & St. Louis R. R.	748	10,544			16,084	178,901	3,484	43,585	19,568	222,486	5,046	48,300
11	Union Pacific R. R.											62	1,262
12	Wabash Railway	30	351	1	10	2,670	31,806	10,435	143,371	13,105	175,177	755	8,174
	Total	16,374	204,723	357	3,869	288,197	3,192,902	261,523	3,303,174	549,720	6,496,076	132,974	1,392,334
13	Atlantic Northern Ry						5,734		293		6,027		
14	Manchester & Oneida Ry						1,885		184		2,069		
15	Tabor & Northern Ry						1,520		152		1,672		
	Total Nos. 13 to 15 Inclusive						9,139		629		9,768		
	Grand Total—Tons						3,202,041		3,303,803		6,505,844		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 19—PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Anthracite Coal								Bituminous Coal			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			11	361	11	361	1	32			1,602	80,677
2	Chicago, Burlington & Quincy R. R.			265	9,069	265	9,069	107	3,675	6,017	261,548	35,041	1,621,524
3	Chicago Great Western R. R.			161	5,274	161	5,274	108	1,984	1,643	70,219	17,755	856,306
4	Chicago, Mil., St. Paul & Pac. R. R.			812	31,588	812	31,588	799	31,297	12,969	582,631	37,580	1,786,339
5	Chicago & North Western Ry	2	78	1,005	33,640	1,007	33,718	561	18,615	3,097	155,621	28,662	1,372,730
6	Chicago, St. Paul, Minn. & O. Ry	3	81	306	8,867	309	8,948	70	2,089	6	215	2,166	85,524
7	Chicago, Rock Island & Pacific Ry			339	10,989	339	10,989	260	8,433	5,712	263,352	39,084	1,876,001
8	Great Northern Ry							32	1,080	9	365		
9	Illinois Central R. R.			179	6,206	179	6,206	159	5,498	20	1,020	19,325	903,663
10	Minneapolis & St. Louis R. R.			78	2,527	78	2,527	68	2,162	833	38,868	13,664	655,261
11	Union Pacific R. R.												
12	Wabash Railway			55	1,970	55	1,970	19	609	3,677	171,795	3,067	140,874
	Total	5	159	3,211	110,491	3,216	110,650	2,184	75,474	33,983	1,545,634	197,946	9,438,899

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 20—PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Bituminous Coal				Gravel and Sand (Other Than Glass or Molding)							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1,602	80,677	1,241	62,367	16	846	104	5,828	120	6,674	68	3,731
2	Chicago, Burlington & Quincy R. R.	41,058	1,883,072	26,194	1,202,066	4,438	237,989	11,289	626,880	15,727	864,869	13,664	750,969
3	Chicago Great Western R. R.	19,398	926,525	8,406	403,115	3,107	172,950	630	29,674	3,737	202,624	2,113	114,310
4	Chicago, Mil., St. Paul & Pac. R. R.	50,549	2,368,970	31,411	1,496,360	12,589	663,899	3,533	193,092	16,122	856,991	11,674	625,805
5	Chicago & North Western Ry	31,759	1,528,351	19,066	913,079	8,109	448,986	5,496	315,556	13,535	764,542	11,940	680,557
6	Chicago, St. Paul, Minn. & O. Ry	2,172	85,739	738	31,414	7	170	493	27,350	500	27,520	119	6,605
7	Chicago, Rock Island & Pacific Ry	44,796	2,139,353	37,850	1,813,062	16,140	820,924	4,541	239,653	20,681	1,060,577	19,285	988,785
8	Great Northern Ry	9	365	324	11,282	312	18,735			312	18,735	296	18,058
9	Illinois Central R. R.	19,345	964,683	12,228	600,709	455	23,915	1,848	97,741	2,303	121,656	2,146	113,841
10	Minneapolis & St. Louis R. R.	14,497	694,129	9,658	461,734	8,779	424,630	684	35,764	9,463	460,394	6,410	313,947
11	Union Pacific R. R.			460	20,372							118	6,911
12	Wabash Railway	6,744	312,669	3,995	184,304	399	20,812	661	38,342	1,060	59,154	890	50,316
	Total	231,929	10,984,533	151,570	7,199,864	54,351	2,833,856	29,209	1,609,880	83,560	4,443,736	68,723	3,673,825

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 21—PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Stone (Broken, Ground or Crushed)								Stone (Rough) N. O. S.			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			138	7,403	138	7,403					75	2,748
2	Chicago, Burlington & Quincy R. R.	627	33,910	3,858	200,898	4,485	234,808	4,122	217,416	3	98	271	8,635
3	Chicago Great Western R. R.	980	54,482	100	4,662	1,080	59,144	576	35,111	15	520	78	3,774
4	Chicago, Mil., St. Paul & Pac. R. R.	2,851	154,554	1,325	68,858	4,176	223,412	2,682	146,126	221	11,248	1,004	46,853
5	Chicago & North Western Ry	4,900	278,879	778	32,812	5,678	311,691	2,992	170,074	7	255	80	2,900
6	Chicago, St. Paul, Minn. & O. Ry	3	82	87	4,585	90	4,667	11	570	1	18	15	558
7	Chicago, Rock Island & Pacific Ry	8,406	427,225	2,410	70,103	10,816	497,328	8,990	458,223	29	1,179	288	10,835
8	Great Northern Ry							24	1,278	1	31		
9	Illinois Central R. R.	190	9,860	1,624	89,103	1,814	98,963	1,568	86,778	76	2,867	210	10,078
10	Minneapolis & St. Louis R. R.	1,070	51,188	404	21,118	1,474	72,306	1,019	51,460	4,430	193,028	79	3,421
11	Union Pacific R. R.												
12	Wabash Railway	16	799	224	11,571	240	12,370	100	5,645	6	141	41	1,363
	Total	19,043	1,010,979	10,948	511,113	29,991	1,522,092	22,084	1,172,681	4,789	209,385	2,141	91,165

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 22—PRODUCTS OF MINES—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Stone (Rough) N. O. S.				Stone (Finished) N. O. S.							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		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	2,748	2	73			65	1,920	65	1,920	3	92
2	Chicago, Burlington & Quincy R. R.	274	8,733	84	2,504	5	106	122	3,270	127	3,376	31	842
3	Chicago Great Western R. R.	93	4,294	46	2,080	48	2,039	67	1,986	115	4,025	56	2,461
4	Chicago, Mil., St. Paul & Pac. R. R.	1,225	58,101	617	30,729	31	895	253	8,757	284	9,652	123	4,238
5	Chicago & North Western Ry	87	3,155	29	1,129	25	1,037	88	2,533	113	3,570	53	1,866
6	Chicago, St. Paul, Minn. & O. Ry	16	576			6	143	75	2,699	81	2,842	17	703
7	Chicago, Rock Island & Pacific Ry	317	12,014	197	8,607	30	984	201	5,753	231	6,737	102	2,598
8	Great Northern Ry	1	31	14	671							1	7
9	Illinois Central R. R.	286	12,945	172	8,558	8	178	41	1,112	49	1,290	7	170
10	Minneapolis & St. Louis R. R.	4,509	196,449	4,409	191,700	4	76	93	2,491	97	2,567	9	244
11	Union Pacific R. R.												
12	Wabash Railway	47	1,504	1	6	1	40	11	282	12	322	3	76
	Total	6,930	300,550	5,571	246,057	158	5,498	1,016	30,803	1,174	36,301	405	13,297

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 23—TOTAL PRODUCTS OF MINES AND PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Total Products of Mines								Logs			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	17	873	9,088	386,187	9,105	387,060	1,333	66,786	2	41	35	974
2	Chicago, Burlington & Quincy R. R.	11,288	542,449	58,544	2,743,293	69,827	3,285,742	47,640	2,298,534	587	13,955	643	15,452
3	Chicago Great Western R. R.	6,308	326,969	22,492	1,026,366	28,800	1,353,335	12,501	605,786	61	1,448	85	2,308
4	Chicago, Mil., St. Paul & Pac. R. R.	28,822	1,419,375	52,783	2,395,846	81,605	3,815,221	49,846	2,404,400	299	7,453	93	2,676
5	Chicago & North Western Ry.	16,195	886,411	39,873	1,869,955	56,066	2,756,366	26,286	1,830,728	100	2,433	134	3,119
6	Chicago, St. Paul, Minn. & O. Ry.	28	719	4,547	179,138	4,575	179,857	1,602	65,922			10	209
7	Chicago, Rock Island & Pacific Ry.	49,502	2,142,301	69,281	3,036,462	118,783	5,178,763	91,570	4,130,171	320	7,689	141	6,940
8	Great Northern Ry.	322	19,131			322	19,131	743	34,034				
9	Illinois Central R. R.	1,264	59,751	25,599	1,243,630	26,863	1,303,381	17,541	853,543	33	696	110	2,429
10	Minneapolis & St. Louis R. R.	15,600	728,424	17,226	807,791	32,826	1,536,215	22,871	1,076,892	74	1,678	12	283
11	Union Pacific R. R.	3	79			3	79	649	29,684				
12	Wabash Railway	4,111	193,987	5,170	229,128	9,281	423,115	5,190	246,369	36	861	35	744
	Total	133,453	6,320,469	304,603	13,917,796	438,056	20,238,265	287,772	13,642,849	1,512	36,254	1,298	35,134
13	Atlantic Northern Ry.				8,610		8,610						
14	Manchester & Oneida Ry.		62		17,994		18,056						
15	Tabor & Northern Ry.				4,497		4,497						
	Total Nos. 13 to 15 Inclusive		62		31,101		31,163						
	Grand Total—Tons		6,320,531		13,948,897		20,269,428						

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 24—PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Logs				Posts, Poles and Piling							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	37	1,015			1	15	42	1,210	43	1,225	2	31
2	Chicago, Burlington & Quincy R. R.	1,230	29,407	822	19,743	104	2,787	1,175	26,244	1,279	29,031	468	11,186
3	Chicago Great Western R. R.	146	3,756	55	1,555	10	203	988	24,992	998	25,195	177	3,830
4	Chicago, Mil., St. Paul & Pac. R. R.	392	10,129	131	3,095	69	1,488	1,938	49,000	2,007	50,488	845	19,612
5	Chicago & North Western Ry.	234	5,532	203	4,804	58	1,141	1,557	36,928	1,615	38,069	945	21,397
6	Chicago, St. Paul, Minn. & O. Ry.	10	209			2	46	752	17,086	754	17,132	59	1,166
7	Chicago, Rock Island & Pacific Ry.	461	14,629	396	9,406	338	9,973	1,771	41,710	2,109	51,683	1,881	32,217
8	Great Northern Ry.					1	40			1	40	39	698
9	Illinois Central R. R.	143	3,125	62	1,697	32	584	928	23,217	960	23,801	406	8,802
10	Minneapolis & St. Louis R. R.	86	1,961	49	1,048	26	606	1,144	28,492	1,170	29,158	354	7,533
11	Union Pacific R. R.			24	549							1	17
12	Wabash Railway	71	1,605	4	90	75	2,459	338	8,537	413	10,996	71	1,775
	Total	2,810	71,388	1,746	41,897	716	19,407	10,633	257,416	11,349	276,823	4,748	109,264

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 25—PRODUCTS OF FORESTS

Number	Class I Steam Railway Companies	Wood (Fuel)								Ties (Railroad)			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		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	21	1	21					2	36
2	Chicago, Burlington & Quincy R. R.	19	630	20	589	39	1,219	21	463	29	842	63	1,801
3	Chicago Great Western R. R.	6	147	19	411	25	558	2	53			21	529
4	Chicago, Mil., St. Paul & Pac. R. R.	46	1,534	167	2,543	213	4,077	63	1,817	144	5,359	81	2,333
5	Chicago & North Western Ry	9	325	60	1,302	69	1,627	32	685			78	1,998
6	Chicago, St. Paul, Minn. & O. Ry			23	471	23	471	3	56			6	120
7	Chicago, Rock Island & Pacific Ry	22	699	27	563	49	1,262	45	1,135	14	295	142	4,261
8	Great Northern Ry							14	300	1	24		
9	Illinois Central R. R.	9	246	19	411	28	657	21	483	4	42	67	2,026
10	Minneapolis & St. Louis R. R.	2	30	2	39	4	69	4	69	2	35	22	470
11	Union Pacific R. R.												
12	Wabash Railway			11	309	11	309	3	22	5	112	126	4,041
	Total	113	3,611	349	6,659	462	10,270	208	5,083	199	6,709	608	17,615

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 26—PRODUCTS OF FORESTS

Number	Class I Steam Railway Companies	Ties (Railroad)				Lumber, Shingles and Lath							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		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	36			1	20	8,997	231,514	8,998	231,534	33	817
2	Chicago, Burlington & Quincy R. R.	92	2,643	23	612	436	10,775	10,585	279,697	11,021	290,472	4,095	109,522
3	Chicago Great Western R. R.	21	529	3	52	111	2,922	12,526	318,999	12,637	321,921	1,751	45,418
4	Chicago, Mil., St. Paul & Pac. R. R.	225	7,692	42	1,329	264	5,741	34,275	920,749	34,539	926,490	6,937	183,076
5	Chicago & North Western Ry	78	1,998	16	394	169	4,385	16,331	436,053	16,500	440,438	3,693	97,592
6	Chicago, St. Paul, Minn. & O. Ry	6	120			18	327	3,695	96,883	3,713	97,210	273	6,978
7	Chicago, Rock Island & Pacific Ry	156	4,556	136	4,106	264	6,088	16,379	414,613	16,643	420,701	7,736	208,637
8	Great Northern Ry	1	24			5	105			5	105	342	9,002
9	Illinois Central R. R.	71	2,068	15	359	89	1,668	10,488	274,995	10,577	276,663	2,288	60,924
10	Minneapolis & St. Louis R. R.	24	505	21	414	26	532	5,693	141,243	5,719	141,775	1,328	33,898
11	Union Pacific R. R.					22	564			22	564	165	4,767
12	Wabash Railway	131	4,153	33	1,011	72	2,345	2,338	60,825	2,410	63,170	342	8,812
	Total	807	24,324	289	8,277	1,477	35,472	121,307	3,175,571	122,784	3,211,043	28,983	769,443

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 27—PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Box, Crate and Cooperage Materials								Veneer and Built Up Wood			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			105	2,768	105	2,768					18	508
2	Chicago, Burlington & Quincy R. R.	63	796	1,046	22,326	1,109	23,122	584	12,341	34	782	102	2,357
3	Chicago Great Western R. R.	7	105	861	20,465	868	20,570	313	6,933	25	504	73	1,563
4	Chicago, Mil., St. Paul & Pac. R. R.	23	287	990	21,524	1,013	21,811	350	7,250	3	60	71	1,576
5	Chicago & North Western Ry	16	328	773	17,262	789	17,590	485	10,658	1	17	277	7,801
6	Chicago, St. Paul, Minn. & O. Ry			183	3,283	183	3,283	48	1,028			8	127
7	Chicago, Rock Island & Pacific Ry	28	429	747	17,102	775	17,531	422	8,723	1	8	57	1,475
8	Great Northern Ry							12	265				
9	Illinois Central R. R.	11	163	1,533	32,600	1,544	32,763	603	11,797	2	36	66	1,501
10	Minneapolis & St. Louis R. R.	5	29	480	9,759	483	9,788	237	4,677			12	331
11	Union Pacific R. R.												
12	Wabash Railway			496	10,607	496	10,607	100	1,988	2	62	27	594
	Total	151	2,137	7,214	157,696	7,365	159,833	3,154	65,660	68	1,469	711	17,833

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 28—PRODUCTS OF FORESTS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Veneer and Built Up Wood				Total Products of Forests							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	18	508			4	76	9,326	239,767	9,330	239,843	42	939
2	Chicago, Burlington & Quincy R. R.	136	3,139	65	1,390	1,332	31,602	13,848	352,243	15,180	383,845	6,227	157,736
3	Chicago Great Western R. R.	98	2,067	49	903	230	5,553	14,780	374,069	15,010	379,622	2,408	59,901
4	Chicago, Mil., St. Paul & Pac. R. R.	74	1,636	42	905	908	23,401	38,281	1,014,610	39,189	1,038,011	8,577	220,520
5	Chicago & North Western Ry	278	7,818	3	71	376	9,108	19,651	512,738	20,027	521,846	5,537	138,464
6	Chicago, St. Paul, Minn. & O. Ry	8	127			20	373	4,867	121,620	4,887	121,993	435	10,250
7	Chicago, Rock Island & Pacific Ry	58	1,483	31	741	1,043	26,361	19,512	491,367	20,555	517,728	10,296	268,734
8	Great Northern Ry			1	33	7	169			7	169	416	10,448
9	Illinois Central R. R.	68	1,537	41	913	188	3,609	13,335	339,492	13,523	343,101	3,491	85,920
10	Minneapolis & St. Louis R. R.	12	331	1	28	133	2,970	7,497	182,829	7,630	185,799	2,071	48,958
11	Union Pacific R. R.					22	564			22	564	192	5,346
12	Wabash Railway	29	656			191	5,875	3,453	87,494	3,644	93,369	591	14,460
	Total	779	19,302	233	4,984	4,454	109,661	144,550	3,716,229	149,004	3,825,890	40,280	1,021,676
13	Atlantic Northern Ry								749		749		
14	Manchester & Oneida Ry								648		648		
15	Tabor & Northern Ry						34		352		386		
	Total Nos. 13 to 15 (Tons Only)						34		1,749		1,783		
	Grand Total—Tons						109,695		3,717,978		3,827,673		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 29—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Petroleum Oils, Refined and All Other Gasoline								Fuel, Road and Petroleum Residual Oil, N. O. S.			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			21,183	577,274	21,183	577,274	183	4,723		75	5,516	180,500
2	Chicago, Burlington & Quincy R. R	25	591	26,112	704,215	26,137	704,806	8,377	227,667	1	13	1,148	36,624
3	Chicago Great Western R. R	32	807	30,176	819,988	30,208	820,795	2,987	80,407	1	16	6,112	202,726
4	Chicago, Mil., St. Paul & Pac. R. R	43	821	46,020	1,279,276	46,063	1,280,097	8,144	218,927	28	564	12,911	388,453
5	Chicago & North Western Ry	147	3,801	22,949	612,036	23,096	615,837	6,988	180,867	29	929	3,941	128,251
6	Chicago, St. Paul, Minn. & O. Ry	4	66	16,928	471,027	16,932	471,093	1,551	42,483			628	20,546
7	Chicago, Rock Island & Pacific Ry	117	2,924	33,190	914,243	33,307	917,167	18,455	504,614	15	314	6,003	194,472
8	Great Northern Ry							230	5,893				
9	Illinois Central R. R	28	516	4,902	130,551	4,930	131,067	4,040	106,792	1	14	364	12,294
10	Minneapolis & St. Louis R. R	4	91	7,485	198,985	7,489	199,076	3,645	97,086	2	58	892	28,160
11	Union Pacific R. R	3	44			3	44	329	9,190				
12	Wabash Railway	2	51	3,635	98,639	3,637	98,690	788	22,142			503	16,605
	Total	405	9,712	212,580	5,806,234	212,985	5,815,946	55,717	1,500,791	76	1,983	38,018	1,208,541

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 30—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Fuel, Road and Petroleum Residual Oil, N. O. S.				Lubricating Oils and Greases							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	5,518	180,575	31	1,017			1,772	42,194	1,772	42,194	20	504
2	Chicago, Burlington & Quincy R. R	1,149	36,637	187	6,104	167	2,602	2,228	48,725	2,395	51,327	882	18,480
3	Chicago Great Western R. R	6,113	202,742	491	15,920	58	870	1,863	41,110	1,921	41,980	237	4,677
4	Chicago, Mil., St. Paul & Pac. R. R	12,939	389,017	1,384	41,620	107	1,591	3,108	74,388	3,215	75,979	492	9,387
5	Chicago & North Western Ry	3,970	129,180	430	14,081	71	1,179	1,349	29,299	1,420	30,478	266	4,635
6	Chicago, St. Paul, Minn. & O. Ry	628	20,546	96	3,176	1	15	533	12,379	534	12,394	89	2,061
7	Chicago, Rock Island & Pacific Ry	6,018	194,786	2,336	74,778	164	2,583	1,556	32,963	1,720	35,546	997	19,790
8	Great Northern Ry					2	32			2	32	50	1,058
9	Illinois Central R. R	365	12,218	269	8,916	76	1,293	431	9,002	507	10,295	250	4,373
10	Minneapolis & St. Louis R. R	894	28,218	259	8,189	58	817	264	5,658	322	6,475	154	2,884
11	Union Pacific R. R			49	1,604	47	846			47	846	113	2,551
12	Wabash Railway	503	16,605	198	6,359	4	50	283	6,631	287	6,681	116	2,773
	Total	38,097	1,210,524	5,730	181,764	755	11,878	13,387	302,349	14,142	314,227	3,666	73,173

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 31—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Sugar (Beets or Cane)								Table Syrups and Edible Molasses			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			612	21,846	612	21,846	3	122			125	3,135
2	Chicago, Burlington & Quincy R. R.	248	6,744	5,637	192,280	5,885	199,024	918	30,051	878	29,573	266	7,712
3	Chicago Great Western R. R.	358	10,408	1,175	40,140	1,533	50,548	393	11,068	4	87	398	12,305
4	Chicago, Mil., St. Paul & Pac. R. R.	333	8,525	3,199	111,272	3,532	119,797	662	23,415	1,213	39,167	586	19,492
5	Chicago & North Western Ry	266	6,367	2,395	76,863	2,661	83,230	450	13,618	2,029	60,957	314	10,768
6	Chicago, St. Paul, Minn. & O. Ry	7	227	849	27,062	856	27,289	46	1,466			46	1,553
7	Chicago, Rock Island & Pacific Ry	522	11,826	1,657	56,807	2,179	68,633	1,417	44,847	717	20,498	480	14,164
8	Great Northern Ry							3	91				
9	Illinois Central R. R.	54	1,493	1,050	35,247	1,104	36,740	455	14,202	518	15,191	177	5,608
10	Minneapolis & St. Louis R. R.	112	2,719	423	14,149	535	16,868	197	5,992	8	321	83	2,567
11	Union Pacific R. R.							19	642				
12	Wabash Railway			212	6,978	212	6,978	58	2,004			180	5,109
	Total	1,900	48,309	17,209	582,644	19,109	630,953	4,621	147,578	5,367	165,794	2,655	82,413

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 32—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Table Syrups and Edible Molasses				Machinery and Boilers							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	125	3,135	2	55	7	112	2,532	50,695	2,539	50,807	7	113
2	Chicago, Burlington & Quincy R. R.	1,144	37,285	90	2,297	266	4,473	2,384	51,420	2,650	55,893	353	5,680
3	Chicago Great Western R. R.	402	12,392	33	731	57	858	828	15,773	885	16,631	129	2,413
4	Chicago, Mil., St. Paul & Pac. R. R.	1,799	58,659	337	11,177	362	5,596	4,588	70,949	4,950	76,545	670	10,353
5	Chicago & North Western Ry	2,343	71,725	251	8,301	126	2,125	2,767	53,244	2,893	55,369	244	4,296
6	Chicago, St. Paul, Minn. & O. Ry	46	1,553	16	435	6	148	147	2,395	153	2,543	12	143
7	Chicago, Rock Island & Pacific Ry	1,197	34,662	197	5,497	771	12,581	2,953	52,727	3,724	65,308	1,227	21,146
8	Great Northern Ry			1	20	1	14			1	14	2	36
9	Illinois Central R. R.	695	20,799	64	1,754	223	3,216	1,387	26,544	1,610	29,760	149	2,430
10	Minneapolis & St. Louis R. R.	91	2,888	21	735	79	1,145	513	8,081	592	9,226	196	2,795
11	Union Pacific R. R.					11	169			11	169		
12	Wabash Railway	180	5,109	75	1,715	12	204	267	4,933	279	5,137	19	282
	Total	8,022	248,207	1,077	32,717	1,921	30,641	18,366	336,761	20,287	367,402	3,007	49,687

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 33—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Cement, Natural or Portland (Building)								Brick, Common			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			398	14,342	398	14,342	4	126			62	2,323
2	Chicago, Burlington & Quincy R. R.	2,295	91,548	5,960	226,955	8,255	318,503	5,077	198,076	214	7,012	446	16,513
3	Chicago Great Western R. R.	3,115	102,105	1,136	39,622	4,251	141,727	1,467	48,531	148	4,453	238	8,362
4	Chicago, Mil., St. Paul & Pac. R. R.	8,525	322,308	2,937	110,626	11,462	432,929	4,709	182,595	1,040	33,202	1,133	38,819
5	Chicago & North Western Ry	4,098	134,276	3,229	128,607	7,327	262,883	3,756	145,699	633	20,586	242	7,723
6	Chicago, St. Paul, Minn. & O. Ry			595	18,129	595	18,129	143	3,944	266	8,571	115	3,785
7	Chicago, Rock Island & Pacific Ry	8,473	313,688	2,706	109,240	11,179	422,928	8,677	324,783	447	13,087	830	29,054
8	Great Northern Ry							77	2,163	5	167		
9	Illinois Central R. R.	38	839	2,463	88,787	2,501	89,626	1,962	70,944	101	2,899	157	4,750
10	Minneapolis & St. Louis R. R.	5,685	199,133	674	25,806	6,359	224,939	1,576	56,933	693	20,932	269	8,980
11	Union Pacific R. R.							73	2,590				
12	Wabash Railway	50	1,455	1,578	55,873	1,628	57,328	359	15,331	7	212	221	7,603
	Total	32,279	1,165,347	21,676	817,987	53,955	1,983,334	27,880	1,051,715	3,554	111,121	3,713	127,921

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 34—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Brick, Common				Brick N. O. S. and Building Tile							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		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	2,323	5	170			245	8,561	245	8,561	5	150
2	Chicago, Burlington & Quincy R. R.	660	23,525	471	16,972	377	11,019	1,562	52,932	1,939	63,951	1,146	37,747
3	Chicago Great Western R. R.	386	12,815	111	3,191	1,077	32,473	831	27,916	1,908	60,389	430	12,911
4	Chicago, Mil., St. Paul & Pac. R. R.	2,173	72,021	840	26,930	2,441	75,144	1,035	29,738	3,476	104,882	596	15,055
5	Chicago & North Western Ry	875	28,309	423	13,458	1,021	31,651	1,413	45,045	2,434	76,696	480	14,070
6	Chicago, St. Paul, Minn. & O. Ry	381	12,356	26	799	8	233	29	879	37	1,112	4	118
7	Chicago, Rock Island & Pacific Ry	1,277	42,141	1,108	34,839	714	19,788	1,303	49,026	2,017	68,814	1,335	38,790
8	Great Northern Ry	5	167	1	26	58	1,927			58	1,927	10	282
9	Illinois Central R. R.	258	7,658	175	5,066	808	23,718	327	9,552	1,135	33,270	350	9,610
10	Minneapolis & St. Louis R. R.	962	29,912	223	7,179	2,001	59,091	727	20,618	2,728	79,709	579	14,932
11	Union Pacific R. R.												
12	Wabash Railway	228	7,815	26	825	32	937	697	24,183	729	25,120	69	2,187
	Total	7,267	239,042	3,409	109,455	8,537	255,981	8,169	268,450	16,706	524,431	5,003	145,852

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 35—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Artificial Stone N. O. S.								Lime and Plaster			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			22	566	22	566					533	16,765
2	Chicago, Burlington & Quincy R. R.	45	1,179	137	4,029	182	5,208	117	3,098	104	2,960	1,799	48,127
3	Chicago Great Western R. R.	115	2,838	96	2,774	211	5,612	114	2,908	1,685	45,086	225	4,921
4	Chicago, Mil., St. Paul & Pac. R. R.	971	28,170	285	8,226	1,256	36,396	219	5,894	67	1,822	2,670	75,438
5	Chicago & North Western Ry	140	4,413	373	10,859	513	15,272	237	6,625	27	950	2,643	85,306
6	Chicago, St. Paul, Minn. & O. Ry	7	198	10	256	17	454	1	31			81	1,684
7	Chicago, Rock Island & Pacific Ry	96	2,487	210	5,910	306	8,397	250	6,615	49	1,399	1,798	47,246
8	Great Northern Ry							1	36				
9	Illinois Central R. R.	128	3,183	38	1,220	166	4,403	83	2,284	2,285	57,838	177	3,770
10	Minneapolis & St. Louis R. R.	163	5,057	17	597	180	5,654	14	375	761	18,414	879	22,647
11	Union Pacific R. R.												
12	Wabash Railway	11	248	12	364	23	612	8	243			269	6,891
	Total	1,676	47,773	1,200	34,801	2,876	82,574	1,044	28,109	4,978	128,469	11,074	312,795

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 36—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Lime and Plaster				Sewer Pipe and Drain Tile (Not Metal)							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	533	16,765	1	20			25	660	25	660		
2	Chicago, Burlington & Quincy R. R.	1,903	51,087	1,059	29,072	593	11,780	830	16,118	1,423	27,898	984	20,002
3	Chicago Great Western R. R.	1,910	50,007	492	9,756	1,805	29,913	916	17,161	2,721	47,074	880	15,219
4	Chicago, Mil., St. Paul & Pac. R. R.	2,737	77,260	550	10,543	3,285	67,935	1,136	21,892	4,421	89,827	1,406	27,966
5	Chicago & North Western Ry	2,670	86,256	256	4,159	1,761	30,263	1,350	24,161	3,111	54,424	1,254	22,196
6	Chicago, St. Paul, Minn. & O. Ry	81	1,684	22	415	50	1,296	99	2,701	149	3,997	11	231
7	Chicago, Rock Island & Pacific Ry	1,847	48,645	772	13,532	2,021	36,872	1,772	33,639	3,793	70,511	3,350	62,301
8	Great Northern Ry			8	130	4	71			4	71	1	25
9	Illinois Central R. R.	2,462	61,608	696	11,260	721	13,411	798	13,886	1,519	27,297	862	15,104
10	Minneapolis & St. Louis R. R.	1,640	41,061	204	3,313	1,873	33,845	472	8,942	2,345	42,787	793	13,912
11	Union Pacific R. R.			1	32								
12	Wabash Railway	269	6,891	29	500	55	1,094	86	1,786	141	2,880	55	1,100
	Total	16,052	441,264	4,090	82,732	12,168	226,480	7,484	140,946	19,652	367,426	9,596	178,056

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 37—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Agricultural Implements and Parts N. O. S.								Vehicles, Horse Drawn, and Parts N. O. S.			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	19	352	1,981	28,503	2,000	28,855	2	35			35	404
2	Chicago, Burlington & Quincy R. R.	538	7,722	3,910	55,070	4,448	62,792	1,343	18,267	12	138	112	1,401
3	Chicago Great Western R. R.	107	1,669	1,273	16,626	1,380	18,295	351	7,887	5	38	36	409
4	Chicago, Mil., St. Paul & Pac. R. R.	752	11,319	7,293	99,888	8,045	111,207	1,511	21,553	11	121	174	2,272
5	Chicago & North Western Ry	227	2,831	3,556	49,730	3,783	52,561	1,131	15,045	9	91	166	1,932
6	Chicago, St. Paul, Minn. & O. Ry	26	333	286	3,685	312	4,018	25	287			2	18
7	Chicago, Rock Island & Pacific Ry	1,323	19,695	6,523	87,710	7,846	107,405	3,001	41,569	55	816	438	5,848
8	Great Northern Ry	2	23			2	23	18	230				
9	Illinois Central R. R.	108	1,285	1,036	13,615	1,144	14,900	389	4,881	10	118	86	1,008
10	Minneapolis & St. Louis R. R.	42	485	892	9,988	934	10,473	202	2,553	1	19	12	145
11	Union Pacific R. R.	251	3,627			251	3,627						
12	Wabash Railway	223	3,184	155	1,996	378	5,180	31	380			5	87
	Total	3,618	52,525	26,905	366,811	30,523	419,336	8,004	112,687	103	1,341	1,066	13,524

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 38—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Vehicles, Horse Drawn, and Parts U. O. S.				Tractors and Parts							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	35	404					639	10,375	639	10,375	2	24
2	Chicago, Burlington & Quincy R. R.	124	1,539	51	660	160	1,897	1,616	21,723	1,776	23,620	425	5,213
3	Chicago Great Western R. R.	41	447	22	216	221	2,577	2,061	29,272	2,282	31,849	364	4,879
4	Chicago, Mil., St. Paul & Pac. R. R.	185	2,393	66	816	287	3,515	1,755	23,145	2,042	26,660	858	10,719
5	Chicago & North Western Ry	175	2,023	46	660	150	1,675	2,455	33,569	2,605	35,244	591	7,218
6	Chicago, St. Paul, Minn. & O. Ry	3	18			18	297	111	1,342	129	1,639	19	221
7	Chicago, Rock Island & Pacific Ry	493	6,664	104	1,248	961	14,771	3,455	47,820	4,416	62,591	1,040	12,801
8	Great Northern Ry											4	44
9	Illinois Central R. R.	96	1,126	29	390	384	5,202	2,062	27,956	2,446	33,158	398	5,485
10	Minneapolis & St. Louis R. R.	13	164	10	125	38	442	436	6,083	474	6,525	145	1,710
11	Union Pacific R. R.					22	271			22	271		
12	Wabash Railway	5	87	3	43	10	113	169	2,393	179	2,506	12	155
	Total	1,169	14,865	331	4,158	2,251	30,760	14,759	203,678	17,010	234,438	3,858	48,469

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 39—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Automobiles (Passenger) and Auto Trucks								Automobiles and Autotrucks, K. D. and Parts N. O. S.			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			16,175	98,252	16,175	98,252	103	578	1	7	2,669	43,859
2	Chicago, Burlington & Quincy R. R.	173	1,107	9,190	56,590	9,363	57,697	2,605	14,998	73	1,292	1,233	22,682
3	Chicago Great Western R. R.	229	1,400	11,854	73,577	12,083	74,977	966	5,574	5	64	2,172	39,880
4	Chicago, Mil., St. Paul & Pac. R. R.	243	2,272	20,774	128,799	21,017	131,071	5,109	30,842	226	5,150	3,090	50,657
5	Chicago & North Western Ry.	242	1,423	16,283	100,511	16,525	101,934	2,980	17,199	18	232	1,446	23,227
6	Chicago, St. Paul, Minn. & O. Ry.			660	3,326	660	3,326	121	690	1	5	382	2,440
7	Chicago, Rock Island & Pacific Ry.	417	2,387	15,863	96,388	16,280	98,775	5,552	32,868	25	335	1,153	20,413
8	Great Northern Ry.							35	207	15	292		
9	Illinois Central R. R.	22	169	3,960	25,954	3,982	26,123	1,501	8,743	12	163	6,599	125,858
10	Minneapolis & St. Louis R. R.	245	1,369	1,611	9,448	1,856	10,817	1,003	5,738	2	22	166	2,901
11	Union Pacific R. R.							7	140				
12	Wabash Railway	45	305	3,137	18,386	3,182	18,691	561	3,248	1	11	1,346	26,623
	Total	1,616	10,432	99,507	611,231	101,123	621,663	20,543	120,825	379	7,573	20,256	358,540

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 40—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Automobiles and Autotrucks, K. D. and Parts N. O. S.				Furniture, Metal and Other Than Metal							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2,670	43,866			15	127	1,351	13,949	1,366	14,076	3	33
2	Chicago, Burlington & Quincy R. R.	1,306	23,974	62	496	937	8,434	1,957	19,469	2,894	27,903	679	6,390
3	Chicago Great Western R. R.	2,177	39,944	25	498	36	369	691	6,244	727	6,613	61	528
4	Chicago, Mil., St. Paul & Pac. R. R.	3,316	55,807	1,081	15,019	107	981	1,902	18,692	2,009	19,673	326	3,133
5	Chicago & North Western Ry.	1,464	23,459	96	907	140	1,407	2,570	28,357	2,710	29,764	364	3,605
6	Chicago, St. Paul, Minn. & O. Ry.	383	2,445	79	451	5	35	125	1,151	130	1,186	12	115
7	Chicago, Rock Island & Pacific Ry.	1,178	20,748	215	3,548	570	4,793	2,075	21,682	2,645	26,475	582	5,415
8	Great Northern Ry.	15	292			2	25			2	25	11	85
9	Illinois Central R. R.	6,611	126,021	48	489	18	215	609	6,189	627	6,404	143	1,694
10	Minneapolis & St. Louis R. R.	168	2,923	52	584	11	75	267	2,237	278	2,312	107	851
11	Union Pacific R. R.							153	1,458	158	1,534	34	285
12	Wabash Railway	1,347	26,634	1,247	25,244	5	26						
	Total	20,635	366,113	2,905	47,236	1,846	16,537	11,700	119,428	13,546	135,965	2,322	22,134

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 41—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Beverages								Ice			
		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried	
		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	6,748	304	6,748	2	31	16	517		
2	Chicago, Burlington & Quincy R. R.	15	243	848	14,436	863	14,679	525	8,888	466	15,683	1,101	40,630
3	Chicago Great Western R. R.	6	94	953	16,763	959	16,857	282	4,607	256	6,470	20	653
4	Chicago, Mil., St. Paul & Pac. R. R.	88	1,752	1,553	28,260	1,641	30,012	571	9,759	203	6,453	65	2,146
5	Chicago & North Western Ry	50	783	1,193	21,423	1,243	22,206	658	10,642	358	9,761	44	1,303
6	Chicago, St. Paul, Minn. & O. Ry	2	45	227	3,688	230	3,733	90	1,462	1	35	22	882
7	Chicago, Rock Island & Pacific Ry	127	3,534	872	16,179	999	19,713	568	11,473	736	20,027	70	1,633
8	Great Northern Ry							18	280				
9	Illinois Central R. R.	13	196	222	3,919	235	4,115	140	2,284	323	8,156	32	771
10	Minneapolis & St. Louis R. R.	15	398	205	3,313	220	3,711	146	2,507	163	3,957	23	790
11	Union Pacific R. R.									70	1,783		
12	Wabash Railway	9	29	119	2,093	121	2,122	6	127	4	101	1	35
	Total	319	7,074	6,496	116,822	6,815	123,896	3,006	52,060	2,596	72,943	1,378	48,843

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 42—MANUFACTURES AND MISCELLANEOUS—CARLOADS AND TONS OF 2,000 LBS.

