VOLUME II

Attorney General, Biennial Report, 1930.
Board of Control, Biennial Report, 1930.
Agriculture, Biennial Report of Secretary of, 1930.
Dairy and Food Division, Annual Reports, 1929, 1930.
Weather and Crop Service, Annual Reports, 1929, 1930.
Apiarist, Annual Reports, 1929, 1930.
Library, Biennial Report of State Librarian, 1930.
Library Commission, Biennial Report, 1930.
Banking Department, Annual Reports, 1929, 1930.
Board of Parole, Biennial Report, 1930.
Pharmacy Examiners, Biennial Report, 1930.
Mine Inspectors, Biennial Report, 1930.
Bureau of Labor, Biennial Report, 1930.
Commission for the Blind, Annual Report, 1930.
Adjutant General, Biennial Reports, 1928, 1930.
Fish and Game Warden, Biennial Report, 1930.

VOLUME III

Insurance Department, Annual Reports, 1929, 1930.
Workmen's Compensation, Biennial Report, 1930.
Fire Marshal, Annual Reports, 1929, 1930.
Printing Board, Biennial Report, 1930.
Engineer Examiners, Annual Reports, 1929, 1930.
Historical Society, Biennial Report, 1930.

State of Iowa
1929

Fifty-second Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 2, 1929

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

GEO L. McCAUGHAN, Secretary

Published by
THE STATE OF IOWA
Des Moines

LETTER OF TRANSMITTAL

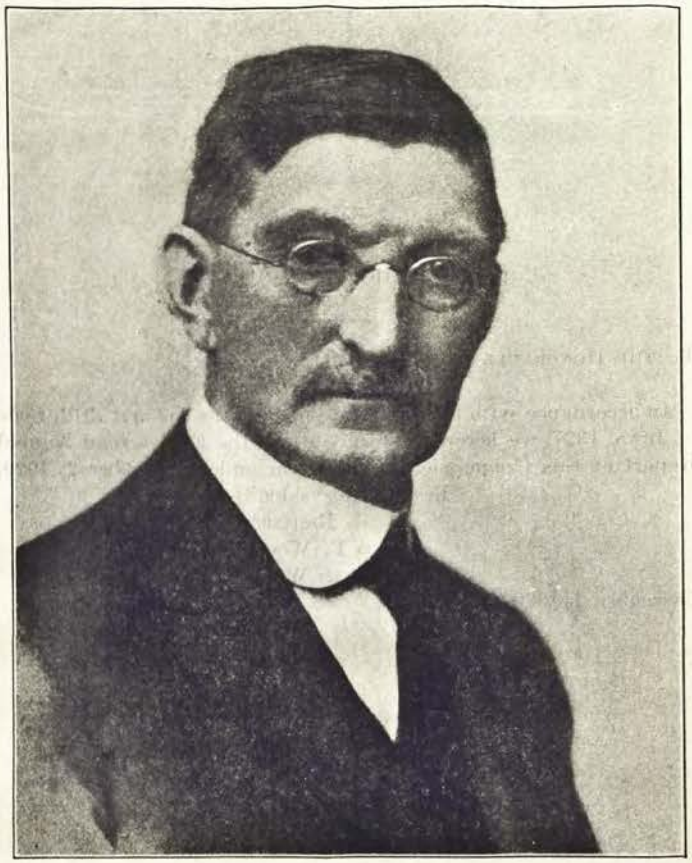
To the Honorable John Hammill,
Governor of Iowa.

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1927, we herewith submit to you the Fifty-second Annual Report of this Commission for the year ended December 2, 1929.

Respectfully submitted,

B. M. Richardson, *Chairman.*
Fred P. Woodruff, *Commissioner.*
Charles Webster, *Commissioner.*

December 2, 1929.



JOHN A. GUIHER

In Memoriam

John A. Guiher was born in Waynesburg, Pennsylvania, in 1858, and died in Miami, Florida, on February 26, 1929. After having finished his elementary schooling he learned the painter's trade and earned money with which to continue his education. He graduated from the Waynesburg College and attended the Law Department of the University of Pennsylvania. He also studied in the law office of Richard Vaux, then a Member of Congress from a Philadelphia District.

In 1881 Mr. Guiher was admitted to the bar. Later in the year he was elected Mayor of Waynesburg, Pennsylvania. In the fall of 1883 he came to Winterset, Iowa, where he lived until the time of his death. Mr. Guiher practiced law for eight years with A. R. Dabney. In 1899, his brother, Will T. Guiher, joined Mr. John A. Guiher in the practice of law at Winterset, and that close relationship continued for thirty years. Mr. Guiher practiced law in Winterset for more than forty-five years. He served as the first County Attorney of Madison County. In 1907 he acted as third arbitrator in the dispute between the Des Moines City Railway and its employes.

On January 20, 1915, Governor Clarke appointed Mr. Guiher as Railroad Commissioner to succeed N. S. Ketchum, deceased. Subsequently he was elected for a full term, and served on the Board until his term expired in 1921. Mr. Guiher declined to become a candidate again. While Railroad Commissioner, Mr. Guiher sat, at Washington, D. C., with the Interstate Commerce Commission for several weeks, as western representative in the advanced rate case hearing. After leaving the office of Railroad Commissioner he served, under appointment of the Federal Court, as master in chancery in several important public utility hearings, and in controversies involving railroad matters.

In 1891, Mr. Guiher was married to Mary L. Evans, who died in January, 1922. In December, 1924, he was married to Mrs. Bertha Wainwright Foster, who, with his brothers, Harry, Frank and Will, and his sister, Nancy, survive. Mr. Guiher was a devoted member of the Presbyterian Church, having taught classes in the Sunday School, as well as being superintendent. He also served on the Board of Directors, and, for several years, was an elder.

Mr. Guiher had no children. However, he took a strong interest in young people, helping many to acquire an education, some of whom never knew he was their benefactor. His delightful personality and kindly disposition endeared him to everyone with whom he came in contact.

ROSTER

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

GENERAL OFFICE

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

RATE DEPARTMENT

W. F. PARSONS.....Chief Rate Clerk
C. A. HANSEN.....Rate Clerk
P. J. O'LEARY.....Asst. Rate Clerk
CYNTHIA TAYLOR.....Asst. Rate Clerk

ENGINEERING DEPARTMENT

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

STATISTICAL DEPARTMENT

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

COMMERCE COUNSEL'S DEPARTMENT

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

MOTOR CARRIER DEPARTMENT

L. C. DONOHOE.....Superintendent
O. E. BOYD.....Chief Clerk
GEORGE McKIM.....Tax Auditor
JOHN BERG.....Clerk
DOROTHY FLYNN.....File Clerk and Stenographer
TWILA BAIE.....Stenographer
MABEL THOMPSON.....Stenographer
B. C. DRURY.....Special Investigator
C. L. PRICE.....Inspector

VALUATION DEPARTMENT

JAMES E. EUBANK.....Valuation Agent
E. L. GARDNER.....Valuation Agent

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, 1,455 cases, distributed as follows:

Involving Railroad Companies	115
Involving Railway Express Agency, Inc.	2
Involving Condemnation Cases	11
Involving Electric Transmission Lines	388
Involving Bonded Warehouses	2
Involving Motor Carriers	221
Involving Truck Operator Permits	337
Involving Airports	4
*Involving Signal Engineering Department	375

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

ORGANIZATION OF THE BOARD

On January 8, 1929, the Board organized and elected Commissioner Richardson Chairman for the year 1929, and Geo. L. McCaughan Secretary.