Number	Class I Steam Railway Companies	Ice				Total Manufactures and Miscellaneous							
		Total Carried		Terminating on Respondent's Road Within the State		Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	16	517			621	14,034	90,842	2,035,542	91,463	2,049,576	804	19,107
2	Chicago, Burlington & Quincy R. R.	1,567	56,313	1,345	47,992	18,083	425,049	108,461	2,614,977	126,544	3,040,026	40,585	1,016,451
3	Chicago Great Western R. R.	276	7,123	250	6,288	14,044	340,128	96,457	2,235,648	110,501	2,575,776	16,142	379,357
4	Chicago, Mil., St. Paul & Pac. R. R.	268	8,599	189	6,542	30,878	833,991	175,655	4,069,179	206,533	4,903,170	46,006	1,057,243
5	Chicago & North Western Ry	402	11,064	378	10,276	20,314	538,175	110,456	2,436,470	130,770	2,974,645	30,859	705,408
6	Chicago, St. Paul, Minn. & O. Ry	23	917	22	882	951	24,815	28,445	727,387	29,396	752,202	3,156	75,698
7	Chicago, Rock Island & Pacific Ry	806	21,660	719	19,587	35,751	848,553	136,801	3,107,890	172,552	3,956,443	77,598	1,912,115
8	Great Northern Ry					338	8,260			338	8,260	922	20,349
9	Illinois Central R. R.	355	8,927	324	8,033	10,573	239,256	43,898	982,504	54,471	1,221,760	18,381	412,211
10	Minneapolis & St. Louis R. R.	186	4,747	148	3,802	15,288	428,139	30,463	709,538	45,751	1,137,677	14,164	326,243
11	Union Pacific R. R.	70	1,783			455	8,192			455	8,192	719	21,517
12	Wabash Railway	5	136	4	111	1,054	19,024	21,726	489,293	22,780	508,317	5,170	118,330
	Total	3,974	121,786	3,379	103,513	148,350	3,727,616	843,204	19,408,428	991,554	23,136,044	254,506	6,064,019
13	Atlantic Northern Ry						107		2,330		2,437		
14	Manchester & Oneida Ry						497		1,468		1,965		
15	Tabor & Northern Ry						47		29,634		29,681		
	Total Nos. 13 to 15—Tons Only						651		33,432		34,083		
	Grand Total Tons						3,728,267		19,441,860		23,170,127		

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 43—GRAND TOTAL CARLOAD TRAFFIC

Number	Class 1 Steam Railway Companies	Grand Total Carload Traffic: Originating on Respondent's Road		All Other Revenue Freight Carried		Total Carried		Terminating on Respondent's Road Within the State		Per Cent Terminating on Road Within State Is of Total Carried	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1,005	19,379	203,564	4,490,894	204,569	4,510,273	2,885	97,228	14.1	21.8
2	Chicago, Burlington & Quincy R. R.	92,316	2,138,301	270,175	7,551,106	362,491	9,689,407	130,259	4,120,959	35.9	42.5
3	Chicago Great Western R. R.	40,882	1,043,906	206,699	5,149,056	247,581	6,192,962	43,303	1,261,654	17.5	20.4
4	Chicago, Mil., St. Paul & Pac. R. R.	157,135	4,146,511	394,401	10,011,057	551,536	14,157,568	159,942	4,872,604	29.0	34.4
5	Chicago & North Western Ry	140,104	3,693,799	295,426	7,008,643	435,530	10,702,442	120,576	3,754,004	27.7	34.8
6	Chicago, St. Paul, Minn. & O. Ry	5,431	114,039	61,307	1,494,762	66,738	1,608,801	17,398	317,938	26.0	19.8
7	Chicago, Rock Island & Pacific Ry	184,612	5,005,478	326,589	8,739,530	511,201	13,745,008	238,872	7,636,462	46.7	55.6
8	Great Northern Ry	4,355	123,314	35,128	862,949	39,483	986,263	5,904	117,948	15.0	12.0
9	Illinois Central R. R.	59,672	1,200,592	131,931	3,369,416	191,603	4,570,008	60,990	1,731,397	31.8	37.9
10	Minneapolis & St. Louis R. R.	61,234	1,855,687	88,755	2,582,135	149,989	4,437,822	48,069	1,598,545	32.0	36.0
11	Union Pacific R. R.	1,255	37,314	240,688	5,155,688	241,943	5,193,002	6,056	279,039	2.5	5.4
12	Wabash Railway	12,379	403,717	56,063	1,344,670	68,442	1,748,387	12,022	416,261	19.0	23.8
	Total Carload Traffic, 1929	760,380	19,782,037	2,310,726	57,849,906	3,071,106	77,631,943	847,276	26,204,059	27.6	33.8
	Total Carload Traffic, 1928	743,226	19,041,975	2,139,578	52,689,061	2,882,804	71,731,036				

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—WITHIN THE STATE —Continued

PART 44—ALL L. C. L. FREIGHT (TONS) AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC (TONS)

Number	Class I Steam Railway Companies	L. C. L. Freight: Originating on respondent's road	All other revenue freight carried	Total carried	Terminating on respondent's road within the state	Grand Total Carload and L. C. L. Traffic: Originating on respondent's road	All other revenue freight carried	Total carried	Terminating on respondent's road within the state	Per cent terminating on road within the state is of total tons carried
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
1	Atchison, Topeka & Santa Fe Ry	3,364	263,659	267,023	3,613	22,743	4,754,553	4,777,296	100,841	21.1
2	Chicago, Burlington & Quincy R. R.	121,777	288,488	410,265	226,272	2,260,078	7,839,594	10,099,672	4,347,231	43.0
3	Chicago Great Western R. R.	33,882	144,487	178,369	88,778	1,077,788	5,293,543	6,371,331	1,350,432	21.2
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	189,580	271,037	460,617	222,919	4,336,091	10,282,094	14,618,185	5,095,523	34.9
5	Chicago & North Western Ry	162,594	421,717	584,311	249,837	3,856,393	7,520,360	11,376,753	4,003,841	35.2
6	Chicago, St. Paul, Minn. & Omaha Ry	24,585	42,935	67,520	11,192	138,624	1,537,697	1,676,321	329,130	19.6
7	Chicago, Rock Island & Pacific Ry	262,232	618,757	880,989	408,610	5,267,710	9,358,287	14,625,997	8,045,072	35.0
8	Great Northern Ry	7,920	.....	7,920	4,929	131,234	862,949	994,183	122,877	12.4
9	Illinois Central R. R.	84,651	92,516	177,167	107,152	1,285,243	3,461,932	4,747,175	1,838,549	38.7
10	Minneapolis & St. Louis R. R.	52,751	53,710	106,461	61,046	1,908,438	2,635,845	4,544,283	1,659,591	36.5
11	Union Pacific R. R.	2,524	.....	2,524	473	39,838	5,155,688	5,195,526	279,512	5.4
12	Wabash Railway	14,176	48,098	62,274	9,589	417,893	1,392,768	1,810,661	425,870	23.5
	Total	960,036	2,245,404	3,205,440	1,394,410	20,742,073	60,095,310	80,837,383	27,508,469	34.1
13	Atlantic Northern Ry	714	1,113	1,827	.....	9,962	13,539	23,501	.....	.....
14	Manchester & Oneida Ry	328	881	1,209	.....	2,828	22,819	25,647	.....	.....
15	Tabor & Northern Ry	62	562	624	.....	9,203	35,202	44,405	.....	.....
	Total Nos. 13 to 15—Tons Only	1,104	2,556	3,660	.....	21,993	71,560	93,553	.....	.....
	Grand Total Tons All Traffic, 1929	961,140	2,247,960	3,209,100	.....	20,764,066	60,166,870	80,930,936	.....	.....
	Grand Total Tons All Traffic, 1928	1,011,168	1,731,479	2,742,647	.....	20,074,240	58,194,813	78,269,053	.....	.....

Per Cent Terminating Tons L. C. L. Freight Is of Total Tons Carried, Class I Roads, 43.5.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE

PART 1—STEAM AND ELECTRIC LOCOMOTIVES, FREIGHT CARS, PASSENGER CARS AND COMPANY SERVICE EQUIPMENT

Number	Railway Companies	Steam Locomotives				Electric Locomotives				Freight Train Cars				Passenger Train Cars							Company Service Equipment			
		Number of Units				Number of Units				Number of Units				Number of Units							Number of Units			
		Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year	Number of passenger carrying coaches	Total seating capacity	Average seating capacity per coach	Available for service at beginning of year	Installed during year	Retired from service during year	Available for service at close of year
1	A., T. & S. F. Ry.	1,743	97	89	1,751	----	----	----	----	82,989	6,598	2,666	86,921	1,468	140	113	1,495	762	53,558	70	5,144	804	714	5,234
2	A. N. Ry.	1	1	----	2	----	----	----	----	1	----	----	1	2	----	----	2	----	----	----	1	----	----	1
3	C., B. & Q. R. R.	1,685	30	140	1,575	----	----	----	----	63,336	1,636	2,737	62,225	1,265	27	67	1,225	721	47,635	66	4,489	562	472	4,579
4	C. G. W. R. R.	266	----	29	237	----	----	----	----	8,802	556	1,995	7,363	207	4	26	185	106	5,866	55	731	4	89	646
5	C., M., St. P. & P.	1,781	8	55	1,734	105	----	----	105	71,293	4,523	2,632	73,184	1,373	27	70	1,330	764	44,402	58	3,825	348	469	3,704
6	C. & N. W. Ry.	1,807	35	40	1,802	3	----	----	3	68,477	3,981	2,140	69,418	2,172	78	133	2,117	1,097	84,636	76	3,826	468	262	4,032
7	C., St. P., M. & O.	333	6	8	331	----	----	----	----	10,624	19	136	10,507	296	13	51	258	156	9,212	59	562	93	96	559
8	C., R. I. & P. Ry.	1,432	45	64	1,413	----	----	----	----	42,524	3,510	2,794	43,240	1,091	74	56	1,109	659	47,709	72	3,125	568	280	3,413
9	G. N. Ry.	1,188	28	64	1,152	12	2	----	14	47,746	2,074	1,220	48,600	936	22	12	946	369	24,567	66	2,693	206	133	2,766
10	I. C. R. R.	1,600	16	49	1,657	----	----	----	----	62,034	2,725	1,362	63,397	1,914	43	27	1,930	977	70,256	72	2,126	95	148	2,073
11	M. & O. Ry.	2	----	----	2	----	----	----	----	----	----	----	----	2	----	----	2	----	----	----	----	----	----	----
12	M. & St. L. R. R.	213	----	----	213	----	----	----	----	6,948	142	509	6,581	123	1	2	122	77	4,334	56	315	2	7	310
13	T. & N. Ry.	1	----	----	1	----	----	----	----	1	----	----	1	4	----	----	4	----	----	----	----	----	----	----
14	U. P. R. R.	814	82	75	821	----	----	----	----	32,585	522	96	33,011	776	93	57	811	340	19,226	56	2,321	133	105	2,349
15	Wabash Ry.	673	----	13	660	----	----	----	----	25,684	2,030	1,081	26,633	428	2	18	412	244	14,408	59	866	76	53	889
	Total	13,629	348	626	13,351	120	2	----	122	573,034	27,416	19,368	581,082	12,056	524	632	11,948	6,272	425,819	68	30,024	3,356	2,828	30,555

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE—Continued

PART 2—ALL CLASSES OF CARS AND COMPANY SERVICE AND FLOATING EQUIPMENT AND NUMBER OF UNITS OF FREIGHT AND PASSENGER CARS—CLASSIFIED

Number	Railway Companies	All Classes of Cars and Company Service Equipment				Number of units floating equipment at close of year	Number of Units of Freight and Passenger Train Cars at Close of Year, Classified																	
		Number of Units					Freight Train Cars								Passenger Train Cars									
		Available at beginning of year	Installed during year	Retired from service during year	Available for service at close of year		Box cars	Flat cars	Stock cars	Coal cars	Tank cars	Refrigerator cars	Caboose cars	Other cars	Coaches	Combination	Other combination	Parlor	Sleeping	Dining	Baggage and express	Postal	Other
1	A., T. & S. F. Ry.	89,601	7,542	3,493	93,650	10	36,705	2,988	9,172	14,638	3,460	18,258	1,104	596	592	149	121	21	----	55	443	67	47	
2	A. N. Ry.	4	----	----	4	----	----	1	----	----	----	----	----	----	1	----	----	----	----	----	----	----	----	----
3	C., B. & Q. R. R.	69,080	2,225	3,276	68,029	----	30,669	1,409	6,517	22,426	338	----	703	163	557	149	115	15	----	49	234	36	20	
4	C. G. W. R. R.	9,740	564	2,110	8,194	----	5,421	186	495	931	----	202	128	----	74	18	20	14	----	5	51	3	----	
5	C., M., St. P. & P.	76,491	4,898	3,171	78,218	8	40,338	5,331	4,385	18,198	----	2,204	1,015	1,713	506	93	132	20	145	43	354	12	25	
6	C. & N. W. Ry.	74,475	3,627	2,535	75,567	----	37,270	3,855	4,884	14,687	----	1,580	1,023	6,119	1,099	174	113	81	----	37	320	38	255	
7	C., St. P., M. & O.	11,482	125	283	11,324	----	6,803	582	650	1,992	----	306	2 174	----	111	35	15	10	----	7	74	6	----	
8	C., R. I. & P. Ry.	46,740	4,152	3,130	47,762	----	28,453	1,940	3,009	7,688	----	1,518	632	----	538	107	104	14	----	50	265	31	----	
9	G. N. Ry.	51,375	2,302	1,365	52,312	----	28,066	3,764	3,472	3,185	2	----	527	9,614	277	56	120	22	14	40	398	14	5	
10	I. C. R. R.	66,074	2,863	1,537	67,400	11	24,252	2,295	1,756	29,067	10	5,626	991	----	903	51	96	21	2	47	226	47	537	
11	M. & O. Ry.	2	----	----	2	----	----	----	----	----	----	----	----	----	----	1	----	----	----	----	----	----	1	
12	M. & St. L. R. R.	7,386	145	518	7,013	----	4,147	42	614	1,529	----	97	114	38	64	12	1	----	----	----	35	2	8	
13	T. & N. Ry.	5	----	----	5	----	----	----	----	----	----	----	1	----	----	3	----	----	----	----	1	----	----	
14	U. P. R. R.	35,681	748	258	36,171	----	16,994	2,217	2,733	6,472	951	----	577	3,067	289	50	33	1	----	72	261	49	56	
15	Wabash Ry.	26,978	2,108	1,152	27,934	5	18,806	477	1,199	5,775	----	----	376	----	174	66	23	4	----	22	105	18	----	
	Total	565,114	31,299	22,828	573,585	34	277,894	25,087	38,886	126,588	4,761	29,191	7,365	21,310	5,185	964	893	223	161	427	2,817	323	954	

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: Line Owned: Main line	Line Owned: Branch lines	Line of proprietary companies	Line Operated Under: Lease	Contract	Trackage rights	Total mileage operated—single track	Mileage Operated—All Tracks: Miles of: 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	Changes during year all tracks operated
1	A., T. & S. F. Ry.	4,567.43	2,538.73	1,333.98	969.23	----	244.46	9,653.83	9,653.83	1,705.79	45.69	9.80	------	714.87	3,859.16	15,989.14	392.31
2	A. N. Ry.	17.07	------	------	------	----	------	17.07	17.07	------	------	------	------	------	1.68	18.75	------
3	C., B. & Q. R. R.	4,669.37	4,286.01	50.26	29.66	----	331.56	9,366.86	9,366.86	1,229.82	60.36	6.60	------	918.46	2,972.57	14,554.67	33.66
4	C. G. W. R. R.	929.19	104.92	375.23	------	----	85.93	1,495.27	1,495.27	106.23	11.80	11.80	------	28.09	576.97	2,230.16	7.58
5	C., M., St. P. & P.	* 6,318.06	3,836.49	------	361.33	----	731.95	11,247.83	11,247.83	1,245.01	27.36	23.06	------	868.11	3,451.57	16,862.94	*4.77
6	C. & N. W. Ry.	3,363.52	5,019.74	------	------	----	75.26	8,458.52	8,458.52	930.23	100.78	91.67	------	824.98	3,250.11	13,656.29	55.02
7	C., St. P., M. & O.	1,673.97	------	------	------	----	72.56	1,746.53	1,746.53	193.69	16.64	12.77	------	114.60	583.49	2,667.72	*.69
8	C., R. I. & P. Ry.	3,332.09	2,014.98	34.92	1,760.13	----	450.34	7,592.46	7,592.46	530.91	22.99	9.70	------	409.53	2,496.96	11,062.55	174.19
9	G. N. Ry.	3,801.65	3,682.43	369.54	.14	----	513.84	8,367.60	8,367.60	658.41	18.24	14.09	------	317.42	2,592.82	11,868.58	*26.68
10	I. C. R. R.	2,256.30	------	1,016.10	1,530.58	----	215.89	5,018.87	5,018.87	890.08	73.51	33.29	207.72	478.93	2,651.59	9,323.99	4.04
11	M. & O. Ry.	8.03	------	------	------	----	.12	8.15	8.15	------	------	------	------	------	.75	8.90	------
12	M. & St. L. R. R.	1,359.06	154.48	------	.05	----	114.21	1,627.80	1,627.80	28.25	------	------	------	77.16	334.98	2,068.19	1.04
13	T. & N. Ry.	8.79	------	------	------	----	1.96	10.75	10.75	------	------	------	------	------	1.00	11.75	------
14	U. P. R. R.	1,934.05	1,813.30	------	------	1.30	16.81	3,765.46	3,765.46	1,093.94	------	2.07	2.07	378.47	1,318.56	6,560.57	24.69
15	Wabash Ry.	1,840.00	105.85	88.45	72.65	----	416.87	2,523.82	2,523.82	552.79	13.38	------	------	159.01	1,254.50	4,503.50	39.42
	Total, 1929	36,078.58	23,556.93	3,268.48	4,723.77	1.30	3,271.76	70,900.82	70,900.82	9,165.15	390.75	214.85	209.79	5,289.63	25,216.71	111,387.70	699.81
	Total, 1928*	36,096.63	23,535.50	3,101.37	4,739.91	1.30	3,244.03	70,718.74	70,718.74	9,110.18	379.16	214.33	207.27	5,214.45	24,843.76	110,687.89	------
	Increase or decrease, 1929	*18.05	21.43	167.11	*16.14	----	27.73	182.08	182.08	54.97	11.59	.52	2.52	75.18	372.95	699.81	------

*Decrease.
*Figures are less the D. R. I. & N. W. Ry.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE—Continued

PART 2—MILEAGE OF ROAD OWNED SOLELY—ALL TRACKS

Number	Railway Companies	Miles of: First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total mileage owned solely—all tracks	Changes during year—all tracks	Road owned but not operated by respondent. Not included in column 5—all tracks
1	Atchison, Topeka & Santa Fe Ry.	7,094.29	1,336.86	30.52	9.18	------	559.60	3,132.63	12,163.08	79.44	38.15
2	Atlantic Northern Ry.	17.07	------	------	------	------	------	1.68	18.75	------	------
3	Chicago, Burlington & Quincy R. R.	8,953.41	1,102.42	59.60	5.84	------	758.09	2,678.43	13,557.79	37.65	3.13
4	Chicago Great Western R. R.	1,409.34	58.86	------	------	------	28.09	508.28	2,004.57	4.99	------
5	Chicago, Milwaukee, St. Paul and Pacific R. R.	10,099.91	1,042.95	22.24	18.18	------	642.36	2,810.32	14,635.96	*4.43	48.44
6	Chicago & North Western Ry.	8,384.53	872.44	100.78	91.67	------	782.36	3,145.26	13,377.04	50.56	1.27
7	Chicago, St. Paul, Minn. & Omaha Ry.	1,676.71	182.80	6.37	2.50	------	114.60	572.09	2,555.07	*.87	.26
8	Chicago, Rock Island & Pacific Ry.	5,347.07	382.55	10.51	.40	------	190.31	1,700.82	7,631.66	46.27	24.43
9	St. Paul & Kansas City Short Line R. R.	345.27	------	------	------	------	22.50	64.75	432.52	3.31	------
10	Great Northern Ry.	7,491.05	414.90	13.09	12.92	------	281.69	2,175.75	10,389.40	13.17	5.72
11	Illinois Central R. R.	2,261.22	469.41	73.51	33.29	102.75	230.70	1,329.62	4,500.50	*.96	------
12	Dubuque & Sioux City R. R.	760.89	2.75	------	5.17	------	30.73	237.02	1,036.56	1.75	------
13	Manchester & Oneida Ry.	8.03	------	------	------	------	------	.75	8.78	------	------
14	Minneapolis & St. Louis R. R.	1,513.54	9.54	------	------	------	77.16	299.63	1,899.87	1.04	1.45
15	Tabor & Northern Ry.	8.79	------	------	------	------	------	1.00	9.79	------	------
16	Union Pacific R. R.	3,745.78	1,089.60	2.07	2.07	------	363.89	1,282.04	6,485.45	23.65	6.41
17	Wabash Railway	1,945.56	361.17	------	------	------	144.50	908.99	3,360.22	28.98	9.60
	Total, 1929	61,062.46	7,326.25	318.69	181.22	102.75	4,226.58	20,849.06	94,067.01	284.55	138.86
	Total, 1928*	61,070.64	7,271.15	305.66	181.26	102.75	4,219.72	20,631.28	93,782.46	------	------
	Increase or Decrease, 1929	*8.18	55.10	13.03	*.04	------	6.86	217.78	284.55	------	------

*Decrease.
*Figures are less the D. R. I. & N. W. Ry.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS; MILEAGE OWNED, SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

Number	Railway Companies	Mileage of Road Operated—Single Track: Line Owned: Main line	Line Owned: Branches and spurs	Line Operated Under: Lease	Contract, etc.	Trackage rights	Total mileage operated—single track	Total Mileage Owned Solely: Single track	Changes during year	Mileage Operated—All Tracks: Miles of: First main track	Second main track	All other main tracks	Industrial tracks	Yard tracks and sidings	Total mileage operated—all tracks	Changes during year	Total Mileage Owned Solely: All tracks	Changes during year
1	A., T. & S. F. Ry.	19.99					19.99	19.99		19.99	19.99		1.33	42.84	84.15	.71	84.11	.71
2	A. N. Ry.	17.07					17.07	17.07		17.07				1.68	18.75		18.75	
3	C., B. & Q. R. R.	373.46	997.91			73.76	1,445.13	1,371.37	.01	1,445.13	248.49		81.03	339.14	2,113.79	3.11	1,983.49	3.12
4	C. G. W. R. R.	741.17	29.42			5.82	776.41	770.59		776.41	20.06		13.97	245.01	1,055.45	3.10	1,035.58	3.10
5	C., M., St. P. & P.	1,199.91	658.10	*1.99		69.96	1,929.96	1,858.01		1,929.96	316.90		81.12	489.80	2,817.78	5.76	2,664.14	5.38
6	C. & N. W. Ry.	363.78	1,253.15			16.99	1,633.92	1,616.93	*.17	1,633.92	361.31		74.64	493.92	2,563.79	5.38	2,498.77	5.38
7	C., St. P., M. & O.	74.26				27.50	101.76	74.26		101.76			4.01	49.00	154.77	*.53	123.29	*.71
8	C., R. I. & P. Ry.	997.52	829.03	335.75		88.28	2,250.58	1,836.55	*3.82	2,250.58	109.59		92.22	576.37	3,028.76	17.90	2,453.36	*9.52
9	S. P. & K. C. S. L.							345.27									432.52	3.31
10	G. R. Ry.	78.01					78.01	78.01	.15	78.01			9.81	27.31	115.13	.23	112.78	.23
11	I. C. R. R.				716.36	1.68	718.04			718.04	2.75	7.21	28.56	235.87	992.43	1.79		
12	D. & S. C. R. R.							715.78									975.13	1.34
13	M. & O. Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
14	M. & St. L. R. R.	635.86	154.48	.05		86.78	877.17	790.34		877.17	4.75		41.80	151.08	1,074.80	.90	977.15	.90
15	Tabor & North. Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
16	Union Pacific Ry.	2.48					2.48	2.48		2.48	2.35		10.02	56.00	71.74	2.18	71.74	2.18
17	Wabash Ry.	203.31				5.56	208.87	203.31		208.87	2.20		9.14	63.33	283.54	.20	245.69	.20
	Total, 1929	4,723.64	3,922.09	337.79	716.36	378.41	10,078.29	9,706.78	*3.83	10,078.29	1,088.29	7.21	447.65	2,774.09	14,395.53	40.73	13,695.07	15.62
	Total, 1928	4,707.79	3,941.77	337.79	716.36	378.45	10,082.16	9,710.61		10,082.16	1,088.29	19.14	434.63	2,730.58	14,354.80		13,679.45	
	Increase or Decrease, 1929	15.85	*19.68			*.04	*3.87	*3.83		*3.87		*11.93	13.02	43.51	40.73		15.62	

*Decrease.
*Jointly owned.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE

PART 1—RAILWAY WITH RAILWAY

Number	Railway Companies	Number at Beginning of Year: Total: With interlocking devices	With derailing appliances	With gates and—or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total	Number added During Year: 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						1	1
2	Chicago, Burlington & Quincy R. R.	8		4	2	14	46	60				1	1		1
3	Chicago Great Western R. R.	28		8	1	37	21	58			1		1	4	5
4	Chic., Mil., St. Paul & Pac. R. R.	29	2	16	11	58	50	108				4	5		5
5	Chicago & North Western Ry.	30		3	6	39	43	82	1			1	1		1
6	Chic., St. P., Minn. & O. Ry.	1				1	35	36				3	3		3
7	Chicago, Rock Island & Pac. Ry.	36	1	23	19	79	46	125							
8	Great Northern Ry.	1		1	1	3	6	9							
9	Illinois Central Ry.	17		1	3	21	55	76				1	1		1
10	Minn. & St. L. R. R.	17		8	4	29	23	52							
11	Union Pacific R. R.						10	10							
12	Wabash Railway	3	1	6		10	10	20							
	Total	171	4	70	47	292	345	637	1		1	10	12	5	17

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued

PART 2—RAILWAY WITH RAILWAY—Continued

Number	Railway Companies	Number Eliminated During Year							Number at End of Year						
						Total							Total		
		With interlocking devices	With derailing appliances	With gates and—or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total	With interlocking devices	With derailing appliances	With gates and—or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total
1	Atchison, Topeka & Santa Fe Ry.								1				1		1
2	Chicago, Burlington & Quincy R. R.			1		1		1	8		3	2	13	47	60
3	Chicago Great Western R. R.	1		1		2		2	27		7	2	36	21	57
4	Chic., Mil., St. Paul & Pac. R. R.			3		3	2	5	29	2	14	11	56	52	108
5	Chicago & North Western Ry.	2				2	3	5	29		3	10	42	40	82
6	Chic., St. P., Minn. & O. Ry.								1			1	2	35	37
7	Chicago, Rock Island & Pac. Ry.	2				2	2	4	34	1	23	22	80	44	124
8	Great Northern Ry.								1		1	1	3	6	9
9	Illinois Central Ry.								17		1	3	21	55	76
10	Minn. & St. L. R. R.	1				1		1	16		8	5	29	23	52
11	Union Pacific R. R.													10	10
12	Wabash Railway								3	1	6		10	10	20
	Total	6		5		11	7	18	166	4	66	57	293	343	636

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued

PART 3—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year											Number Added During Year										
		Gates, with or without other protection, operating 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, operating 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.						4			8		12											1
2	Chicago, Burlington & Quincy R. R.	7		13	10	54	1	10	321	1,200		1,616					1				3		3
3	Chicago Great Western R. R.	6	11	3	18	77	28		70	769		982					2						2
4	Chic., Mil., St. Paul & Pac. R. R.	1	9	12	31	27	20	6	49	1,873	40	2,068				3	6	3		1	33		46
5	Chicago & North Western Ry.	3	2	13	19	95	15	11	200	1,341		1,690					2			2	4		8
6	Chic., St. P., Minn. & O. Ry.				7		3	1		90		101									3		9
7	Chicago, Rock Island & Pac. Ry.	9	6	8	47	72	37	5	59	2,373	17	2,633					6						
8	Great Northern Ry.			1	4			3		86		94											3
9	Illinois Central Ry.		2	1	13	22	13	2		814		868					3						
10	Minn. & St. L. R. R.		1		7	1				1,073		1,082											
11	Union Pacific R. R.									25		25											
12	Wabash Railway					1	4			245		250											
	Total	26	31	51	147	350	125	38	699	9,897	57	11,421				3	20	3		3	43		72

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued

PART 4—RAILWAY WITH HIGHWAY—Continued

Number	Railway Companies	Number Eliminated During Year: Gates, with or without other protection, operating 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	Number at End of Year: Gates, with or without other protection, operating 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total
1	Atchison, Topeka & Santa Fe Ry.						1					1					1	3			8		12
2	Chicago, Burlington & Quincy R. R.					1				4		5	7		13	10	53	1	10	321	1,199		1,614
3	Chicago Great Western R. R.						1			1		2	6	11	3	18	79	27		70	768		982
4	Chic., Mil., St. Paul & Pac. R. R.				5					5		10	1	9	12	29	33	23	6	50	1,901	40	2,104
5	Chicago & North Western Ry.				1		1			7		9	3	2	13	9	97	14	11	202	1,338		1,689
6	Chic., St. P., Minn. & O. Ry.															7		3	1		90		101
7	Chicago, Rock Island & Pac. Ry.	4					1		1	14		20	5	6	8	47	78	36	5	58	2,362	17	2,622
8	Great Northern Ry.														1	4			3		86		94
9	Illinois Central Ry.						1			2		3		2	1	13	26	12	2		812		868
10	Minn. & St. L. R. R.									2		2		1		7	1				1,071		1,080
11	Union Pacific R. R.																				25		25
12	Wabash Railway																1	4			245		250
	Total	4			6	1	5		1	35		52	22	31	51	144	369	123	38	701	9,905	57	11,441

TABLE 14¼—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE

PART 1—STANDARD GAUGE OF TRACK 4 FT. AND 8½ INCHES—NARROW GAUGE OF TRACK 3 FT.

Weight of Rail Per Yard (Pounds)	A., T. & S. F. Ry. (Miles)	C., B. & Q. R. R. (Miles)	C. G. W. R. R. (Miles)	C., Mil., St. P. & P. R. R. Standard Gauge (Miles)	C., Mil., St. P. & P. R. R. Narrow Gauge (Miles)	C. & N. W. Ry. (Miles)	C., St., M. & O. Ry. (Miles)	C., R. I. & P. Ry. (Miles)	Gt. Nor. Ry. (Miles)	I. C. R. R. (Miles)	M. & St. L. R. R. (Miles)	U. P. R. R. (Miles)	Wabash Ry. (Miles)	Total Miles of Main Track
130								.26						.26
110	28.14	80.13				189.80		169.01						467.08
100		200.47	60.91	212.17		562.56		443.59			5.93	4.55	.03	1,490.21
90	11.84	413.28	121.31	944.14		397.17	56.16	221.36	.08	541.87	12.13	.18	.11	2,719.63
85		167.26	251.14	149.16				140.29		77.56	245.10		5.56	1,036.07
80		.18		1.67		169.65	.64	392.71	34.45		68.77		150.59	818.66
77.5			46.99											46.99
75		198.79	226.42	242.29				.13	43.42	56.70			10.38	778.13
72						406.37								406.37
70		8.94		44.76				237.87			285.57		1.88	579.02
67								7.81						7.81
66								38.09			19.09			57.18
O. P. 66		240.92												240.92
N. P. 66		63.62												63.62
65		40.89		295.60	1.00	250.86	.22	139.66					2.94	731.17
63													31.66	31.66
60		100.91	48.79	177.84	13.87		1.99	262.88	.06	50.19	122.36			778.89
56		88.86	15.06	34.26	18.68			191.08			31.54		.16	379.61
52								20.76						20.76
50				8.46	2.17		15.25							25.88
48		4.39												4.39
Total	39.98	1,608.64	770.59	2,110.35	35.72	1,976.41	74.26	2,265.50	78.01	726.32	790.49	4.73	203.31	10,684.31

TABLE 14½—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE

PART 1—USED BY RESPONDENT AND LEASED OFF RESPONDENT

Number	Railway Companies	Fully Owned and Operated Exclusively by Respondent			Used by Respondent But Owned Exclusively by Other Companies			Owned Jointly by Respondent and Other Companies and Used by Respondent		Leased Line Off Line of Respondent	
		Miles of			Miles of			Miles of		Miles of	
		Pole line	Telegraph wire	Telephone wire	Pole line	Telegraph wire	Telephone wire	Pole line	Telegraph wire	Telegraph wire	Telephone wire
1	Atchison, Topeka & Santa Fe Ry		129.54	52.48				19.90	19.90		
2	Chic., Burlington & Quincy R. R.	[a]1,113.95	3,460.33	1,469.74	281.78	949.78				29.25	6.00
3	Chicago Great Western R. R.	258.80	857.80	939.00	515.00	947.00	72.50				
4	Chic., Mil., St. P. & Pac. R. R.	46.94	1,104.27	1,931.49	1,076.26	2,265.27	1,786.60				
5	Chicago & North Western Ry	369.91		841.26	1,584.53	5,089.55					
6	Chic., St. Paul, Minn. & O. Ry				99.86	99.86					
7	Chicago, Rock Island & Pac. Ry	65.00	1,171.00	2,379.00	11.00	[c]4,168.00	317.00	1,953.00			
8	Great Northern Ry	76.95	384.75								
9	Illinois Central R. R.		94.15	1,723.43	722.20	1,582.29	486.07				
10	Minneapolis & St. Louis R. R.		11.52	25.46	512.72	2,158.18		270.88	348.38		
11	Union Pacific R. R.		6.60	18.30	2.20				4.40	347.00	
12	Wabash Railway[b]										
	Total	1,931.55	7,219.96	9,380.16	4,805.55	17,259.93	2,662.17	2,243.78	372.68	376.25	6.00

[a]41.65 miles of pole line is owned 72% by Western Union Telegraph Co. and 28% by railroad company.
[b]Information not available.
[c]Includes 195 miles of wire owned by the Western Union Telegraph Co. and used jointly by both companies.

TABLE 14½—TELEGRAPH AND TELEPHONE LINES—WITHIN THE STATE—Continued

PART 2—USED BY RESPONDENT AND OTHER COMPANIES

Number	Railway Companies	Fully Owned by Respondent and Used Jointly with Other Companies		Total Used by Respondent			Fully owned by respondent but used exclusively by other companies	Owned jointly by respondent and other companies and used exclusively by other companies	Long distance messages or conversation lines (not including phantom)
		Miles of		Miles of			Miles of		
		Pole line	Telegraph wire	Pole line	Telegraph wire	Telephone wire	Telegraph wire	Telegraph wire	Telephone wire
1	Atchison, Topeka & Santa Fe Ry			19.90	149.44	52.48			3.00
2	Chic., Burlington & Quincy R. R.			1,395.73	4,439.36	1,475.74			439.40
3	Chicago Great Western R. R.			773.80	1,804.80	1,011.50			73.90
4	Chic., Mil., St. P. & Pac. R. R.	714.10	71.10	1,837.30	3,440.64	3,718.09	456.12		
5	Chicago & North Western Ry			1,954.44	5,089.55	841.26			
6	Chic., St. Paul, Minn. & O. Ry			99.86	99.86				
7	Chicago, Rock Island & Pac. Ry	117.00	188.00	2,146.00	5,527.00	2,696.00			217.00
8	Great Northern Ry			76.95	384.75				
9	Illinois Central R. R.			722.20	1,676.44	2,209.50			706.12
10	Minneapolis & St. Louis R. R.			783.60	2,518.68	25.46			
11	Union Pacific R. R.			2.20	358.00	18.30		6.60	17.60
12	Wabash Railway[b]								
	Total	831.10	259.10	9,811.98	25,487.92	12,048.33	456.12	6.60	1,457.02

[b]Information not available.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed by						Gallons Fuel Oil Consumed by					
		Freight train	Passenger train	Total transportation	Work train	Grand total tons	Average cost per ton including freight charges	Freight train	Passenger train	Total transportation	Work train	Grand total gallons oil consumed	Average cost per gallon including freight charges
1	Atchison, Topeka & Santa Fe Ry.	1,120,685	561,993	1,969,983	34,539	2,004,522	$ 2.970	194,802,376	97,619,402	359,592,634	4,180,913	363,773,547	$ .0195
2	Chic., Burlington & Quincy R. R.	2,149,181	722,975	3,526,755	28,031	3,554,786	2.199	18,046,753	3,902,869	26,259,976	255,288	26,515,264	.0238
3	Chicago Great Western R. R.	496,423	119,296	718,013	9,648	727,661	2.777	488	181	831	10	841	.0290
4	Chic., Mil., St. P. & Pac. R. R.	2,198,956	615,239	3,538,989	125,029	3,664,018	2.540	15,844,199	4,876,444	24,300,555	715,372	25,015,927	.0242
5	Chicago & North Western Ry.	1,727,550	906,300	3,376,772	73,623	3,450,395	2.168	31,608,444	8,761,540	45,224,533	1,360,096	46,584,629	.0235
6	Chic., St. Paul, Minn. & O. Ry.	325,316	140,687	598,434	7,676	606,110	4.230	52,373	23,787	104,333	1,340	105,673	.0463
7	Chicago, Rock Island & Pac. Ry.	1,840,634	577,356	2,993,616	92,556	3,026,172	2.48	54,266,581	22,007,728	88,724,681	2,682,797	91,407,478	.0229
8	Great Northern Ry.	911,635	203,725	1,467,598	57,754	1,525,352	3.74	82,255,170	34,352,800	127,451,379	4,133,426	131,584,805	.0307
9	Illinois Central R. R.	2,752,834	802,356	4,264,072	86,870	4,350,942	1.893	38,062	13,219	66,274	169	66,443	.043
10	Minneapolis & St. Louis R. R.	331,774	59,606	454,028	5,327	459,355	2.55	.....	.....	.....	.....	.....	.....
11	Union Pacific R. R.	1,718,919	596,353	2,627,846	38,709	2,666,555	2.535	499,238	114,665	1,084,931	3,596	1,088,527	.0346
12	Wabash Railway	1,185,840	241,388	1,763,022	54,193	1,817,215	2.13	148,531	58,845	334,712	1,774	336,486	.03
	Total	16,756,747	5,547,274	27,229,128	613,955	27,853,083	.....	397,562,215	171,730,480	673,144,839	13,334,781	686,479,620	.....