COMMERCE COUNSEL

On January 8, 1929, the Board submitted to the Senate of the 43rd General Assembly the name of Honorable John H. Henderson, Warren County, as nominee for the office of Commerce Counsel, to complete the term of Hon. Dwight Lewis, resigned, which nomination was confirmed.

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	4,936.04	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	32,023,906.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,509.30	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	46,699,679.92	28,020,531.03	18,679,148.89	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	12,932,788.66	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	31,479,771.68	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

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

Year Ending June 30	Mileage—Excluding Trackage Rights	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,536.34	39,876,480.47	19,294,045.87	2,034.12
1903	9,496.00	57,159,083.09	40,732,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,602,095.10	42,694,060.85	14,908,034.25	1,520.86
1905	9,836.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24
1907	9,817.23	72,836,331.94	51,112,377.06	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.61
1909	9,869.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96
1910	9,781.65	74,890,965.34	59,081,554.54	15,809,410.80	1,616.22
1911	9,871.81	78,872,412.92	60,628,536.43	18,243,886.49	1,848.08
1912	9,901.86	76,296,881.43	59,791,778.66	16,504,102.77	1,666.76
1913	9,939.30	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	92,256,858.89	68,363,179.42	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	103,192,603.66	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	9,842.65	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	148,560,283.24	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	131,589,654.44	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	117,020,822.03	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	117,493,096.95	30,213,872.85	3,102.60

*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of single track owned, of 6.88 miles made up as follows:

Chicago, Milwaukee, St. Paul & Pacific R. R. shows decrease of .97 miles, owned solely and leased to Des Moines Union Railway, operated by Chicago, Milwaukee, St. Paul & Pacific R. R. under trackage rights.

Chicago, Rock Island & Pacific Ry. shows decrease of 5.91 miles, abandonment.

TERMINAL COMPANIES—ALL IN IOWA

Year Ended June 30	Mileage—All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1908	50.27	$503,062.16	$335,440.58	$167,621.58	$ 3,334.42	$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	4,709.33	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.67	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,407.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00

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
1918—							
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	----------
Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	----------
1919—							
Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	----------
1920—							
Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	----------
1921—							
Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	----------
1922—							
Dec. 31	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65
1925—							
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	84.19	521,954.44	330,162.62	191,791.82	2,280.52	1,358,500.00	894,694.78
1928—							
Dec. 31	85.16	837,323.83	338,881.12	198,439.71	2,330.19	1,358,500.00	827,878.09

The mileage of terminal companies shows an increase of 1.06 miles, all tracks, which is accounted for as follows: Des Moines Union shows net increase of 2.4 miles. Des Moines Terminal Co. shows net increase of .65 miles. Iowa Transfer Railway shows net increase of .17 miles.

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	582,512.71	17,507.15	565,012.56	15,225.35	9,875,800.00	1,750,000.00
1916	37.38	543,458.31	20,953.20	522,485.11	13,977.66	9,875,800.00	1,750,000.00
1916—							
Dec. 31	37.33	520,575.61	20,491.96	500,083.65	13,396.29	9,875,800.00	1,750,000.00
1917—							
Dec. 31	38.04	502,257.71	22,769.05	479,488.66	12,604.85	9,875,800.00	1,709,003.97
1918—							
Dec. 31	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,301.61
1919—							
Dec. 31	43.19	750,871.94	25,528.00	725,343.94	16,794.25	9,875,800.00	1,713,184.84
1920—							
Dec. 31	43.27	434,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.06
1921—							
Dec. 31	36.40	351,176.86	39,551.98	311,624.88	8,561.12	7,945,800.00	1,730,703.80

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
1922—							
Dec. 31	36.50	337,960.66	43,802.85	294,157.81			
1923—					8,059.11	7,945,800.00	1,762,947.95
Dec. 31	36.50	347,306.27	62,614.08	284,692.19			
1924—					7,799.79	7,945,800.00	1,783,565.04
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	340,617.59	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

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage —Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1903	98.27	$ 228,444.55	$ 132,620.87	$ 95,823.68	$ 975.10
1904	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02
1910	373.92	1,450,136.37	951,893.73	498,242.64	1,332.48
1911	343.25	1,695,991.39	1,100,354.31	595,637.08	1,735.29
1912	342.74	1,823,191.65	1,272,340.09	550,851.56	1,607.79
1913	394.23	2,330,385.21	1,453,624.17	876,761.04	2,223.98
1914	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915	472.48	2,923,032.97	1,895,925.36	1,027,107.61	2,173.86
1916	483.31	3,120,004.10	1,967,476.15	1,152,527.95	2,384.66
1916—Dec. 31	491.10	3,563,520.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31	510.69	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

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage Owned —Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908	192.57	$ 6,709,200.00	$ 35,359.60	188.47	$ 3,912,000.00	$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910	395.99	14,773,681.11	37,308.22	388.59	11,368,900.00	28,999.46
1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
1912	401.20	16,225,904.66	40,443.40	397.90	13,272,544.90	33,356.48
1913	462.87	18,437,328.00	39,832.63	423.02	16,215,900.00	38,333.65
1914	626.17	19,722,724.00	31,018.29	585.45	23,903,205.30	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	16,839,178.73	34,270.37	484.43	20,700,500.00	42,778.91
1917—Dec. 31	507.89	16,434,320.05	32,838.34	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	17,532,611.94	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	18,906,372.20	36,612.26	516.40	29,099,328.45	56,350.36
1924—Dec. 31	524.37	19,075,030.72	36,378.37	524.37	29,505,590.13	56,268.70
1925—Dec. 31	518.87	28,737,861.04	55,385.47	518.87	38,558,490.44	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

General Cases Involving Railroads

No. A-4201—1929. (See also Nos. A-4201—1926 and A-4201—1928.) W. A. Blakely, et al., Grant Center, v. C., M., St. P. & P. R. R. Co. Train service. Upon application for rehearing and further taking of testimony, this case was set for rehearing on December 19, 1928, at which time, by mutual agreement of parties, it was indefinitely postponed.

Filed March 2, 1926. Closed without prejudice December 2, 1929.

No. A-4217—1929. (See also No. A-4217—1927.)

IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, AND ITS SUCCESSOR, CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY, *Defendants*.

Decided January 17, 1929.

HIGHWAY CROSSING NEAR GLADSTONE.

Supplemental decision as to cost of maintenance of structure and approaches thereto.

Held, Iowa State Highway Commission shall pay cost of maintaining the approaches to the structure; Chicago, Milwaukee, St. Paul & Pacific Railroad Company, successor of the Chicago, Milwaukee & St. Paul Railway Co., shall pay the cost of maintaining the viaduct proper. *So ordered.*

Decided April 12, 1929.

Decision on motion to reconsider supplemental decision of January 17, 1929.

Held, after hearing, Iowa State Highway Commission shall pay the expense of maintaining the surface of the roadway over the entire structure, approaches and viaduct proper. Railroad company shall pay all other maintenance expense of viaduct proper, excluding the approach. *So ordered.*

On May 20, 1927, the Commission rendered its decision and order in this case, in which it was found that the Chicago, Milwaukee & St. Paul Railway Company should construct a viaduct at the crossing under consideration and that the Iowa State Highway Commission should pay twenty-five per cent of the cost thereof; that the Highway Commission should construct and pay the total cost of the necessary approaches. No order was made as to the expense of maintenance of the structure or approaches.

There now appears to be some controversy regarding the maintenance costs and the Commission is requested to make an order determining the question. It is unnecessary to go into the facts of the case as they are fully set out in the original decision and order.

After a careful review of the case, we are of the opinion that the Iowa State Highway Commission should pay the cost of maintaining the approaches to the structure and that the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, the successor to the Chicago, Milwaukee & St. Paul Railway Company, should pay the cost of maintaining the viaduct proper.

It is so ordered.

Hearing on supplement order.

For the Iowa State Highway Commission—M. L. Hutton, Asst. Engr., Ames, Iowa; J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Stephen Robinson, Commerce Counsel Dept.

For the C., M., St. P. & P. R. R. Co.—Willis J. O'Brien, Atty., Des Moines, Iowa.

Pursuant to notice hearing was had on the motion to reconsider the supplementary decision of the Commission of January 17, 1929, filed by

the Chicago, Milwaukee and St. Paul Railway Company and its successor, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

The matter was fully heard and submitted in the office of the Board on April 9. The point at issue in this proceeding is as to the division of the costs of maintenance of the structure and approaches. No order as to the maintenance expense was made in the original decision of May 20, 1927. In our supplemental order of January 17, 1929, we found that the Iowa State Highway Commission should pay the cost of maintaining the approaches to this structure and that the railroad company should pay the cost of maintaining the viaduct proper. It is the contention of the railroad company that the Highway Commission should bear the cost of maintaining the roadway over this structure and the guard and hand rails as well. The Highway Commission contends that the supplementary opinion of January 17, 1929, should stand and that it should only be required to maintain the approaches to the structure.

We have carefully gone into the testimony offered and find that the Highway Commission shall pay the expense of maintaining the surface of the roadway over the entire structure, approaches and viaduct proper, and that the railroad company shall pay all other maintenance expense of the viaduct proper, excluding the approach. It is so ordered.

No. A-4254—1929. (See also No. A-4254—1927.)

CITIZENS OF WINTERSET, *Complainants*,

v.

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

Decided December 27, 1928.

TRAIN SERVICE BETWEEN DES MOINES AND WINTERSET.

Annulment of order of April 7, 1927.

Held, upon hearing, order of April 7, 1927, shall be annulled with certain provisions; adequate and satisfactory motor bus service shall be established and maintained, affording to the public, mail, passenger and express service; provision made that upon any substantial failure of said motor bus the railway company shall restore train service during such failure.

For Citizens of Winterset—No appearances.

For the Railway Company—D. Coughlin, G. M., Des Moines, Iowa; H. F. Reddig, Assistant to G. M., Des Moines, Iowa; R. L. Read, Atty., Des Moines, Iowa.

For Bus Operators—E. H. Fitch, Atty., Des Moines, Iowa; James W. Wilson, Atty., Des Moines, Iowa; J. C. Renfro, Des Moines, Iowa.

After due notice and hearing this date, upon the application for annulment of the Commission's order dated April 7, 1927, in Docket No. A-4254, the Commission, in accordance with agreement between representatives of citizens committee and representative of the Chicago, Rock Island & Pacific Railway Company, hereby annuls said order with the following provisions:

That adequate and satisfactory motor bus service upon the highway between Des Moines and Winterset shall be established and maintained, affording to the public, mail, passenger and express service:

That after any substantial failure of said motor bus service upon the highway the Chicago, Rock Island & Pacific Railway Company shall restore upon its rails train service to meet satisfactorily and adequately the needs of the public during the suspended motor bus service upon the highway, such train service to be restored as soon as practicable after the suspension of service by motor bus occurs.

No. A-4298—1929. Board of Supervisors of Polk County, Des Moines, v. M. & St. L. R. R. Highway crossing west of Valley Junction. Board of Supervisors advised that new crossing had been installed.

Filed July 18, 1927. Closed December 2, 1929.

No. A-4309—1929. Jacob De Haan, Pella, v. M. & St. L. R. R. Co. Right of way fence—Lynnville Junction. Necessary repairs made.
Filed September 16, 1927. Closed December 15, 1928.

No. A-4324—1929. T. P. Harrington, Algona, v. M. & St. L. R. R. Co. Proposed abandonment of Corwith-Algona branch. This complaint was brought by Mr. Harrington through rumor. The last communication received was from the Commerce Counsel, who asked that Mr. Harrington be kept advised. Nothing having been heard from the complainant since October 29, 1927, file closed without prejudice.
Filed October 27, 1927. Closed December 2, 1929.

No. A-4328—1929. E. J. Feuling, New Hampton, v. C., M., St. P. & P. R. R. Co. Train service on Mason City-McGregor Branch. This case was set down for hearing on December 14, 1927, at New Hampton, but on notice that the train service would be restored effective December 18, 1927, to remain in effect until April 1, 1928, the file, after having been held open for more than a year, was closed without prejudice.
Filed November 9, 1927. Closed December 2, 1929.

No. A-4332—1929. City of Hamburg. Approval of Ordinance regulating speed and operation of cars and locomotives within the city. Ordinance approved December 7, 1928.
Filed November 21, 1927. Closed December 2, 1929.

No. A-4337—1929. Town Council of Janesville v. Illinois Central Railroad Co. Speed of trains. The Town Council never having submitted an ordinance for the approval of the Board, which oversight was called to their attention on December 3, 1928, and no reply having been received from them in a year, the case was closed without prejudice.
Filed December 22, 1927. Closed December 2, 1929.