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—Continued

PART 2—TOTAL TONS FUEL CONSUMED AND GALLONS GASOLINE AND OIL CONSUMED BY MOTOR RAIL CARS

Number	Railway Companies	Grand Total Fuel Tons Consumed by						Gasoline and Oil Consumed by Motor Cars in					
		Freight train	Passenger train	Total transportation	Work train	Grand total tons consumed	Average cost per ton plus freight charges	Transportation	Work train	Grand total	Average cost per gallon plus freight charges	Gallons distillate, fuel oil, kerosene, furnace oil and headlight oil	Average cost per gallon
1	Atchison, Topeka & Santa Fe Ry.	2,352,274	1,179,646	4,239,459	60,829	4,300,288	$ 3.03	305,531	.....	305,531	$ .0881	37,615	$ .0437
2	Chic., Burlington & Quincy R. R.	2,292,443	753,955	3,735,231	30,059	3,765,290	2.244	1,996,693	6,044	2,002,737	.9720	.....	.....
3	Chicago Great Western R. R.	494,372	119,672	719,653	9,675	729,328	2.872	261,352	346	261,698	.0808	.....	.....
4	Chic., Mil., St. P. & Pac. R. R.	2,324,704	653,941	3,731,851	130,706	3,862,557	2.566	580,150	34,073	614,223	.1447	28,994	.0880
5	Chicago & North Western Ry.	1,967,708	1,000,510	3,748,372	84,121	3,832,493	2.253	1,060,754	3,570	1,064,324	.1430	98,015	.0850
6	Chic., St. Paul, Minn. & O. Ry.	326,042	140,983	599,787	7,692	607,479	4.235	181,756	.....	181,750	.1420	.....	.....
7	Chicago, Rock Island & Pac. Ry.	2,166,065	709,542	3,467,275	108,525	3,575,800	2.69	326,226	.....	326,226	.1520	924,622	.0417
8	Great Northern Ry.	1,595,589	482,052	2,509,503	89,523	2,599,026	3.75	1,226,202	3,431	1,230,634	.1074	.....	.....
9	Illinois Central R. R.	2,757,429	804,364	4,273,986	87,118	4,361,104	1.89	38,615	.....	38,615	.1540	10,552	.1180
10	Minneapolis & St. Louis R. R.	332,091	59,768	454,608	5,331	459,939	2.55	1,560	.....	1,560	.1800	.....	.....
11	Union Pacific R. R.	1,722,457	597,140	2,635,572	38,745	2,674,317	2.542	241,929	24,860	266,789	.0889	619,666	.04964
12	Wabash Railway	1,187,561	242,070	1,766,899	54,217	1,821,116	2.13	55,425	.....	55,425	.1749	.....	.....
	Total	19,518,735	6,743,643	31,882,196	706,541	32,588,737	.....	6,277,254	72,325	6,349,579	.....	1,719,471	.....

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Companies	Ties Laid in Replacement						Rails Laid in Replacement					
		Cross Ties			Switch and Bridge Ties			Rails Applied in Main Tracks			Rails Applied in Yard Tracks and Sidings		
		Total number of ties applied	Total cost of cross ties applied	Average cost per tie	Number of feet (board measure) applied	Total cost of switch and bridge ties laid during year	Average cost per M. feet applied	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)	Number of tons (2,240 lbs.) applied	Total cost of rails applied during year	Average cost per ton (2,240 lbs.)
1	Atchison, Topeka & Santa Fe Ry	11,533	$ 17,130	$ 1.485	32,106	$ 2,588	$ 80.62	1,722	$ 73,649	$ 42.76	273	$ 5,641	$ 20.66
2	Chic., Burlington & Quincy R. R.	332,242	430,285	1.296	725,268	32,466	44.76	17,133	640,098	37.36	2,527	72,312	28.61
3	Chicago Great Western R. R.	203,177	226,293	1.114	506,060	17,359	34.57	3,770	137,481	36.48	642	13,112	20.43
4	Chic., Mil., St. P. & Pac. R. R.	767,456	872,664	1.137	1,850,814	57,630	31.13	14,351	474,420	33.05	1,475	42,845	29.05
5	Chicago & North Western Ry	461,444	550,121	1.192	1,645,307	69,945	42.51	3,332	132,279	39.70	2,680	92,246	34.42
6	Chic., St. Paul, Minn. & O. Ry	34,133	41,065	1.203	132,259	6,554	49.55	16	359	22.43	199	4,869	24.47
7	Chicago, Rock Island & Pac. Ry	324,103	359,195	1.108	1,316,860	53,609	41.71	23,371	789,917	33.79	4,057	90,075	22.20
8	Great Northern Ry	29,911	52,694	1.761	222,845	7,198	32.30	26	777	30.00	89	2,677	30.03
9	Illinois Central R. R.	160,588	179,769	1.119	676,572	30,326	44.82	5,450	179,034	32.85	1,081	26,014	24.06
10	Minneapolis & St. Louis R. R.	147,350	173,290	1.176	363,071	13,460	37.07	1,620	53,934	33.29	428	10,351	24.18
11	Union Pacific R. R.	13,167	14,510	1.102	119,198	4,858	41.59	143	3,348	23.41	274	4,916	17.93
12	Wabash Railway	45,682	70,719	1.548	163,615	7,931	48.47	807	20,772	25.74	548	13,706	25.01
	Total	2,530,786	$2,987,735	$ 1.180	7,750,975	$ 303,924	$ 39.21	71,741	$2,506,068	$ 34.93	14,273	$ 378,764	$ 26.53

Note 1—Average cost per tie includes second hand ties.
Note 2—Average cost per ton (2,240 lbs.) includes second hand rails.

TABLE 17—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE

PART 1—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND NEW LINES AND EXTENSIONS

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions During Year						Rails Laid in Additional Tracks and New Lines and Extensions					
		Cross Ties			Switch and Bridge Ties			Rails Applied in Main Tracks			Rails Applied in Yard Tracks and Sidings		
		Total number of cross ties laid	Total cost of cross ties laid	Average cost per tie	Number of feet (board measure) laid	Total cost of bridge and switch ties	Average cost per M. feet	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)	Number of tons (2,240 lbs.) applied	Total cost of rails applied	Average cost per ton (2,240 lbs.)
1	Atchison, Topeka & Santa Fe Ry	1,220	$ 1,429	$ 1.171	163,149	$ 3,473	$ 21.28	48	$ 2,195	$ 45.73	17	$ 347	$ 20.41
2	Chic., Burlington & Quincy R. R.	4,293	5,039	1.173	34,926	1,553	44.46				199	5,592	28.10
3	Chicago Great Western R. R.	8,015	7,152	.892	29,646	1,266	42.70				437	8,816	20.17
4	Chic., Mil., St. P. & Pac. R. R.	31,691	41,153	1.298	146,516	6,861	46.83	822	36,892	44.88	851	25,820	30.38
5	Chicago & North Western Ry	30,039	41,852	1.393	207,903	12,032	57.87				1,610	59,810	39.94
6	Chic., St. Paul, Minn. & O. Ry	661	500	.756	4,020	221	55.00				17	278	16.35
7	Chicago, Rock Island & Pac. Ry	17,743	20,596	1.160	157,794	6,597	41.81				901	18,421	20.44
8	Great Northern Ry	920	1,320	1.435							42	1,300	30.85
9	Illinois Central R. R.	980	1,042	1.063	27,701	1,310	47.29				77	2,041	26.50
10	Minneapolis & St. Louis R. R.	2,520	2,669	1.059	13,540	522	38.55				124	2,955	24.47
11	Union Pacific R. R.	5,418	5,976	1.103	3,883	166	42.75				150	2,645	14.62
12	Wabash Railway	1,650	1,809	1.096	32,218	1,533	47.24				10	251	25.10
	Total	105,150	$ 130,537	$ 1.232	821,296	$ 35,524	$ 43.25	870	$ 39,087	$ 44.92	4,435	$ 128,276	$ 28.92

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE

PART 1—ENTIRE LINE

Number	Steam Railway Companies	Average Number of Employees in Service		Total Compensation		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		1929	1928	1929	1928	1929	1928	1929	1928	1929	1928
1	Atchison, Topeka & Santa Fe Ry	53,862	54,628	$ 92,894,596	$ 91,470,963.00	$ 1,724.67	$ 1,674.43	$ 143.72	$ 139.54	$ 4.79	$ 4.65
2	Atlantic Northern Ry	17	17	20,135	20,309.16	1,184.41	1,194.65	98.70	99.55	3.29	3.32
3	Chicago, Burlington & Quincy R. R.	43,961	43,670	73,392,027	72,307,468.00	1,669.48	1,655.77	139.12	137.98	4.64	4.59
4	Chicago Great Western R. R.	7,216	7,139	12,806,359	12,314,924.00	1,774.72	1,725.02	147.89	143.75	4.92	4.79
5	Chic., Mil., St. Paul and Pac. R. R.	47,995	49,085	82,515,691	81,585,979.00	1,739.88	1,662.13	144.99	138.51	4.63	4.62
6	Chicago & North Western Ry	45,358	45,996	80,379,289	78,989,662.00	1,772.11	1,717.32	147.67	143.11	4.92	4.77
7	Chicago, St. Paul, Minn. & Omaha Ry	8,067	8,332	13,956,269	14,084,100.00	1,725.76	1,690.36	143.81	140.86	4.77	4.70
8	Chicago, Rock Island & Pacific Ry	36,110	35,123	64,491,781	60,887,911.00	1,785.98	1,733.56	148.83	144.46	4.72	4.62
9	Great Northern Ry	28,258	27,941	50,738,612	49,699,976.00	1,795.54	1,778.75	149.63	148.23	4.96	4.93
10	Illinois Central R. R.	46,655	46,548	78,111,994	77,252,346.79	1,674.24	1,659.63	139.52	138.30	4.64	4.61
11	Manchester & Oneida Ry	17	20	13,817	15,618.71	812.76	780.94	67.73	65.08	2.26	2.17
12	Minneapolis & St. Louis R. R.	4,745	4,852	7,883,275	7,939,661.00	1,682.46	1,634.51	140.20	136.21	4.67	4.54
13	Tabor & Northern Ry	8	7	14,130	11,606.30	1,766.25	1,568.41	147.18	130.70	4.90	4.36
14	Union Pacific R. R.	26,679	26,400	48,816,850	47,297,339.00	1,829.82	1,791.57	152.48	149.30	5.08	4.98
15	Wabash Railway	18,099	17,297	32,658,891	30,386,973.00	1,804.45	1,765.97	150.37	147.16	5.01	4.91
	Total 1929 and 1928	367,067	366,964	$ 639,793,816	$ 624,255,836.96	$ 1,742.96	$ 1,701.14	$ 145.24	$ 141.76	$ 4.83	$ 4.72
	1927		376,296		623,633,728.45		1,657.39		138.11		4.60
	1926		380,890		622,845,351.24		1,635.24		136.27		4.53
	1925		376,825		612,064,782.00		1,624.25		135.35		4.51
	1924		388,651		619,597,991.26		1,594.23		132.85		4.33
	1923		418,818		661,426,155.40		1,579.27		131.60		4.38
	1922		361,999		602,112,658.16		1,663.48		138.62		4.62
	1921		371,826		625,513,675.68		1,682.23		140.18		4.67
	1920		457,529		822,173,311.37		1,796.98		149.74		4.99
	1919		427,553		634,094,673.80		1,483.98		123.58		4.12
	1918		414,589		576,538,582.74		1,390.63		115.89		3.86

TABLE 19—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1929—WITHIN THE STATE

PART 1—COLLISIONS AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	Steam Railway Companies	Collisions and Derailments								Train Service Accidents							
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry										1		6	1		1	7
2	Chicago, Burlington & Quincy R. R.		3		3				6		3	3	70	12	12	15	85
3	Chicago Great Western R. R.										1		26	3	3	3	30
4	Chicago, Milwaukee & St. Paul & Pac. R. R.		16		7		1		24		4	3	62	8	8	12	74
5	Chicago & North Western Ry										12	3	42	8	18	11	72
6	Chicago, St. Paul, Minn. & Omaha Ry			2	2			2	2				8		2		10
7	Chicago, Rock Island & Pacific Ry		17			1	4	1	21		9	7	130	11	14	18	153
8	Davenport, Rock Island & Northwestern Ry											1	1			1	1
9	Great Northern Ry											1	4		1	1	5
10	Illinois Central R. R.										5	3	69	3	6	6	80
11	Minneapolis & St. Louis R. R.						2		2		1		38	5	1	5	40
12	Tabor & Northern Ry												1				1
13	Union Pacific R. R.				1				1				1		1		2
14	Wabash Railway												10				10
	Total Steam Railways		36	2	13	1	7	3	56		36	21	468	51	66	72	570
	ELECTRIC INTERURBAN RAILWAYS																
1	Clinton, Davenport & Muscatine Ry												1				1
2	Des Moines & Central Iowa R. R.										1		7		1		9
3	Ft. Dodge, Des Moines & Southern R. R.				3				3				6				6
4	Iowa Railway & Light Corporation		19						19				2				2
5	Iowa Southern Utilities Co													1		1	
6	Waterloo, Cedar Falls & No. Ry										1	1	3	1	1	2	5
7	Des Moines Union Railway*												2				2
8	Sioux City Terminal Railway*												1				1
	Total Electric Interurban Railways		19		3				22		2	1	22	2	2	3	26
	Grand Total Accidents 1929		55	2	16	1	7	3	78		38	22	490	53	68	75	596
	Grand Total Accidents 1928	2	55	1	8	1	5	4	68	2	47	27	587	53	79	82	704
	Grand Total Accidents 1927		21	1	18	2	11	3	50	1	40	16	578	69	71	86	689
	Grand Total Accidents 1926		47	3	21	1	9	4	77	1	53	21	657	79	79	101	789
	Grand Total Accidents 1925		10	1	23	1	5	2	38		45	23	611	69	96	92	752
	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	22	2	22	4	182		66	14	814	68	85	82	965
	Grand Total Accidents 1921		50	10	50	1	4	11	104	1	64	23	754	90	102	114	920
	Grand Total Accidents 1920	9	198	9	70	3	3	21	271	2	74	53	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

*Terminal Railway.

TABLE 19—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1929—WITHIN THE STATE—Continued

PART 2—AT HIGHWAY CROSSINGS AND TOTAL

Number	Steam Railway Companies	At Highway Crossings: Automobiles: Other Persons Total		At Highway Crossings: Other Vehicles: Other Persons Total		Total: Passengers		Total: Employees		Total: Other Persons		Grand Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry						1		6	1		1	7
2	Chicago, Burlington & Quincy R. R.	12	11				6	3	73	24	23	27	102
3	Chicago Great Western R. R.	8	16				1		26	11	19	11	46
4	Chicago, Milwaukee & St. Paul & Pac. R. R.	5	30				20	3	69	13	39	16	128
5	Chicago & North Western Ry	16	33				12	3	42	24	51	27	105
6	Chicago, St. Paul, Minn. & Omaha Ry	1						2	10	1	2	3	12
7	Chicago, Rock Island & Pacific Ry	20	36				26	7	130	32	54	39	210
8	Davenport, Rock Island & Northwestern Ry	1						1	1	1		2	1
9	Great Northern Ry							1	4		1	1	5
10	Illinois Central R. R.	10	21		1		5	3	69	13	28	16	102
11	Minneapolis & St. L. R. R.	1	9				1		38	6	12	6	51
12	Tabor & Northern Ry								1				1
13	Union Pacific R. R.								2		1		3
14	Wabash Railway			1					10	1		1	10
	Total Steam Railways	74	156	1	1		72	23	481	127	230	150	783
	ELECTRIC INTERURBAN RAILWAYS												
1	Clinton, Davenport & Muscatine Ry	1							1	1		1	1
2	Des Moines & Central Iowa R. R.	3					1		7	3	1	3	9
3	Ft. Dodge, Des Moines & Southern R. R.	1							9	1		1	9
4	Iowa Railway & Light Corporation						19		2				21
5	Iowa Southern Utilities Co.									1		1	
6	Waterloo, Cedar Falls & No. Ry						1	1	3	1	1	2	5
7	Des Moines Union Railway*								2				2
8	Sioux City Terminal Railway*								1				1
	Total Electric Inteurban Railways	5					21	1	25	7	2	8	48
	Grand Total Accidents 1929	79	156	1	1		93	24	506	134	232	158	831
	Grand Total Accidents 1928	69	167	4	3	4	102	28	595	127	245	159	942
	Grand Total Accidents 1927	31	155		6	1	61	17	596	105	243	123	900
	Grand Total Accidents 1926	61	148	1	4	1	100	24	678	142	240	167	1,018
	Grand Total Accidents 1925	44	130	1	3		55	24	634	115	234	139	923
	Grand Total Accidents 1924	46	155	5	5	2	80	35	764	121	277	158	1,121
	Grand Total Accidents 1923	58	172	2	12	4	129	24	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	66	177	5	7	1	114	33	805	162	290	196	1,209
	Grand Total Accidents 1920	50	190	6	19	10	272	62	1,022	111	336	183	1,640
	Grand Total Accidents 1919	45	131	5	9	4	147	37	921	124	284	165	1,352

*Terminal Railway.

TABLE 19—NON-TRAIN ACCIDENTS—WITHIN THE STATE

PART 3

Number	Steam Roads	Total persons in non-train accidents		Class of Accident: Shop machinery		Locomotive cranes, steam shovels, pile dredges, pile drivers, etc.		Transmission apparatus, etc.		Use of hand tools		Flying particles		Explosives and chemicals		Electric currents		Collapse or fall of objects		Handling rails, ties, bridge timbers, etc.	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	A., T. & S. Fe. Ry.		41		2						7		2		3				10		5
2	C., B. & Q. R. R.	1	168		3		4			1	39		7		2				3		9
3	Chic. G. W. R. R.	1	18				1						3	1							3
4	C., M., St. P. & P. R. R.		105		4				2		18		4						11		13
5	Chicago & North W. Ry.		65				1				9		4						7		8
6	C., S. P., M. & O. Ry.		17								2								1		1
7	C., R. I. & P. Ry.	3	145		3						11		10		4				15		16
8	D., R. I. & N. W. Ry.		8								1										4
9	Great Northern Ry.		3																		2
10	Illinois Central R. R.	1	85		2	1	1		1		7		7				1		14		13
11	Minn. & St. Louis R. R.		69						1		7		1		3				10		6
12	Union Pacific R. R.		1												1						
13	Wabash Railway		1																		
	Total	6	726		14	1	7		4	1	101		38	1	13		1		71		80
	ELECTRIC INTERURBAN AND TERMINAL RAILWAYS																				
1	D. M. & C I. R. R.		10										2						1		1
2	Ft. D., D. M. & S. R. R.	1	18								1		2			1	1		6		2
3	W., C. P. & N. Ry.		4																		3
4	B., M. & N. W. Ry.		1																		
5	Iowa Transfer Ry.		1										1								
6	D. M. U. Ry.		19				2						1		1				3		
	Total	1	53				2				2		6		1	1	1		10		6
	Grand Total 1929	7	779		14	1	9		4	1	103		44	1	14	1	2		81		86
	Grand Total 1928	9	1,276	1	34	1	16		7		132		82	1	37		11		128		161
	Grand Total 1927	6	1,427		31	1	11	1	6		158		94		35		3	1	137		156

TABLE 19—NON-TRAIN ACCIDENTS—WITHIN THE STATE—Continued
PART 4

Number	Steam Roads	Class of Accident: Maintenance of Way and Structures — Hand Cars — Killed	Hand Cars — Injured	Motor Cars — Killed	Motor Cars — Injured	Handling Freight or Supplies — Killed	Handling Freight or Supplies — Injured	Falls of Employees N. O. S. — Killed	Falls of Employees N. O. S. — Injured	Miscellaneous — Killed	Miscellaneous — Injured	Total Accidents to Employees — Killed	Total Accidents to Employees — Injured	Other Persons — Killed	Other Persons — Injured
1	Atchison, Topeka & Santa Fe Ry						1		4		6		40		1
2	Chicago, Burlington & Quincy R. R.		1		12		13		13		62	1	168		
3	Chicago Great Western R. R.				3		3		2		3	1	18		
4	Chic., Mil. St. Paul & Pac. R. R.				13		9		17		7		98		7
5	Chicago & North Western Ry				11		7		8		9		64		1
4	Chic., Mil., St. Paul & Pac. R. R.						2		5		5		16		1
7	Chicago, Rock Island & Pacific Ry		1		9		12	1	19	1	32	2	132	1	13
8	Davenport, Rock Island & N. W. Ry				1						2		8		
9	Great Northern Ry								1				3		
10	Illinois Central R. R.				3		7		9		17	1	82		3
11	Minneapolis & St. L. R. R.				1		3		12		24		68		1
12	Union Pacific R. R.												1		
13	Wabash Railway						1						1		
	Total		2		53		58	1	90	1	167	5	699	1	27
	ELECTRIC INTERURBAN AND TERMINAL RAILWAYS														
1	Des Moines & Cen. Iowa R. R.				2		1		2		1		10		
2	Ft. D., D. M. & So. R. R.				2		2				2	1	18		
3	Waterloo, Cedar Falls & No. Ry								1				4		
4	Bur., Muse. & Northwestern Ry								1				1		
5	Iowa Transfer Railway												1		
6	Des Moines Union Railway		1				2		3		5		19		
	Total		1		4		5		7		8	1	53		
	Grand Total 1929		3		57		63	1	97	1	175	6	752	1	27
	Grand Total 1928		6	2	87		88	1	164	2	298	8	1,245	1	31
	Grand Total 1927		11	1	109		102	1	155		379	5	1,387	1	40

TABLE 20—COST OF COLLISIONS AND DERAILMENTS DURING YEAR 1929
PART 1—WITHIN THE STATE OF IOWA, ALSO NUMBER OF STATIONS WITHIN THE STATE

Number	Steam Railway Companies	Damage to equipment	Damage to way and structures	Clearing wreck	Total cost	Average miles of road operated —Single track—Iowa	Average Cost Per Mile of Road Operated —Single Track— Year 1929	Year 1928	Number of Freight or Passenger Stations on Road Owned or Operated: Where an agent is employed	Where no agent is employed
1	Atchison, Topeka & Santa Fe Ry	$ 1,360	$ 768	$ 77	$ 2,205	$ 19.99	$ 110.05	$ 511.31	4	2
2	Chicago, Burlington & Quincy R. R.	18,415	12,001	2,577	32,993	1,445.13	22.83	11.56	195	91
3	Chicago Great Western R. R.	33,206	5,220	6,222	44,648	776.41	57.50	83.49	97	45
4	Chic., Mil., St. Paul & Pac. R. R.	57,090	5,872	6,713	69,675	1,929.96	36.10	34.99	283	84
5	Chicago & North Western Ry	22,137	3,072	2,411	27,620	1,633.92	16.90	34.46	219	58
6	Chic., St. Paul, Minn. & O. Ry	60,516	350	1,914	62,780	101.92	616.94	27.06	15	0
7	Chicago, Rock Island & Pacific Ry	112,186	23,858	15,804	151,858	2,250.58	67.47	60.20	306	73
8	Davenport, Rock Island & N. W. Ry		81	200	281	37.37	7.51	8.21	6	2
9	Great Northern Ry	1,350	400	510	2,260	78.01	28.97	10.27	11	1
10	Illinois Central R. R.	28,100	2,635	4,170	34,905	718.04	48.61	18.99	125	46
11	Minneapolis & St. L. R. R.	22,159	3,481	3,872	29,512	877.17	33.65	31.52	132	19
12	Union Pacific R. R.	2,245		133	2,378	2.48	958.87	751.61		
13	Wabash Railway	4,077	2,806	5,961	12,844	20,887	61.49	31.44	37	22
	Total Steam Roads 1929	$ 362,841	$ 60,554	$ 50,564	$ 473,959	$ 10,079.70			1,430	443
	Total Steam Roads 1928	$ 311,281	$ 56,507	$ 37,058	$ 404,846	$ 10,081.48			1,460	418
	ELECTRIC INTERURBAN RAILWAYS									
1	Ft. Dodge, Des Moines & Southern R. R. Co.	$ 1,025			$ 1,025	$ 151.50	$ 6.76	$ 5.07		
2	Iowa Railway & Light Corporation	1,000			1,000	27.30	36.63	none		
3	Waterloo, Cedar Falls & Northern Ry. Co.	475	$ 1,175	$ 875	2,525	112.87	22.37	4.66		
	Total Electric Railways	$ 2,500	$ 1,175	$ 875	$ 4,550	$ 291.67				

STATISTICS

of

Electric Interurban Railway Companies

For the Year Ended December 31, 1929

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE

PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS AND MILEAGE OWNED ALL TRACKS AND CHANGES DURING YEAR

Number	Electric Interurban Railway Companies	Miles of Road Operated—Single Track							Miles of Road Operated—All Tracks						Miles of Road Owned—All Tracks						
		Line Owned		Line Operated											First Track						
		Main line	Branches and spurs	Lease	Contract	Trackage rights	Total miles operated—single track	Changes during year—single track	First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles operated	Changes during year—all tracks	Main line	Branches and spurs	Second track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total miles owned—all tracks	Changes during year all tracks
1	C. R. & M. C. Ry.	2.80					2.80		2.80				2.80		2.80					2.80	
2	Charles City West'n Ry.	21.32				.23	21.55		21.55		5.45		27.00		21.32			5.45		26.77	
3	C., D. & M. Ry.	58.32				6.71	65.03	*9.32	65.03	3.77	8.37	.74	77.91	*8.90	58.32			8.37	.74	67.43	*8.90
4	Colfax Springs Ry.							*1.00						*1.00	1.00					1.00	
5	D. M. & C. I. R. R.	59.72				7.92	67.64		67.64	7.70	24.07	.04	99.45	.07	59.72		3.26	21.29		84.27	.07
6	Ft. D., D. M. & S. Ry.	144.39	4.90	1.37		.84	151.50		151.50		43.65	.04	195.19	.16	144.39	4.90		40.91	.04	190.24	.16
7	Ia. Ry. & Light Corp.	27.30					27.30		27.30		14.93	.06	42.29	.76	27.30			14.93	.06	42.29	.76
8	Ia. So. Utilities Co.	29.62			.81		30.43		30.43		3.33	.13	33.89	.02	29.62			3.33	.13	33.08	.02
9	M. C. & C. L. R. R.	15.53					15.53		15.53		5.23	.31	21.07		15.53			5.23	.31	21.07	
10	Tama & Toledo R. R.	3.50					3.50		3.50		.45		3.95		3.50			.45		3.95	
11	W., C. F. & N. Ry.	107.65	4.18			1.04	112.87	1.35	112.87	5.49	24.84	.34	143.54	3.12	107.65	4.18	5.49	23.79	.34	141.45	3.12
	Total Year 1929	470.15	9.08	1.37	.81	16.74	498.15	*9.17	498.15	16.96	130.32	1.66	647.09	*5.77	471.15	9.08	8.75	123.75	1.62	614.35	*4.77
	Total Year 1928	480.67	7.73	1.37	.81	16.74	507.32		507.32	16.96	126.48	2.10	652.86		480.67	7.73	8.75	119.91	2.06	619.12	
	Increase or Decrease 1929	*10.52	1.35				*9.17		*9.17		3.84	*.44	*5.77		*9.52	1.35		3.84	*.44	*4.77	

*Decrease.

TABLE 2—CAPITOL STOCK

PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value							
		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—in Treasury
		Common	Preferred	Total	Common	Preferred	Receipts outstanding for installments paid—preferred	Total	
1	Cedar Rapids & Marion City Ry.							$ 290,400.00	
2	Charles City Western Ry.	$ 300,000		$ 300,000	$ 290,400			2,000,000.00	$ 1,353,300.00
3	Clinton, Davenport & Muscatine Ry.	2,000,000		2,000,000	2,000,000			25,000.00	
4	Colfax Springs Ry.	25,000		25,000	25,000			1,160,000.00	
5	Des Moines & Central Iowa R. R.	1,200,000		1,200,000	1,160,000			3,997,100.00	
6	Ft. Dodge, Des Moines & So. R. R.	3,500,000	$ 2,000,000	5,500,000	2,634,000	$ 1,363,100.00		18,064,958.38	
7	Iowa Railway & Light Corporation	20,000,000	15,000,000	35,000,000	8,500,000	9,492,531.67	$ 72,426.71	7,009,009.53	
8	Iowa Southern Utilities Co.		15,000,000	15,000,000		7,000,000.00	9,009.53	400,000.00	
9	Mason City & Clear Lake R. R.	1,000,000		1,000,000	400,000			23,300.00	
10	Tama & Toledo R. R.	100,000		100,000	23,300			2,997,050.00	
11	Waterloo, Cedar Falls & Northern Ry.	3,335,000	1,665,000	5,000,000	2,333,050	664,000.00			
	Total	$ 31,460,000	$ 33,665,000	$ 65,125,000	$ 17,365,750	$18,519,631.67	$ 81,436.24	$35,966,817.91	$ 1,353,300.00

TABLE 2—CAPITOL STOCK

PART 2—WITH PAR VALUE AND WITHOUT PAR VALUE AND STOCK ISSUED DURING YEAR

Number	Electric Interurban Railway Companies	A—With Par Value: Total Par Value Actually Outstanding at Close of Year: Common	Preferred	Receipts outstanding for installments paid—preferred	Total	Par value of amount nominally but not actually issued to close of year—common	B—Without Par Value: Number of shares outstanding at close of year—common	Cash value of consideration received for actually outstanding—common	Stocks Issued During Year: Par value preferred—total	Cash received as consideration for issue—preferred—total
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 290,400.00			$ 290,400.00					
3	Clinton, Davenport & Muscatine Ry.	646,700.00			646,700.00	$ 1,353,300				
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				$ *25,000.00	$ *25,000.00
6	Ft. Dodge, Des Moines & So. R. R.	2,634,000.00	$ 1,363,100.00		3,997,100.00					
7	Iowa Railway & Light Corporation	8,500,000.00	9,[illegible]92,531.67	$ 2,426.71	18,064,958.38					
8	Iowa Southern Utilities Co.		7,[illegible]00,000.00	[illegible],009.53	7,009,009.53					
9	Mason City & Clear Lake R. R.	400,000.00			400,000.00		100,000	$ 1,000,000	719,488.50	719,488.50
10	Tama & Toledo R. R.	23,300.00			23,300.00				770,000.00	770,000.00
11	Waterloo, Cedar Falls & No. Ry.	2,333,050.00	664,000.00		2,997,050.00					
	Total	$16,012,450.00	$18,519,631.67	$ 81,436.24	$34,613,517.91	$ 1,353,300	100,000	$ 1,000,000	$ 1,514,488.50	$ 1,514,488.50

*Common stock.

TABLE 3—UNMATURED FUNDED DEBT

PART 1—INDEBTEDNESS AUTHORIZED AND ACTUALLY OUTSTANDING AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Extent of Indebtedness Authorized: Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total	Total Par Value Actually Outstanding at Close of Year: Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total	Amount of interest paid during year
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 1,000,000			$ 1,000,000	$ 117,682	$ 140,000		$ 257,682.00	$ 15,461.00
3	Clinton, Davenport & Muscatine Ry.									
4	Colfax Springs Ry.									
5	Des Moines & Central Iowa R. R.	2,500,000	$ 633,500		3,133,500	633,500	633,500		1,267,000.00	
6	Ft. Dodge, Des Moines & So. R. R.	6,550,000	200,000	$ 523,854	7,273,854	5,250,000	200,000	$ 315,691.25	5,765,691.25	156,785.00
7	Iowa Railway & Light Corporation	Unlimited		Unlimit'd	Unlimited	14,569,000		655,133.97	15,224,133.97	790,732.53
8	Iowa Southern Utilities Co.	12,701,200		2,425,800	15,127,000	11,742,700		1,864,300.00	13,607,000.00	766,517.66
9	Mason City & Clear Lake R. R.	2,500,000			2,500,000	316,000			316,000.00	18,960.00
10	Tama & Toledo R. R.	150,000			150,000	25,000			25,000.00	
11	Waterloo, Cedar Falls & Northern Ry.	21,000,000	1,260,000		22,260,000	5,773,000	1,260,000		7,033,000.00	
	Total	$ 46,401,200	$2,093,500	$2,949,654	$ 51,444,354	$ 38,426,882	$2,233,500	$ 2,835,125.22	$43,495,507.22	$ 1,748,456.19

TABLE 3—UNMATURED FUNDED DEBT—Continued

PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurban Railway Companies	Amount Bearing Interest Rate Per Annum of								Grand total unmatured funded debt	Funded debt matured unpaid
		5%	5½%	5¾%	6%	6½%	7%	7½%	8%		
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.				$ 257,682					$ 257,682.00	
3	Clinton, Davenport & Muscatine Ry.										$1,063,000
4	Colfax Springs Ry.										
5	Des Moines & Central Iowa R. R.				633,500			$ 633,500		1,267,000.00	350,000
6	Ft. Dodge, Des Moines & So. R. R.	$ 5,250,000			200,000		$ 315,691.25			5,765,691.25	
7	Iowa Railway & Light Corporation	9,072,000	$ 4,004,500		54,750	$ 588,150	506,733.97		$ 998,000	15,224,133.97	
8	Iowa Southern Utilities Co.	1,499,000	6,270,300	$ 12,500	5,031,400				793,800	13,607,000.00	
9	Mason City & Clear Lake R. R.				316,000					316,000.00	
10	Tama & Toledo R. R.				25,000					25,000.00	
11	Waterloo, Cedar Falls & Northern Ry.	5,773,000			1,260,000					7,033,000.00	286,875
	Total	$ 21,594,000	$ 10,274,800	$ 12,500	$7,778,332	$ 588,150	$ 822,425.22	$ 633,500	$1,791,800	$43,496,507.22	$1,699,875

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 1—EXPENDITURES DURING YEAR AND TOTAL INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Expenditures During Year on					Investment in Road and Equipment					
		Way and structures	Equipment	Power	General and miscellaneous	Total	To December 31, 1908	From December 31, 1908, to June 30, 1914	Since June 30, 1914	Total investment in road and equipment at close of year	Miles of road owned—single track	Average investment per mile of road owned
1	C. R. & M. C. Ry.					$ 2,663.39		$ 426,175	$ 279,173	$ 705,348	21.32	$ 33,083.84
2	Charles City West'n Ry.	$ 3,528.18	$ *864.79			$ 191,050.60	$1,363,395	1,038,659	541,447	2,943,501	58.32	50,471.56
3	C., D. & M. Ry.	38,001.20	15,440.39	$ 35,818.45	$ 101,700.56		26,567	187		26,754	1.00	26,754.00
4	Colfax Springs Ry.					*5,332.18	2,460,383	346,516	600,244	3,407,143	59.72	57,061.95
5	D. M. & C. I. R. R.	*325.42	*4,960.00	153.24		*247,844.17		7,327,458	2,583,165	9,910,623	149.29	66,385.04
6	Ft. D., D. M. & S. Ry.	67,005.84	*326,874.07	11,034.27	901.79	*108,920.75			29,110,142	29,110,142	27.30	1,066,305.55
7	Ia. Ry. & Light Corp.	33,067.65	150,180.62	886,739.17	*1,179,508.19	6,010.62		289,149	889,946	1,179,095	29.62	39,807.40
8	Ia. So. Utilities Co.	6,305.85	*200.00	4.77		2,338.87		764,339	297,018	1,061,357	15.53	68,342.36
9	M. C. & C. L. R. R.	2,313.80			25.07	10,411.54			142,336	142,336	3.50	40,667.54
10	Tama & Toledo R. R.				10,411.54	152,896.83	2,441,887	4,658,506	2,713,738	9,809,131	111.83	87,714.66
11	W., C. F. & N. Ry.	136,802.06	7,143.21	8,897.10	54.46							
	Total	$ 287,277.16	$*160,234.64	$ 942,647.00	$*1,066,414.77	$ 3,274.75	$6,292,232	$14,845,989	$37,157,209	$58,295,430	477.43	

*Credit.

TABLE 5—INCOME ACCOUNT

PART 1—OPERATING AND NON-OPERATING INCOME AND GROSS INCOME

Number	Electric Interurban Railway Companies	Railway Operating: Revenues	Railway Operating: Expenses	Net Revenue from: Railway operations	Net Revenue from: Auxiliary operations—net	Net operating revenue	Taxes assignable to railway operations	Operating income	Total non-operating income	Gross income
1	Cedar Rapids & Marion City Ry.	$ 45,449.45	$ 34,667.33	$ 10,782.12	----------	$ 10,782.12	$ 2,931.57	$ 7,850.55	----------	$ 7,850.55
2	Charles City Western Ry.	161,315.50	134,603.05	26,712.45	----------	26,712.45	6,689.46	20,022.99	$ 266.40	20,289.39
3	Clinton, Dav. & Muscatine Ry.	402,832.59	327,081.67	75,750.92	$ 34,933.36	110,684.28	18,748.18	91,936.10	2,063.31	93,999.41
4	Colfax Springs Ry.	----------	276.38	*276.38	----------	*276.38	----------	*276.38	----------	*276.38
5	Des Moines & Central Iowa R. R.	462,958.58	482,244.16	*19,285.58	----------	*19,285.58	25,300.19	*44,585.77	2,113.51	*42,472.26
6	Ft. Dodge, Des Moines & So. R. R.	1,327,462.48	1,307,480.34	19,982.14	145,008.60	164,990.74	63,915.85	101,074.89	5,117.67	106,192.56
7	Iowa Railway & Light Corporation	694,163.83	616,914.94	77,248.89	2,386,423.33	2,463,672.22	31,941.58	2,431,730.64	110,543.59	2,542,274.23
8	Iowa Southern Utilities Co.	160,523.50	130,618.24	29,905.26	----------	29,905.26	8,477.96	21,427.30	1,570,529.43	1,591,956.73
9	Mason City & Clear Lake R. R.	152,942.42	118,420.04	34,522.38	----------	34,522.38	6,809.90	27,712.48	28.93	27,741.41
10	Tama & Toledo R. R.	12,797.38	10,994.67	1,802.71	----------	1,802.71	453.26	1,349.45	529.08	1,878.53
11	Waterloo, Cedar Falls & No. Ry.	1,307,921.35	1,041,782.99	266,138.36	----------	266,138.36	39,500.15	226,638.21	3,230.90	229,869.11
	Total	$4,728,367.08	$4,205,083.81	$ 523,283.27	$2,566,365.29	$3,089,648.56	$ 204,768.10	$ 2,884,880.46	$ 1,694,422.82	$ 4,579,303.28

*Deficit.

TABLE 5—INCOME ACCOUNT—Continued

PART 2—DEDUCTIONS FROM GROSS INCOME AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Electric Interurban Railway Companies	Rent for leased road	Miscellaneous: Rents	Miscellaneous: Taxes	Interest on: Funded debt	Interest on: Unfunded debt	Amortization of discount on funded debt	Miscellaneous debits	Total deductions from gross income	Income balance transferred to profit and loss
1	Cedar Rapids & Marion City Ry.	----------	----------	----------	----------	----------	----------	----------	----------	$ 7,850.55
2	Charles City Western Ry.	----------	$ 12.00	----------	$ 15,461.00	$ 115.66	----------	----------	$ 15,588.66	4,700.73
3	Clinton, Davenport & Muscatine Ry.	----------	----------	----------	67,474.61	----------	$ 70,133.30	$ 2,322.53	139,930.44	*45,931.03
4	Colfax Springs Ry.	----------	----------	----------	----------	----------	----------	----------	----------	*276.38
5	Des Moines & Central Iowa R. R.	----------	----------	----------	103,650.06	21,180.84	2,089.68	1,200.40	128,120.98	*170,593.24
6	Ft. Dodge, Des Moines & So. R. R.	$ 14,221.34	4,999.92	----------	299,961.67	3,152.80	11,425.62	15,173.20	348,934.55	*242,741.99
7	Iowa Railway & Light Corporation	----------	----------	$ 244,383.95	794,533.25	21,124.67	80,154.69	----------	1,140,196.56	1,402,077.67
8	Iowa Southern Utilities Co.	----------	----------	----------	762,557.08	4,213.65	60,947.71	7,403.47	835,121.91	756,834.82
9	Mason City & Clear Lake R. R.	----------	----------	----------	18,960.00	16,620.00	----------	2,592.00	38,172.00	*10,430.50
10	Tama & Toledo R. R.	----------	----------	----------	1,500.00	----------	----------	----------	1,500.00	378.53
11	Waterloo, Cedar Falls & Northern Ry.	----------	96.00	----------	364,250.00	47,815.71	50,094.36	15.46	462,270.53	*232,401.42
	Total	$ 14,221.34	$ 5,106.92	$ 244,383.95	$ 2,428,347.67	$ 114,223.33	$ 274,845.36	$ 28,707.06	$ 3,109,835.63	$ 1,469,467.65

*Deficit.

TABLE 6—PROFIT AND LOSS STATEMENT

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance: At beginning of year	Debit Balance: Transferred from income account	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	Debt discount extinguished through surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Miscellaneous debits
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.	$ 39,285.22									
3	Clinton, Davenport & Muscatine Ry.	1,241,408.64	$ 45,931.03						$ 66.74		$ 36.87
4	Colfax Springs Ry.	5,587.30	276.38								
5	Des Moines & Central Iowa R. R.	844,178.16	170,593.24							$ 108.00	
6	Ft. Dodge, Des Moines & So. R. R.	66,143.04	242,741.99					$ 893.09		2,574.44	387,531.83
7	Iowa Railway & Light Corporation			$ 224,250.09	$ 1,044,142.27	$ 1,131.32				1,128.79	128,617.18
8	Iowa Southern Utilities Co.				555,618.86	13,024.83	$ 4,186.08		1,040.64		2,288.34
9	Mason City & Clear Lake R. R.	9,808.72	10,430.59						300.00		
10	Tama & Toledo R. R.	148,492.74									
11	Waterloo, Cedar Falls & Northern Ry.	3,595,680.59	232,401.42			*1,542.18				1,306.65	102,554.35
	Total	$ 5,950,584.41	$ 702,374.65	$ 224,250.09	$ 1,599,761.13	$12,613.97	$ 4,186.08	$ 893.09	$ 1,407.38	$ 5,117.28	$ 621,028.57

*Credit.

TABLE 6—PROFIT AND LOSS STATEMENT—Continued

PART 2—DEBITS AND CREDITS

Number	Electric Interurban Railway Companies	Debits: Balance carried forward to balance sheet	Debits: Total debits	Credit Balance: At beginning of year	Credit Balance: Transferred from income account	Credits: Profit on road and equipment sold	Credits: Donations	Credits: Miscellaneous credits	Credits: Balance carried forward to balance sheet	Credits: Total credits
1	Cedar Rapids & Marion City Ry.		$ 39,285.22		$ 4,700.73			$ 1,156.37	$ 33,428.12	$ 39,285.22
2	Charles City Western Ry.		$ 1,287,443.28					806.02	1,286,637.26	1,287,443.28
3	Clinton, Davenport & Muscatine Ry.		5,863.68						5,863.68	5,863.68
4	Colfax Springs Ry.		1,014,879.40						1,014,879.40	1,014,879.40
5	Des Moines & Central Iowa R. R.		699,884.39					8,809.87	691,074.52	699,884.39
6	Ft. Dodge, Des Moines & So. R. R.	$ 207,973.96	1,607,243.58	$ 201,387.13	1,402,077.67	$ 430.42	$ 1,131.32	2,217.04		1,607,243.58
7	Iowa Railway & Light Corporation	657,526.84	1,233,685.59	461,825.94	756,834.82		13,024.83	2,000.00		1,233,685.59
8	Iowa Southern Utilities Co.		20,539.31						20,539.31	20,539.31
9	Mason City & Clear Lake R. R.		148,492.74		378.53				148,114.21	148,492.74
10	Tama & Toledo R. R.		3,930,400.23				897.18	.02	3,929,503.03	3,930,400.23
11	Waterloo, Cedar Falls & Northern Ry.									
	Total	$ 865,500.77	$ 9,987,717.42	$ 663,213.07	$ 2,163,991.75	$ 430.42	$15,053.33	$14,989.32	$ 7,130,039.53	$ 9,987,717.42

TABLE 7—RAILWAY OPERATING REVENUES

PART 1—REVENUE FROM TRANSPORTATION

Number	Electric Interurban Railway Companies	Revenue from: Passenger	Baggage	Parlor, sleeping and special car	Mail	Express	Milk	Freight	Switching	Miscellaneous transportation revenue	Total revenue from transportation
1	Cedar Rapids & Marion City Ry.	$ 40,406.35				$ 4,807.15					
2	Charles City Western Ry.	2,691.77	$ 11.23		$ 683.56		$ 5.40	$ 152,514.45	$ 121.50		$ 45,213.50
3	Clinton, Davenport & Muscatine Ry.	103,224.34	1,033.88	$ 517.75	4,952.09		1,675.58	281,884.57	995.00	$ 2,769.77	156,027.91
4	Colfax Springs Ry.										397,052.98
5	Des Moines & Central Iowa R. R.	65,095.73	188.63		906.76	4,120.30	1,195.16	320,573.69	19,058.48	740.70	411,879.50
6	Ft. Dodge, Des Moines & So. R. R.	72,638.38	503.48		2,739.15	3,532.57		1,110,188.97	40,249.65		1,229,852.20
7	Iowa Railway & Light Corporation	288,650.55	239.23	9,577.20	4,728.14	3,560.69	3,348.72	358,811.55	14,035.48	*83.70	682,867.86
8	Iowa Southern Utilities Co.	31,480.48	117.45		2,544.79	2,770.00	1,752.97	111,619.04	9,113.00		159,397.73
9	Mason City & Clear Lake R. R.	65,128.14	17.65		306.07		19.25	74,026.67	7,415.60		146,913.38
10	Tama & Toledo R. R.					1,703.80		10,754.56			12,458.36
11	Waterloo, Cedar Falls & Northern Ry.	430,906.80	730.74		4,218.34	4,276.75	1,251.86	786,820.02	22,912.91		1,251,117.42
	Total	$ 1,100,222.59	$ 2,842.29	$10,094.95	$21,078.90	$24,771.26	$ 9,248.94	$ 3,207,193.52	$ 113,901.62	$ 3,426.77	$ 4,492,780.84

*Credit.

TABLE 7—RAILWAY OPERATING REVENUES—Continued

PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS AND TOTAL OPERATING REVENUES

Number	Electric Interurban Railway Companies	Revenue from: Station and car privileges	Parcel room receipts	Storage	Demurrage	Rent of: Tracks and facilities	Equipment	Buildings and other property	Power	Miscellaneous	Total revenue from other railway operations	Total operating revenues
1	Cedar Rapids & Marion City Ry.	$ 175.68								$ 60.27	$ 235.95	$ 45,449.45
2	Charles City Western Ry.			$ 28.26	$ 819.00		$ 4,106.00	$ 334.33			5,287.59	161,315.50
3	Clinton, Dav. & Muscatine Ry.	463.69		139.83	677.00	$ 1,577.86	1,858.45	1,043.14		19.64	5,779.61	402,832.59
4	Colfax Springs Ry.											
5	Des Moines & Central Iowa R. R.	888.90		121.91	2,612.00	1,125.00	2,320.52	1,447.50	$42,563.25		51,079.08	462,958.58
6	Ft. Dodge, Des Moines & So. R. R.	845.86	$ 152.80	905.47	3,563.75		88,933.35	2,264.94		944.11	97,610.28	1,327,462.48
7	Iowa Railway & Light Corporation	2,899.84		230.37	2,508.00	2,059.40		2,745.69		802.67	11,295.97	694,163.83
8	Iowa Southern Utilities Co.	215.29	20.85		698.07	73.56		118.00			1,125.77	160,523.50
9	Mason City & Clear Lake R. R.	330.00		78.76	250.00	600.00		4,293.49		476.79	6,029.04	152,942.42
10	Tama & Toledo R. R.				43.80					295.22	339.02	12,797.38
11	Waterloo, Cedar Falls & No. Ry.	1,528.05	664.90	298.63	4,923.00	559.53	17,287.38	1,787.50	29,754.94		56,803.93	1,307,921.35
	Total	$ 7,347.31	$ 838.55	$ 1,793.23	$16,094.62	$ 5,995.35	$ 114,505.70	$14,034.59	$72,318.19	$ 2,658.70	$ 235,586.24	$ 4,728,367.08

TABLE 8—RAILWAY OPERATING EXPENSES

PART 1—RECAPITULATION OF EXPENSES

Number	Electric Interurban Railway Companies	Total							
		Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous	Grand total operating expenses	Operating ratio %
1	Cedar Rapids & Marion City Ry.	$ 8,668.65	$ 4,997.39	$ 4,596.73	$ 10,843.21	$ 39.73	$ 5,521.62	$ 34,667.33	76.28
2	Charles City Western Ry.	69,167.83	6,969.24	5,000.00	15,813.39	3,060.85	34,571.74	134,603.05	83.44
3	Clinton, Davenport & Muscatine Ry.	68,967.79	34,085.16	46,375.90	87,695.97	6,843.64	83,113.21	327,081.67	86.30
4	Colfax Springs Ry.					276.38		276.38	
5	Des Moines & Central Iowa R. R.	118,777.77	42,234.18	69,938.53	119,388.37	10,473.24	121,432.07	482,244.16	104.16
6	Ft. Dodge, Des Moines & So. R. R.	212,370.55	374,321.88	142,381.35	316,758.22	29,520.08	232,128.26	1,307,480.34	98.49
7	Iowa Railway & Light Corporation	122,198.39	84,653.18	78,287.47	170,070.93	19,286.11	141,418.86	616,914.94	88.87
8	Iowa Southern Utilities Co.	27,753.71	10,340.97	13,914.56	34,067.81	2,648.49	31,892.70	130,618.24	81.37
9	Mason City & Clear Lake R. R.	16,585.15	15,744.78	13,240.90	40,153.82	1,030.09	31,665.30	118,420.04	77.43
10	Tama & Toledo R. R.	2,493.94	1,152.52	272.78	3,752.06	176.53	3,136.84	10,994.67	85.91
11	Waterloo, Cedar Falls & Northern Ry.	166,491.19	171,039.15	144,663.77	272,290.63	29,301.10	258,997.15	1,041,782.99	79.65
	Total	$ 823,474.97	$ 745,548.45	$ 518,671.99	$ 1,070,834.41	$ 102,676.24	$ 943,877.75	$ 4,205,083.81	88.93

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS

PART 1—TAXES AND TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—INVESTMENTS

Number	Electric Interurban Railway Companies	Other than U. S. government taxes	U. S. government taxes	Total taxes	Miles of road owned—single track	Average Tax Per Mile of Road Owned—Single Track: Other than U. S. government taxes	Average Tax Per Mile of Road Owned—Single Track: U. S. government taxes	Comparative General Balance Sheet—Asset Side, Table 10—Part 1—Total Investments: December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Cedar Rapids & Marion City Ry.		$ 2,931.57	$ 2,931.57	$ 2.80		$ 1,046.98			
2	Charles City Western Ry.	$ 6,479.26	210.20	6,689.46	21.32	$ 303.90	9.86	$ 705,347.60	$ 702,684.21	$ 2,663.39
3	Clinton, Davenport & Muscatine Ry.	18,748.18		18,748.18	58.32	321.47		3,177,866.89	2,986,816.29	191,050.60
4	Colfax Springs Ry.	47.00		47.00	1.00	47.00		26,753.52	26,753.52	
5	Des Moines & Central Iowa R. R.	25,300.19		25,300.19	59.72	423.65		3,409,595.17	3,414,927.35	*5,332.18
6	Ft. Dodge, Des Moines & So. R. R.	67,722.26	1,193.59	63,915.85	149.29	428.13	7.99	10,257,422.18	10,556,529.35	*299,107.17
7	Iowa Railway & Light Corporation	31,941.58		31,941.58	27.30	1,170.02		32,475,431.23	32,528,822.72	*53,391.49
8	Iowa Southern Utilities Co.	8,477.96		8,477.96	29.62	286.89		22,073,853.17	20,686,401.77	1,387,451.40
9	Mason City & Clear Lake R. R.	6,809.90		6,809.90	15.53	438.50		1,067,485.90	1,065,137.53	2,348.37
10	Tama & Toledo R. R.	453.26		453.26	3.50	129.50		142,336.40	133,328.58	9,007.82
11	Waterloo, Cedar Falls & Northern Ry.	39,500.15		39,500.15	111.83	353.21		9,813,320.73	9,657,923.90	155,396.83
	Total	$ 205,479.74	$ 4,335.36	$ 204,815.10	480.23	$ 428.99	$ 25.00	$83,149,412.79	$81,759,325.22	$ 1,390,087.57

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 2—CURRENT AND DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Electric Interurban Railway Companies	Total Current Assets			Total Deferred Assets			Total Unadjusted Debits		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 32,109.19	$ 43,724.33	$ *11,615.14				$ 714.11	$ 1,244.39	$ *530.28
3	Clinton, Davenport & Muscatine Ry.	85,365.63	96,489.02	*11,123.39				36,223.84	32,937.59	3,286.25
4	Colfax Springs Ry.	550.00	550.00							
5	Des Moines & Central Iowa R. R.	151,763.96	113,181.22	38,582.74				198,443.57	39,888.14	158,555.43
6	Ft. Dodge, Des Moines & So. R. R.	387,604.90	444,002.33	*56,397.43	$ 252.00	$ 102.00	$ 150.00	100,739.61	492,896.25	*392,156.64
7	Iowa Railway & Light Corporation	1,244,703.34	1,205,490.03	39,213.31				2,159,427.94	677,165.28	1,482,262.66
8	Iowa Southern Utilities Co.	1,823,689.89	1,463,535.28	360,154.61	9,300.00	3,540.00	5,760.00	836,176.42	867,776.98	*31,600.56
9	Mason City & Clear Lake R. R.	74,055.95	56,045.97	18,009.98				12,647.64	10,903.42	1,744.22
10	Tama & Toledo R. R.	2,536.92	3,714.10	*1,177.18				128.54	73.79	54.75
11	Waterloo, Cedar Falls & Northern Ry.	500,207.15	568,350.71	*68,143.56				513,549.28	560,822.76	*47,273.48
	Total	$ 4,902,586.93	$ 3,995,082.99	$ 907,503.94	$ 9,552.00	$ 3,642.00	$ 5,910.00	$ 3,858,050.95	$ 2,683,708.60	$ 1,174,342.35

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued
PART 3—GRAND TOTAL ASSETS, CAPITAL STOCK AND GOVERNMENTAL GRANTS—LIABILITY SIDE

Number	Electric Interurban Railway Companies	Grand Total Assets			Total Capital Stock			Total Governmental Grants		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Cedar Rapids & Marion City Ry.				$ 290,400.00	$ 290,400.00		$ 126,107.75	$ 126,107.75	
2	Charles City Western Ry.	$ 738,170.90	$ 747,652.93	$ *9,482.03	646,700.00	646,700.00				
3	Clinton, Dav. & Muscatine Ry.	3,299,456.36	3,116,242.90	183,213.46	25,000.00	25,000.00				
4	Colfax Springs Ry.	27,393.52	27,393.52		1,160,000.00	1,160,000.00				
5	Des Moines & Central Iowa R. R.	3,759,802.70	3,567,996.71	191,805.99	3,997,100.00	3,997,100.00				
6	Ft. Dodge, Des Moines & So. R. R.	10,746,018.69	11,493,529.93	*747,511.24	18,064,958.38	17,345,469.88	$ 719,488.50			
7	Iowa Railway & Light Corporation	35,879,562.51	34,411,478.03	1,468,084.48	8,009,009.53	7,255,846.61	753,162.92			
8	Iowa Southern Utilities Co.	24,743,019.48	23,021,254.03	1,721,765.45	400,000.00	400,000.00				
9	Mason City & Clear Lake R. R.	1,154,189.49	1,132,086.92	22,102.57	23,300.00	23,300.00				
10	Tama & Toledo R. R.	145,001.86	137,116.47	7,885.39	2,997,050.00	2,997,050.00				
11	Waterloo, Cedar Falls & No. Ry.	10,827,077.16	10,787,097.37	39,979.79						
	Total	$91,319,692.67	$88,441,758.81	$ 2,877,843.86	$35,613,517.91	$34,140,866.49	$ 1,472,651.42	$ 126,107.75	$ 126,107.75	

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 4—LONG TERM DEBT, CURRENT AND DEFERRED LIABILITIES

Number	Electric Interurban Railway Companies	Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 257,682.31	$ 265,348.91	$ *7,666.60	$ 53,998.90	$ 61,714.80	$ *7,715.90	$ 311.26	$ 466.83	$ *155.57
3	Clinton, Dav. & Muscatine Ry.	1,947,389.45	1,874,751.29	72,638.16	1,922,683.93	1,746,971.55	175,712.38	2,372.21	3,558.32	1,186.11
4	Colfax Springs Ry.				8,167.20	7,890.82	276.38			
5	Des Moines & Central Iowa R. R.	1,542,723.31	1,479,823.31	62,900.00	1,101,992.02	874,662.03	227,329.99	5,451.35	8,849.52	*3,398.17
6	Ft. Dodge, Des Moines & So. R. R.	5,765,691.25	5,839,700.00	*74,008.75	340,180.99	305,079.21	35,101.78	71,358.30	139,044.93	*67,686.63
7	Iowa Railway & Light Corporation	15,224,133.97	14,538,388.46	685,745.51	1,370,579.91	1,220,202.59	150,377.32	81,722.81	76,993.83	4,728.98
8	Iowa Southern Utilities Co.	13,607,000.00	13,230,200.00	376,800.00	815,402.24	640,885.18	174,517.06	142,170.48	103,159.27	39,011.21
9	Mason City & Clear Lake R. R.	593,000.00	593,000.00		84,907.05	62,559.45	22,347.60			
10	Tama & Toledo R. R.	25,000.00	25,000.00		242,967.46	231,689.51	11,277.95			
11	Waterloo, Cedar Falls & No. Ry.	7,033,000.00	7,033,000.00		4,495,074.40	4,143,430.77	351,643.63			
	Total	$45,995,620.29	$44,879,211.97	$ 1,116,408.32	$10,435,954.10	$ 9,295,085.91	$ 1,140,868.19	$303,386.41	$332,072.70	$*28,686.29

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued

PART 5—UNADJUSTED CREDITS, CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Electric Interurban Railway Companies	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 43,098.80	$ 42,899.86	$ 198.94	$ *33,428.12	$ *39,285.22	$ 5,857.10	$ 728,170.90	$ 747,652.93	$ *9,482.03
3	Clinton, Dav. & Muscatine Ry.	66,948.06	71,163.27	*4,215.24	*1,286,657.26	*1,226,901.53	*59,735.73	3,299,456.36	3,116,242.90	183,213.46
4	Colfax Springs Ry.				*5,863.68	*5,587.30	*276.38	27,303.52	27,303.52	
5	Des Moines & Central Iowa R. R.	964,515.42	888,840.01	75,675.41	*1,014,879.40	*844,178.16	*170,701.24	3,759,802.70	3,567,996.71	191,805.99
6	Ft. Dodge, Des Moines & So. R. R.	1,162,762.67	1,178,748.33	*15,986.16	*591,074.52	33,856.96	*624,931.48	10,746,018.69	11,493,529.93	*747,511.24
7	Iowa Railway & Light Corporation	790,429.62	870,476.77	*80,047.15	347,737.82	359,946.50	*12,208.68	35,879,562.51	34,411,478.03	1,468,084.48
8	Iowa Southern Utilities Co.	1,371,541.75	1,202,612.33	168,929.42	797,895.48	588,550.64	209,344.84	24,743,019.48	23,021,254.03	1,721,765.45
9	Mason City & Clear Lake R. R.	96,821.75	86,336.19	10,485.56	*29,539.31	*9,808.72	*10,730.59	1,154,189.49	1,132,086.92	22,102.57
10	Tama & Toledo R. R.	1,848.61	5,619.70	*3,771.09	*148,114.21	*148,492.74	378.53	145,001.86	137,116.47	7,885.39
11	Waterloo, Cedar Falls & No. Ry.	231,455.79	209,297.19	22,158.60	*3,929,503.03	*3,595,680.59	*333,822.44	10,827,077.16	10,787,097.37	39,979.79
	Total	$4,729,422.44	$4,555,994.15	$173,428.29	$*5,884,406.23	$*4,887,580.16	$*996,826.07	$91,319,602.67	$88,441,758.81	$2,877,843.86

*Debit balance.
*Decrease.
*Increase in deficit 1929 over 1928.

TABLE 11—MILEAGE TRAFFIC AND MISCELLANEOUS STATISTICS

PART 1—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Total: Car mileage	Total: Car hours	Total: Regular fare passengers carried	Total: Revenue transfer passengers carried	Total: Free transfer passengers carried	Total passengers carried	Employees and others carried free	Passenger revenue	Average Fare: Revenue passengers	Average Fare: All passengers including transfer passengers	Revenue from transportation
1	Cedar Rapids & Marion City Ry.	231,604	24,134	284,736	.....	.....	284,736	.....	$ 40,406.35	$ .14190	$ .14190	$ 45,213.50
2	Charles City Western Ry.	46,912	5,980	8,162	.....	.....	8,162	31	2,691.77	.32979	.32979	156,027.91
3	Clinton, Dav. & Muscatine Ry.	978,773	37,971	159,108	.....	.....	159,108	34,079	84,782.26	.53286	.53286	376,731.48
4	Colfax Springs Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Des Moines & Central Iowa R. R.	656,609	29,102	162,740	.....	6,239	168,979	31,172	65,095.78	.40000	.38523	411,879.50
6	Ft. Dodge, Des Moines & So. R. R.	3,125,719	907,277	136,771	.....	.....	136,771	53,130	72,638.38	.53109	.53109	1,229,852.20
7	Iowa Railway & Light Corporation	964,936	.....	560,787	6,726	.....	567,513	25,065	152,296.62	.26836	.26836	534,332.09
8	Iowa Southern Utilities Co.	357,689	512,086	104,407	.....	.....	104,407	8,010	31,480.28	.30150	.30150	159,397.73
9	Mason City & Clear Lake R. R.	408,276	43,453	714,121	.....	20,275	734,396	45,294	65,128.14	.09120	.08868	146,913.38
10	Tama & Toledo R. R.	15,575	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,458.36
11	Waterloo, Cedar Falls & No. Ry.	2,879,610	315,430	2,466,032	.....	347,317	2,813,349	.....	339,338.20	.13760	.12062	1,158,754.80
	Total	9,665,703	1,875,433	4,596,864	6,726	373,831	4,977,421	196,781	$ 853,857.78	.18575	.17165	$ 4,231,560.95

TABLE 11—MILEAGE TRAFFIC AND MISCELLANEOUS STATISTICS—Continued

PART 2—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Revenue from Transportation Per: Car mile	Revenue from Transportation Per: Car hour	Revenue from other railway operations	Revenue from Other Railway Operations Per: Car mile	Revenue from Other Railway Operations Per: Car hour	Total operating revenues	Operating Revenues Per: Car mile	Operating Revenues Per: Car hour	Total operating expenses	Operating Expenses Per: Car mile	Operating Expenses Per: Car hour
1	Cedar Rapids & Marion City Ry.	$ .19521	$ 1.87343	$ 235.95	$ .00102	$ .00977	$ 45,449.45	$ .19624	$ 1.88321	$ 34,667.33	$ .14968	$ 1.43645
2	Charles City Western Ry.	3.32597	26.09162	5,287.59	.11271	.88421	161,315.50	3.43868	26.97583	134,603.06	2.86926	22.50887
3	Clinton, Dav. & Muscatine Ry.	.38490	9.92156	5,605.16	.00572	.14762	382,336.64	.39063	10.06917	309,438.10	.31615	8.14693
4	Colfax Springs Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Des Moines & Central Iowa R. R.	.62728	14.15296	51,079.08	.07779	1.75517	462,958.58	.70507	15.90814	482,244.16	.73445	16.57083
6	Ft. Dodge, Des Moines & So. R. R.	.39346	1.35554	97,610.28	.03128	1.07586	1,327,462.48	.42469	1.46313	1,307,480.34	.41829	1.44110
7	Iowa Railway & Light Corporation	.55375	.....	9,901.83	.01026	.....	544,233.92	.56401	.....	472,791.82	.48997	.....
8	Iowa Southern Utilities Co.	.44560	.31120	1,125.77	.00310	.00210	160,523.50	.44870	.31340	130,618.24	.36510	.25500
9	Mason City & Clear Lake R. R.	.35984	3.38097	6,029.04	.01477	.13875	152,942.42	.37461	3.51972	113,420.04	.29006	2.72524
10	Tama & Toledo R. R.	.79989	.....	339.02	.02177	.....	12,797.38	.82166	.....	10,994.67	.70592	.....
11	Waterloo, Cedar Falls & No. Ry.	.40240	3.67357	56,700.55	.01969	.17976	1,215,455.35	.42209	3.85333	964,929.59	.33509	3.05909
	Total	$ .43779	$ 2.25631	$ 233,914.27	$ .02420	$ .12472	$ 4,465,475.22	$ .46199	$ 2.38103	$ 3,966,187.34	$ .41033	$ 2.11481

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: Killed: Passengers	Accidents: Killed: Employees	Accidents: Killed: Other persons	Accidents: Killed: Total	Accidents: Injured: Passengers	Accidents: Injured: Employees	Accidents: Injured: Other persons	Accidents: Injured: Total	General Administration: Officers	General Administration: Other employees	Way and Maintenance of Structures: Superintendents	Way and Maintenance of Structures: Other employees	Maintenance of Equipment: Superintendents	Maintenance of Equipment: Other employees	Power: Superintendents	Power: Other employees	Transportation: Superintendents	Transportation: Other employees	Total employees	Aggregate salaries and wages paid during year
1	Cedar Rapids & Marion City Ry.	--	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
2	Charles City Western Ry.	--	----	----	----	----	----	----	----	5	1	1	15	1	----	----	----	1	7	31	$ 64,670.94
3	Clinton, Dav. & Muscatine Ry.	--	----	1	1	6	1	----	7	4	14	3	16	----	2	----	----	3	71	113	178,926.78
4	Colfax Springs Ry.	--	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
5	Des Moines & Central Iowa R. R.	--	----	3	3	1	20	1	22	5	7	2	25	2	9	1	3	2	62	118	206,595.59
6	Ft. Dodge, Des Moines & So. R. R.	--	1	1	2	1	75	3	79	4	14	2	62	1	45	2	19	5	258	412	733,888.59
7	Iowa Railway & Light Corporation	--	----	----	----	----	----	----	----	7	98	4	43	1	24	3	53	----	812	1,045	1,528,019.99
8	Iowa Southern Utilities Co.	--	----	----	----	----	----	----	----	8	2	1	10	1	5	----	----	1	12	40	63,649.64
9	Mason City & Clear Lake R. R.	--	----	----	----	----	----	----	----	2	3	----	6	1	5	----	2	1	24	44	66,786.03
10	Tama & Toledo R. R.	--	----	----	----	----	----	----	----	5	----	----	----	----	----	----	----	1	2	8	3,533.46
11	Waterloo, Cedar Falls & No. Ry.	--	1	2	3	19	70	19	108	8	28	6	105	1	83	1	15	6	157	410	592,196.76
	Total	--	2	7	9	27	166	23	216	48	167	19	282	8	173	7	92	20	1,406	2,221	$ 3,438,267.78

TABLE 13—DESCRIPTION OF EQUIPMENT

Number	Electric Interurban Railway Companies	Passenger Cars: Closed A	Passenger Cars: Closed B	Passenger Cars: Open A	Passenger Cars: Open B	Passenger Cars: Combination cars closed and open A	Passenger Cars: Combination cars closed and open B	Passenger Cars: Total A	Passenger Cars: Total B	All Other Equipment: Freight cars A	Freight cars B	Express cars A	Express cars B	Baggage cars A	Baggage cars B	Work cars A	Work cars B	Snow plows A	Snow plows B	Sweepers A	Sweepers B	Miscellaneous A	Miscellaneous B	Locomotives A	Locomotives B	Total equipment all classes A	Total equipment all classes B	Passenger Cars: Aggregate seating capacity	Passenger Cars: Average seating capacity
1	C. R. & M. C. Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	2	----	----	1	----	----	----	3	----	9	2	150	30
2	Charles City West'n Ry.	5	----	----	----	----	----	5	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	2	----	15	14	270	38
3	C., D. & M. Ry.	7	----	----	----	----	----	7	----	----	13	6	1	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
4	Colfax Springs Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	5	7	22	193	500	56
5	D. M. & C. I. R. R.	10	----	----	----	----	----	10	----	----	172	2	2	----	----	3	12	----	2	----	----	----	----	----	12	28	709	765	40
6	Ft. D., D. M. & S. Ry.	15	4	----	----	----	----	15	4	----	673	----	----	----	----	1	30	----	2	----	----	----	----	----	----	28	31	870	41
7	Ia. Ry. & Light Corp.	19	2	----	----	----	----	19	2	----	16	1	----	----	5	1	----	2	1	----	----	8	4	----	----	9	15	225	37
8	Ia. So. Utilities Co.	6	----	----	----	----	----	6	----	----	8	----	----	----	----	----	4	----	1	----	----	2	3	----	----	18	19	1,176	44
9	M. C. & C. L. R. R.	12	9	----	6	----	----	12	15	4	1	----	----	----	----	1	3	----	----	1	----	----	----	----	----	----	*3	----	----
10	Tama & Toledo R. R.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	*2	----	----	*1	----	*3	----	----
11	W., C. F. & N. Ry.	39	2	----	----	----	----	39	2	----	120	----	----	2	3	2	----	----	1	3	----	3	23	7	----	56	149	1,502	39
	Total	113	17	----	6	----	----	113	23	4	1,003	9	3	2	8	8	51	2	6	6	----	3	40	28	1	185	1,135	5,608	42

A—With Electric Equipment.
B—Without Electric Equipment.
*Gasoline Power.

STATISTICS

OF

Railway Bridge

AND

Terminal Railway Companies

For the Year Ended December 31, 1929

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR

PART 1—MILEAGE OPERATED SINGLE TRACK AND ALL TRACKS

Number	Railway Bridge and Terminal Railway Companies	Mileage Operated—Single Track: Mileage Owned—Single Track: Iowa	Illinois	Nebraska	Operated Under Trackage Rights: Iowa		Total mileage operated—single track	Total Mileage Owned Solely: Single track	Changes during year	Mileage Operated—All Tracks: Miles of First Main Track: Iowa	Illinois	Nebraska	All other main tracks	Miles of Track and Sidings, etc.: Iowa	Illinois	Nebraska	Yard Total miles operated—all tracks	Changes during year all tracks operated	Mileage Owned But Not Operated: Main line	Yard tracks and sidings, etc.	Total Miles Owned Solely: All tracks	Changes during year
1	Dun. & Dub. Br. Co.	1.18	.12				1.30	1.30		1.18	.12			.99			2.29				2.29	
2	Keo. & H. Br. Co.	.34	.32				.66	.66		.34	.32						.66				.66	
3	Om. Br. & Ter. Ry.	.58		1.45		*7.89	9.92	2.03		2.03		7.89	*4.67			24.79	39.38				29.66	
4	Sioux City Br. Co.	1.74		2.14			3.88	3.88		3.88				1.17		.65	5.70				5.70	
5	B., M. & N. W. Ry.	5.50					5.50	5.50		5.50				5.60			11.10		42.27	2.00	55.37	
6	D., R. I. & N. W.	36.58	12.08		.79	*2.26	51.71	48.66		36.58	12.08		*3.05	22.78	16.32		90.81				86.75	
7	D. M. Terminal Co.	.98					.98	.98		.98				8.36			9.34				9.34	
8	D. M. Union Ry.	6.15			.97		7.12	6.15		6.15			ᵇ.97	26.82			33.94				32.97	
9	D. M. Western Ry.	1.47					1.47	1.47		1.47				3.73			5.20				5.20	
10	Iowa Transfer Ry.	.24					.24	.24		.24				3.88			4.12				4.12	
11	Sioux City Ter. Ry.	2.62					2.62	2.62		2.05			ᵇ.57	16.20			18.82				18.82	
	Total	57.38	12.52	3.59	1.76	10.15	85.40	73.49		60.40	12.52	7.89	9.26	89.53	16.32	25.44	221.36		42.27	2.00	250.88	

*In Nebraska.
ᵇIn Iowa.
ᶜIn Illinois.
*0.79 mile in Iowa and 2.26 miles in Illinois.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 2—CAPITAL STOCK AND INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR

PART 1—CAPITAL STOCK AND TOTAL INVESTMENT AND AVERAGE INVESTMENT PER MILE OF ROAD OWNED

Number	Railway Bridge and Terminal Railway Companies	Capital Stock: Par value of amount authorized—common	Total par value actually outstanding at close of year—common	Investment in Road and Equipment at Close of Year: Investment to June 30, 1907: Road	Equipment	Investment from July 1, 1907, to June 30, 1914: Road	Equipment	General expenditures	Investment Since June 30, 1914: Road	Equipment	General expenditures	Total investment in road and equipment	Length of road owned—single track—miles	Average investment per mile of road owned
1	Dun. & Dub. Br. Co.	$ 1,000,000	$ 1,000,000	$ 1,016,863		$ 33,142			$ 21,010			$ 1,071,015	1.30	$ 823,858
2	Keo. & Ham. Br. Co.	1,000,000	1,000,000	2,000,000								2,000,000	.66	3,030,303
3	Om. Br. & Ter. Ry.	7,500,000	5,000,000	6,738,391	$ 18,785	2,560	$*18,785		919,535		$ 10,926	7,671,412	2.03	3,779,020
4	Sioux City Bridge Co.	945,800	945,800	945,800		914			20,590			967,304	3.88	249,305
5	Bur., Muse., & N. W. Ry.	100,000	100,000						124,984	$ 36,665	7,770	169,419	5.50	30,803
6	D., R. I. & N. W. Ry.	3,000,000	3,000,000	3,139,766	144,049	188,092	19,368		392,873	*62,794	3,772	3,825,126	48.66	78,609
7	D. M. Terminal Co.	500,000	327,000	85,099		66,972			60,024			212,095	.98	216,423
8	D. M. Union Ry.	400,000	400,000	1,180,949	43,196	68,349	23,060	$ 235	168,555	95,457	1,305	1,581,096	6.15	257,089
9	D. M. Western Ry.	300,000	151,000	185,131		*86,918			23,907			122,120	1.47	83,075
10	Iowa Transfer Ry.	80,500	80,500	30,862		2,860			53,412			87,134	.24	363,059
11	Sioux City Ter. Ry.	400,000	400,000			100,030	34,919		348,213	40,075	9,793	533,030	2.62	203,447
	Total	$ 15,226,300	$ 12,404,300	$ 15,322,861	$206,030	$376,001	$ 58,552	$ 235	$2,133,103	$109,403	$ 33,566	$ 18,239,751	73.49	$ 248,194

*Credit.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 3—INCOME ACCOUNT

PART 1—OPERATING REVENUES AND EXPENSES AND INCOME TRANSFERRED TO PROFIT AND LOSS

Number	Railway Bridge and Terminal Railway Companies	Railway Operating: Revenues	Railway Operating: Expenses	Net revenue from railway operations	Railway tax accruals	Uncollectible railway revenue	Total operating income	Total non-operating income	Gross income	Total deduction from gross income	Income transferred to profit and loss account
1	Dunleith & Dubuque Bridge Co.				$ 45,496.00		$ *45,496.00	$ 146,597.34	$ 101,101.34	$101,101.34	
2	Keokuk & Hamilton Bridge Co.	$ 96,797.45	$ 127,108.88	$ *30,311.43	11,843.43		*42,154.86	65,320.95	23,166.09	80,000.00	$*56,833.91
3	Omaha Bridge & Terminal Railway										
4	Sioux City Bridge Co.		421.86	*421.86	37,278.74		*37,700.60	108,542.14	70,841.54	57,328.85	13,512.69
5	Burlington, Muscatine & N. W. Ry.	40,226.07	55,195.81	*14,969.74	2,706.33		*17,676.07		*17,676.07	3,949.83	*21,625.90
6	Davenport, Rock Island & N. W. Ry.				57,629.50		*57,629.50	75,496.77	17,867.27	17,390.88	476.39
7	Des Moines Terminal Co.				976.06		*976.06	28,433.39	27,457.33	11,212.41	16,244.92
8	Des Moines Union Railway				75,340.48		*75,340.48	102,772.60	27,432.12	26,772.84	659.28
9	Des Moines Western Railway							10,117.20	10,117.20	2,406.34	7,710.86
10	Iowa Transfer Railway	88,085.01	82,131.23	5,953.78	1,571.54		4,382.24	732.80	5,115.04	5.94	5,109.10
11	Sioux City Terminal Railway	236,850.53	197,093.14	39,757.39	4,600.56	$ 1.90	35,154.93	*2,462.86	32,692.07	44,417.24	*11,725.17
	Total	$ 461,959.06	$ 461,950.92	$ 8.14	$ 237,442.64	$ 1.90	$*237,436.40	$ 535,550.33	$ 298,113.93	$344,585.67	$ 46,471.74

*Deficit.