No. A-4338—1929. C., R. I. & P. Ry. Co. Abandonment of train service between Elmira and Iowa City. The Interstate Commerce Commission authorized abandonment of this service on November 13, 1928.
Filed December 29, 1927. Closed December 2, 1929.

No. A-4342—1929. Town of Cumming v. C. G. W. R. R. Co. Application for approval of Ordinance No. 14 regulating speed of trains. The applicants having failed to reply to letters from this office with regard to the status of the case, and the file having lain dormant for one year, it was closed without prejudice.
Filed February 9, 1928. Closed December 2, 1929.

No. A-4350—1929. Harry Crawford, Gladbrook, v. C. G. W. R. R. Co. Fence. Necessary repairs made.
Filed May 3, 1928. Closed December 10, 1928.

No. A-4353—1929.

CITY OF DES MOINES, *Petitioners*,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., ET AL., *Defendants*.
Decided December 26, 1928.

APPLICATION FOR CERTIFICATE OF NECESSITY AND APPROVAL OF PLANS AND SPECIFICATIONS FOR A VIADUCT ON SOUTHEAST SIXTH STREET, DES MOINES.

Found, upon inspection of premises and hearing, necessity for proposed viaduct exists; plans submitted not approved; City of Des Moines granted leave, within a reasonable time, to file supplementary or substituted plans, including certain suggestions made by Board; when new plans submitted order to be made; pending such filing, case held open.

Commissioner Richardson, *Separate opinion and finding.*

Found, necessity for viaduct exists; Commission should consider costs as part of project; abutting damages should be included as part of costs; construction of word "plans" in the statute should include costs and other relevant elements; necessity contingent upon filing of modified plans; suggestions made as to what modified plans should provide; apportionment of cost of structure made to the railroad companies should not exceed 50% of such cost. Plans submitted not approved.

For the City—Hon. John MacVicar, Mayor; Hon. Chas. Hutchinson, Corporation Counsel; F. T. Van Liew.

For the Railroads—J. G. Gamble, Atty., C., R. I. & P. Ry. Co., Des Moines, Iowa; J. C. Pryor, Atty., C., B. & Q. R. R. Co., Burlington, Iowa; Donald Evans, Atty., Des Moines Western Ry., Des Moines, Iowa; Jno. N. Hughes, Atty., Des Moines Union Ry., Des Moines, Iowa; Jacob A. Wagner, G. M., Des Moines Union Ry., Des Moines, Iowa; R. F. Lance and R. F. Schorr, for Ft. D., D. M. & S. Ry. Co.

For the Reilly Estate—Mrs. R. A. Webster, Des Moines, Iowa; Mrs. W. E. Vallette, Des Moines, Iowa.

For East Des Moines Residents—C. B. Hextell, Atty., Des Moines.

For the East Des Moines Club—Nelse C. Hansen, Secy., Des Moines.

For and in Their Own Behalf—F. J. Harvey, Des Moines, Iowa; L. H. Schultz, Des Moines, Iowa.

For the Iowa State Highway Commission—M. L. Hutton, Ames, Iowa; E. W. Blumenschein, Ames, Iowa.

Under the provisions of Chapter 305, Code of Iowa 1927, the Council of the City of Des Moines passed ordinance number 3694, declaring necessity for the construction of a viaduct and approaches thereto over and across the tracks of the Chicago, Rock Island & Pacific, Des Moines Western, Fort Dodge, Des Moines & Southern, Des Moines Union, Chicago, Burlington & Quincy and St. Paul & Kansas City on Southeast Sixth Street from the south line of Walnut Street to the north line of Allen Street in the city of Des Moines.

On June 15, 1928, the petition of the City of Des Moines asking that the Board consider and determine whether or not the proposed viaduct is necessary, together with a certified copy of the ordinance requiring the viaduct and copy of plans and specifications of the proposed structure, were filed with the Commission.

On October 16, 1928, the case came on for hearing in the office of the Board at Des Moines and was fully heard and submitted. The Railroad Companies affected, object to the construction, principally on the following grounds: That no necessity exists for the viaduct; That even if necessity does exist, the plans and specifications submitted provide for an extravagant, elaborate and unduly expensive structure not warranted by any possible existing necessity; That the plans and specifications presented do not provide for the vacation of any part of Sixth Street, nor of the parallel streets on each side thereof, namely, Fifth and Seventh Streets; That the plans and specifications as presented provide for approaches of the total distance of more than eight hundred feet contrary to the provisions of the law; That the Board of Railroad Commissioners is without jurisdiction under the law to hear the application or to make a decision in this case because the city ordinance requiring the viaduct was passed without notice to the Railroad Companies affected; That the City of Des Moines has not made sufficient provision for the appraising, assessing and determining the damages which may be caused to any property by the construction of the proposed viaduct as is contemplated by law.

The law conferring jurisdiction on the Board in such a proceeding as this, is found in Section 5911, Code of Iowa 1927, and is as follows:

"The approaches to any such viaduct shall not exceed a total distance of eight hundred feet, but no such viaduct shall be required on more than every fourth street running in the same direction, and no railroad company shall be required to build or contribute to the building of more than one such viaduct, with its approaches, in any one year; nor shall any viaduct be required until the board of railroad commissioners shall, after examination, determine the same to be necessary for the public safety and convenience, and the plans of said viaduct, prepared as hereinafter provided, shall have been approved by said board."

As we understand the law, our sole duties are, first, to determine

whether or not the proposed viaduct is necessary for the public safety and convenience and second, to approve or disapprove the plans for the proposed structure. This Commission has no powers except those especially conferred on it by the legislature and such implied ones as may be necessary to enable it to exercise the authority expressly granted to it. Nowhere in the law is the Commission empowered to inquire into the acts of the City Council. As we see it, the questions as to the legality of the action of the City Council are not reviewable by us. It is therefore our judgment that the Commission has jurisdiction to pass on the questions presented to it under the provisions of Section 5911 of the Code of Iowa.

The evidence before the Board shows that Sixth Street is a heavily travelled street where it is proposed to erect the viaduct. There is little difference between the City and protesting railroads on that point. Figures introduced by the City covering a count of the traffic for eight representative days on Sixth Street at the place where it is proposed to construct the viaduct, show that there is a daily average movement for the twenty-four hour period, of approximately 4,317 vehicles, 901 pedestrians and 7,735 passengers in automobiles. Exhibits introduced by the Chicago, Rock Island & Pacific Railroad Company show for four representative twenty-four hour periods, an average of 4,455 vehicles and 796 pedestrians. The evidence shows that there were 587 train or engine movements over East Sixth Street from 6 A. M. August 16th to 6 A. M. August 18th, requiring a total of 728 minutes, or a daily average of approximately 293 movements and 364 minutes or about six hours. We are convinced that the showing is conclusive that the public safety and convenience require that the grades of the railway tracks and the highway be separated, and therefore so find.

As to the plans for the viaduct, there is considerable difference in opinion as to the cost of this structure. The City has estimated the cost, excluding property damage, at $460,000. The Railroad estimates run from about $636,000 to $750,000. The plans call for a structure extending from Walnut Street on the north to Allen Street on the south, a distance of about 2,285 feet, to be constructed of concrete and steel, with a roadway 42 feet wide and 6 foot sidewalks on each side. Much testimony was introduced bearing on the plans and specifications. Objection was made on the part of the railroads, to the width of the roadway, it being contended that the width of 42 feet proposed for the roadway is excessive, will materially increase the cost of the viaduct and that a roadway considerably less in width would be ample to carry all the traffic now passing over Sixth Street or that will pass over it in the future. Further objection was made to the length of the approaches, the proposed length exceeding the 800 foot total length specified by law.

After very careful consideration of all the evidence and inspection of the plans, we are of the opinion that the plans as submitted should not be approved. The necessity for the viaduct is so clearly apparent that plans should be prepared which will remove all objections we find to the proposed plans, and therefore leave is now granted to the City of Des Moines to file, within a reasonable time, substituted or supplementary plans for consideration of this Board, and therefore final decision is now deferred. We earnestly recommend, in view of the real necessity for a viaduct at the point proposed, that the city authorities and railroads concerned agree on new plans and specifications, which should provide if possible, among other things, as follows:

That the approach start on the north at the south side of Court Avenue and reach a clearance over the third industry track of the Des Moines Western Railway south of Court Avenue, of not less than 17 feet.

That the first two industry tracks south of Court Avenue be eliminated.

That Court Avenue be raised for a suitable distance enough to make possible a grade on the north approach of not more than 8%.

That East Sixth Street be closed to traffic over the railroad tracks.

When plans are submitted to the Commission in accordance with the

foregoing suggestions, further order will be made. Pending the submission of new plans, this case will be continued.

Separate opinion and

SEPARATE OPINION AND FINDING BY COMMISSIONER RICHARDSON

On June 15, 1928, the City of Des Moines filed a petition with this Commission, stating that an ordinance had been passed declaring the necessity for constructing and maintaining a viaduct along and upon Southeast Sixth Street, from the south line of Walnut Street to the north line of Allen Street and over and across the tracks of the following railroad companies: Chicago, Rock Island & Pacific Railway Company; Des Moines Western Railway Company; Fort Dodge, Des Moines & Southern Railroad Company; Des Moines Union Railway Company; Chicago, Burlington & Quincy Railroad Company and St. Paul & Kansas City Short Line Railroad Company. The last named road has been acquired and is operated by the first named road. The petition asked that after investigation and hearing the Board find the necessity for the proposed viaduct and approve the plans thereof.

Attached to the petition marked Exhibit A was ordinance 3694 and resolution number 2948, marked Exhibit C. The statute which authorizes certain cities to enact such ordinances requiring viaducts over or under railroad tracks, is found in Section 5910 to 5925, inclusive, of the Code of Iowa, 1927. Section 5910 reads, "Cities having a population of 5,000 or over shall have power to require any Railroad Company, owning or operating any railroad tracks upon or across any public streets of such city, to erect, construct, reconstruct, complete and maintain, to the extent hereinafter provided, any viaduct upon or along such streets, and over or under such tracks, including the approaches thereto, as may be declared by ordinance of such city necessary for the safety and protection of the public." Section 5911 reads, "The approaches to any such viaduct shall not exceed a total distance of 800 feet, but no such viaduct shall be required on more than every fourth street running in the same direction, and no railroad company shall be required to build or contribute to the building of more than one such viaduct, with its approaches, in any one year; nor shall any viaduct be required until the Board of Railroad Commissioners shall, after examination, determine the same to be necessary for the public safety and convenience, and the plans of said viaduct, prepared as hereinafter provided, shall have been approved by said Board."

Answers to the petition were filed by the carriers denying the jurisdiction of the Commission and alleging that a twenty days' written notice had not been given to them prior to hearing previous to the enactment of the ordinance. When a viaduct shall be by ordinance, declared necessary for the safety and protection of the public, the Council shall provide for appraising, assessing and determining damages which may be caused to any property by reason of the construction of the same and its approaches. The specifications of such viaduct shall be as required by the Council. The proportion of the costs thereof that each railroad shall bear, shall be determined by the Council. They shall fix the time and place where all such matters and any objections thereto, shall be considered. Not less than twenty days' written notice of such hearing shall be given to the Railroad Company owning the tracks over or under which it is proposed to construct such viaduct.

The jurisdiction of the Railroad Commission is found in Section 5911, which is already quoted above. The City declares that the twenty days' written notice to the Railroad Companies was given and that they have fully complied with the preliminary requirements provided in the statute.

The Commission named September 5, 1928, at 10 A. M. at its office in Des Moines, as time and place for hearing on this matter. For good cause shown, postponement to October 2, 1928, was made and further

postponement to October 16, 1928, at which time the matter was fully heard and the premises inspected.

Des Moines is a city of 141,441 population, according to the 1925 census. It is a municipal corporation under the laws of this state. Whether or not the city has failed in some preliminary requirement to fully comply with the statute, we are unable to say, but it appearing that the city has a population of over 5,000, that they have duly enacted an ordinance requiring the viaduct here in question and have given the statutory twenty days' written notice, we shall proceed to dispose of the matter.

It is the duty and power of this Commission to examine into this matter and to determine whether the proposed viaduct is necessary for public safety and convenience and to approve or disapprove the plans of said viaduct.

DESCRIPTION OF PREMISES

The Des Moines river runs through the city of Des Moines, dividing the city into what is usually termed West and East Des Moines. East Sixth Street runs north and south on the east side of the Des Moines river. Most of the business and residence sections of the city are on the west side. A large part of the city's area, however, is on the east side of the river. The State Capitol and its grounds and part of the business section is on the east side. The proposed viaduct would extend over six blocks from the south line of Walnut Street to the north line of Allen Street. There are no other viaducts over or under the tracks for more than four streets either side of East Sixth Street, the only one on the east side of the river being on East Thirtieth Street. On the west side of the river there is a viaduct on West Seventh and another on West Eighteenth. The proposed viaduct would span 29 railroad tracks. East Sixth Street is a major street in the city planning. There are no large business buildings or residences on either side of East Sixth Street for the distance of the proposed viaduct.

DESCRIPTION OF PROPOSED STRUCTURE

The proposed structure would be of steel and concrete, the length 2,285 feet, 54 feet wide, including a six foot sidewalk on each side. Approaches, north 418 feet and south, 615 feet. The estimated cost by the city is $460,000. Maximum grade of approaches, north 8%, south 5.5%. Clearance over the tracks on the north, 17.15 feet, rising to 22 feet clearance and on the south the clearance is 18.25 feet. The north terminal of the proposed viaduct is at the south line of Walnut Street and the south terminal is at the north line of Allen Street. Six city blocks and 29 tracks will be spanned. No provisions for vacation of East Sixth Street or any adjacent streets were made.