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 4—PROFIT AND LOSS ACCOUNT

PART 1—DEBITS AND CREDITS

Number	Railway Bridge and Terminal Railway Companies	Debits: Debit Balance: At beginning of year	Debits: Debit Balance: Transferred from income	Debits: Miscellaneous debits	Debits: Credit balance carried to balance sheet	Debits: Total	Credits: Credit Balance: At beginning of year	Credits: Credit Balance: Transferred from income	Credits: Miscellaneous credits	Credits: Debit balance carried to balance sheet	Credits: Total
1	Dun. & Dub. Br. Co.				$ 32,202.01	$ 32,202.01	$ 32,202.01				$ 32,202.01
2	Keo. & Ham. Br. Co.	$ 1,917,188.48	$ 56,833.91			1,974,022.39			$10,070.31	$ 1,963,952.08	1,974,022.39
3	Om. Br. & Ter. Ry.				47,695.62	47,695.62	47,695.62				47,695.62
4	Sioux City Bridge Co.			$ 167.38	146,883.88	147,051.26	133,538.57	$13,512.69			147,051.26
5	Bur., Musc., & N. W. Ry.	18,288.41	21,625.90			39,914.31				39,914.31	39,914.31
6	D., R. I. & N. W. Ry.	6,532.54		32,060.18		38,592.72		476.39	4,367.08	33,749.25	38,592.72
7	D. M. Terminal Co.			19,620.00	53,475.45	73,095.45	56,850.53	16,244.92			73,095.45
8	D. M. Union Ry.			5,713.28		5,713.28		659.28	5,054.00		5,713.28
9	D. M. Western Ry.			12,080.00	36,209.62	48,289.62	40,578.76	7,710.86			48,289.62
10	Iowa Transfer Ry.			5,745.72	21,917.44	27,663.16	22,554.06	5,109.10			27,663.16
11	Sioux City Ter. Ry.		11,725.17	16,512.57	99,886.73	128,124.47	128,038.07		86.40		128,124.47
	Total	$ 1,942,009.43	$ 90,184.98	$ 91,899.13	$ 438,270.75	$ 2,562,364.29	$ 461,457.62	$43,713.24	$19,577.79	$ 2,037,615.64	$ 2,562,364.29

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 5—RAILWAY OPERATING REVENUES AND EXPENSES

PART 1—REVENUES AND EXPENSES

Number	Railway Bridge and Terminal Railway Companies	Operating Revenues: Total rail-line transportation revenue	Total incidental operating revenue	Total joint facility operating revenue	Total railway operating revenues	Operating Expenses: Maintenance of way and structures	Maintenance of equipment	Transportation rail-line	Miscellaneous operations	General	Joint facility—credit	Grand total operating expenses
1	Dunleith & Dubuque Bridge Co.		$ 736	$ *736		$ 13,508		$ 18,904		$ 3,453	$ [b]35,865	
2	Keokuk & Hamilton Bridge Co.		96,797		$ 96,797	87,294		5,776	$ 7,942	26,097		$ 127,109
3	Omaha Bridge & Terminal Railway											
4	Sioux City Bridge Co.					24,671		7,458		423	[b]32,129	423
5	Burlington, Muscatine & N. W. Ry.	$ 36,649	3,577		40,226	10,666	$ 10,366	19,587		14,577		55,196
6	Davenport, Rock Island & N. W. Ry.	164,839	15,418	*180,257		168,120	38,746	308,708		9,814	[b]525,388	
7	Des Moines Terminal Co.											
8	Des Moines Union Railway	79,574	19,690	*99,264		64,306	40,167	443,827		40,971	[b]589,271	
9	Des Moines Western Railway		36	88,049	88,085	6,571	641	69,916		5,003		82,131
10	Iowa Transfer Railway	231,967	4,884		236,851	27,031	22,374	131,857	[c]2,075	13,756		197,093
11	Sioux City Terminal Railway											
	Total	$ 513,029	$ 141,138	$ *192,208	$ 461,959	$ 402,167	$ 112,294	$1,006,033	$ 10,017	$ 114,094	$[b]1,182,653	$ 461,952

*Debit.
[b]Credit.
[c]Traffic expense.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—TAXES ON RAILWAY PROPERTY AND COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 1—TAXES AND INVESTMENTS

Number	Railway Bridge and Terminal Railway Companies	Other than U. S. government taxes	U. S. government taxes	Total taxes	Mileage of road owned—single track	Total taxes per mile of road owned—single track	Comparative General Balance Sheet—Asset Side Total Investments: December 31, 1929	December 31, 1928	Increase or decrease, 1929
1	Dunleith & Dubuque Bridge Co.	$ 33,000.00	$ 12,496.00	$ 45,496.00	1.30	$34,996.92	$ 1,071,016.36	$ 1,071,054.93	$ *38.57
2	Keokuk & Hamilton Bridge Co.	11,843.43		11,843.43	.66	17,944.59	2,075,196.42	2,050,275.94	24,920.48
3	Omaha Bridge & Terminal Railway	[c]					7,671,411.44	7,266,202.76	405,208.68
4	Sioux City Bridge Co.	28,300.68	8,978.06	37,278.74	3.88	9,607.92	1,340,636.83	1,309,830.57	30,806.26
5	Burlington, Muscatine & N. W. Ry.	2,000.00	706.33	2,706.33	5.50	492.06	182,621.34	182,621.34	
6	Davenport, Rock Island & N. W. Ry.	57,629.50		57,629.50	48.66	1,184.12	3,827,001.81	3,767,999.30	59,002.51
7	Des Moines Terminal Co.	[d]	976.06	976.06	.98	995.96	402,169.31	402,175.13	*5.82
8	Des Moines Union Railway	75,340.48		75,340.48	6.15	12,087.88	1,657,585.38	1,644,946.07	12,639.31
9	Des Moines Western Railway	[d]					216,811.45	217,189.72	*378.27
10	Iowa Transfer Railway	1,409.32	171.22	1,571.54	.24	6,548.08	87,134.18	86,770.00	364.18
11	Sioux City Terminal Railway	4,551.00	49.56	4,600.56	2.62	1,755.94	533,030.08	531,125.57	1,904.51
	Total	$ 214,065.41	$ 22,377.23	$ 237,442.64	69.99	$ 3,544.29	$19,064,614.60	$18,530,191.33	$ 534,423.27

*Decrease.
[c]Included in report of Illinois Central R. R. Co.
[d]Included in report of Ft. D., D. M. & So. R. R. Co.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE —Continued

PART 2—CURRENT AND DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Railway Bridge and Terminal Railway Companies	Total Current Assets			Total Deferred Assets			Total Unadjusted Debits		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Dunleith & Dubuque Bridge Co.	$ 37,622.82	$ 40,544.48	$ *2,921.66				$ 4,251.74		$ 4,251.74
2	Keokuk & Hamilton Bridge Co.	13,665.45	36,659.62	*22,994.17	$ 1,525.00	$ 1,025.00	$ 500.00			
3	Omaha Bridge & Terminal Railway									
4	Sioux City Bridge Co.	24,039.48	13,002.26	11,037.22				11,500.00	$ 11,500.00	
5	Burlington, Muscatine & Northwestern Ry.	3,935.70	1,827.94	2,107.76						
6	Davenport, Rock Island & Northwestern Ry.	245,803.86	203,524.42	42,279.44	98,677.07	111,142.41	*12,465.34	1,721.72	2,555.57	*833.85
7	Des Moines Terminal Co.	7,761.81	9,023.27	*1,261.46				2,649.14	2,491.94	157.20
8	Des Moines Union Railway	450,992.42	450,653.99	338.43	119,416.73	129,599.67	*10,182.94	1,794.90	4,422.91	*2,628.01
9	Des Moines Western Railway	8,569.45	9,111.68	*542.23				3,867.45	3,867.45	
10	Iowa Transfer Railway	29,748.10	29,935.91	*187.81	6,125.82	5,220.30	905.52	41.27	110.16	*68.89
11	Sioux City Terminal Railway	48,416.59	81,515.13	*33,098.54	5,349.60	5,349.60		2,017.28	1,420.22	597.06
	Total	$ 870,555.68	$ 875,798.70	$ *5,243.02	$ 231,094.22	$ 252,336.98	$ *21,242.76	$ 27,843.50	$ 26,368.25	$ 1,475.25

*Decrease.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—ASSET AND LIABILITY SIDE —Continued

PART 3—GRAND TOTAL ASSETS AND CAPITAL STOCK AND LONG TERM DEBT—LIABILITY SIDE

Number	Railway Bridge and Terminal Railway Companies	Grand Total Assets			Total Capital Stock—Liability Side			Total Long Term Debt—Liability Side		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Dunleith & Dubuque Bridge Co.	$ 1,108,639.18	$ 1,111,599.41	$ *2,960.23	$ 1,000,000	$ 1,000,000				
2	Keokuk & Hamilton Bridge Co.	2,094,628.61	2,087,960.56	6,678.05	1,000,000	1,000,000				
3	Omaha Bridge & Terminal Railway	7,671,411.44	7,266,202.76	405,208.68	5,000,000	5,000,000		$ 2,620,358.31	$ 2,215,149.63	$ 405,208.68
4	Sioux City Bridge Co.	1,376,176.31	1,334,332.83	41,843.48	945,800	945,800				
5	Burlington, Muscatine & N. W. Ry.	186,557.04	184,449.28	2,107.76	100,000	100,000				
6	Davenport, Rock Island & N. W. Ry.	4,173,204.46	4,085,221.70	87,982.76	3,000,000	3,000,000		987,696.48	920,691.61	67,004.87
7	Des Moines Terminal Co.	412,580.26	413,690.34	*1,110.08	327,000	327,000				
8	Des Moines Union Railway	2,229,789.43	2,229,622.64	166.79	400,000	400,000		830,796.20	827,878.09	2,918.11
9	Des Moines Western Railway	229,248.35	230,168.85	*920.50	151,000	151,000				
10	Iowa Transfer Railway	123,049.37	122,036.37	1,013.00	80,500	80,500				
11	Sioux City Terminal Railway	588,813.55	619,410.52	*30,596.97	400,000	400,000				
	Total	$20,194,108.00	$19,684,695.26	$ 509,412.74	$ 12,404,300	$ 12,404,300		$ 4,438,850.99	$ 3,963,719.33	$ 475,131.66

*Decrease.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE —Continued

PART 4—TOTAL CURRENT AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Bridge and Terminal Railway Companies	Total Current Liabilities			Total Deferred Liability			Total Unadjusted Credits		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Dunleith & Dubuque Bridge Co.	$ 521.60	$ 4,377.87	$ *3,856.27				$ 55,379.53	$ 54,483.49	$ 896.04
2	Keokuk & Hamilton Bridge Co.	2,996,660.68	2,943,230.19	53,430.49				61,930.01	61,918.85	11.16
3	Omaha Bridge & Terminal Railway									
4	Sioux City Bridge Co.	34,532.12	15,533.95	18,998.17				246,434.63	236,934.63	9,500.00
5	Burlington, Muscatine & N. W. Ry.	91,346.95	76,919.56	14,427.39				35,124.40	25,818.13	9,306.27
6	Davenport, Rock Island & N. W. Ry.	98,025.90	64,821.79	33,204.11	$ 2,455.18		$ 2,455.18	114,900.51	106,240.84	8,659.67
7	Des Moines Terminal Co.	21,500.00	21,500.00					4,265.00	2,000.00	2,265.00
8	Des Moines Union Railway	754,164.90	756,849.55	*2,684.65				219,720.33	223,687.00	*3,966.67
9	Des Moines Western Railway	504.88	506.87	*1.99				39,012.35	35,561.72	3,450.63
10	Iowa Transfer Railway	6,688.79	6,632.71	56.08				7,817.32	7,129.30	688.02
11	Sioux City Terminal Railway	21,675.45	29,372.47	*7,697.02	923.81		923.81	60,977.96	56,650.38	4,327.58
	Total	$ 4,025,621.27	$ 3,919,744.96	$ 105,876.31	$ 3,378.99		$ 3,378.99	$ 845,562.04	$ 810,424.34	$ 35,137.70

*Decrease.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 6—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE —Continued

PART 5—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Bridge and Terminal Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1929	December 31, 1928	Increase or decrease 1929	December 31, 1929	December 31, 1928	Increase or decrease 1929
1	Dunleith & Dubuque Bridge Co.	$ 52,738.05	$ 52,738.05		$ 1,108,639.18	$ 1,111,599.41	$ *2,960.23
2	Keokuk & Hamilton Bridge Co.	*1,963,952.08	*1,917,188.48	b*46,763.60	2,094,638.61	2,087,960.56	6,678.05
3	Omaha Bridge & Terminal Railway	51,053.13	51,053.13		7,671,411.44	7,266,202.76	405,208.68
4	Sioux City Bridge Co.	149,409.56	136,064.25	13,345.31	1,376,176.31	1,334,332.83	41,843.48
5	Burlington, Muscatine & Northwestern Ry.	*39,914.31	*18,288.41	b*21,625.90	186,557.04	184,449.28	2,107.76
6	Davenport, Rock Island & Northwestern Ry.	*29,873.61	*6,532.54	b*23,341.07	4,173,204.46	4,085,221.70	87,982.76
7	Des Moines Terminal Co.	59,815.26	63,190.34	*3,375.08	412,580.26	413,690.34	*1,110.08
8	Des Moines Union Railway	25,108.00	21,208.00	3,900.00	2,229,789.43	2,229,622.64	166.79
9	Des Moines Western Railway	38,731.12	43,100.26	*4,369.14	229,248.35	230,168.85	*920.50
10	Iowa Transfer Railway	28,043.26	27,774.36	268.90	123,049.37	122,036.37	1,013.00
11	Sioux City Terminal Railway	105,236.33	123,387.67	*28,151.34	588,813.55	619,410.52	*30,596.97
	Total	$ *1,523,605.29	$ *1,413,493.37	$ b*110,111.92	$ 20,194,108.00	$ 19,684,695.26	$ 509,412.74

*Debit balance.
b*Increase in deficit.
*Decrease.
NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 7—EMPLOYEES AND COMPENSATION, DIVIDEND APPROPRIATIONS AND SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

Number	Railway Bridge and Terminal Railway Companies	Average number of employees	Total compensation during year	Dividend Appropriations: Rate Per Cent: Regular	Dividend Appropriations: Rate Per Cent: Extra	Dividend Appropriations: Par value of amount on which dividend was declared—common	Dividend Appropriations: Distribution of Charge: Income	Dividend Appropriations: Distribution of Charge: Profit and loss	Switching and Terminal Traffic and Car Statistics: Freight Traffic: Number of Cars Handled in Switching Operations: Earning Revenue: Loaded	Freight Traffic: Number of Cars Handled in Switching Operations: Earning Revenue: Empty	Freight Traffic: Number of Cars Handled in Switching Operations: Not Earning Revenue: Loaded	Freight Traffic: Number of Cars Handled in Switching Operations: Not Earning Revenue: Empty	Freight Traffic: No. of Cars Handled at Cost for Tenant Companies: Terminal Operations: Loaded	Freight Traffic: No. of Cars Handled at Cost for Tenant Companies: Terminal Operations: Empty	Passenger Traffic: Number of Cars Handled at Cost for Tenant Companies: Terminal Operations: Loaded	Passenger Traffic: Number of Cars Handled at Cost for Tenant Companies: Terminal Operations: Empty	Passenger Traffic: Number of Cars Handled at Cost for Tenant Companies: Terminal Operations: Work service
1	Dunleith & Dub. Br. Co.	7	$ 8,344.86	10.11		$1,000,000	$ 101,101.34						584,297		39,242		
2	Keo. & Hamilton Br. Co.	13	23,843.32														
3	Omaha Br. & Ter. Ry.																
4	Sioux City Bridge Co.																
5	Bur., Musc. & N. W. Ry.	20	33,059.36						9,547		76	9,572					76
6	D., R. I. & N. W. Ry.	262	364,792.50						51,751	1,600	20,602						
7	Des Moines Terminal Co.	2	6,540.00	6.		327,000		$ 19,620									
8	Des Moines Union Railway	359	620,781.30						17,986	17,986	58,632	29,961				16,475	
9	Des Moines West'n Ry.			8.		151,000		12,080									
10	Iowa Transfer Railway	28	62,819.53	6.		80,500		4,830									
11	Sioux City Terminal Ry.	75	131,530.04	4.		400,000		16,000	87,572	2,137		82,824					
	Total	766	$ 1,251,710.91			$1,958,500	$ 101,101.34	$ 52,530	166,856	21,723	79,310	122,357	584,297		39,242	16,475	76

NOTE—Numbers 1 to 4, inclusive, are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

TABLE 8—TIES AND RAILS LAID IN REPLACEMENT AND IN NEW LINES AND EXTENSIONS

PART 1—TIES AND RAILS LAID DURING YEAR

Number	Railway Bridge and Terminal Railway Companies	Ties and Rails Laid in Replacement and New Lines and Extensions: Cross Ties: Total number of ties applied	Cross Ties: Total cost of cross ties laid	Cross Ties: Average cost per tie	Switch and Bridge Ties: Number of feet (board measure) applied	Switch and Bridge Ties: Total cost of switch and bridge ties laid	Switch and Bridge Ties: Average cost per M feet applied	Rails Laid in Replacement and New Lines and Extensions: Rails Applied in Main Tracks: Number of tons (2,240 lbs.) applied	Main Tracks: Total cost of rails applied	Main Tracks: Average cost per ton (2,240 lbs.)	Rails Applied in Yard Tracks and Sidings: Number of tons (2,240 lbs.) applied	Yard Tracks and Sidings: Total cost of rails applied	Yard Tracks and Sidings: Average cost per ton (2,240 lbs.)
1	Dunleith & Dubuque Bridge Co.	408	$ 597.93	$ 1.47									
2	Keokuk & Hamilton Bridge Co.	25	31.25	1.25									
3	Omaha Bridge & Terminal Railway												
4	Sioux City Bridge Co.												
5	Burlington, Muscatine & N. W. Ry.	72	82.80	1.15									
6	Davenport, Rock Island & N. W. Ry.	10,201	18,099.11	1.77	25,547	$ 1,350.67	$ 52.86	1,310.00	$62,652.81	$ 47.85	80.00	$ 2,234.06	$ 27.92
7	Des Moines Terminal Co.												
8	Des Moines Union Railway	4,878	7,542.20	1.54	21,515	1,144.63	53.20	19.42	941.02	48.45	27.08	1,048.83	38.73
9	Des Moines Western Railway												
10	Iowa Transfer Railway										90.34	2,252.09	24.92
11	Sioux City Terminal Railway	3,010	3,237.79	1.07	33,779	1,532.14	45.35						
	Total	18,594	$29,591.08	$ 1.59	80,841	$ 4,027.44	$ 49.82	1,329.42	$63,593.83	$ 47.83	197.42	$ 5,534.98	$ 28.03

NOTE—Numbers 1 to 4 are Railway Bridge Companies and numbers 5 to 11, inclusive, are Terminal Railway Companies.

STATISTICS

OF

American Railway Express Company

For the Two Months Ended February 28, 1929

AND THE

Railway Express Agency, Incorporated

For the Ten Months Ended December 31, 1929

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE TWO MONTHS ENDED FEBRUARY 28, 1929, AND THE RAILWAY EXPRESS AGENCY, INCORPORATED, FOR THE TEN MONTHS ENDED DECEMBER 31, 1929

Items Reported	American Railway Express Co. January and February, 1929 Two Months	Railway Express Agency, Inc., March to December inclusive, 1929 Ten Months
MILEAGE COVERED—ENTIRE LINE		
Steam roads	$ 222,749.15	$ 222,044.37
Electric lines	2,891.85	2,722.42
Coastwise steamboat lines	11,388.50	11,360.00
Inland steamboat lines	6,012.62	5,337.37
Trans-oceanic steamship lines	6,620.00	6,620.00
Stage lines	1,409.54	2,075.59
Airplane	8,088.00	10,314.00
Miscellaneous (ferry lines)	10.75	106.40
Total	$ 259,160.41	$ 260,580.15
MILEAGE COVERED—IOWA		
Steam roads	$ 9,919.10	$ 9,919.10
Electric lines	212.02	212.02
Airplane	569.00	569.00
Miscellaneous	.375	.375
Total	$ 10,700.495	$ 10,700.495
CAPITAL STOCK—COMMON		
Number of shares authorized	$ 400,000.00	$ 1,000.00
Par value of one share	100.00	No Par Value
Par value authorized	40,000,000.00	----------
Par value outstanding	34,642,000.00	1,000.00
Par value held by respondent in treasury	None	100,000.00
Par value not held by respondent	34,642,000.00	100,000.00
Rate of dividend	1½%	None
Dividends declared during year	†19,630.00	None
FUNDED DEBT	None	$ 32,000,000.00
Non-negotiable debt to affiliated companies	----------	$ 814,000.00
COST OF REAL PROPERTY AND EQUIPMENT		
Land	$ 4,652,895.06	$ 8,398,810.00
Buildings:		
Buildings and appurtenances on land owned	8,019,786.14	8,127,597.54
Buildings and appurtenances on land not owned	3,818,511.51	3,608,929.47
Improvements to buildings not owned	53,274.11	48,660.35
Total buildings	$ 11,891,571.76	$ 11,785,187.36
Equipment:		
Cars	$ 955,242.40	$ 963,691.01
Horses	875,557.03	638,745.78
Automobiles	19,460,941.87	21,164,802.75
Wagons and sleighs	1,166,520.16	800,532.32
Harness equipment	180,005.29	124,968.90
Office furniture and equipment	2,975,818.67	3,046,340.22
Office safes	496,231.10	498,033.37
Trucks	2,491,158.81	2,654,361.72
Stable equipment	18,074.31	15,965.76
Garage equipment	580,023.74	601,736.80
Line equipment	525,620.75	538,494.85
Shop equipment	226,372.82	229,106.90
Miscellaneous equipment	51,250.35	5,247.02
Total equipment	$ 30,002,817.30	$ 31,372,006.40
Total real property and equipment	$ 46,547,284.12	$ 51,556,093.85

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE TWO MONTHS ENDED FEBRUARY 28, 1929, AND THE RAILWAY EXPRESS AGENCY, INCORPORATED, FOR THE TEN MONTHS ENDED DECEMBER, 31, 1929—Continued

Items Reported	American Railway Express Co. January and February, 1929 Two Months	Railway Express Agency, Inc., March to December Inclusive, 1929 Ten Months
DEPRECIATION—BUILDINGS AND EQUIPMENT		
Buildings and appurtenances on land owned	$ 2,250,028.49	$ 2,407,525.66
Buildings and appurtenances on land not owned	1,000,192.80	980,957.34
Improvements to buildings not owned	34,982.23	33,222.66
Total buildings	$ 3,285,203.52	$ 3,421,705.66
Equipment:		
Cars	$ 628,819.20	$ 689,525.32
Horses	618,888.92	469,282.22
Automobiles	10,584,239.76	11,527,746.46
Wagons and sleighs	776,009.08	620,238.46
Harness equipment	142,393.63	99,927.90
Office furniture and equipment	1,751,561.53	1,793,581.10
Office safes	281,193.31	296,586.31
Trucks	1,643,991.01	1,740,662.77
Stable equipment	9,728.68	8,800.58
Garage equipment	244,663.21	281,137.11
Line equipment	312,258.33	324,497.57
Shop equipment	125,545.75	133,557.11
Miscellaneous equipment	2,118.64	2,472.97
Total equipment	$ 17,121,411.05	$ 17,987,925.88
Total real property and equipment	$ 20,406,614.57	$ 21,409,631.54
INCOME ACCOUNT		
Operating Income:		
Charges for transportation	$ 41,103,682.43	$ 242,216,014.58
Express privileges—Dr.	18,554,308.39	127,590,721.20
Revenue from transportation	$ 22,549,374.04	$ 114,625,323.38
Revenue from operations other than transportation	533,346.99	3,002,742.37
Total operating revenues	$ 23,082,721.03	$ 117,628,065.75
Operating expenses	22,559,720.00	115,534,902.03
Net operating revenue	$ 523,001.03	$ 2,093,163.72
Uncollectible revenue from transportation	3,324.44	15,777.93
Express taxes	326,862.02	1,342,864.01
Operating income	$ 192,814.57	$ 734,521.78
Other Income:		
Rent from real property and equipment used jointly	$ 24.70	$ 126.84
Miscellaneous rent income	20,269.53	210,842.21
Income from funded securities	48,718.80	26,402.79
Income from unfunded securities and accounts	123,813.73	449,566.39
Total other income	$ 192,826.76	$ 686,938.21
Gross income	$ 385,641.33	$ 1,421,460.01
Deductions from Gross Income:		
Rent from real property and equipment used jointly	$ 149.20	$ 943.72
Interest on funded debt		1,334,000.00
Interest on unfunded debt	600.93	2,803.87
Amortization of discount on funded debt		62,968.93
Miscellaneous income debits	4,311.81	287.70
Total deductions from gross income	$ 5,111.94	$ 1,401,004.22
Net income	$ 380,529.39	$ 20,455.79

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE TWO MONTHS ENDED FEBRUARY 28, 1929, AND THE RAILWAY EXPRESS AGENCY, INCORPORATED, FOR THE TEN MONTHS ENDED DECEMBER, 31, 1929—Continued

Items Reported	American Railway Express Co. January and February, 1929 — Two Months	Railway Express Agency, Inc., March to December Inclusive, 1929 — Ten Months
Disposition of Net Income:		
Dividend appropriations of income	$ 519,630.00	
Income balance transferred to profit and loss	$ *139,100.61	$ 20,452.79
PROFIT AND LOSS ACCOUNT		
Debit Items:		
Debit balance transferred from income	$ 139,100.61	
Dividend appropriations of surplus	None	
Loss on land sold		
Miscellaneous debits	710.60	$ 33,469.29
Credit balance carried to balance sheet	3,463,973.01	
Total	$ 3,603,784.22	$ 33,469.29
Credit Items:		
Credit balance at beginning of year	$ 3,599,916.60	
Credit balance transferred from income		$ 20,452.79
Profit on real property and equipment sold	761.49	1,344.81
Delayed income credits		
Unrefunded overcharges	389.93	1,895.96
Miscellaneous credits	2,716.20	9,772.69
Total	$ 3,603,784.22	$ 33,469.29
OPERATING REVENUES		
Transportation:		
Express, domestic	$ 41,101,937.83	$ 242,296,106.27
Miscellaneous	1,744.60	9,928.21
Total	$ 41,103,682.43	$ 242,216,941.56
Express privileges—Dr.	18,554,308.39	127,590,771.23
Revenue from transportation	$ 22,549,374.04	$ 114,625,222.38
Operations Other Than Transportation:		
Customs brokerage fees	$ 37,026.62	$ 197,729.69
Order and commission	722.72	4,605.14
Rents of buildings and other property	22,862.35	102,594.14
C. O. D. checks	348,667.52	2,009,694.91
Profit on exchange and other financial revenue	33.77	2.89
Miscellaneous	124,034.01	688,115.60
Total other than transportation	$ 533,346.99	$ 3,002,742.37
Total operating revenues	$ 23,082,721.03	$ 117,628,065.75
OPERATING EXPENSES		
Maintenance	$ 1,470,488.05	$ 7,171,112.79
Traffic	38,252.28	291,149.22
Transportation	19,821,231.23	102,799,599.61
General	1,229,748.44	5,273,045.60
Total operating expenses	$ 22,559,720.00	$ 115,534,907.05
Ratio of operating expenses to operating revenues, per cent	97.73	98.22
TAXES AND ASSESSMENTS—ENTIRE LINE		
Total taxes—Entire line	$ 226,962.02	$ 1,347,864.58
Total taxes—Iowa	4,738.12	22,587.12

*Debit balance.

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE TWO MONTHS ENDED FEBRUARY 28, 1929, AND THE RAILWAY EXPRESS AGENCY, INCORPORATED, FOR THE TEN MONTHS ENDED DECEMBER, 31, 1929—Continued

Items Reported	American Railway Express Co. January and February, 1929 — Two Months	Railway Express Agency, Inc., March to December Inclusive, 1929 — Ten Months
COMPARATIVE BALANCE SHEET —ASSET SIDE		
Investment:		
Real property and equipment	$ 46,547,284.12	$ 51,556,093.85
Other Investments:		
Stocks	$ 7,116,981.87	$ 110,301.42
Bonds	821.48	540.36
Notes		
Total investments December 31, 1929	$ 53,665,087.47	$ 51,666,935.63
Total investments December 31, 1928	53,634,861.67	
Increase, 1929	$ 30,225.80	
Current Assets:		
Cash	$ 18,750,358.39	$ 19,782,668.42
Special deposits	4,407.74	2,092.15
Loans and notes receivable	4,300,530.03	2,905.40
Traffic balances receivable	104,279.82	50,112.66
Net balances receivable from agents and messengers	7,582,138.46	6,141,674.48
Miscellaneous accounts receivable	1,080,245.37	970,551.37
Material and supplies	776,453.31	805,544.01
Interest, dividends, and rents receivable	140,836.17	4,811.04
Working fund advances	22,850.00	21,917.00
Other current assets	58,719.55	16,262.40
Total current assets December 31, 1929	$ 32,770,818.84	$ 27,797,988.93
Total current assets December 31, 1928	34,607,896.29	
Decrease, 1929	$ 1,837,077.45	
Deferred Assets:		
Other deferred assets	$ 132,257.31	$ 136,434.72
Total deferred assets December 31, 1929	$ 132,257.31	$ 136,434.72
Total deferred assets December 31, 1928	183,158.87	
Decrease, 1929	$ 50,901.56	
Unadjusted Debits:		
Rents and insurance premiums paid in advance	$ 412,498.70	$ 152,677.41
Taxes paid in advance	85,230.96	81,278.26
Discount on funded debt		719,372.21
Other unadjusted debits par value	1,150,081.91	391,944.80
Total unadjusted debits December 31, 1929	$ 1,647,811.57	$ 1,345,272.68
Total unadjusted debits December 31, 1928	1,662,216.37	
Decrease, 1929	$ 14,404.80	
Grand Total Assets:		
Total December 31, 1929	$ 88,215,975.19	$ 80,946,631.96
Total December 31, 1928	90,088,133.20	
Increase, 1929	$ 1,872,158.01	
COMPARATIVE GENERAL BALANCE SHEET —LIABILITY SIDE		
Capital Stock:		
Common—unqualified	$ 34,642,000.00	$ 100,000.00
Common—qualified		
Total December 31, 1929	$ 34,642,000.00	$ 100,000.00
Total December 31, 1928	34,642,000.00	

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE TWO MONTHS ENDED FEBRUARY 28, 1929, AND THE RAILWAY EXPRESS AGENCY, INCORPORATED, FOR THE TEN MONTHS ENDED DECEMBER, 31, 1929—Continued

Items Reported	American Railway Express Co. January and February, 1929 — Two Months	Railway Express Agency, Inc., March to December Inclusive, 1929 — Ten Months
Long Term Debt	None	$ 32,000,000.00
Current Liabilities:		
Traffic balances payable	$ 61,154.15	$ 102,831.08
Audited accounts and wages unpaid	5,689,985.01	5,237,864.51
Miscellaneous accounts payable	4,312,430.13	3,531,265.37
Matured interest, dividends and rents unpaid	591.00	10,150.00
Miscellaneous advances payable	1,250.00	1,250.00
Express privilege liabilities	11,522,210.38	13,603,829.55
Estimated tax liability	998,675.39	808,022.74
Unmatured interest, dividends and rents payable	519,630.00	534,000.00
Other current liabilities	688,577.33	582,680.56
Total current liabilities December 31, 1929	$ 23,794,503.39	$ 24,411,896.75
Total current liabilities December 31, 1928	25,745,385.94	
Decrease, 1929	$ 1,950,882.55	
Other deferred liabilities	$ 711,866.71	$ 137,535.14
Total deferred liabilities December 31, 1929	$ 711,866.71	$ 137,535.14
Total deferred liabilities December 31, 1928	658,085.44	
Increase, 1929	$ 53,781.27	
Unadjusted Credits:		
Operating and insurance reserves	$ 4,780,304.96	$ 2,866,213.31
Accrued depreciation—buildings	3,285,203.52	3,421,705.66
Accrued depreciation—equipment	17,121,411.05	17,967,925.88
Other unadjusted credits	416,712.55	21,361.22
Total unadjusted credits December 31, 1929	$ 25,603,632.08	$ 24,297,206.07
Total unadjusted credits December 31, 1928	25,442,745.22	
Increase, 1929	$ 160,886.86	
Corporate Surplus:		
Appropriated surplus		
Profit and loss balance	$ 3,463,973.01	
Total corporate surplus December 31, 1929	$ 3,463,973.01	
Total corporate surplus December 31, 1928	3,599,916.00	
Decrease, 1929	$ 135,943.	
Grand total liabilities December 31, 1929	$ 88,215,975.15	$ 80,946,631.96
Grand total liabilities December 31, 1928	90,088,133.20	
Decrease, 1929	$ 1,872,158.01	

EQUIPMENT OWNED	No. at Close of Two Months	No. at Close of Ten Months	Value	Value
Cars	250	249	$ 326,422.20	$ 274,155.69
Horses	4,372	3,151	256,668.11	169,463.54
Automobiles:				
Gasoline	6,307	7,369	5,808,547.53	6,681,204.62
Electric	1,651	1,601	1,450,651.03	1,268,797.45
Trailers	391	441	392,932.73	430,040.33
Batteries (electric power storage)	1,910	1,841	1,224,570.82	1,257,014.94

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE TWO MONTHS ENDED FEBRUARY 28, 1929, AND THE RAILWAY EXPRESS AGENCY, INCORPORATED, FOR THE TEN MONTHS ENDED DECEMBER, 31, 1929—Continued

Items Reported			American Railway Express Co. January and February, 1929 — Two Months	Railway Express Agency, Inc., March to December Inclusive, 1929 — Ten Months
Wagons:	2,184	1,607	331,551.14	236,885.03
Double	1,642	961	44,443.00	24,127.89
Single	914	559	14,427.91	9,239.80
Sleighs	5	3	89.03	61.15
Buggies			37,611.66	25,041.00
Harness equipment			1,224,257.14	1,252,759.13
Office furniture and equipment	17,640	17,492	215,037.79	201,446.06
Office safes	63,671	64,233	786,712.94	842,155.30
Trucks	450	522	60,454.86	71,643.65
Truck batteries (power storage)			8,345.63	7,155.18
Stable equipment			335,360.53	320,658.69
Garage equipment				
Line equipment:	2,461	2,438	100,527.51	92,368.16
Safes, car	7,701	7,659	23,839.94	21,352.29
Safes, messenger	9,246	9,194	46,451.67	48,763.11
Trunks, packing			42,542.30	51,513.72
Other line equipment			100,827.07	95,549.79
Shop equipment			49,131.71	2,774.05
Miscellaneous equipment				
Total equipment value December 31, 1929			$ 12,881,406.25	$ 13,384,170.52
Total equipment value December 31, 1928			12,651,844.56	
Increase, 1929			$ 229,561.69	
Number of express offices in U. S. December 31, 1929:				
Joint with railroads			21,151	20,980
All others			3,481	3,401
Total			24,632	24,381
Number of offices in U. S. at which money orders were on sale at close of year			None	None
Number of shipments carrying prepaid express charges, reported forwarded, and carrying collect express charges, reported received during the year 1929			$ 26,180,626.00	$ 151,313,449.00

EMPLOYEES, SERVICE AND COMPENSATION	1928	1929	1929
Number of employees in service	58,893	54,423	57,640
Total compensation during year	$ 102,324,429.91	$ 16,220,765.98	$ 85,229,735.02
Average yearly compensation	1,737.46	1,788.29	1,774.38
Average monthly compensation	144.79	149.02	147.86
Average daily compensation	4.76	4.96	4.93
Distribution:			
Maintenance	$ 2,417,365.85	$ 395,740.65	$ 2,041,939.62
Per cent of total	2.36	2.44	2.40
Traffic	$ 137,879.42	$ 21,197.30	$ 131,059.44
Per cent of total	.13	.13	.15
Transportation	$ 94,586,742.44	$ 14,946,565.92	$ 78,770,571.80
Per cent of total	92.44	92.14	92.42
General	$ 5,182,442.20	$ 857,262.11	$ 4,286,164.16
Per cent of total	5.07	5.29	5.03
Total compensation	$ 102,324,429.91	$ 16,220,765.98	$ 85,229,735.02

STATISTICS

OF

Passenger and Freight Motor Carriers

For the Year Ended December 31, 1929

Class "1" Motor Carriers are those having Annual Gross Operating Revenues of $30,000.00 and above.

Class "2" Motor Carriers are those having Annual Gross Operating Revenues under $30,000.00.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET

PART 1—ASSET SIDE

Number	Companies Reporting	Total Investments			Total Current Assets			Total Deferred Assets		
		December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929
1	Burlington Transportation Co.[a]	$ 229,108.99		$ 229,108.99	$ 229,744.99		$ 229,744.99	$ 800.00		$ 800.00
2	The Central Transportation Co.[b]	11,466.05		11,466.05	2,189.45		2,189.45			
3	D. M. & Cen. Iowa Mot. Transp. Co.[c]									
4	Ft. Dodge, D. M. & So. Transp. Co.	267,416.68	$ 257,772.21	9,644.47	26,140.06	$ 29,808.31	[d]3,668.25	108.92	$ 108.92	
5	Interstate Transit Lines	1,795,373.37	749,200.76	1,046,172.61	674,525.95	43,861.13	630,664.82	4,416.63		4,416.63
6	Iowa Railway & Light Corporation	328,198.77	127,632.65	200,566.12	4,642.92	1,897.35	2,745.57			
7	Jefferson Transportation Co.	496,584.47	397,457.97	99,126.50	72,557.14	84,903.16	[d]12,346.02	7,954.50	7,572.95	381.55
8	Pickwick Greyhound Lines	218,434.12	73,842.70	144,591.42	15,822.14	2,718.99	13,103.15	7,500.00	123.40	7,376.60
9	Pioneer Stages, Inc.[e]	312,886.00	1,195,940.08	[d]883,054.08		174,445.42	[d]174,445.42		17,960.09	[d]17,960.09
10	Red Ball Transportation Co.	105,690.18	101,134.13	4,556.05	55,275.91	55,845.62	[d]569.71			
11	Sioux Falls Traction System									
12	Waterloo, Cedar Falls & No. Ry. Co.	102,153.66	102,153.66							
	Total	$ 3,937,312.29	$ 3,005,134.16	$ 932,178.13	$ 1,080,898.56	$ 393,479.98	$ 687,418.58	$20,780.05	$25,765.36	$[d]4,985.31

[a]April 9 to December 31, 1929.
[b]April 27 to December 31, 1929.
[c]January 1 to June 24, 1929.
[d]Decrease.
[e]Final report.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET—Continued

PART 2—ASSET SIDE—Concluded—AND LIABILITY SIDE

Number	Companies Reporting	Total Unadjusted Debits			Grand Total Assets			Liabilities: Total Stock		
		December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929
1	Burlington Transportation Co.	$10,263.53		$10,263.53	$ 539,917.51		$ 539,917.51	$ 500,000.00		$ 500,000.00
2	The Central Transportation Co.	534.46		534.46	14,189.96		14,189.96	10,000.00		10,000.00
3	Des M. & Cen. Ia. Motor Transp. Co.									
4	Ft. Dodge, D. M. & So. Transp. Co.	3,961.65	$ 4,631.00	[d]669.35	297,627.31	$ 292,320.44	5,306.87	50,000.00	$ 50,000.00	
5	Interstate Transit Lines	26,593.06	1,580.33	25,012.73	2,500,909.01	794,642.22	1,706,266.79	1,467,020.00	432,520.00	1,034,490.00
6	Iowa Railway & Light Corporation	4,959.70	6,544.44	[d]1,584.74	337,801.39	136,074.44	201,726.95			
7	Jefferson Transportation Co.	5,579.73	1,696.83	3,882.88	582,675.84	491,630.93	91,044.91	141,484.44	95,777.09	45,707.35
8	Pickwick Greyhound Lines		868.56	[d]868.56	241,756.26	77,553.65	164,202.61	24,901.29	24,901.29	
9	Pioneer Stages, Inc.		8,963.38	[d]8,963.38	312,886.00	1,397,278.97	[d]1,084,392.97	200,000.00	200,000.00	
10	Red Ball Transportation Co.	754.25	452.52	301.73	161,720.34	157,432.27	4,288.07	10,000.00	10,000.00	
11	Sioux Falls Traction System									
12	Waterloo, Cedar Falls & No. Ry. Co.				102,153.66	102,153.66				
	Total	$52,646.38	$24,707.08	$27,939.30	$ 5,091,637.28	$ 3,449,086.58	$ 1,642,550.70	$ 2,403,405.73	$ 813,208.38	$ 1,590,197.35

[d]Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET—Continued

PART 3—LIABILITY SIDE—Continued

Number	Companies Reporting	Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929
1	Burlington Transportation Co.				$ 74,749.53		$ 74,749.53			
2	The Central Transportation Co.				3,841.34		3,841.34			
3	Des M. & Cen. Ia. Motor Transp. Co.									
4	Ft. Dodge, D. M. & So. Transp. Co.				30,617.02	$ 47,489.33	[d]16,872.31	$ 37,670.04	$ 36,408.34	$ 1,261.70
5	Interstate Transit Lines				637,461.79	28,287.44	609,174.35	89,590.00	86,883.47	2,706.53
6	Iowa Railway & Light Corporation				338,827.53	139,854.00	198,973.53			
7	Jefferson Transportation Co.	$ 60,151.00	$ 14,658.00	$ 45,493.00	159,987.95	112,958.04	47,029.91			
8	Pickwick Greyhound Lines	182,815.69	121,109.11	61,706.58	.68	5,673.48	[d]5,673.45			
9	Pioneer Stages, Inc.		707,467.65	[d]707,467.65		190,342.62	[d]190,342.62		1,889.28	[d]1,889.28
10	Red Ball Transportation Co.	66,251.15	65,751.15	500.00	62,246.30	66,368.76	[d]4,122.46			
11	Sioux Falls Traction System									
12	Waterloo, Cedar Falls & No. Ry. Co.				15,834.40	32,337.57	[d]16,503.17			
	Total	$ 309,217.84	$ 908,985.91	$[d]599,768.07	$ 1,323,565.89	$ 622,311.24	$ 700,254.65	$ 127,260.04	$ 125,181.09	$ 2,078.95

[d]Decrease.