COST AND APPORTIONMENT

According to the plans of the proposed viaduct made by the city, the cost would be $460,000. The Chicago, Burlington & Quincy Railroad Company allege the cost of the structure as proposed by the city to be around $650,000, while other carriers alleged the cost to be around $750,000. The city's figure does not include any abutting property damages. The abutting property damages thus far appraised and assessed by the city are around $200,000. On each side of East Sixth Street, about 50% of the front footage paralleling the proposed viaduct, is owned by the Railroad Companies. The appraisal of damages made by the city does not include any appraisal of damages claimed by the railroad companies. The plans made by the city provide for the affected railroads to bear all the cost of the proposed structure, which is shown below:

C., R. I. & P.	38.90%	$178,940
St. P. & K. C.	11.40	52,440
C., B. & Q.	27.50	126,500
Des Moines Western	16.20	74,520
Des Moines Union	6.00	27,600
Total	100.00%	$460,000

RAILROAD TRAFFIC AND CROSSING PROTECTION

The number of railroad tracks and their ownership are as follows:

	Main Tracks	Other Tracks
C., R. I. & P. (Inc. St. P. & K. C.)	3	15
C., B. & Q.	1	2
Des Moines Western	0	2
Des Moines Union	1	3
Ft. Dodge, Des Moines and Southern	0	2

Total Tracks—29.

For the protection at the Rock Island tracks, there is a flagman at Vine Street from 6 A. M. to 1 P. M. and Market Street from 7 A. M. to 5 P. M. At the Q. tracks, no flagman, but all trains have slow movement. At the Des Moines Union tracks, a flagman only part of the time. For a 48-hour period, 6 A. M. August 16, 1928, to 6 A. M. August 18, 1928, one check determined that there were 587 train movements across East Sixth Street, which together with the minutes trains occupied the crossings, are tabulated below:

	Movements	Minutes	Av. Minutes Per Train
C., R. I. & P.	418	536	1.3
C., B. & Q.	57	104	1.8
Des Moines Western	25	22	.8
Ft. Dodge, Des Moines and Southern	0	0	0
Des Moines Union	87	66	.8
	587	728	1.17

Very few, if any, accidents are cited as occurring at East Sixth Street.

HIGHWAY TRAFFIC

In event of the construction of the proposed viaduct, it was declared that some traffic could be diverted from adjacent streets to East Sixth Street viaduct. For one 18-hour period, the number of vehicles crossing the tracks at East Sixth Street are shown as 6,203. Trains obstructed the passage during that period 3 hours and 46 minutes. Another 18-hour period there were 5,313 vehicles crossing with train obstructions for 1 hour and 23 minutes. For a 48-hour period there were 9,654 vehicles crossing the tracks on East Sixth. The city's check of traffic shows for a period of 8 days, October 13, 1927, to October 20, 1927, an average of 4,317 vehicles and 901 pedestrians per day, an average of total persons both in vehicles and on foot, of 8,634 per day. A tabulation of another check of highway traffic, together with the delays caused by train movements is shown below:

Date	Vehicles	Pedestrians	Train Movements	Switch Movements	Delays
10-3	5,137	874	5	23	61 Min.
10-6	6,341	832	Not shown	Not shown	26 Min.
10-7	6,347	839	Not shown	Not shown	22 Min.
10-13	5,132	640	31	61	24 Min.

The maximum delays to highway traffic caused by train movements on October 3rd was 13 minutes; on the 6th, 10 minutes; on the 7th, 6 minutes, and on the 13th, 4 minutes.

It was testified that more than one-half of the vehicles crossing the grade crossings on East Sixth Street enter or leave East Sixth via Court Street, which is the first street south of Walnut and which will not be connected with the proposed East Sixth Street viaduct.

A tabulation of the recapitulation of a traffic check made by the Commission's engineers at East Sixth Street is set out here, which shows the average movements per hour, of vehicles, pedestrians and trains and time crossing was occupied by trains:

	Mon., Aug. 13 13-Hr. Period 6 A. M.-7 P. M.	Sat., Aug. 19 24-Hr. Period 6 A. M.-6 A. M.	Wed., Aug. 22 12-Hr. Period 8 A. M.-8 P. M.
Vehicles	310	276	301
Pedestrians	55	51	53
Trains	11	8.5	10.4
Time consumed per hour by trains occupying crossing	9⅓ Min.	10 3/5 Min.	11½ Min.

The following tabulation shows the same data with reference to Fifth Street, the first west of East Sixth Street, the one in question, and Seventh Street, the first street east:

	Tues., Aug. 14 East 5th St. 6 A. M.-6 P. M.	Wed., Aug. 15 East 7th St. 7 A. M.-6 P. M.
Vehicles	62	26
Pedestrians	37	20
Trains	9	13.5
Time consumed per hour by trains occupying crossing	10 Min.	22 Min.

It appears that there has been no increase in the volume of vehicular traffic on East Sixth Street in the past two years and likewise that there has been no increase in the average delay caused by trains crossing East Sixth Street in the last two years.

GENERAL

From East Eighth Street to East Thirtieth Street, there are no streets crossing the railroad tracks. In other words, between East Eighth and East Thirtieth Streets, there are no streets connecting with other streets across the railroad tracks. Some traffic could be diverted from other streets to the viaduct on East Sixth Street, but obviously not very much unless forced to do so by the vacation of adjacent streets. It was testified that there are no probable future changes in view of either traffic conditions or commercial conditions or city plans from that which exists now, except East Sixth Street has been designated as one of the major streets in the city planning.

Of the railroads involved here, it appears that the Rock Island and Q. are financially able to participate in a reasonable apportionment of the expense of such a structure as proposed. However, the Fort Dodge, Des Moines & Southern, Des Moines Union and Des Moines Western could not financially stand a very great burden in apportionment of the costs. The first two named roads have rail systems operating in several states. The Fort Dodge line is an electric railroad operating about 145 miles all within the state. They had for the year 1927 a net deficit of $36,735. The Des Moines Union owns, but does not operate, a switching road entirely within the City of Des Moines. For 1927 they had a net deficit of $557. The Des Moines Western, a switching road operating entirely within the city had a net income of $6,273 for the year 1927.

The East Des Moines Club, an association of business men on the East Side, was represented by its president at the hearing and very strongly advocated the construction of a viaduct at East Sixth Street.

COMMISSION'S HOLDINGS IN PREVIOUS CASES

In the West Seventh Street viaduct case in Des Moines, (Report 1906, page 245), this Board refused to act favorably upon the City's application on the ground that vacation of adjacent streets was not provided for in the plans presented by the City.

In the Wall Street viaduct case in Sioux City (Report 1905, page 232), in the Third Street viaduct case in Fort Dodge (Report 1907, page 245), in the Boone viaduct case (Report 1917, page 85) and in the Chariton Subway case (Report 1926, page 36) the same reasons were given by the Board for its refusal to approve the plans, namely, no provision being made for vacation of adjacent streets. In all cases the Commission has

required the vacation of the street along which a viaduct was proposed to be constructed. In the Wall Street viaduct case in Sioux City, (Report 1905, page 232) one of the findings especially made by us and upon which we based our refusal to approve the plans was that, "about 150 feet of intervening property over which the proposed viaduct is to be constructed, is not occupied or owned by any or either of the respective railroad companies, the same being what may be termed 'private property'."

It is observed in the case now before us that there is some intervening property over which the proposed viaduct is to be constructed. While the Commission may not have in previous cases attempted to make any apportionment of the costs of any proposed viaduct, it has, nevertheless, reviewed the apportionment and has in previous cases pointed out the unfairness of any distribution of costs and has based its refusal to approve the plans upon such fact in some cases. In general, the Commission in previous cases, in order to determine the necessity and approve plans, has considered the number of railroad tracks and train movements; the degree of hazard existing; the protection afforded; the volume of highway traffic; present and probable needs to accommodate traffic; the proximity of proposed viaduct to other viaducts; whether or not vacation of streets was made; kind of structure; its approaches and clearances, and the costs and apportionment thereof in relation to the necessity.

FINDINGS AND OPINION

This Commission, in determining whether the proposed viaduct is necessary for the public necessity and convenience and whether the plans for such viaduct shall be approved or not, should consider the costs of such project as part of the plans and in my opinion the reasonableness of the apportionment likewise. In turn, the amount of the costs would have something to do with whether or not a necessity for such project existed. While the abutting property damages are not to be reviewed by us, they, nevertheless, would be part of the costs entailed by reason of the construction of such a structure.

Even in view of the number of tracks, the number of train movements and volume of highway traffic, necessity must be related to costs involved in a project proposing to separate rail and highway traffic. Costs of such projects might in some cases be of astounding magnitude. In order to determine whether or not such projects were necessary, consideration of the costs would be very important. Each has a bearing on the other. I construe the statute in the use of the word "plans" to include costs and other relevant elements to the project.

The Commission is charged with the duty of regulating the railroads of this state. We fix the rates from which the revenue is produced. We order services increased or diminished, require that adequate facilities for the use of the public be maintained and often order expenditures of large amounts for improvements. In doing this and in properly regulating the carriers, we can not escape the duty and responsibility of guardianship to the extent that no unwise and unnecessary expenditures may be ordered.

I believe that the situation here, in view of the volume of traffic and number of tracks and train movements, may necessitate the separation of highway and railway traffic, but find such necessity contingent only upon such modified plans as may be submitted by the City for our approval. Such modified plans should provide for the following:

1. The plans should provide for the north terminal point to be at the south line of Court Street. This could be accomplished by the arrangement for the relocation of the two north tracks in order to obtain proper clearances and not create too much grade on the north approach.
2. There should be an equitable distribution between the affected railroad companies of that part of the costs apportioned to them.
3. There should be provisions made for the vacation of East Sixth Street for the distance within the terminal points of the viaduct.
4. There should be provision made for the vacation of East Fifth Street be-

tween a point beginning just before reaching the tracks of the Des Moines Union Railway Company and the south line of Elm Street.

5. The width of the roadway of the proposed viaduct should not exceed 36 feet exclusive of sidewalks.

6. The apportionment of the costs of the structure made to the railroad companies should not exceed fifty per cent (50%) of such costs.

Under the present record, and for the reasons stated, I do not approve the plans of the proposed viaduct at East Sixth Street, Des Moines, Iowa.

No. A-4358—1929. Township Trustees of White Oak Township, Mahaska County, Rose Hill. Highway crossing—Condition of bridge over crossing. Satisfactory repairs made.

Filed July 9, 1928. Closed January 8, 1929.

No. A-4360—1929. Township Trustees, Thayer, v. C. G. W. R. R. Highway crossings north of Talmage. This complaint was investigated by the railroad company, and some changes were made in one of the crossings. The other crossings were the standard country road crossings. The complainants failed to reply to two letters from this office as to whether or not the file might be closed. Therefore, it was closed without prejudice.

Filed April 15, 1928. Closed February 15, 1929.

No. A-4362—1929. Town Council of Greene v. C., R. I. & P. Ry. Co. Speed of trains. Satisfactorily adjusted.

Filed October 25, 1927. Closed December 10, 1928.

No. A-4367—1929. Town of West Side v. C. & N. W. Ry. Co. Crossing protection on Main Street. Satisfactorily adjusted.

Filed July 9, 1928. Closed December 7, 1928.

No. A-4371—1929. J. S. Farley, Grinnell, v. M. & St. L. R. R. Co. Fence repairs made. Closed without prejudice.

Filed September 17, 1929. Closed December 2, 1929.

No. A-4372—1929.

E. G. HENNINGSEN, COUNTY ENGINEER, OSCEOLA, IOWA, *Petitioner*,

v.

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

Decided June 21, 1929

HIGHWAY CROSSING—CLARKE COUNTY, NEAR OSCEOLA—REOPENING OF.

Held, upon inspection of premises and hearing; facts do not warrant order requiring reopening of the crossing.

For the Complainants—E. G. Henningsen, County Engineer, Osceola, Iowa; E. K. Jones, County Attorney, representing the Township Trustees.

For the Railroad Company—J. C. Pryor, Atty., Burlington, Iowa.

On September 22, 1928, County Engineer of Clarke County filed a letter with the Commission which purported to be a complaint and asking disposition of a matter concerning a crossing at grade of the Chicago, Burlington & Quincy Railroad Company with a township highway. The road in question is about a mile in length and is located between Section 24, Township 72 North, Range 25 West, and Section 19, Township 72 North, Range 24 West.

The letter stated that the road was in an unused condition and before it could be opened, it would be necessary to have a grade crossing at the railroad tracks and right of way fences removed. It further stated that the railroad refuses to make such crossing, contending that it would be a dangerous one. After some correspondence, the Chicago, Burlington & Quincy Railroad Company filed on April 20, 1929, an answer to the original complaint resisting the opening of this township road and the crossing, alleging that it would be very dangerous and hazardous. The answer filed indicated the position of the Chicago, Burlington & Quincy Railroad Company as that of complainant.