TABLE 10—CLASS 1 PASSENGER CARRIERS—COMPARATIVE GENERAL BALANCE SHEET—Concluded

PART 4—LIABILITY SIDE—Concluded

Number	Companies Reporting	Total Unadjusted Credits			Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929	December 31, 1929	December 31, 1928	Increase or decrease, 1929
1	Burlington Transportation Co.	$ 32,786.45		$ 32,786.45	$ *67,618.47		$ [d]67,618.47	$ 539,917.51		$ 539,917.51
2	The Central Transportation Co.	1,020.70		1,020.70	*672.08		[d]672.08	14,189.96		14,189.96
3	Des M. & Cen. Ia. Motor Transp. Co.									
4	Ft. Dodge, D. M. & So. Transp. Co.	153,805.44	$ 145,470.57	8,334.87	25,534.81	$ 12,952.20	12,582.61	297,627.31	$ 292,320.44	5,306.87
5	Interstate Transit Lines	414,842.63	227,366.96	187,475.67	*108,005.41	19,574.35	[d]127,579.76	2,500,909.01	794,642.22	1,706,266.79
6	Iowa Railway & Light Corporation	34,567.99	9,063.09	25,504.90	*35,504.13	*12,842.65	[d]22,751.48	337,801.39	136,074.44	201,726.95
7	Jefferson Transportation Co.	153,149.54	220,104.12	[d]66,954.58	67,902.91	48,133.68	19,769.23	582,675.84	491,630.93	91,044.91
8	Pickwick Greyhound Lines	55,082.91	20,519.47	34,563.44	*21,043.66	*94,649.70	73,606.04	241,756.26	77,553.65	164,202.61
9	Pioneer Stages, Inc.	13,080.12	160,946.71	[d]147,866.59	99,805.88	136,632.71	[d]36,826.83	312,886.00	1,397,278.97	[d]1,084,392.97
10	Red Ball Transportation Co.	54,905.21	45,796.82	9,108.39	*31,682.32	*30,484.46	[d]1,197.86	161,720.34	157,432.27	4,288.07
11	Sioux Falls Traction System									
12	Waterloo, Cedar Falls & No. Ry. Co.	63,813.42	54,626.83	9,186.59	22,505.84	15,189.26	7,316.58	102,153.66	102,153.66	
	Total	$ 977,054.41	$ 883,894.57	$ 93,159.84	$ *48,866.63	$ 94,505.39	$[d]143,372.02	$ 5,091,637.28	$ 3,449,086.58	$ 1,642,550.70

*Deficit.
[d]Decrease.

TABLE 20—CLASS 1 PASSENGER CARRIERS—INCOME ACCOUNT

PART 1—OPERATING INCOME AND NON-OPERATING INCOME

Number	Companies Reporting	Operating Income						Non-operating Income		
		Operating revenues	Operating expenses	Net from motor operations	Taxes	Motor operating income	Total motor operating income	Miscellaneous rent income	Income from unfunded Sec. and accounts	Total non-operating income
1	Burlington Transportation Co.[a]	$ 89,425.22	$ 156,591.75	$ *67,166.53	$ 6,236.57	$ *73,403.10	$ *73,403.10	$ 449.91	$ 5,365.97	$ 5,815.88
2	The Central Transportation Co.[b]	10,524.85	8,126.33	2,398.52		2,398.52	2,398.52			
3	D. M. & Cen. Iowa Mot. Transp. Co.[c]	15,311.21	12,883.04	2,428.17		2,428.17	2,428.17			
4	Ft. Dodge, D. M. & So. Transp. Co.	319,124.38	274,328.96	44,795.42	23,687.72	21,107.70	21,107.70			
5	Interstate Transit Lines	935,780.92	1,011,248.78	*75,467.86	49,305.50	*124,773.36	*124,773.36		418.30	418.30
6	Iowa Railway & Light Corporation	149,929.91	184,114.50	*34,184.59		*34,184.59	*34,184.59			
7	Jefferson Transportation Co.	601,995.95	510,053.93	91,942.02	47,753.60	44,188.42	44,188.42			
8	Pickwick Greyhound Lines	130,115.34	152,926.43	*22,811.09		*22,811.09	*22,811.09			
9	Pioneer Stages, Inc.[d]	864,758.43	853,006.35	11,752.08		11,752.08	11,752.08			
10	Red Ball Transportation Co.	130,432.42	133,680.28	*3,247.86		*3,247.86	*3,247.86			
11	Sioux Falls Traction System	105,293.31	110,044.17	*4,750.86		*4,750.86	*4,750.86			
12	Waterloo, Cedar Falls & No. Ry. Co.	92,466.73	76,853.40	15,613.33	7,983.15	7,630.18	7,630.18			
	Total	$ 3,445,158.67	$ 3,483,857.92	$ *38,699.25	$ 134,966.54	$*173,665.79	$*173,665.79	$ 449.91	$ 5,784.27	$ 6,234.18

*Deficit.
[a]April 9 to December 31, 1929.
[b]April 27 to December 31, 1929.
[c]January 1 to June 24, 1929.
[d]Final report.

TABLE 20—CLASS 1 PASSENGER CARRIERS—INCOME ACCOUNT—Concluded

PART 2—GROSS INCOME, NET INCOME, AND BALANCE CARRIED TO PROFIT AND LOSS

Number	Companies Reporting	Gross income	Deductions from Gross Income				Net income	Disposition of Net Income		Income balance transferred to profit and loss
			Rent for motor cars and busses	Interest on funded and unfunded debts and accounts	Amortization of discount on funded debt	Total deductions from gross income		Income appropriated for investment in physical property	Total appropriations of income	
1	Burlington Transportation Co.	$ *67,587.22					$ *67,587.22			$ *67,587.22
2	The Central Transportation Co.	2,398.52	$ 3,070.60			$ 3,070.60	*672.08			*672.08
3	Des M. & Cen. Ia. Motor Transp. Co.	2,428.17					2,428.17	$ *4,850.00	$ 4,850.00	*2,421.83
4	Ft. Dodge, D. M. & So. Transp. Co.	21,107.70		$ 2,434.54	$ 6,000.00	8,434.54	12,673.16			12,673.16
5	Interstate Transit Lines	*124,355.06		3,224.70		3,224.70	*127,579.76			*127,579.76
6	Iowa Railway & Light Corporation	*34,184.59		4.31		4.31	*34,188.90			*34,188.90
7	Jefferson Transportation Co.	44,188.42		3,587.53		3,587.53	40,600.89			40,600.89
8	Pickwick Greyhound Lines	*22,811.09					*22,811.09			*22,811.09
9	Pioneer Stages, Inc.	11,752.08		6,339.90		6,339.90	5,412.18			5,412.18
10	Red Ball Transportation Co.	*3,247.86					*3,247.86			*3,247.86
11	Sioux Falls Traction System	*4,750.86					*4,750.86			*4,750.86
12	Waterloo, Cedar Falls & No. Ry. Co.	7,630.18		313.60		313.60	7,316.58			7,316.58
	Total	$*167,431.61	$ 3,070.60	$ 15,904.58	$ 6,000.00	$ 24,975.18	$*192,406.79	$ 4,850.00	$ 4,850.00	$*197,256.79

*Deficit.
[a]Income appropriated for investment in physical property.

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES

PART 1—REVENUE FROM TRANSPORTATION

Number	Companies Reporting	Passenger Revenue—Regular Fare			Passenger Revenue—Charter Fare			Total Passenger Revenue		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.[a]	$ 25,263.27	$ 57,264.92	$ 82,528.19	$ 1,054.80	$ 4,654.30	$ 5,709.10	$ 26,318.07	$ 61,919.22	$ 88,237.29
2	The Central Transportation Co.[b]	10,104.40		10,104.40				10,104.40		10,104.40
3	D. M. & Cen. Iowa Mot. Transp. Co.[c]	15,311.21		15,311.21				15,311.21		15,311.21
4	Ft. Dodge, D. M. & So. Transp. Co.	303,705.78		303,705.78	12,340.08		12,340.08	316,045.86		316,045.86
5	Interstate Transit Lines	75,333.97	810,552.05	885,886.02	507.63	5,461.77	5,969.40	75,841.60	816,013.82	891,855.42
6	Iowa Railway & Light Corporation	131,136.24		131,136.24	3,655.80		3,655.80	134,792.04		134,792.04
7	Jefferson Transportation Co.	150,495.00	406,895.35	557,390.35		12,205.07	12,205.07	150,495.00	419,100.42	569,595.42
8	Pickwick Greyhound Lines	77,127.89	51,418.60	128,546.49	272.64	181.76	454.40	77,400.53	51,600.36	129,000.89
9	Pioneer Stages, Inc.[d]	107,088.35	753,059.34	860,147.73	100.49	706.66	807.15	107,188.88	753,766.00	860,954.88
10	Red Ball Transportation Co.	125,704.76		125,704.76	1,391.30		1,391.30	127,096.06		127,096.06
11	Sioux Falls Traction System	23,316.01	72,868.97	96,184.98	1,311.00	2,171.60	3,482.60	24,627.01	75,040.57	99,667.58
12	Waterloo, Cedar Falls & No. Ry. Co.	87,215.15		87,215.12	4,354.21		4,354.21	91,569.33		91,569.33
	Total	$ 1,131,802.04	$ 2,152,059.23	$ 3,283,861.27	$24,987.95	$25,381.16	$50,369.11	$ 1,156,789.99	$ 2,177,440.39	$ 3,334,230.38

[a]April 9 to December 31, 1929.
[b]April 27 to December 31, 1929.
[c]January 1 to June 24, 1929.
[d]Final report.

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES —Continued

PART 2—REVENUE FROM TRANSPORTATION—Contnued

Number	Companies Reporting	Freight revenue—within the state	Express Revenue			Baggage Revenue			Mail Revenue		
			Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.		$ 22.40	$ 310.87	$ 333.27						
2	The Central Transportation Co.								$ 420.45		$ 420.45
3	Des M. & Cen. Ia. Motor Transp. Co.										
4	Ft. Dodge, D. M. & So. Transp. Co.								1,196.46		1,196.46
5	Interstate Transit Lines		1,281.09	13,783.83	15,064.92	$ 125.45	$ 1,349.70	$ 1,475.15	6.63	$ 71.37	78.00
6	Iowa Railway & Light Corporation	$ 11,159.94									
7	Jefferson Transportation Co.		332.65	3,174.10	3,506.75		307.50	307.50			
8	Pickwick Greyhound Lines								193.87	129.24	323.11
9	Pioneer Stages, Inc.										
10	Red Ball Transportation Co.		2,255.18		2,255.18	17.79		17.79			
11	Sioux Falls Traction System		99.25	1,978.68	2,077.93						
12	Waterloo, Cedar Falls & No. Ry. Co.		794.02		794.02						
	Total	$ 11,159.94	$ 4,804.59	$ 19,247.48	$ 24,052.07	$ 143.24	$ 1,657.20	$ 1,800.44	$ 1,817.41	$ 200.61	$ 2,018.02

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES —Continued

PART 3—REVENUE FROM TRANSPORTATION—Continued

Number	Companies Reporting	Advertising in Buses			Transporting Newspapers			Other Transportation Revenue		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.							$ 117.97	$ 549.73	$ 667.70
2	The Central Transportation Co.									
3	Des M. & Cen. Ia. Motor Transp. Co.									
4	Ft. Dodge, D. M. & So. Transp. Co.	$ 200.00		$ 200.00	$ 1,682.06		$ 1,682.06			
5	Interstate Transit Lines							1,465.21	15,764.80	3,078.52
6	Iowa Railway & Light Corporation							2,583.79		17,230.01
7	Jefferson Transportation Co.		$ 1,468.75	1,468.75	84.00	$ 1,140.68	1,224.68			2,583.79
8	Pickwick Greyhound Lines									
9	Pioneer Stages, Inc.				1.51	10.60	12.11			
10	Red Ball Transportation Co.	545.77		545.77				7.62		7.62
11	Sioux Falls Traction System		312.50	312.50	90.96	2,777.08	2,877.04	179.13	179.13	358.26
12	Waterloo, Cedar Falls & No. Ry. Co.	103.38		103.38						
	Total	$ 849.15	$ 1,781.25	$ 2,630.40	$ 1,867.53	$ 3,928.36	$ 5,795.89	$ 4,353.72	$ 16,493.66	$ 20,847.38

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES —Continued

PART 4—TOTAL REVENUE FROM TRANSPORTATION AND REVENUE FROM OTHER OPERATIONS

Number	Companies Reporting	Total Revenue from Transportation			Discount on Purchases			Interest Received		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.	$ 26,458.44	$ 62,779.82	$ 89,238.26						
2	The Central Transportation Co.	10,524.85		10,524.85						
3	Des Moines & Central Iowa Motor Transp. Co.	15,311.21		15,311.21						
4	Ft. Dodge, Des Moines & South. Transp. Co.	319,124.38		319,124.38						
5	Interstate Transit Lines	78,719.98	846,983.52	925,703.50						
6	Iowa Railway & Light Corporation	148,535.77		148,535.77						
7	Jefferson Transportation Co.	150,931.65	425,191.45	576,123.10		$ 678.92	$ 678.92		$ 138.00	$ 138.00
8	Pickwick Greyhound Lines	77,594.40	51,729.60	129,324.00						
9	Pioneer Stages, Inc.	107,190.39	753,776.60	860,966.99	$ 5.48	38.56	44.04	$ .35	2.49	2.84
10	Red Ball Transportation Co.	129,922.42		129,922.42						
11	Sioux Falls Traction System	25,005.35	80,287.96	105,293.31						
12	Waterloo, Cedar Falls & No. Ry. Co.	92,466.73		92,466.73						
	Total	$ 1,181,785.57	$ 2,220,748.95	$ 3,402,534.52	$ 5.48	$ 717.48	$ 722.96	$ .35	$ 140.49	$ 140.84

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES —Continued

PART 5—REVENUE FROM OTHER OPERATIONS

Number	Companies Reporting	Motor Car and Bus Rental			Garage Rent			Station and Other Privileges		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.								$ 186.96	$ 186.96
2	The Central Transportation Co.									
3	Des Moines & Central Iowa Motor Transp. Co.									
4	Ft. Dodge, Des Moines & South. Transp. Co.									
5	Interstate Transit Lines	$ 1.87	$ 20.13	$ 22.00	$ 488.86	$ 5,259.83	$ 5,748.69	$ 208.54	2,243.81	2,452.35
6	Iowa Railway & Light Corporation									
7	Jefferson Transportation Co.					1,395.00	1,395.00			
8	Pickwick Greyhound Lines							372.43	248.29	620.72
9	Pioneer Stages, Inc.							266.19	1,871.89	2,138.08
10	Red Ball Transportation Co.									
11	Sioux Falls Traction System									
12	Waterloo, Cedar Falls & No. Ry. Co.									
	Total	$ 1.87	$ 20.13	$ 22.00	$ 488.86	$ 6,654.83	$ 7,143.69	$ 847.16	$ 4,550.95	$ 5,398.11

TABLE 30—CLASS 1 PASSENGER CARRIERS—OPERATING REVENUES —Concluded

PART 6—REVENUE FROM OTHER OPERATIONS—Concluded—AND GRAND TOTAL REVENUES

Number	Companies Reporting	Miscellaneous			Total Revenue from Other Operations			Grand Total Operating Revenues		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.					$ 186.96	$ 186.96	$ 26,458.44	$ 62,966.78	$ 89,425.22
2	The Central Transportation Co.							10,524.85		10,524.85
3	Des M. & Cen. Ia. Motor Transp. Co.							15,311.21		15,311.21
4	Ft. Dodge, D. M. & So. Transp. Co.							319,124.38		319,124.38
5	Interstate Transit Lines	$ 157.69	$ 1,696.69	$ 1,854.38	$ 856.96	9,220.46	10,077.42	79,576.94	856,203.98	935,780.92
6	Iowa Railway & Light Corporation	1,394.14		1,394.14	1,394.14		1,394.14	149,929.91		149,929.91
7	Jefferson Transportation Co.		23,660.98	23,660.98		25,872.85	25,872.85	150,931.65	451,064.30	601,995.95
8	Pickwick Greyhound Lines	102.37	68.25	170.62	474.80	316.54	791.34	78,069.20	52,046.14	130,115.34
9	Pioneer Stages, Inc.	200.01	1,406.47	1,606.48	472.03	3,319.41	3,791.44	107,662.42	757,096.01	864,758.43
10	Red Ball Transportation Co.	510.00		510.00	510.00		510.00	130,432.42		130,432.42
11	Sioux Falls Traction System							25,005.35	80,287.96	105,293.31
12	Waterloo, Cedar Falls & No. Ry. Co.							92,466.73		92,466.73
	Total	$ 2,364.21	$26,832.34	$29,196.55	$ 3,707.93	$ 38,916.22	$ 42,624.15	$ 1,185,493.50	$ 2,259,665.17	$ 3,445,158.67

TABLE 40—CLASS 1 PASSENGER CARRIERS—OPERATING EXPENSES

PART 1—MAINTENANCE, TRANSPORTATION AND GENERAL EXPENSES

Number	Companies Reporting	Total Maintenance			Total Transportation			Total General		
		Within the state	Without the state	Total	Within the state	Without the state	Total	Within the state	Without the state	Total
1	Burlington Transportation Co.[a]	$ 11,063.54	$ 42,500.10	$ 53,563.64	$ 19,973.77	$ 76,666.08	$ 96,639.85	$ 1,742.72	$ 6,364.69	$ 8,107.41
2	The Central Transportation Co.[b]	1,819.54	----------	1,819.54	5,644.15	----------	5,644.15	662.64	----------	662.64
3	D. M. & Cen. Iowa Mot. Transp. Co.[c]	4,327.98	----------	4,327.98	6,938.42	----------	6,938.42	1,616.64	----------	1,616.64
4	Ft. Dodge, D. M. & So. Transp. Co.	110,802.56	----------	110,802.56	152,944.09	----------	152,944.09	10,582.31	----------	10,582.31
5	Interstate Transit Lines	33,740.51	363,029.27	396,769.78	57,028.36	556,157.13	613,185.49	4,302.84	46,296.17	50,599.01
6	Iowa Railway & Light Corporation	59,343.02	----------	59,343.02	118,468.19	----------	118,468.19	6,303.29	----------	6,303.29
7	Jefferson Transportation Co.	55,865.86	151,416.09	207,281.95	85,927.01	216,750.05	302,677.06	13,887.72	37,548.33	51,436.05
8	Pickwick Greyhound Lines	34,637.36	23,091.58	57,728.94	52,339.35	34,892.91	87,232.26	4,779.13	3,186.10	7,965.23
9	Pioneer Stages, Inc.[d]	43,896.36	308,685.67	352,582.03	57,435.29	403,892.58	461,327.87	4,867.51	34,228.94	39,096.45
10	Red Ball Transportation Co.	28,147.79	----------	28,147.79	94,152.16	----------	94,152.16	11,380.33	----------	11,380.33
11	Sioux Falls Traction System	11,197.55	37,026.20	48,223.75	15,305.29	45,344.36	60,649.65	270.57	894.67	1,165.24
12	Waterloo, Cedar Falls & No. Ry. Co.	33,993.42	----------	33,993.42	40,764.84	----------	40,764.84	2,005.14	----------	2,005.14
	Total	$ 428,835.49	$ 925,748.91	$ 1,354,584.40	$ 706,920.92	$ 1,333,703.11	$ 2,040,624.03	$62,490.84	$ 128,518.90	$ 191,009.74

*Credit.
[a]April 9 to December 31, 1929.
[b]April 27 to December 31, 1929.
[c]January 1 to June 24, 1929.
[d]Final report.

TABLE 40—CLASS 1 PASSENGER CARRIERS—OPERATING EXPENSES —Concluded

PART 2—JOINT FACILITY AND GRAND TOTAL OPERATING EXPENSES

Number	Companies Reporting	Joint Facility Expenses			Grand Total Operating Expenses			Number of motor buses	Miles of route operated —one way	Average number of employees	Aggregate compensation
		Within the state	Without the state	Total	Within the state	Without the state	Total				
1	Burlington Transportation Co.	$ *527.43	$*1,191.72	$*1,719.15	$ 32,252.60	$ 124,339.15	$ 156,591.75	36	333.91	23	$ 46,172.36
2	The Central Transportation Co.	----------	----------	----------	8,126.33	----------	8,126.33	1	93.00	1	1,522.56
3	Des M. & Cen. Ia. Motor Transp. Co.	----------	----------	----------	12,883.04	----------	12,883.04	6	36.60	11	4,037.01
4	Ft. Dodge, D. M. & So. Transp. Co.	----------	----------	----------	274,328.96	----------	274,328.76	35	468.45	59	81,993.21
5	Interstate Transit Lines	----------	----------	----------	95,071.71	965,482.57	1,060,554.28	181	5,680.00	204	337,347.50
6	Iowa Railway & Light Corporation	----------	----------	----------	184,114.50	----------	184,114.50	21	1,012.58	55	40,240.63
7	Jefferson Transportation Co.	----------	----------	----------	155,680.59	405,714.47	561,395.06	33	1,272.00	84	176,437.75
8	Pickwick Greyhound Lines	----------	----------	----------	91,755.84	61,170.59	152,926.43	19	1,225.00	31	27,613.89
9	Pioneer Stages, Inc.	----------	----------	----------	106,199.16	746,807.19	853,006.35	10	270.00	110	225,862.14
10	Red Ball Transportation Co.	----------	----------	----------	133,680.28	----------	133,680.28	11	309.00	19	35,469.02
11	Sioux Falls Traction System	----------	----------	----------	26,773.41	83,265.23	110,038.64	13	556.20	46	60,091.70
12	Waterloo, Cedar Falls & No. Ry. Co.	----------	----------	----------	76,853.40	----------	76,853.40	11	190.75	19	26,721.74
	Total	$ *527.43	$*1,191.72	$*1,719.15	$ 1,197,719.82	$ 2,386,779.20	$ 3,584,499.02	387	11,447.49	662	$ 1,063,509.51

*Credit.

TABLE 50—CLASS 1 PASSENGER CARRIERS

PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Companies Reporting	Motor Miles			Passengers Carried			Passenger revenue	Average Fare		Total Revenue from Transportation		Total Operating Revenues	
		Passenger	Freight	Total	Revenue	Non-revenue	Total		Revenue passengers	All passengers	Revenue	Revenue per motor mile	Revenues	Revenue per motor mile
1	Bur. Transp. Co.[a]	838,754	.....	838,754	87,299	351	87,650	$ 88,237.29	$1.01075	$1.00670	$ 89,238.61	$ .10639	$ 89,425.22	$ .10662
2	The Cen. Tr. Co.[b]	45,799	.....	45,799	7,242	.....	7,242	10,104.40	1.39525	1.39525	10,524.85	.22981	10,524.85	.22981
3	D.M.&C.I.M.T.Co.[c]	67,225	.....	67,225	19,905	47	19,952	15,311.21	.76921	.76740	15,311.21	.22776	15,311.26	.22776
4	F.D.,D.M.&S.T.Co.	1,419,077	.....	1,419,077	818,854	.....	818,854	316,045.86	.38596	.38596	319,124.38	.22488	319,124.38	.22488
5	Interstate Tr. Lines	4,226,232	.....	4,226,232	*346,450	.....	*346,450	891,855.42	1.58664	.....	925,703.50	.21904	935,780.92	.22142
6	I. Ry. & L. Corp.	772,698	24,645	797,343	119,573	.....	119,573	134,792.04	1.12728	1.12728	148,535.77	.18629	149,929.91	.18804
7	Jeff. Transp. Co.	1,796,962	.....	1,796,962	363,127	1,366	364,493	569,595.42	1.56858	1.56858	576,123.10	.32061	601,995.95	.33501
8	Pickwick Grey. Lines	498,653	.....	498,653	69,802	598	70,400	129,000.89	1.84820	1.83240	129,324.00	.25935	130,115.34	.26093
9	Pion Stages, Inc.[d]	2,846,040	.....	2,846,040	401,291	3,415	404,706	860,954.88	2.14546	2.12736	860,966.99	.30251	864,758.43	.30385
10	Red Ball Tr. Co.	658,575	.....	658,575	105,073	784	105,857	127,096.06	1.20959	1.20639	129,922.42	.19728	130,432.42	.19805
11	S. F. Trac. System	692,126	.....	692,126	66,621	627	67,248	99,667.58	1.49608	1.48208	105,293.31	.15213	105,293.31	.15213
12	W.,O.F.&N.Ry.Co.	460,225	.....	460,225	342,320	62,316	404,636	91,569.33	.26749	.22630	92,466.73	.20092	92,466.73	.20091
	Total	14,322,366	24,645	14,347,011	2,747,557	69,504	2,817,061	$3,334,230.38	$1.01719	$ .98857	$3,402,534.52	$ .23716	$3,445,158.67	$ .24013

[a]April 9 to December 31, 1929.
[b]April 27 to December 31, 1929.
[c]January 1 to June 24, 1929.
[d]Final report.
*For period August 1 to December 31.

TABLE 50—CLASS 1 PASSENGER CARRIERS—Concluded

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Companies Reporting	Total Operating Expenses		Average miles carried, revenue passengers	Motor passenger miles —revenue	Revenue per motor passenger mile	Gasolene		Lubricating Oil		Accidents				Ton-miles operated
											Passengers		Other Persons		
		Expenses	Expenses per motor mile				Gallons	Miles per gallon	Gallons	Miles per gallon	Killed	Injured	Killed	Injured	
1	Burlington Transportation Co.	$ 156,591.75	$ .18670	43.26	3,776,957	$ .02236	30,174	5.59	914	185	.....	1	.....	.....	1,038,618
2	The Central Transportation Co.	8,126.33	.17743	42.13	305,082	.03312	5,650	6.21	239	136	.....	.....	.....	1	378,644
3	Des M. & Cen. Ia. Motor Transp. Co.	12,883.04	.19164	25.64	510,364	.03000	10,777	6.20	173	389	.....	.....	.....	.....	509,229
4	Ft. Dodge, D. M. & So. Transp. Co.	274,328.96	.19331	10.08	8,258,226	.03827	257,850	5.11	11,596	208	.....	7	.....	8	7,814,226
5	Interstate Transit Lines	1,060,554.28	.25095	.....	.....	.....	405,967	5.02	.....	.....	.....	.....	.....	.....	2,705,599
6	Iowa Railway & Light Corporation	184,114.50	.23091	32.60	3,897,943	.03458	130,366	6.12	3,913	204	.....	1	.....	1	5,423,584
7	Jefferson Transportation Co.	561,395.06	.31241	58.7	21,337,924	.02669	454,906	5.54	15,541	169	.....	29	1	19	4,484,573
8	Pickwick Greyhound Lines	152,926.43	.30668	70	4,886,140	.02640	113,330	4.40	3,835	90	*	*	*	*	1,492,705
9	Pioneer Stages, Inc.	853,006.35	.29972	70.81	28,415,416	.03030	646,827	4.40	5,565	90	*	*	*	*	4,179,563
10	Red Ball Transportation Co.	133,680.28	.20298	38.14	4,007,545	.03187	109,008	6.04	4,805	137	.....	4	1	5	4,635,505
11	Sioux Falls Traction System	110,044.17	.15899	49.87	3,322,256	.03155	111,958	6.18	3,663	188	.....	2	.....	7	896,887
12	Waterloo, Cedar Falls & No. Ry. Co.	76,853.40	.16699	7.43	2,543,593	.036	86,857	5.47	3,174	153	.....	3	.....	4	2,816,460
	Total	$ 3,584,504.55	$ .24964	33.84	81,261,446	$ .03006	2,363,670	4.98	53,415	269	.....	47	2	45	36,375,593

*Not reported.

TABLE 51—STATISTICS OF CLASS 1 PASSENGER MOTOR CARRIERS —IOWA—SELECTED ITEMS

Number	Class 1 Passenger Motor Carriers Reporting	Cost of property and equipment	Operating revenues within the state	Gallons gas used—operations within Iowa	Taxes and Licenses Within the State of Iowa: 5c gas tax	Ton-mile taxes	Licenses on motor vehicles	Total taxes	Ratio per cent taxes to operating revenues
1	Burlington Transportation Co.[a]	$ 299,108.99	$ 26,450	30,174	$ 905.22	$ 1,875.24	$ 301.75	$ 3,082.21	11.65
2	The Central Transportation Co.[b]	11,466.05	10,525	5,650	169.50	946.61	98.00	1,214.11	11.54
3	D. M. & Cen. Iowa Mot. Transp. Co.[c]	28,661.50	15,311	10,777	323.31	1,687.33	480.00	2,490.64	16.27
4	Ft. Dodge, Des Moines & South. Transp. Co.	267,416.68	319,124	257,850	7,735.50	19,535.56	4,152.16	31,423.22	9.85
5	Interstate Transit Lines	1,795,373.37	79,577	71,592	2,147.76	6,763.97	1,468.05	10,379.78	13.04
6	Iowa Railway & Light Corporation	328,198.77	149,930	130,366	3,910.98	14,362.93	2,078.84	20,352.75	13.57
7	Jefferson Transportation Co.	496,584.47	150,922	123,272	3,698.16	11,404.96	2,479.10	17,582.22	11.65
8	Pickwick Greyhound Lines	218,434.12	78,079	48,568	1,457.04	4,637.42	143.43	6,237.89	7.99
9	Pioneer Stages, Inc.	312,886.00	107,662	116,705	3,501.15	10,500.05	1,794.58	15,795.78	14.67
10	Red Ball Transportation Co., Inc.	105,690.18	130,433	109,008	3,270.24	11,554.25	1,458.50	16,282.99	12.48
11	Sioux Falls Traction System	118,604.81	25,005	26,005	780.15	2,243.37	398.99	3,422.51	13.69
12	Waterloo, Cedar Falls & No. Ry. Co.	102,153.66	92,467	86,857	2,605.71	7,045.46	937.69	10,588.86	11.45
	Total	$ 4,084,668.60	$ 1,185,494	1,016,824	$ 30,504.72	$ 92,557.15	$ 16,031.05	$ 139,092.92	11.73

[a]April 9 to December 31, 1929.
[b]April 27 to December 31, 1929.
[c]January 1 to June 24, 1929.

TABLE 60—CLASS 2 PASSENGER CARRIERS
PART 1—BALANCE SHEET

Number	Carriers Reporting	Asset Side: Investments: Motor equipment	Investments: Garage and shop equipment and other property	Current assets	Other debit items	Grand total assets	Liability Side: Current liabilities	Depreciation reserve	Other credit items	Corporate surplus or deficit (*)	Grand total liability side
1	Baldwin, Carl	$ 882.16		$ 155.80	$ 200.00	$ 1,237.96	$ 276.80	$ 50.70		$ 910.46	$ 1,237.96
2	Bollinger, Stephen A.	26,775.00	$ 285.00	6,712.41		33,772.41	2,314.17	12,025.49		19,432.75	33,772.41
3	Cripps, B. J. (4-1 to 12-31-29)	2,825.00	50.00	1,257.00		4,132.00	300.00	390.00		3,442.00	4,132.00
4	Clinton, Davenport & Muscatine Ry. Co.	1,000.00		295.25		1,295.25		304.00		991.25	1,295.25
5	Canon, Bert										
6	Chi., Mil., St. P. & P. R. R. (4-6 to 12-31-29)										
7	Campbell, J. R. (1-1 to 11-12-29)	16,986.72	381.40	327.31	25.00	17,720.43	3,500.91	4,611.76		9,607.76	17,720.43
8	Des Moines & Winterset Bus Co.	4,250.00		597.00		4,847.00	700.00	1,625.00		2,522.00	4,847.00
9	Davis, P. R.	12,650.00		136.00		12,786.00	4,200.00	8,486.25		99.75	12,786.00
10	Hildreth, M. B.	4,350.00	250.00	2,235.00		6,835.00		4,138.91		2,696.09	6,835.00
11	Harris, J. W.	2,700.00		240.60		2,940.60		1,944.45		996.15	2,940.60
12	Hannah, T. W.	*800.00	500.00	2,298.00		3,598.00				3,598.00	3,598.00
13	Height, C. (1-1 to 4-30-29)	755.00		24.00	3,250.00	4,029.00		177.00	$ 4,100.00	*248.00	4,029.00
14	Iowa Motor Carriers (1-1 to 6-24-29)	13,250.00		2,000.00		15,250.00		3,328.12		11,921.88	15,250.00
15	Jackson, O. & S.	7,260.00	743.75			8,003.75	3,575.00	7,152.50		*2,723.75	8,003.75
16	Kramer, B. J. (1-1 to 5-1-29)	2,500.00	25.00	420.00	35.00	2,980.00		2,239.58		740.42	2,980.00
17	Ostergaard, Nis N. (1-1 to 8-3-29)	4,065.00		125.00		4,190.00		3,412.91		777.09	4,190.00
18	Walrod, Ward D.	1,000.00		136.00	500.00	1,636.00	100.00	600.00		936.00	1,636.00
19	Whitmer, J. W.	9,435.55	400.00	445.80		10,281.35	12,472.23	5,856.56	8,300.00	*16,347.44	10,281.35
20	White Star Bus Co. (1-1 to 7-15-29)	23,056.00	1,245.74	1,174.32	190.00	25,666.06		17,971.65		7,694.41	25,666.06
21	Wright, O. C.	5,650.00	120.00	36.00		5,806.00		3,547.14		2,258.86	5,806.00
22	Yellow Cab Co. & Transp. Co.										
	Total	$ 140,190.43	$ 4,000.89	$18,615.49	$ 4,200.00	$ 167,006.81	$27,439.11	$77,862.02	$12,400.00	$49,305.68	$ 167,006.81

*Garage.
*Deficit.

TABLE 70—CLASS 2 PASSENGER CARRIERS

PART 1—OPERATING REVENUES AND OPERATING EXPENSES

Number	Carriers Reporting	Operating Revenues: Passenger revenue	Other Motor Carrier Revenues: Express	Other Motor Carrier Revenues: Transporting newspapers	Other Motor Carrier Revenues: Miscellaneous	Total operating revenues	Operating Expenses: Salaries of officers	Wages: Drivers	Wages: Other employees	Gasolene	Oil and lubricants
1	Baldwin, Carl	$ 2,998.50		$ 84.00		$ 3,082.50				$ 495.50	$ 105.00
2	Bollinger, Stephen A.	28,200.14	$ 63.25	6.00	$ 1,320.00	29,589.39		$ 3,362.40	$ 2,052.00	4,320.15	614.40
3	Cripps, B. J. (4-1 to 12-31-29)	3,300.00	147.00			3,447.00				473.55	80.85
4	Clinton, Davenport & Muscatine Ry. Co.	18,415.83	496.55	1,358.72	224.85	20,495.95	$ 2,996.25	2,997.77	864.01	2,116.79	339.36
5	Canon, Bert	2,985.00		445.00		3,430.00				536.56	78.00
6	Chi., Mil., St. P. & P. R. R. (4-6 to 12-31-29)	4,042.59			1,931.22	5,973.81		2,231.22		2,096.82	288.58
7	Campbell, J. R. (1-1 to 11-12-29)	4,441.07				4,441.07		347.78		870.34	107.85
8	Des Moines & Winterset Bus Co.	12,049.54	1,409.87	495.55	49.00	14,003.96	2,832.06	1,144.00		2,155.55	172.80
9	Davis, P. R.	5,670.00	615.00			6,285.00				781.00	162.00
10	Hildreth, M. B.	20,000.00		420.00		20,420.00		1,600.00		3,232.95	936.00
11	Harris, J. W.	1,115.75		1,297.00		2,412.75		1,040.00		373.68	67.28
12	Hannah, T. W.	4,311.70	661.30	50.48		5,023.48		1,303.91		1,611.56	72.00
13	Height, C. (1-1 to 4-30-29)	3,224.35		216.00		3,440.35		400.00		529.00	48.00
14	Iowa Motor Carriers (1-1 to 6-24-29)	208.50				208.50	412.50			133.96	14.75
15	Jackson, O. & S.	17,878.00		360.00		18,238.00				2,571.58	265.00
16	Kramer, B. J. (1-1 to 5-1-29)	555.66				555.66		90.00			
17	Ostergaard, Nis N. (1-1 to 8-3-29)	1,066.80	301.00	55.00	62.00	1,484.80				172.48	20.20
18	Walrod, Ward D.	4,796.67	806.13	186.00	322.50	6,171.30		1,579.25		709.14	62.75
19	Whitmer, J. W.	1,600.00		25.00		1,625.00				496.00	28.80
20	White Star Bus Co. (1-1 to 7-15-29)	7,986.05			460.75	8,446.80		2,743.95		2,151.59	
21	Wright, O. C.	21,563.90	1,963.50		416.20	23,933.60	6,000.00	2,966.90		4,155.38	989.00
22	Yellow Cab Co. & Transp. Co.	10,486.23				10,486.23		2,106.64		1,749.15	338.05
	Total	$ 176,896.28	$ 6,513.60	$ 4,998.75	$ 4,786.52	$ 193,195.15	$12,240.81	$23,913.82	$ 2,916.01	$31,723.73	$ 4,811.67

TABLE 70—CLASS 2 PASSENGER CARRIERS—Continued

PART 2—OPERATING EXPENSES—Concluded—AND SURPLUS FROM OPERATIONS

Number	Carriers Reporting	Tires and tubes	Repairs	Insurance	Ton-mile tax	Licenses	Depreciation	Miscellaneous	Total expenses	Surplus from operations
1	Baldwin, Carl	$ 125.00	$ 45.00	$ 251.00	$ 119.22	$ 28.00	$ 562.60	$ 103.45	$ 1,834.81	$ 1,247.69
2	Bollinger, Stephen A.	1,956.00	2,544.00	1,738.00	2,412.00	282.00	3,780.00	1,200.17	24,261.12	5,328.27
3	Cripps, B. J. (4-1 to 12-31-29)	163.00	222.00		143.03	57.00	390.00	35.00	1,564.43	1,882.57
4	Clinton, Davenport & Muscatine Ry. Co.		1,941.63	216.29	1,608.11	197.00	2,750.16	3,421.31	19,443.68	1,052.27
5	Canon, Bert	55.00	224.00	223.00	157.44	45.00	300.00	4.00	1,623.00	1,807.00
6	Chi., Mil., St. P. & P. R. R. (4-6 to 12-31-29)	226.56	513.73		898.79	147.50	1,451.84	253.49	8,170.53	*2,196.72
7	Campbell, J. R. (1-1 to 11-12-29)	279.05	517.22	389.22	375.81		1,422.23	576.09	4,885.59	*444.52
8	Des Moines & Winterset Bus Co.		1,348.83	441.99	942.59	111.00	3,667.32	1,290.98	15,152.71	*1,148.75
9	Davis, P. R.	175.00	500.00	189.00	216.00	58.00	1,500.00	48.00	3,629.00	2,656.00
10	Hildreth, M. B.	1,000.00	2,750.00	900.00	1,576.70	136.00	3,324.48	500.00	15,956.13	4,463.87
11	Harris, J. W.	85.45	174.76	255.72	147.98	60.00	334.19		2,509.06	*96.31
12	Hannah, T. W.	118.98	700.43	465.43	397.45	105.11	654.13	206.53	5,635.53	*612.05
13	Height, C. (1-1 to 4-30-29)	13.50	400.00	199.00	226.10		570.84	196.68	2,583.12	857.23
14	Iowa Motor Carriers (1-1 to 6-24-29)		18.30	87.75	39.76	17.00	177.00		901.02	*692.52
15	Jackson, O. & S.	784.82	1,303.21	562.13	1,327.83	137.00	2,862.50	706.00	10,520.07	7,717.93
16	Kramer, B. J. (1-1 to 5-1-29)		33.60	55.50	39.04		195.41		413.55	142.11
17	Ostergaard, Nis N. (1-1 to 8-3-29)	31.00	144.80	195.60	64.68	37.00	364.58		1,030.34	454.46
18	Walrod, Ward D.	51.00	256.18	385.19	341.38	25.00	1,285.56	379.15	5,074.60	1,096.70
19	Whitmer, J. W.	80.00	50.00	94.64	162.57	36.00	400.00	25.00	1,373.01	251.99
20	White Star Bus Co. (1-1 to 7-15-29)	705.71	2,643.73	332.07	840.50	337.84	1,974.86	276.48	12,006.73	*3,559.93
21	Wright, O. C.	1,529.36	1,454.37	960.00	1,651.48	360.00	2,602.91	2,269.01	24,929.31	*1,006.71
22	Yellow Cab Co. & Transp. Co.	499.42	3,391.78	577.79	1,056.30	201.00	2,294.82	1,730.57	13,956.52	*3,470.29
	Total	$ 7,915.85	$ 21,177.57	$ 8,519.32	$ 14,734.76	$ 2,377.45	$ 32,865.43	$ 14,267.54	$ 177,463.86	$ 15,731.29

*Deficit.

TABLE 80—CLASS 2 PASSENGER CARRIERS

PART 1—MILEAGE TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Companies Reporting	Motor miles—passenger	Passengers Carried: Revenue	Passengers Carried: Non-revenue	Passengers Carried: Total	Passenger revenue	Average Fare: Revenue passengers	Average Fare: All passengers	Total Operating Revenues: Revenues	Total Operating Revenues: Revenue per motor mile	Total Operating Expenses: Expenses	Total Operating Expenses: Expense per motor mile
1	Baldwin, Carl	26,461	1,520	---	1,520	$ 2,998.50	$1.97270	$1.97270	$ 3,082.50	$ .11654	$ 1,834.81	$ .06934
2	Bollinger, Stephen A.	127,200	28,827	129	28,956	28,200.14	.97825	.97390	29,589.39	.23262	24,261.12	.19073
3	Cripps, B. J. (4-1 to 12-31-29)	18,554	3,450	---	3,450	3,300.00	.95652	.95652	3,447.06	.18578	1,564.43	.08432
4	Clinton, Davenport & Muscatine Ry. Co.	100,278	31,294	2,088	33,382	18,415.83	.58848	.55167	20,495.95	.20439	19,443.68	.19390
5	Canon, Bert	25,973	2,261	---	2,261	2,985.00	1.32021	1.32021	3,430.00	.13206	1,623.00	.06249
6	Chi., Mil., St. P. & P. R. R. (4-6 to 12-31-29)	41,094	5,426	483	*5,909	5,042.59	.74504	.68414	5,973.81	.14537	8,170.53	.19883
7	Campbell, J. R. (1-1 to 11-12-29)	50,103	3,827	---	3,827	4,441.07	1.16046	1.16046	4,441.07	.07514	4,885.59	.08266
8	Des Moines & Winterset Bus Co.	79,408	12,422	---	12,422	12,049.54	.97002	.97002	14,003.96	.17635	15,152.71	.19082
9	Davis, P. R.	32,120	4,228	---	4,228	5,670.00	1.34233	1.34233	6,285.00	.19567	3,629.00	.11298
10	Hildreth, M. B.	204,749	12,580	---	12,580	20,000.00	1.58982	1.58982	20,420.00	.09971	15,956.13	.07793
11	Harris, J. W.	22,843	2,231	---	2,231	1,115.75	.50	.50	2,412.75	.10518	2,509.06	.10502
12	Hannah, T. W.	72,956	4,040	---	4,040	4,311.70	1.06725	1.06725	5,023.48	.06895	5,635.53	.07725
13	Height, C. (1-1 to 4-30-29)	32,243	1,290	---	1,290	3,224.35	2.49950	2.49950	3,440.35	.10670	2,583.12	.08011
14	Iowa Motor Carriers (1-1 to 6-24-29)	9,938	237	---	237	208.50	.87974	.87974	208.50	.00209	901.02	.09066
15	Jackson, O. & S.	124,432	37,752	---	37,752	17,878.00	.47583	.47583	18,238.00	.14657	10,520.07	.08454
16	Kramer, B. J. (1-1 to 5-1-29)	6,120	384	---	384	555.66	1.44703	1.44703	555.66	.10893	413.55	.06757
17	Ostergaard, Nis N. (1-1 to 8-3-29)	6,054	6,275	---	6,275	1,066.80	1.70000	1.70000	1,484.80	.24526	1,030.34	.17018
18	Walrod, Ward D.	39,499	8,281	---	8,281	4,796.67	.57924	.57924	6,171.39	.15624	5,074.60	.12847
19	Whitmer, J. W.	25,251	1,280	---	1,280	1,600.00	1.25	1.25	1,625.00	.06435	1,373.01	.05437
20	White Star Bus Co. (1-1 to 7-15-29)	71,796	5,512	105	5,617	7,986.05	1.44884	1.42176	8,446.80	.11765	12,006.73	.16724
21	Wright, O. C.	126,183	21,749	---	21,749	21,563.90	.95001	.95001	23,933.60	.18967	24,939.31	.19764
22	Yellow Cab Co. & Transp. Co.	83,198	7,832	---	7,832	10,486.23	1.33889	1.33889	10,486.23	.12604	13,956.52	.16775
	Total	1,335,453	202,698	2,705	205,503	$ 176,896.28	$ .87115	$ .86080	$ 192,195.15	$ .14467	$ 177,463.86	$ .13289

*For period June 17 to December 31, 1929.

TABLE 80—CLASS 2 PASSENGER CARRIERS—Continued

PART 2—MILEAGE TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded

Number	Companies Reporting	Average miles carried—revenue passengers	Motor passenger miles—revenue	Revenue per motor passenger mile	Gasolene: Gallons	Gasolene: Miles per gallon	Lubricating Oil: Gallons	Lubricating Oil: Miles per gallon	Ton-miles operated	Number of motor buses	Miles of route operated—one way	Accidents: Passengers: Killed	Accidents: Passengers: Injured	Accidents: Other Persons: Killed	Accidents: Other Persons: Injured	Average number of employees	Aggregate compensation
1	Baldwin, Carl	49	68,200	$ .04390	2,478	10.7	105	252	49,200	1	46.1	------	------	------	------	*	
2	Bollinger, Stephen A.	27	783,334	.036	25,104	5.07	660	193	907,831	3	56	------	------	------	------	3	$ 5,414.40
3	Cripps, B. J. (4-1 to 12-31-29)	20.08	69,276	.04975	2,310	8.03	67	277	57,305	2	20.08	------	------	------	------	*	
4	Clinton, Dav. & Muse. Ry. Co.	16.35	511,553	.036	12,602	7.96	527	190	641,244	4	67.02	------	------	------	5	3	2,997.77
5	Canon, Bert				2,555	10.17	104	250	62,985	2	38.11	------	------	------	------	*	
6	C.,M.,S.P.& P. (4-6 to 12-31-29)	21.76	118,096	.03423	8,977	4.58	233	176	357,517	1	91	------	------	------	------	2	2,924.99
7	Campbell, J. R. (1-1 to 11-12-29)	------	------	------	4,790	12.34	97	609	150,326	1	47.6	------	------	------	------	*1	347.78
8	Des Moines & Winterset Bus Co.	------	------	------	14,370	5.53	260	305	501,014	5	37.18	------	------	------	------	3	3,976.06
9	Davis, P. R.	32.9	139,441	.04065	3,705	8.7	144	223	95,506	1	44.7	------	------	------	------	*	
10	Hildreth, M. B.	44	555,555	.036	21,553	9.5	1,170	175	511,769	7	179.55	------	------	------	------	2	1,600.00
11	Harris, J. W.	11	24,546	.09082	2,076	11	116	196	58,468	2	22.31	------	------	------	------	1	1,040.00
12	Hannah, T. W.				8,055	9.5	120	607	35,723	4	52.44	------	------	------	------	1	1,303.91
13	Height, C. (1-1 to 4-30-29)	68.6	88,494	.036	3,840	8.4	95	340	32,243	2	43.3	------	------	------	------	1	400.00
14	Ia. Mot. Carriers (1-1 to 6-24-29)	21.99	5,212	.04	747	13.3	14	709	15,901	1	81.61	------	------	------	------	1	825.00
15	Jackson, O. & S.				14,286	8.71	552	225	540,489	3	43.5	------	------	------	------	*	
16	Kramer, B. J. (1-1 to 5-1-29)	23.9	9,178	.06054	1,029	6.00	------	------	15,615	3	34	------	------	------	------	*1	90.00
17	Ostergaard, Nis N. (1-1 to 8-3-29)	5.8	36,395	.2003	620	9.77	25	240	25,882	1	6.4	------	------	------	------	*	
18	Walrod, Ward D.				3,566	10.10	63	626	143,777	1	36.91	------	------	------	------	1	1,579.25
19	Whitmer, J. W.	19	24,320	.06579	2,296	11	36	550	65,017	1	34.59	------	------	------	------	*	
20	Wh. Star Bus Co. (1-1 to 7-15-29)	35.43	195,296	.04038	8,100	8.86	288	249	310,947	4	88	------	1	------	------	4	2,743.95
21	Wright, O. C.	31.67	688,726	.0313	23,641	5.34	713	177	662,974	5	56.68	------	------	------	------	4	8,966.90
22	Yellow Cab Co. & Transp. Co.	38.25	299,605	.03500	10,689	7.78	542	153	407,196	2	129.00	------	------	------	------	2	2,106.64
	Total	26.97	3,617,326	$ .03606	177,380	7.54	5,931	224	5,648,902	56	1,247.08	------	1	------	5	30	$36,216.65

*Operated by owner individually.

TABLE 81—STATISTICS OF CLASS 2 PASSENGER MOTOR CARRIERS FOR YEAR ENDED DECEMBER 31, 1929

IOWA—SELECTED ITEMS

Number	Class 2 Passenger Motor Carriers Reporting	Cost of property and equipment	Operating revenues within the state	Gallons gas used—operations within the state of Iowa	Taxes and Licenses Within the State of Iowa: Three-cent gas tax	Ton-mile taxes	Licenses on motor vehicles	Total taxes	Ratio per cent taxes to operating revenues
1	Baldwin, Carl	$ 882.16	$ 3,082.50	2,478	$ 74.34	$ 119.22	$ 28.00	$ 221.56	7.18
2	Bollinger, Stephen A.	27,210.00	29,589.39	25,104	753.12	2,412.00	282.00	3,447.12	11.65
3	Cripps, B. J. (4-1 to 12-31-29)	2,875.00	3,447.00	2,310	69.30	143.03	57.00	269.33	7.81
4	Clinton, Davenport & Muscatine Ry. Co.	19,916.35	20,495.95	12,602	378.06	1,603.11	197.00	2,178.17	10.63
5	Canon, Bert	1,000.00	3,430.00	2,555	76.65	157.44	45.00	279.09	8.14
6	Chi., Mil., St. P. & P. R. R. (4-6 to 12-31-29)	10,889.00	5,973.81	8,977	269.31	893.79	147.50	1,310.60	21.94
7	Campbell, J. R. (1-1 to 11-12-29)	3,200.00	4,441.07	4,790	143.70	375.81	none	519.51	11.70
8	Des Moines & Winterset Bus Co.	17,368.12	14,003.96	14,370	431.10	942.59	111.00	1,484.69	10.60
9	Davis, P. R.	4,250.00	6,285.00	3,705	111.15	216.00	58.00	385.15	6.13
10	Hildreth, M. B.	12,650.00	20,420.00	21,553	646.59	1,576.70	136.00	2,359.29	11.55
11	Harris, J. W.	4,600.00	2,412.75	2,076	62.28	147.98	60.00	270.26	11.20
12	Hannah, T. W.	2,700.00	5,023.48	8,055	241.65	397.45	105.11	744.21	14.81
13	Height, C. (1-1 to 4-30-29)	8,150.00	3,440.35	3,840	115.20	226.10	none	341.30	9.96
14	Iowa Motor Carriers (1-1 to 6-24-29)	755.00	208.50	747	22.41	39.76	17.00	79.17	37.97
15	Jackson, O. & S.	13,250.00	18,238.00	14,286	428.58	1,327.83	137.00	1,893.41	10.38
16	Kramer, B. J. (1-1 to 5-1-29)	8,003.75	555.66	1,020	30.60	39.04	none	69.64	12.53
17	Ostergaard, Nis N. (1-1 to 8-3-29)	2,525.00	1,484.80	620	18.60	64.68	37.00	120.28	8.10
18	Walrod, Ward D.	4,065.00	6,171.30	3,566	106.98	241.38	25.00	473.36	7.67
19	Whitmer, J. W.	1,000.00	1,625.00	2,296	68.88	162.57	36.00	267.45	16.46
20	White Star Bus Co. (1-1 to 7-15-29)	10,459.06	8,446.80	8,100	243.00	840.50	337.84	1,421.34	16.83
21	Wright, O. C.	24,301.74	23,933.60	23,641	709.23	1,651.48	360.00	2,720.71	11.37
22	Yellow Cab Co. & Transp. Co.	5,770.00	10,486.23	10,689	320.67	1,056.30	201.00	1,577.97	15.05
	Total	$ 185,820.18	$ 193,195.15	177,380	$ 5,321.40	$ 14,734.76	$ 2,377.45	$ 22,433.61	11.61

TABLE 10—CLASS 2 FREIGHT CARRIERS

PART 1—BALANCE SHEET

Number	Carriers Reporting	Asset Side: Investments: Motor equipment	Investments: Garage and shop Equip. and other property	Current assets	Other debit items	Grand total assets	Liability Side: Current liabilities	Depreciation reserve	Other debit items	Corporate surplus or deficit (*)	Grand total liability side
1	Akron Truck Co., (10-12 to 12-31), Akron	$ 15,685.00	$ 2,150.00	$ 2,181.80		$ 20,016.80	$ 4,843.72	$ 2,575.13		$ 12,597.95	$ 20,016.80
2	Allen, J. C., Guthrie Center	5,348.24	300.00	1,134.80	$ 160.00	6,943.04	1,722.88	1,492.08		3,728.08	6,943.04
3	Ausenhus, Adolph, Northwood	2,483.72		501.00		2,984.72	750.00	1,365.84		868.88	2,984.72
4	Baldwin Ray S. (8-6 to 12-31), Hamburg	3,486.00		74.34		3,560.34	1,488.50	1,222.40		849.44	3,560.34
5	Baxter, Harley R., Atlantic	800.00	100.00	3,183.00		4,083.00		533.34		3,549.66	4,083.00
6	Beckjorden & Co., Mason City	6,258.69	125.00	730.20	300.00	7,413.89		808.99		6,604.90	7,413.89
7	Bos Truck Line, Hampton	18,343.24	419.25	410.09		19,172.58	5,330.62	2,914.79		10,927.17	19,172.58
8	Bonar, Perry, New London	1,600.00		389.13		1,989.13		1,600.00		389.13	1,989.13
9	Brown, Carl, Winterset	14,455.00	*3,050.00	1,595.00	540.25	19,640.25	1,560.00	9,583.95		8,496.30	19,640.25
10	Buechele, Alvin C. (10-11 to 12-31), Grafton	1,900.00		1,822.14		3,722.14		256.29		3,465.85	3,722.14
11	Butterworth, M. E., Humboldt	2,625.00		282.00		2,907.00		291.00		2,616.00	2,907.00
12	Caldwell, W. D., Des Moines	13,488.02	[b]2,955.00	2,322.08		18,765.10	3,100.00	2,090.41	1,848.08	12,226.61	18,765.10
13	Campbell, R. A., Rockwell	3,472.50		750.00		4,222.50	75.00	2,108.01		2,038.89	4,222.50
14	Cass, M. J., Monticello	2,585.00	[c]1,700.00	420.58	100.00	4,805.58		517.00		4,288.58	4,805.58
15	Christiansen, N. C. (1-1 to 4-1), Algona	450.00	*215.00			665.00		147.92		517.08	665.00
16	Clayton, W. W. (11-14 to 12-31), Waterloo	5,440.00		545.00		5,985.00	2,400.80	615.27		2,968.74	5,985.00
17	Conard, R. L., Des Moines	22,850.00	300.00	419.14		23,569.14	850.00	18,545.84	100.00	4,073.30	23,569.14
18	Corrow, C. N., Spencer	1,720.00	50.00	1,767.50		3,537.50		1,720.00		1,817.50	3,537.50
19	Croghan, C. B., Griswold	1,315.00		113.93		1,428.93		1,123.20		305.73	1,428.93
20	Cronk, W. S. (1-1 to 7-1), Cambridge	2,200.00				2,200.00		1,929.17		270.83	2,200.00
21	Cross, W. D., Sidney	15,887.83	800.00	1,567.00		18,254.83	795.00	10,277.74		7,182.09	18,254.83
22	Determan & Heimendinger, Mason City	3,925.00		242.00		4,167.00		473.01		3,693.99	4,167.00
23	De Vries, Stephen (6-17 to 12-31), Orange City	3,000.00	100.00	706.50		3,806.50		500.00		3,306.50	3,806.50
24	Doyle, H. F. (7-1 to 12-31), Persia	2,725.00	650.00	267.00	250.00	3,892.00	486.00	1,300.00		2,106.00	3,892.00
25	Drake, W. H., Garner	800.00		175.00		975.00		666.67		308.33	975.00
26	Eldridge, J. E., Indianola	19,955.60	1,100.00	1,286.26	10,150.00	32,491.86	5,323.09	10,461.07		16,707.70	32,491.86
27	Emmetsburg Produce Co., Emmetsburg	2,300.00		100.00		2,400.00	170.00	690.00		1,540.00	2,400.00
28	Fredericksen, J. H. & Son (8-6 to 11-6), Harlan	1,800.00		415.00		2,215.00		150.00		2,065.00	2,215.00
29	Furness, Bert H., Sheffield	600.00		1,000.00		1,600.00	400.00	52.78		1,147.22	1,600.00
30	Gates Transfer Line, Vinton	4,450.66		594.05		5,044.71	878.16	1,365.45		2,801.10	5,044.71
31	Gateway City Transfer Co. (5-1 to 12-1), La Crosse Wis.	18,245.40	7,400.75	7,539.61	*32,233.43	65,419.19	4,095.80	7,225.38	50,000.00	4,098.01	65,419.19
32	Gerdes Transfer Line, Independence	5,139.52	[f]2,268.80	265.86		7,674.18		2,455.82		5,218.36	7,674.18
33	Green, H. B., Burlington	8,850.60		760.00		9,610.60	2,196.00	2,181.30		5,233.30	9,610.60
34	Grathaus, C. E., Kingsley	5,300.00	160.00	413.00		5,873.00	300.00	3,621.67	35.00	1,916.33	5,873.00
	Total Part 1	$219,485.02	$23,843.80	$33,973.01	$43,733.68	$321,035.51	$36,766.26	$ 92,861.62	$51,483.08	$139,924.55	$321,035.51

*Includes Buildings, $2,000.00.
[b]Includes Buildings, $1,250.00.
[c]Includes Buildings, $1,500.00.
[d]Includes Buildings, $ 200.00.
*Good Will.
[f]Includes Buildings, $1,518.80.

TABLE 10—CLASS 2 FREIGHT CARRIERS—Continued
PART 2—BALANCE SHEET—Continued

Number	Carriers Reporting	Asset Side: Investments: Motor equipment	Asset Side: Investments: Garage and shop Equip. and other property	Asset Side: Current assets	Asset Side: Other debit items	Asset Side: Grand total assets	Liability Side: Current liabilities	Liability Side: Depreciation reserve	Liability Side: Other debit items	Liability Side: Corporate surplus or deficit (*)	Liability Side: Grand total liability side
35	Hakes, F. D., Martensdale	$ 898.00		$ 1,532.00	$ 1,000.00	$ 3,450.00		$ 112.25		$ 3,337.75	$ 3,450.00
36	Hall, O. S., Iowa Falls	5,046.74	135.00	215.00		5,396.74	$ 466.19	3,214.05		1,716.50	5,396.74
37	Harper, Thos., Redfield	1,200.00		65.00		1,265.00		540.00		725.00	1,265.00
38	Hartzell, C. L., Britt	1,800.00		265.00		2,065.00	970.00	112.50		982.50	2,065.00
39	Hausman, Geo. W., Waterloo	1,700.00		175.00		1,875.00		1,159.93		715.07	1,875.00
40	Hedrick & Marshall (4-1 to 12-31), Earlham	2,165.00		250.00	2,335.00	4,750.00	69.84	405.94		4,274.22	4,750.00
41	Heath, Elvin F. (10-21 to 12-31), Correctionville	1,000.00		220.00		1,220.00		50.00		1,170.00	1,220.00
42	Hiatt, D. N., Adel	3,840.00		552.00		4,392.00		1,536.50		2,855.50	4,392.00
43	Hill, H. G., Bloomfield	9,184.03		742.00	595.00	10,521.03	2,653.30	3,927.16		3,940.57	10,521.03
44	Holdcraft, Max (9-9 to 12-31), Sloan	2,100.00		517.50		2,617.50		175.00		2,442.50	2,617.50
45	Hrnicek, Charlie (8-15 to 12-31), Laurel	1,665.00	150.00	118.50	300.00	2,233.50	819.08	123.87		1,290.55	2,233.50
46	Iowa Cent. Motor Exp., Algona	3,475.00		192.70	8,000.00	11,667.70		1,270.30	$ 8,000.00	2,397.40	11,667.70
47	Kasischke, Gust, Buckeye	475.00		1,800.00		2,275.00		296.97		1,978.03	2,275.00
48	Kier, Walter H., Tipton	2,692.30		327.45	500.00	3,519.75	115.47	940.00		2,464.28	3,519.75
49	Kirkpatrick, Geo. F., Alden	766.00		2,585.00		3,351.00		478.75		2,872.25	3,351.00
50	Knoke, Louie, Klemme	2,000.00		678.00		2,678.00	165.00	625.00		1,888.00	2,678.00
51	Koss, George, Ely	515.00		15.00		530.00		200.00		330.00	530.00
52	Kristensen, Harold, Hudson	1,335.00		258.35		1,593.35		574.79		1,018.56	1,593.35
53	Kroeger, Ray (10-1 to 12-31), Minden	1,060.00		40.00		1,100.00	279.98	132.50		687.52	1,100.00
54	Lang, W. A. (7-10 to 12-31), Malvern	2,300.00		150.00		2,450.00	1,600.00	217.09	60.00	572.91	2,450.00
55	Lau, L. W., Ventura	525.00	300.00	394.50		1,219.50		459.38		760.12	1,219.50
56	Lee, Theo. S., Glenwood	3,917.82	347.00	861.00		5,125.82		2,494.93		2,630.89	5,125.82
57	Le Mars, Ass'd Retailers, Le Mars	3,345.00		151.12	25.00	3,521.12	450.00	1,069.77	2,325.00	*323.65	3,521.12
58	McIntyre, Robt. L., Pleasantville	2,185.00		707.47	59.00	2,951.47	411.00	273.12		2,267.35	2,951.47
59	McLeod, C. L., Cedar Falls	10,036.20	5,350.00	710.00	6,000.00	22,096.20	8,278.80	7,235.86	2,530.00	4,051.54	22,096.20
60	McLeod Transfer, C. L., Iowa Falls	17,584.55	175.00	1,700.00	4,000.00	23,459.55	3,308.00	10,679.73		9,471.82	23,459.55
61	Maxwell, J. P. & Son, St. Charles	2,800.00	75.00	1,119.00		3,994.00	679.85	1,882.23		1,431.92	3,994.00
62	Mercer Transfer & Storage, Burlington	1,500.00			500.00	2,000.00		455.96		1,544.04	2,000.00
63	Milne, Irwin (7-23 to 12-31), Griswold	2,610.00	37.00	527.00	15.00	3,189.00	950.00	200.00		2,039.00	3,189.00
64	Moore, Guy, Battle Creek	600.00		97.00		697.00	200.00	25.00		472.00	697.00
65	Musick, Cole, Anita	1,100.00		215.00		1,315.00		447.50		867.50	1,315.00
66	Neth, Earl, Atlantic	461.00		198.50		599.50		320.80		278.70	599.50
67	Nichols, R. C., Wellsburg	425.00		143.50	100.00	668.50		340.00		328.50	668.50
68	O'Bleness, W. E., Milo	914.40		373.00		1,287.40	204.50	279.40		803.50	1,287.40
69	Osceola Transfer Co. (6-7 to 12-31), Osceola	3,092.80	153.50	450.00	35.00	3,781.30	307.00	964.81		2,509.49	3,781.30
70	Otis, Carol, Forest City	3,670.00	*1,350.00	1,015.00	250.00	6,285.00		367.00		5,918.00	6,285.00
	Total Part 2	$ 99,923.84	$ 8,072.50	$19,380.59	$23,764.00	$151,140.93	$21,928.01	$ 43,588.09	$12,915.00	$ 72,709.83	$151,140.93

*Deficit.
*Includes Buildings, $1,050.00.

TABLE 10—CLASS 2 FREIGHT CARRIERS—Concluded
PART 3—BALANCE SHEET—Concluded

Number	Carriers Reporting	Asset Side: Investments: Motor equipment	Asset Side: Investments: Garage and shop Equip. and other property	Asset Side: Current assets	Asset Side: Other debit items	Asset Side: Grand total assets	Liability Side: Current liabilities	Liability Side: Depreciation reserve	Liability Side: Other credit items	Liability Side: Corporate surplus or deficit (*)	Liability Side: Grand total liability side
71	Phippen Trucks (10-23 to 12-31), Russell	$ 2,321.50	$ 100.00	$ 970.00	$ 300.00	$ 3,691.50	$ 1,000.00	$ 161.15		$ 2,530.35	$ 3,691.50
72	Plagge, Edgar (8-1 to 12-31), Mason City	4,737.60	770.00	933.40		6,440.40	358.50	568.83		5,513.07	6,440.40
73	Potts, Dewey (1-19 to 12-31), Whiting	1,745.00		100.00		1,845.00		261.75		1,583.25	1,845.00
74	Quade, H. F., Ft. Dodge	4,025.25		160.00		4,185.25		2,431.94		1,753.31	4,185.25
75	Range & Frank Transfer, Atlantic	10,500.00	350.00	1,085.00		11,935.00	150.00	3,937.51		7,847.49	11,935.00
76	Reed, Clarence K., Clinton	1,880.00		500.00		2,380.00		673.63		1,706.37	2,380.00
77	Reuter, Carl, Waterloo	1,711.00		387.39		2,098.39	617.60	455.04		1,025.75	2,098.39
78	Roddy, Lynn, Dubuque	2,000.00	300.00	569.01		2,869.01		667.00		2,202.01	2,869.01
79	Scherer, F. C., Red Oak	7,700.00		1,358.75	3,500.00	12,558.75	11,280.00	2,331.94		*1,053.19	12,558.75
80	Schiele & Petersen (12-9 to 12-31), Durant	2,000.00	100.00	140.00		2,240.00	1,700.00	25.00		515.00	2,240.00
81	Schlick, M. F., Charles City	7,597.90	*1,070.00	820.30		9,488.20	3,069.37	2,534.27		3,884.56	9,488.20
82	Schoenewe, A. M., Everly	1,128.00	*3,125.00	1,045.00		5,298.00	1,000.00	194.56		4,103.44	5,298.00
83	Seaton, Ray, Eldon	2,610.00		361.00		2,971.00	556.86	348.00		2,066.14	2,971.00
84	Seaton, R. O., Osage	3,620.00	*1,675.00	1,865.00		7,160.00		2,224.82		4,935.18	7,160.00
85	Sievers, A. H., 6-3 to 12-31), Sigourney	1,700.00		90.00		1,790.00	840.00	247.94		702.06	1,790.00
86	Smith, R. L., Moville	29,265.00	*10,000.00	3,576.10		42,941.10	7,143.35	20,740.43	$ 4,000.00	11,057.32	42,941.10
87	Stalker Transportation Co., Rudd	2,840.00		341.05		3,181.05	1,791.60	1,090.00		*400.55	3,181.05
88	Stanley, L. B., Springville	3,700.00		2,341.48		6,041.48		1,683.33		4,358.15	6,041.48
89	Stoneburner, H. (11-29 to 12-31), Shenandoah	10,829.70	600.00	285.00		11,714.70	4,765.00	2,077.33		4,872.37	11,714.70
90	Stormer Transfer, Atlantic	1,438.00		1,821.00		3,259.00		1,278.23		1,980.77	3,259.00
91	Strait, Paul, Rock Rapids	6,840.32	50.00	390.00		7,280.32	950.00	1,629.53		4,700.79	7,280.32
92	Thompson, R. G., Montrose	830.00		120.00		950.00	39.00	172.91		738.09	950.00
9	Traver, Buel (2-11 to 12-31), Paullina	3,625.00		1,800.00		5,425.00	800.00	379.60		4,245.40	5,425.00
94	Trindle, Elbert (12-18 to 12-31), Van Meter	1,275.00		751.60		2,026.60	626.40	13.28		1,386.92	2,026.60
95	Vetter, Clarence M., Atlantic	742.00		166.00		908.00	241.01	389.55		277.44	908.00
96	Wahrer Bros. (5-5 to 12-31), Charleston	900.00	*1,100.00	600.00		2,600.00		150.00		2,450.00	2,600.00
97	Welker, Albert, Thornton	1,595.00		278.75		1,873.75		952.57		921.18	1,873.75
98	Wells, Vilas D., Pierson	6,239.54		746.35		6,985.89		5,393.82		1,592.07	6,985.89
99	Wilson, R. A., Grant	2,373.00	50.00	277.50		2,650.50		731.65		1,918.85	2,650.50
	Total Part 3	$127,868.21	$19,240.00	$23,879.68	$ 3,800.00	$174,787.89	$36,928.69	$ 54,445.61	$ 4,000.00	$ 79,413.59	$174,787.89
	Grand Total, Parts 1, 2 and 3	$447,277.07	$51,156.39	$77,233.28	$71,297.68	$646,964.33	$95,622.96	$190,895.32	$68,398.08	$292,047.97	$646,964.33

*Deficit.
*Includes Buildings, $ 800.00.
*Includes Buildings, $2,950.00.
*Includes Buildings, $1,500.00.
*Includes Buildings, $4,500.00.
*Includes Buildings, $1,000.00.

TABLE 20—CLASS 2 FREIGHT CARRIERS
PART 1—OPERATING REVENUES AND OPERATING EXPENSES

Number	Carriers Reporting	Operating Revenues: Freight revenue	Operating Revenues: Other revenue	Operating Revenues: Total	Operating Expenses: Salaries of officers	Operating Expenses: Drivers' wages	Operating Expenses: Other wages	Operating Expenses: Gasolene	Operating Expenses: Oil and lubricants	Operating Expenses: Tires and tubes
1	Akron Truck Co.	$ 1,094.80	$ 17,909.64	$ 19,094.44	$ 2,600.00	$ 2,470.00	$ 1,040.00	$ 1,776.00	$ 240.00	$ 842.24
2	Allen, J. C.	4,833.45	3,035.33	7,868.78		1,247.45		922.66	144.05	333.35
3	Ausenbus, Adolph	3,640.00		3,640.00		180.00		630.18	159.18	204.00
4	Baldwin, Ray S.	466.69	2,975.00	3,441.69		540.00		290.00	33.00	104.00
5	Baxter, Harley R.	3,500.00		3,500.00		1,800.00	75.00	300.00	110.00	125.00
6	Beckjorden & Co.	11,274.01	558.02	11,832.03	1,560.00	1,593.35		1,759.61	264.00	320.20
7	Bos Truck Line	11,698.14	15,866.82	27,564.96		3,651.75	1,815.15	3,227.74	668.80	603.87
8	Bonar, Perry	3,476.63		3,476.63	1,000.00		150.00	261.35	21.72	26.80
9	Brown, Carl	16,443.17	2,261.72	18,704.89		5,400.00	1,370.26	2,460.31	122.96	993.24
10	Buechele, Alvin C. (10-11 to 12-31)	350.00		350.00		266.67		24.00	4.80	
11	Butterworth, M. E.	3,335.69	232.00	3,567.69				464.00	42.70	303.75
12	Caldwell, W. D.	2,568.34	15,697.78	18,066.12		2,719.65	2,455.51	2,383.44	295.74	1,317.61
13	Campbell, R. A.	1,132.12	3,073.52	4,205.64				504.30	221.00	
14	Cass, M. J.	6,430.41		6,430.41		710.00	10.31	779.93	95.65	160.00
15	Christiansen, N. C.	425.00	150.00	575.00			5.00	107.40	15.00	
16	Clayton, W. W.	355.97		355.97		171.00		227.64	12.80	
17	Conard, R. L.	10,664.56	3,804.67	14,469.23		4,800.00		1,404.00	230.00	874.00
18	Corrow, C. N.	4,150.00	2,300.00	6,450.00			926.00	1,100.00	500.00	255.00
19	Croghan, C. B.	2,228.30		2,228.30				189.82	40.75	109.10
20	Cronk, W. S.	635.75		635.75				104.70	6.00	
21	Cross, W. D.	5,426.86	16,790.04	22,216.90		4,325.66		1,960.20	217.69	739.20
22	Determan & Heimendinger	7,710.78		7,710.78		2,677.02		665.26	72.00	500.00
23	De Vries, Stephen	2,351.66		2,351.66				331.36	45.50	202.50
24	Doyle, H. F.	903.45	1,923.25	2,826.70		75.00		360.36	46.65	60.00
25	Drake, W. H.	1,812.50		1,812.50				275.50	50.20	220.20
26	Eldridge, J. E.	14,467.70	9,433.24	23,900.94		5,814.93	2,047.28	2,617.87	577.74	318.55
27	Emmetsburg Produce Co.	368.00		368.00	600.00			239.40	18.00	
28	Fredericksen & Son, J. H.	422.40	510.00	932.40		594.00		150.00	8.10	60.00
29	Furness, Bert H.	1,600.00		1,600.00		600.00		140.00	8.00	20.00
30	Gates Transfer Line	3,777.71		3,777.71		351.00		466.85	77.00	92.50
31	Gateway City Transfer Co.	3,757.70		3,757.70	705.60	956.48	150.00	1,225.40	74.48	700.00
32	Gerdes Transfer Line	7,716.89		7,716.89		1,662.75		679.24	62.41	171.98
33	Green, H. B.	6,120.86	3,935.00	10,055.86		2,025.00	250.00	1,205.81	218.41	425.00
34	Grathaus, C. E.	4,571.93	300.00	4,871.93		1,170.00	420.00	729.60	93.60	165.00
	Total Part 1	$ 149,511.47	$ 100,846.02	$ 250,357.50	$ 6,465.60	$ 45,801.71	$ 10,714.51	$ 29,963.93	$ 4,792.93	$ 10,437.09

TABLE 20—CLASS 2 FREIGHT CARRIERS—Continued
PART 2—OPERATING REVENUES AND OPERATING EXPENSES—Continued

Number	Carriers Reporting	Operating Expenses, Number 1 to Number 34, Inclusive—Concluded: Repairs	Rent	Insurance	Ton-mile tax	Licenses	Interest	Depreciation	Miscellaneous	Total operating expenses	Surplus from operations
1	Akron Truck Co.	$ 539.45	$ 480.00	$ 485.00	$ 50.68	$ 632.00	$ 465.00	$ 455.62	$ 345.00	$ 12,420.99	$ 6,673.45
2	Allen, J. C.	422.25	150.00	186.40	361.28	155.00		1,410.12		5,332.56	2,536.22
3	Ausenbus, Adolph	145.50	84.00	55.00	239.60	100.00	48.00	872.91	15.00	2,733.27	906.63
4	Baldwin, Ray S.	93.50	25.00	62.50	18.77	17.00	40.00	451.71	26.00	1,701.48	1,740.21
5	Baxter, Harley R.	100.00	75.00	41.50	46.15	25.00		266.67		2,964.32	535.68
6	Beckjorden & Co.	897.10	240.00	220.85	524.55	365.00		1,173.06		8,917.72	2,914.31
7	Bos Truck Line	1,416.88	541.50	353.48	360.35	370.25		2,912.35	3,819.95	19,832.07	7,732.89
8	Bonar, Perry	151.90		71.85	107.31	25.00		300.00	100.00	2,215.93	1,260.70
9	Brown, Carl	2,138.16		240.26	491.47	450.25		3,561.34	55.49	17,283.74	1,421.15
10	Buechele, Alvin C. (10-11 to 12-31)	15.00	18.00	45.00	18.57	80.00		105.57		577.61	*227.61
11	Butterworth, M. E.	100.00		82.00	186.11	125.00		588.00	100.00	1,991.56	1,576.13
12	Caldwell, W. D.	744.58	189.50	562.21	150.92	155.00	160.81	1,693.34	618.96	13,447.27	4,618.85
13	Campbell, R. A.	163.93		93.00	37.89	130.00		868.13		2,018.25	2,187.39
14	Cass, M. J.	101.63	167.66	54.00	255.17	100.00		517.00	53.02	3,004.37	3,426.04
15	Christiansen, N. C.		6.25	5.00	31.26			37.50		207.41	367.59
16	Clayton, W. W. (11-14 to 12-31)	4.00	31.75	135.00	143.05	65.00		158.87		949.11	*593.14
17	Conard, R. L.	1,063.27	240.00	376.00	297.94	340.00	52.67	4,570.00	50.00	14,297.88	171.35
18	Corrow, C. N.	250.00		85.00	65.47	82.50		430.00		3,693.97	2,756.03
19	Croghan, C. B.	145.25	36.00	38.93	80.25	25.00		328.75		993.85	1,234.45
20	Cronk, W. S.	23.90		58.00	26.94			187.50		407.04	228.71
21	Cross, W. D.	940.22	398.43	600.40	273.03	593.75	316.90	2,692.70		13,068.18	9,158.72
22	Determan & Heimendinger	223.00	180.00	130.00	303.24	200.00		754.68	87.00	5,792.20	1,918.58
23	De Vries, Stephen	91.00		86.50	126.58	65.00		270.83		1,319.27	1,032.39
24	Doyle, H. F.	49.25	30.00	57.50	36.27	157.00		1,300.00		2,172.03	654.67
25	Drake, W. H.	50.35		35.00	82.50	40.00		200.00		963.75	858.75
26	Eldridge, J. E.	3,602.65	614.13	243.91	325.00	290.00		4,012.12	3,341.28	23,805.46	95.48
27	Emmetsburg Produce Co.	50.00		47.00	113.73	100.00		460.00		1,628.13	*1,260.13
28	Fredericksen & Son, J. H.	40.00		57.90	28.43	40.00		150.00		1,128.43	*196.03
29	Furness, Bert H.	160.00		35.00	31.35	25.00	10.00	100.00		1,129.35	470.65
30	Gates Transfer Line	197.43	200.00	203.10	225.18	118.25		783.26	209.73	2,984.30	793.41
31	Gateway City Transfer Co.	67.44		86.00	166.26	31.25		900.00		5,062.91	*1,305.21
32	Gerdes Transfer Line	296.96		213.50	280.26	173.25	28.56	1,012.97	129.33	4,720.20	2,996.69
33	Green, H. B.	213.42	144.00	110.51	248.84	477.25	101.27	1,435.90		6,850.41	4,205.45
34	Grathaus, C. E.	150.00	60.00	145.00	332.86	85.00		1,060.00		4,411.06	460.87
	Total Part 3	$14,647.01	$ 3,971.22	$ 5,302.30	$ 6,067.26	$ 5,637.75	$ 1,223.21	$ 36,020.90	$ 8,950.76	$ 199,066.18	$ 60,351.32

*Deficit.

TABLE 20—CLASS 2 FREIGHT CARRIERS—Continued
PART 3—OPERATING REVENUES AND OPERATING EXPENSES—Continued

Number	Carriers Reporting	Operating Revenues			Operating Expenses					
		Freight revenue	Other revenue	Total	Salaries of officers	Drivers' wages	Other wages	Gasolene	Oil and lubricants	Tires and tubes
35	Hakes, F. D.	$ 1,400.00	$ 118.00	$ 1,518.00		$ 590.00		$ 180.00	$ 13.50	
36	Hall, O. S.	4,377.74	5,001.37	9,379.11		2,650.00		1,310.64	195.20	$ 308.19
37	Harper, Thos.	3,602.23		3,602.23				422.40	84.00	57.50
38	Hartzell, C. L.	2,898.00	500.00	3,398.00		844.00		403.65	41.40	147.00
39	Hausman, Geo. W.	4,000.00		4,000.00				780.00	114.00	400.00
40	Headrick & Marshall	3,933.30		3,933.30			$ 144.50	480.32	69.85	
41	Heath, Elvin F.	280.00		280.00		135.00		23.00	6.50	52.50
42	Hiatt, D. N.	6,017.16	300.00	6,317.60		1,200.00		847.86	117.16	218.90
43	Hill, H. G.	3,820.21	*1,127.85	4,948.06		1,332.80		1,587.43	117.00	250.00
44	Holdcraft, Max	675.00		675.00				90.00	30.00	65.00
45	Hrnicek, Charlie	325.00	20.50	345.50				98.00	12.40	
46	Iowa Cent. Motor Exp.	8,644.18		8,644.18		2,760.00	240.00	1,126.80	132.50	456.00
47	Kasischke, Gust.	1,646.00		1,646.00				122.00	35.00	39.00
48	Kier, Walter H.	4,623.09		4,623.09	2,270.93			708.93	104.55	198.35
49	Kirkpatrick, Geo. F.	1,393.24		1,393.24				96.17	12.70	61.80
50	Knoke, Louie	2,143.75	988.00	3,131.75	2,160.00			140.35	50.00	160.00
51	Koss, George	545.75		545.75				61.35	8.75	25.00
52	Kristensen, Harold	2,325.00	275.00	2,600.00		27.00		207.00	49.00	50.00
53	Kroeger, Ray	72.00		72.00				9.60	1.50	6.60
54	Lang, W. O.	1,600.00		1,600.00				250.00	50.00	10.00
55	Lau, L. W.	1,863.25		1,863.25		720.00		180.18	30.60	132.80
56	Lee, Theo. S.	6,320.55	4,720.25	11,040.80	1,200.00	1,920.00	156.00	763.00	245.20	165.50
57	Le Mars Ass'd Retailers	6,252.04		6,252.04	3,843.00			612.39	102.60	
58	McIntyre, Robt. L.	6,499.04		6,499.04				709.92	127.80	445.28
59	McLeod, C. L.	13,729.35	23,400.30	37,129.65	1,560.00	19,400.70		3,949.94	506.04	1,154.43
60	McLeod Transfer, C. L.	18,943.79	356.05	19,299.84		4,934.40	600.00	2,420.80	342.50	315.91
61	Maxwell, J. P. & Son	7,795.00		7,795.00		2,400.00	600.00	960.00	180.00	389.40
62	Mercer Transfer & Storage	2,940.00		2,940.00		391.02	250.00	308.70	73.50	119.20
63	Milne, Irwin	1,860.00	510.00	2,370.00				187.20	23.87	7.50
64	Moore, Guy	3,113.62	651.36	3,764.98		1,300.00		787.84	100.00	171.24
65	Musick, Cole	425.00		425.00				216.00	35.00	94.00
66	Neth, Earl	1,190.00		1,190.00				190.00	50.00	100.00
67	Nichols, R. C.	1,183.00		1,183.00				204.63	27.20	70.00
68	O'Bleness, W. E.	2,909.15		2,909.15			200.00	624.00	284.00	227.15
69	Osceola Transfer Co.	4,816.28	495.00	5,311.28		275.74		581.00	126.15	123.30
70	Otis, Carol	1,617.01	350.00	1,967.01				581.38	40.00	35.00
	Total Part 2	$ 135,779.17	$ 38,813.68	$ 174,592.85	$ 11,033.93	$ 40,880.66	$ 2,190.50	$ 22,222.48	$ 3,539.47	$ 6,056.53

*Passenger revenue.

TABLE 20—CLASS 2 FREIGHT CARRIERS—Continued
PART 4—OPERATING REVENUES AND OPERATING EXPENSES—Continued

Number	Carriers Reporting	Operating Expenses, Numbers 35 to 70, Inclusive—Concluded									
		Repairs	Rent	Insurance	Ton-mile tax	Licenses	Interest	Depreciation	Miscellaneous	Total operating expenses	Surplus from operations
35	Hakes, F. D.	$ 12.00		$ 64.00	$ 52.65	$ 12.50		$ 112.25		$ 1,036.90	$ 481.10
36	Hall, O. S.	475.25		205.36	344.68	65.00		1,326.11	$ 28.62	6,909.05	2,470.06
37	Harper, Thos.	181.85		77.00	172.91	65.00		240.00		1,300.66	2,301.57
38	Hartzell, C. L.	150.00		50.00	182.52	75.00		412.50	300.00	2,606.97	791.93
39	Hausman, Geo. W.	300.00	$ 25.00	65.00	326.01	25.00		425.00		2,460.01	1,539.99
40	Headrick & Marshall	51.00	27.00	32.00	179.15	50.00		405.94	40.00	1,479.76	2,453.54
41	Heath, Elvin F.		13.50		5.63	120.00	$ 50.00			406.13	*126.13
42	Hiatt, D. N.	357.70		146.75	241.94	180.50		835.37	167.98	4,314.16	2,003.44
43	Hill, H. G.	500.00	222.00	386.70	126.96	342.00	80.00	3,056.18	1,502.98	9,504.05	*4,555.99
44	Holdcraft, Max	35.00		150.00	14.22	105.00		175.00		664.22	10.78
45	Hrnicek, Charlie			93.50	25.33	25.00		123.87	40.00	418.10	*72.60
46	Iowa Cent. Motor Exp.	314.80		126.60	459.44	140.00	464.00	868.74	192.50	7,281.38	1,362.80
47	Kasischke, Gust.	30.00	25.00	101.00	29.80	25.00		95.00		501.80	1,144.20
48	Kier, Walter H.	172.03	53.00	80.50	296.54	40.00		540.00	209.45	4,673.28	*50.19
49	Kirkpatrick, Geo. F.	58.80	18.00	33.00	33.74	15.00		191.50		520.71	872.53
50	Knoke, Louie	28.40	24.00	63.00	85.70	65.00		500.00		3,276.45	*144.70
51	Koss, George	38.00		43.00	12.96	15.00		50.00		254.06	291.69
52	Kristensen, Harold	41.60	119.36	79.10	46.17	41.75		333.75		985.73	1,614.27
53	Kroeger, Ray				2.81	9.50		11.04	4.80	45.85	26.15
54	Lang, W. O.	6.00		60.00	102.97	70.00		217.09		766.06	833.94
55	Lau, L. W.	31.50		55.00	53.34	40.00		131.25	4.50	1,379.17	484.08
56	Lee, Theo. S.	334.00	96.00	125.00	228.53	80.00		979.21	403.00	6,695.44	4,345.36
57	Le Mars Ass'd Retailers	420.07	135.95	150.25	216.71	240.00	26.00	777.50	27.63	6,552.10	*300.06
58	McIntyre, Robt. L.	585.54	60.00	72.20	276.57	40.00	124.48	523.12	292.33	3,257.24	3,241.80
59	McLeod, C. L.	5,039.56	880.00	500.00	1,092.50	641.50	352.57	5,481.22	131.04	40,689.50	*3,559.85
60	McLeod Transfer, C. L.	281.49	340.00	375.00	869.01	350.00	100.00	5,097.12	139.50	16,165.73	3,134.11
61	Maxwell, J. P. & Son	423.70		180.00	137.24	65.00		1,057.94		6,393.28	1,401.72
62	Mercer Transfer & Storage	284.31		120.04	145.78	10.40		455.96		2,158.91	781.09
63	Milne, Irwin		35.00	112.00	135.78	40.00		200.00	14.15	755.50	1,614.50
64	Moore, Guy	275.75	100.00	57.00	237.75	50.00	633.96			3,733.51	31.47
65	Musick, Cole	55.00	20.00	50.00	44.20	15.00		447.50		976.70	*551.70
66	Neth, Earl	50.00	60.00	33.50	36.52	15.00		80.20		615.22	574.78
67	Nichols, R. C.	35.00	36.00	57.00	60.72	15.00		170.00		675.55	507.45
68	O'Bleness, W. E.	97.00		93.00	250.00	25.00		289.90	474.98	2,565.03	344.12
69	Osceola Transfer Co.	459.03		250.00	348.03	55.00		781.23	330.00	3,329.48	1,981.80
70	Otis, Carol	40.00		380.00	202.22	125.00		367.00		1,770.60	196.41
	Total Part 4	$11,164.38	$ 2,280.81	$ 4,466.50	$ 7,076.03	$ 3,293.15	$ 1,850.98	$ 26,758.49	$ 4,303.46	$ 147,117.39	$ 27,475.46

*Deficit.

TABLE 20—CLASS 2 FREIGHT CARRIERS—Continued
PART 5—OPERATING REVENUES AND OPERATING EXPENSES—Continued

Number	Carriers Reporting	Operating Revenues—Concluded: Freight revenue	Other revenue	Total	Operating Expenses: Salaries of officers	Drivers' wages	Other wages	Gasolene	Oil and lubricants	Tires and tubes
71	Phippen Trucks	$ 1,393.60		$ 1,393.60	$ 225.00	$ 135.00	$ 50.00	$ 90.00	$ 5.00	$ 100.00
72	Plagge, Edgar	2,627.47	$ 821.50	3,448.97		637.00		522.75	94.89	123.50
73	Potts, Dewey	2,400.00	1,500.00	3,900.00		750.00		580.00	80.00	220.00
74	Quade, H. F.	5,888.96		5,888.96			265.00	680.62	98.30	270.00
75	Range & Frank Transfer	5,745.66	8,469.00	14,214.60		2,160.00		2,176.00	324.00	776.40
76	Reed, Clarence K.	5,275.00		5,275.00			320.00	617.80	95.00	269.70
77	Reuter, Carl	5,743.14		5,743.14		1,200.00	60.00	659.40	137.42	349.50
78	Roddy, Lynn	3,455.48		3,455.48		1,195.00		509.41	74.62	155.30
79	Scherer, F. C.	6,250.00	5,671.51	11,921.51		2,600.00	225.00	2,510.00		335.50
80	Schiele & Petersen	176.00		176.00		75.00		28.69	3.50	
81	Schlick, M. F.	12,945.74	620.40	13,566.14		3,162.00	183.00	1,782.30	70.00	661.93
82	Schoenewe, A. M.	1,500.00	1,730.63	3,230.63				135.00	35.00	90.00
83	Seaton, Ray	2,900.00		2,900.00				300.00	60.00	100.00
84	Seaton, R. O.	7,574.27		7,574.27		1,800.00		722.57	70.00	170.50
85	Sievers, A. H.	700.00		700.00				116.10	50.00	
86	Smith, R. L.	10,829.64	13,268.78	24,098.42		5,896.86		2,807.92	182.90	1,556.25
87	Stalker Transportation Co.	3,910.74	753.86	4,664.60		1,315.05		502.50	68.33	154.35
88	Stanley, L. B.	1,704.36	1,282.93	2,987.29		96.00		514.20	53.38	196.50
89	Stoneburner, Harry	821.99		821.99		138.75	30.00	120.00	15.00	5.85
90	Stormer Transfer	8,657.85	830.95	9,488.80				294.58	31.20	103.00
91	Strait, Paul	10,000.00		10,000.00		2,400.00	150.00	1,450.80	100.00	100.00
92	Thompson, R. G.	2,657.50	100.00	2,757.50				129.20	35.00	43.00
93	Trauer, Buell	6,204.00		6,204.00		1,056.00		373.88	14.00	280.00
94	Trindle, Elbert	67.60	40.80	108.40				11.82	1.25	.50
95	Vetter, Clarence M.	2,794.12		2,794.12				272.68	13.85	80.45
96	Wahrer Bros.	2,400.00		2,400.00		700.00		147.00	33.00	100.00
97	Welker, Albert	1,977.46		1,977.46				346.96	64.20	96.00
98	Wells, Vilas D.	910.00	4,090.00	5,000.00		166.00		440.00	55.00	236.71
99	Wilson, R. A.	959.60	795.55	1,755.15		30.00		151.60	33.50	65.00
	Total Part 5	$ 118,470.12	$ 39,975.91	$ 158,446.03	$ 225.00	$ 25,512.66	$ 1,283.00	$ 18,996.78	$ 1,808.34	$ 6,638.94
	Total Part 1—Forwarded	149,511.47	100,846.03	250,357.50	6,465.60	45,801.71	10,714.51	29,963.93	4,792.93	10,437.09
	Total Part 3—Forwarded	135,779.17	38,813.68	174,592.85	11,033.93	40,880.66	2,190.50	22,222.48	3,539.47	6,056.55
	Grand Total Operating Revenues	$ 403,760.76	$ 179,635.62	$ 583,396.38						
	Total Expenses Parts 1-3-5				$ 17,724.53	$ 112,195.03	$ 14,188.01	$ 71,180.19	$ 10,230.74	$ 23,132.58

TABLE 20—CLASS 2 FREIGHT CARRIERS—Continued
PART 6—OPERATING REVENUES AND OPERATING EXPENSES—Concluded

Number	Carriers Reporting	Operating Expenses, Numbers 71 to 99, Inclusive, and Grand Total Operating Expenses and Surplus from Operations: Repairs	Rent	Insurance	Ton-mile tax	Licenses	Interest	Depreciation	Miscellaneous	Total operating expenses	Surplus from operations
71	Phippen Trucks	$ 50.00	$ 20.00	$ 300.00	$ 60.82	$ 120.00		$ 161.15		$ 1,216.97	$ 176.63
72	Plagge, Edgar	143.46	40.00	104.40	175.27	110.00		568.83	$ 130.00	2,650.10	798.87
73	Potts, Dewey	75.00	42.00	52.00	117.01	100.00		524.75		2,540.76	1,359.24
74	Quade, H. F.	457.50	85.00	84.00	263.24	160.00		1,006.32	16.80	3,386.78	2,502.18
75	Range & Frank Transfer	2,874.00	260.00	528.00	273.92	360.00		2,625.00		12,457.32	1,757.28
76	Reed, Clarence K.	92.90	90.00	63.50	205.88	127.75		376.00	50.00	2,308.53	2,966.47
77	Reuter, Carl	321.00	120.00	103.75	266.05	65.00		791.26	30.18	4,103.56	1,639.58
78	Roddy, Lynn	445.55	106.00	127.50	183.63	40.00	$ 140.00	500.00	217.80	3,694.81	*239.33
79	Scherer, F. C.	832.35	570.00	191.00	417.00	627.75	560.00	2,331.94	1,578.51	12,779.05	*857.54
80	Schiele & Petersen				13.12	40.00		25.00		185.31	*9.31
81	Schlick, M. F.	997.77	135.25	424.56	918.60	243.50	213.98	1,519.58	396.34	10,808.81	2,757.33
82	Schoenewe, A. M.	40.00		30.00	21.38	15.00		272.69		639.07	2,591.56
83	Seaton, Ray	100.00		63.00	38.55	40.00		381.33		1,082.88	1,817.12
84	Seaton, R. O.	75.00		115.00	319.75	200.00		905.00		4,377.82	3,196.45
85	Sievers, A. H.			50.00	74.29	65.00		247.94		603.33	96.67
86	Smith, R. L.	300.00		471.10	422.42	928.00	138.65	5,160.04	175.00	18,039.14	6,069.28
87	Stalker Transportation Co.	295.10	265.50	143.40	196.13	74.75	8.40	173.27	67.81	3,261.59	1,403.01
88	Stanley, L. B.	233.19		177.55	227.58	151.75		606.66	139.99	2,395.80	591.49
89	Stoneburner, Harry		15.00		74.96	16.00		109.00	15.00	539.56	282.43
90	Stormer Transfer	169.24	216.00	100.00	85.23	42.00		359.50	453.33	1,854.08	7,634.72
91	Strait, Paul	350.00		150.00	330.55	90.00		1,125.00		6,246.35	3,753.65
92	Thompson, R. G.	23.00		50.00	35.78	35.00		207.49	261.58	820.05	1,937.45
93	Traver, Buell	150.00	20.00	76.00	213.55	97.00		527.60	350.00	3,158.03	3,045.97
94	Trindle, Elbert			2.62	5.88	1.67		13.28		37.02	71.38
95	Vetter, Clarence M.	97.85	36.50	41.00	83.14	21.75		222.60		869.82	1,924.30
96	Wahrer Bros.			60.00	62.40	25.00		150.00		1,277.40	1,122.60
97	Welker, Albert	22.40		45.00	157.60	25.00		398.75		1,155.91	821.55
98	Wells, Vilas D.	89.27		107.10	107.80	208.25		1,559.88		2,970.01	2,029.99
99	Wilson, R. A.	85.85		95.50	24.11	82.00		474.60		1,062.16	702.99
	Total Part 6	$ 8,320.43	$ 2,121.25	$ 3,655.98	$ 5,382.64	$ 4,212.17	$ 1,061.03	$ 23,324.46	$ 3,882.34	$ 106,512.02	$ 51,984.01
	Total Part 2—Forwarded	14,647.01	3,971.22	5,302.30	6,067.26	5,637.75	1,233.21	36,020.90	8,960.76	190,006.18	60,351.32
	Total Part 4—Forwarded	11,164.38	2,280.81	4,466.50	7,076.03	3,293.15	1,850.98	26,758.49	4,303.46	147,117.39	27,475.46
	Grand Total Operating Expenses Parts 2-4-6	$34,131.82	$ 8,373.28	$13,424.78	$18,525.93	$13,143.07	$ 4,145.22	$ 86,103.85	$ 17,136.56	$ 443,635.59	$ 139,760.79

*Deficit.

TABLE 30—CLASS 2 FREIGHT CARRIERS
PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS ON ROUTES OPERATED WHOLLY WITHIN THE STATE OF IOWA

Number	Carriers Reporting	Motor miles during year	Operating Revenues	Operating Revenues per motor mile	Operating Expenses	Operating Expenses per motor mile	Gasolene Consumed Gallons	Gasolene Consumed Miles per gallon	Oils Consumed Gallons	Oils Consumed Miles per gallon	Ton-miles operated	Number of trucks	Miles of routes—one way	Accidents Employees injured	Accidents Other persons injured	Average number of employees	Aggregate compensation
1	Akron Truck Co.	2,130	$ 1,094.80	$ .50709	$ 1,151.73	$ .53346	810	2.66	26	79	20,273	5	39.98			5	$ 5,070.00
2	Allen, J. C.	27,909	4,833.45	.17319	3,414.65	.12235	2,794	9.98	129	216	144,306	3	53.83			1	1,247.45
3	Ausenbus, Adolph	15,291	3,640.00	.23805	2,733.37	.17876	3,018	5.07	122	125	95,965	1	53.8			1	180.00
4	Baldwin, Ray S.	1,381	466.69	.33794	246.94	.17881	203	6.8	6	230	7,502	1	82.42			2	540.00
5	Baxter, Harley R.	7,564	3,500.00	.46272	2,964.32	.39190	1,600	7.56	25	302	18,916	1	30.5			2	1,875.00
6	Beckjorden & Co.	45,132	11,832.03	.26216	8,917.72	.19759	8,798	5.13	440	103	219,810	3	77.4	2		2	3,153.35
7	Bos Truck Line	50,894	14,025.17	.27558	14,036.24	.27579	8,881	5.73	638	80	174,892	7	130.44			5	5,466.90
8	Bonar, Perry	13,122	3,476.63	.26647	2,215.96	.16888	1,292	10.16	39	339	19,683	1	19.24			1	1,150.00
9	Brown, Carl	42,025	17,010.35	.40479	15,777.44	.37545	11,783	3.57	149	282	198,688	5	35.26			5	6,770.26
10	Buechele, A. C. (10-11-12-31)	1,610	350.00	.21734	377.61	.23876	120	13.42	4	403	7,427	2	19.59			1	266.67
11	Butterworth, M. E.	15,832	3,567.69	.22535	1,901.56	.12379	2,263	7.	45	352	74,442	1	45.84			*	
12	Caldwell, W. D.	17,021	2,368.34	.13914	2,364.76	.13893	2,130	7.94	74	230	85,968	4	56.65			4	5,175.16
13	Campbell, R. A.	3,888	1,132.12	.29118	570.80	.14681	608	6.39	72	54	15,165	2	29.			*	
14	Cass, M. J.	20,653	6,430.41	.31135	3,004.37	.14547	4,024	5.13	146	141	103,265	1	38.25			1	720.31
15	Christiansen, N. C.	3,200	575.00	.17969	207.41	.06482	487	6.5	17	182	12,501	1	46.			*	
16	Clayton, W. W. (11-14-12-31)	10,751	355.97	.03311	949.11	.08828	1,124	9.48	18	597	57,373	2	139.85			1	171.00
17	Conard, R. L.	24,379	14,469.23	.59351	14,297.88	.58648	7,200	3.38	383	164	119,171	4	22.74			3	4,800.00
18	Corrow, C. N.	10,275	6,450.00	.62774	1,774.51	.17270	3,047	3.37	122	84	26,187	2	125.67			1	926.00
19	Croghan, C. B.	11,074	2,238.39	.20121	993.85	.08974	992	11.16	42	263	32,095	1	20.9			*	
20	Cronk, W. S.	3,315	635.75	.19178	407.04	.12279	535	6.2	30	110	10,873	1	25.5			*	
21	Cross, W. D.	21,133	5,426.86	.25680	3,335.30	.15782	3,330	6.35	110	192	118,006	5	585.47			3	4,325.66
22	Determan & Helmendinger	22,066	7,710.78	.34944	5,792.20	.26249	3,218	6.85	197	112	121,295	2	35.			2	2,677.02
23	De Vries, Stephen	10,119	2,351.66	.23240	1,319.27	.13038	2,367	4.46	91	182	50,697	1	60.96			*	
24	Doyle, H. F. (7-1 to 12-31)	3,990	903.45	.22643	783.57	.19638	360	11.08	47	85	14,748	1	90.3			*	
25	Drake, W. H.	12,845	1,812.50	.14110	953.75	.07425	1,378	9.32	51	252	33,039	1	20.69			*	
26	Eldridge, J. E.	31,592	19,324.89	.61170	16,480.62	.52167	8,513	3.71	470	67	114,279	10	17.8			8	7,862.21
27	Emmetsburg Produce Co.	9,848	368.00	.03736	1,028.13	.10444	1,330	7.24	24	401	46,295	1	71.70			2	600.00
28	Fredericksen & Son, J. H.	2,300	422.49	.18365	508.59	.22113	682	10.	26	224	11,370	7	51.			1	594.00
29	Furness, Bert H.	5,542	1,600.00	.28870	1,129.35	.20378	500	11.9	22	252	12,779	1	11.			1	600.00
30	Gates Transfer Line	21,973	3,777.71	.17193	2,984.30	.13582	2,502	8.78	110	200	89,577	3	208.2			1	351.00
31	Gateway City Transfer Co.	12,130	3,757.70	.30979	5,062.91	.41739	5,880	2.06	250	49	69,752	1	101.45			2	1,812.08
32	Gerdes Transfer Line	26,984	7,716.89	.28598	4,720.20	.17493	2,874	9.39	96	281	114,273	3	50.72			3	1,662.75
33	Green, H. B.	19,256	6,120.86	.31787	3,549.60	.18434	5,882	6.63	326	120	99,525	3	43.64			2	2,275.00
34	Grathaus, C. E.	18,623	4,571.93	.24542	4,401.06	.23643	3,648	5.1	156	119	133,152	1	61.36			2	1,500.00
	Total Part 1	545,874	$ 164,317.56		$ 150,646.05		103,573		4,503		2,473,289	88	2,502.05	2		62	$ 61,861.82

*Individual operators.

TABLE 30—CLASS 2 FREIGHT CARRIERS—Continued
PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS ON ROUTES OPERATED WHOLLY WITHIN THE STATE OF IOWA—Continued

Number	Carriers Reporting	Motor miles during year	Operating Revenues	Operating Revenues per motor mile	Operating Expenses	Operating Expenses per motor mile	Gasolene Consumed Gallons	Gasolene Consumed Miles per gallon	Oils Consumed Gallons	Oils Consumed Miles per gallon	Ton-miles operated	Number of trucks	Miles of routes—one way	Accidents Employees injured	Accidents Other persons injured	Average number of employees	Aggregate compensation
35	Hakes, F. D.	8,000	$ 1,518.00	$ .18975	$ 1,036.30	$ .12961	900	8.9	24	333	21,358	1	51.			1	$ 590.00
36	Hall, O. S.	25,269	4,377.74	.17325	4,089.61	.16184	2,862	8.8	114	222	137,870	3	74.63			3	2,650.00
37	Harper, Thos.	17,445	3,602.23	.20649	1,300.66	.07456	2,112	8.26	120	145	69,173	1	22.			*	
38	Hartzell, C. L.	16,275	3,698.00	.22722	2,306.67	.14169	2,183	7.46	64	254	72,243	1	69.56			1	844.00
39	Hausman, Geo. W.	32,204	4,000.00	.12421	2,460.01	.07639	3,900	8.3	143	225	125,467	1	58.			*	
40	Headrick & Marshall	14,652	3,963.30	.20845	1,479.76	.10100	2,343	6.25	53	275	71,657	1	34.63			*	144.50
41	Heath, Elvin F.	1,146	280.00	.24433	406.13	.35439	118	9.7	5	229	2,254	1	34.07			1	135.00
42	Hiatt, D. N.	21,719	6,317.60	.29088	4,314.16	.19864	4,431	4.9	160	136	96,404	2	33.21			1	1,200.00
43	Hill, H. G.	11,870	4,948.06	.41685	9,504.95	.80070	8,575	1.38	150	79	50,984	5	57.39			2	1,332.80
44	Holdcraft, Max.	1,763	675.00	.38287	664.22	.37676	600	2.94	50	353	5,290	2	21.			*	
45	Hrnicek, Charlie	2,850	345.50	.12123	418.10	.14670	540	5.28	6	475	9,824	1	12.			*	
46	Iowa Cent. Motor Exp.	44,417	8,644.18	.19461	7,281.38	.16393	5,634	7.88	120	370	183,783	2	59.			2	2,760.00
47	Kasischke, Gust.	5,204	1,646.00	.31630	591.80	.09643	612	8.5	35	182	11,915	1	14.34			*	
48	Kler, Walter H.	27,000	4,623.09	.17123	4,673.28	.17308	3,566	7.51	91	291	118,209	1	38.51			1	2,270.93
49	Kirkpatrick, Geo. F.	5,190	1,393.24	.26845	520.71	.10033	474	10.94	11	472	13,494	1	8.21			*	
50	Knoke, Louie	7,056	3,131.75	.44384	3,276.45	.46435	950	7.43	52	135	30,693	1	30.68			1	2,160.00
51	Koss, George	2,254	545.75	.24213	254.06	.11760	345	6.5	15	150	5,182	1	9.8			*	
52	Kristensen, Harold	5,584	2,600.00	.46544	985.73	.17735	900	6.2	20	279	18,480	1	9.8			*	27.00
53	Kroeger, Ray	330	72.00	.21818	45.85	.13894	48	6.9	2	165	1,122	1	27.5			*	
54	Lang, W. O.	7,656	1,600.00	.20899	766.06	.10006	1,250	6.12	50	153	41,188	1	31.9			*	
55	Lau, L. W.	9,486	1,863.25	.19642	1,379.17	.14539	924	10.27	45	211	21,347	1	15.4			1	720.00
56	Lee, Theo. S.	25,286	6,320.55	.24996	3,919.67	.15501	2,175	11.6	125	202	91,421	2	22.7			3	3,276.00
57	Le Mars Ass'd Retailers	17,418	6,252.04	.35894	6,552.10	.37617	3,060	5.7	128	137	81,637	2	25.24			3	3,843.00
58	McIntyre, Robt. L.	21,100	6,499.04	.30801	3,257.24	.15437	3,463	6.09	120	176	110,629	1	31.4			*	
59	McLeod, C. L.	99,926	13,729.35	.13740	13,922.75	.13933	7,129	14.02	237	422	421,100	10	344.78			24	20,960.70
60	McLeod Transfer, C. L.	74,016	19,299.84	.26075	16,165.73	.21841	14,240	5.2	675	109	363,262	6	197.00			7	5,534.40
61	Maxwell, J. P. & Son	11,660	7,795.00	.66852	5,418.91	.46474	2,332	5.00	103	113	55,674	2	20.43			4	3,000.00
62	Mercer Transfer & Storage	11,285	2,940.00	.26052	2,158.91	.19131	1,470	7.68	74	154	53,306	1	19.2			1	641.02
63	Milne, Irwin	10,959	2,370.00	.21638	755.50	.06894	816	13.43	27	406	54,315	1	53.2			*	
64	Moore, Guy	18,909	3,764.98	.19911	3,733.51	.19745	4,380	4.32	125	151	94,274	1	61.6			1	1,200.00
65	Musick, Cole	7,596	1,425.00	.05306	976.70	.12860	1,080	7.03	33	230	18,987	1	13.5			*	
66	Neth, Earl	6,106	1,190.00	.19489	615.22	.10075	825	7.40	50	122	14,710	1	10.			*	
67	Nichols, R. C.	11,844	1,183.09	.09999	675.55	.05704	1,027	11.53	29	408	24,285	1	37.97			*	
68	O'Bleness, W. E.	24,001	2,909.15	.12121	2,565.06	.10687	3,120	7.7	234	103	86,364	1	31.50			1	200.00
69	Osceola Transfer Co.	28,576	5,311.28	.18587	3,329.48	.11651	3,380	8.45	91	314	139,216	3	60.00			1	275.74
70	Otis, Carol	17,241	1,967.01	.11409	1,770.60	.10270	2,836	6.08	40	431	81,088	2	58.4			*	
	Total Part 2	653,292	$ 142,770.93		$ 113,481.06		94,628		3,421		2,799,305	65	1,709.55			59	$ 53,865.09

*Individual operators.

TABLE 30—CLASS 2 FREIGHT CARRIERS—Concluded

PART 3—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS ON ROUTES OPERATED WHOLLY WITHIN THE STATE OF IOWA—Concluded

Number	Carriers Reporting	Motor miles during year	Operating Revenues	Operating Revenues per motor mile	Operating Expenses	Expenses per motor mile	Gasoline Consumed Gallons	Gasoline Consumed Miles per gallon	Oils Consumed Gallons	Oils Consumed Miles per gallon	Ton-miles operated	Number of trucks	Miles of routes—one way	Accidents Employees injured	Accidents Other persons injured	Average number of employees	Aggregate compensation
71	Phippen Trucks	6,527	$ 1,289,003	$ 22544	$ 1,216,976	$ .19612	470	13.37	91	71	24,327	2	123.95			3	$ 410.00
72	Plaage, Edgar (5-1-12-31)	13,467	2,627,47	195510	2,134,559	.15851	1,964	6.86	232	58	70,115	1	21.47			1	637.00
73	Potts, Dewey	8,908	2,400.00	30067	1,964,83	.21782	1,390	3.89	86	100	43,918	1	30.5			1	720.00
74	Quade, H. F.	21,940	5,888.96	26841	2,386.78	.15437	2,456	6.93	128	178	105,311	1	43.69			2	295.00
75	Range & Frank Transfer	26,632	5,745.60	21574	2,205.82	.12092	3,089	8.62	144	185	104,677	4	67.7			2	2,160.00
76	Reed, Clarence K.	17,712	5,275.00	29782	2,308.53	.13034	3,089	5.73	80	221	82,359	2	33.47			1	320.00
77	Reuter, Carl	39,663	5,743.14	14516	4,103.56	.10372	2,397	12.00	106	366	112,567	2	63.2			2	1,260.00
78	Roddy, Lynn	16,329	2,455.48	21172	2,694.81	.23239	2,673	6.11	188	87	79,440	1	24.00			1	1,196.00
79	Scherer, F. C.	37,379	6,880.00	18406	7,644.50	.20452	6,205	6.02	197	190	166,874	4	63.92			2	2,825.00
80	Schiele & Petersen	1,312	176.00	13415	135.31	.14124	144	9.11	5	262	5,248	1	27.00			1	75.00
81	Schlick, M. F.	60,089	13,566.14	22577	10,808.81	.17985	9,158	6.56	149	439	382,853	4	52.34			4	3,345.00
82	Schoenewe, A. M.	3,132	1,630.63	52068	504.07	.16094	300	10.44	15	209	7,830	1	11.00			*	
83	Seaton, Ray	3,615	2,900.00	84019	1,082.88	.31710	1,400	2.44	60	57	14,112	1	14.98			*	
84	Seaton, R. O.	30,164	7,574.27	25110	4,377.82	.14513	3,803	7.93	140	215	135,282	2	118.00			*	1,800.00
85	Sievers, A. H.	6,456	700.00	10843	603.33	.09345	646	9.99	32	202	32,645	1	60.32			*	
86	Smith, R. L.	36,121	10,829.64	43110	8,546.49	.34021	8,374	3.00	116	217	109,940	1	78.52			5	5,836.86
87	Stalker Transp. Co.	21,276	4,138.70	19452	2,864.92	.13466	2,141	9.94	85	357	77,302	2	35.11			4	1,315.05
88	Stanley, L. B.	18,618	2,987.29	16049	2,395.80	.12868	2,561	7.27	42	443	91,029	2	25.98			*	96.00
89	Stoneburner, H. (11-1-12-31)	4,791	821.99	.17157	539.56	.11262	772	6.21	28	171	29,965	4	63.85			5	168.75
90	Stormer Transfer	9,504	9,458.80	99840	1,854.08	.19508	1,430	6.65	152	63	34,006	1	24.00			*	
91	Strait, Paul	33,464	10,000.00	29833	6,246.35	.18666	8,060	4.15	168	199	132,176	3	36.00			3	2,550.00
92	Thompson, R. G.	4,280	2,757.50	.64428	830.05	.19160	600	7.13	24	178	14,308	1	22.00			4	
93	Trauer, Buell	17,190	6,904.00	36000	3,158.01	.18376	1,718	10.00	43	358	85,431	1	69.74			1	1,056.00
94	Trindle, Elbert	495	108.40	21900	37.02	.07479	50	8.39	2	247	2,351	1	22.5			*	
95	Vetter, Clarence M.	13,284	2,794.12	21034	869.82	.06548	1,623	8.72	27	492	34,383	1	50.61			*	
96	Wahrer Bros.	8,828	2,400.00	27186	1,277.40	.14470	735	12.01	40	221	26,486	1	20.71			1	700.00
97	Welker, Albert	15,900	1,977.46	12930	1,155.91	.07243	1,914	8.34	76	210	63,019	1	59.2			1	
98	Wells, Vilas D.	7,340	910.00	12959	628.74	.09584	1,600	4.53	65	111	39,122	2	34.66			2	266.00
99	Wilson, R. A.	4,763	959.60	.30147	586.46	.12313	345	13.81	3	159	13,919	1	15.3			1	30.00
	Total Sheet 3	477,531	$ 122,333.79		$ 78,233.56						2,153,883	57	1,266.72	1		39	$ 27,120.66
	Total Sheet 1—Forwarded	545,874	164,317.56		130,646.00						2,473,289	89	2,602.05	2		62	61,861.82
	Total Sheet 2—Forwarded	653,292	142,770.30		113,481.06						2,799,305	63	1,700.55			50	63,865.09
	Grand Total—Sheets 1-2-3	1,676,697	$ 429,422.26		$ 322,360.61		272,017		10,069		7,426,477	211	5,569.32	2		160	$ 142,847.57
	Grand Averages			$ .25611		$ .19229		6.16		167							

Individual operators.
Grand total of 34 individual operators who do not set up any salary in operating expenses.

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