Pursuant to notice the matter was set down for hearing on May 7, 1929, at Osceola, Iowa, at which time and place the matter was fully heard and the premises inspected. At the hearing the County Attorney representing the township trustees, took the position of defendant and moved to dismiss the application to reopen the crossing on the grounds that the Commission had no jurisdiction. The motion being denied, the township trustees, by the County Attorney, then filed a resistance to the application. The Commission will not go into the matter as to who is really the defendant and who is really the complainant, as that is not a material matter in this case. As the matter is before us, under Sections 8020, 8021 and 8022, Code of Iowa, 1927, which sections are herein set out, the Commission determines upon advice of Counsel, that under the following sections we have the jurisdiction of the matter before us and will proceed to dispose of the issues:

"8020. Railway and highway crossing at grade. Wherever a railway crosses or shall hereafter cross a highway at grade the railway company and the board of supervisors of the county in which such crossing is located, if a primary or secondary highway, or such railway company and the trustees of the township in which such crossing is located, if a township highway, may agree upon any change, alteration, vacation, or relocation of such highway so as to carry such highway over or under such railway or eliminate such crossing entirely, and upon the expense each party shall pay for making such changes."

"8021. Disagreement—application—notice. If the railway company and said highway authorities can not agree upon the changes, to be made, either party may make written application to the board of railroad commissioners, setting forth the changes and alterations desired, and said board shall fix a date for hearing and give the other party ten days' written notice by mail of such date."

"8022. Hearing—order. The board of railroad commissioners shall hear and determine such application, taking into consideration the necessity of such changes and the expense thereof, the location of any crossing and the manner in which it shall be constructed and maintained, or whether a crossing is to be eliminated and the provisions therefor, and may make such order in relation thereto as shall be equitable, including authority to condemn and take additional land for such purposes when necessary, and shall determine what portion of the expense shall be paid by any party to such controversy."

It will be noted that in Section 8022, the Board shall take into consideration the necessity of changes proposed, the expense thereof, and the location of any crossing and the manner in which it shall be constructed or whether a crossing is to be eliminated and the provisions therefor, and may make such order in relation thereto as shall be equitable.

Between Osceola and Woodburn on the Chicago, Burlington & Quincy Railroad Company, a distance of about six or seven miles, the Chicago, Burlington & Quincy double track main line is divided by about a mile. East and west through Osceola Primary No. 34 runs and it is proposed to pave in the near future. The township road in question is a mile long and connects an east and west township road on the south with Primary 34 on the north. It goes over to the north main line of the Chicago, Burlington & Quincy. The north line of the Chicago, Burlington & Quincy carries their westbound traffic. One mile on either side of the road in question there is a connecting township road used and in fairly good condition. The road on the east of the one in question goes under the Chicago, Burlington & Quincy through a subway. The one on the west of the road in question reaches Primary No. 34 by crossing both lines of the Chicago, Burlington & Quincy. It was testified that ten farmers residing south of the intersection of the road in question with an east and west primary would be particularly benefited, which benefit in substance, was that they would reach the proposed paved Primary No. 34, with one mile less travel and would eliminate crossing one of the Chicago, Burlington & Quincy tracks. Several witnesses testified that the grade crossing on the road one mile west of the road in question was dangerous because the highway crossed the tracks on an angle. The road in question has been unused from twenty to twenty-five years. No

persons reside on either side of it. It would require considerable expense and work to make the road usable. The view of approaching trains would be obstructed by reason of both the highway and railroad going through cuts. In our opinion if the crossing were open for travel, it would create an extremely hazardous one. Most, if not all, of the residents south of the proposed road testified that not only was there a demand, but that it would be a substantial convenience to reopen the highway and grade crossing. To this testimony we are in complete accord. The shortening of distance to the extent of a mile over Iowa dirt roads, during many days of the year, means a great deal in time, expense and safety. The reopening of this road would accomplish this result.

A few years ago, by verbal agreement between the railroad company and township trustees, the crossing was fenced off. The view from the highway upon approaching the crossing is so obstructed that the crossing is extremely hazardous. Recent years have developed great stress in the elimination of crossings at grade whenever possible nationally. To this policy, the Iowa Commission has allied itself. With all the benefits and convenience to accrue from the reopening of said crossing, we are of the opinion that the hazard would still outweigh. The loss of a single life would be too much price to pay.

After a very careful review of the record in this case, we are of the opinion that the facts do not warrant an order from this Commission requiring the Chicago, Burlington & Quincy Railroad Company reopening the grade crossing in question.

No. A-4373—1929. Citizens of Kirkman v. C. & N. W. Ry. Co. Station facilities and service. Closing of station.

Investigation disclosed the fact that the railway company had no intention of closing station.

Filed Nov. 7, 1928. Closed December 4, 1928.

No. A-4374—1929. H. N. Hanson, Leland, v. M. & St. L. R. R. Co. Stock yards. Upon investigation, railroad company advised necessary repairs would be made, and no further complaint having been received from Mr. Hanson, the file was closed without prejudice.

Filed Nov. 13, 1928. Closed Dec. 2, 1929.

No. A-4377—1929. J. W. Leuty, Percy, v. Wabash Railway Co. Train service—stopping of certain trains. Railway company advised arrangements would be made to stop certain trains at Percy on signal. No further complaint having been received from the complainant, case closed without prejudice.

Filed December 15, 1928. Closed January 25, 1929.

No. A-4378—1929. City of Sioux City v. Railroads. Speed of trains. Ordinance No. 0-2392 of the City of Sioux City approved on May 28, 1929.

Filed December 27, 1928. Closed May 28, 1929.

No. A-4379—1929. Mrs. John McIlrath, Laurel, v. M. & St. L. R. R. Co. Fence. On February 25, 1929, the railroad company advised that necessary attention would be given the fence as soon as the frost was out of the ground. Nothing having been heard from the complainant since that date, the file was closed without prejudice.

Filed December 22, 1928. Closed November 2, 1929.

No. A-4380—1929.

IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

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

Decided August 5, 1929.

HIGHWAY CROSSING, NEAR LEWIS STATION; ESTABLISHMENT OF.

Found, upon hearing, public interest requires establishment of proposed crossing;

Ordered, crossing shall be established; division of expense made; complainant not obligated to maintain crossing in future.

For the Petitioner—W. E. Jones, Assistant Engineer.

For the Defendant—A. B. Howland, Asst. Atty. for Iowa, Des Moines; F. Nugent, Des Moines, Iowa.

This matter came on for hearing before the Board of Railroad Commissioners of the State of Iowa, at the office of the Board, City of Des Moines, Iowa, at nine o'clock a. m. on July 16, 1929.

Pursuant to notice, and the complainant appearing by W. E. Jones, its Assistant Engineer, the respondent appearing by A. B. Howland and F. Nugent, and the Board having heard the evidence offered by the respondent, and examined the plans for the construction of the crossing of primary highway No. 32, over the line of the respondent, and being now fully advised, finds that the public interest requires that the crossing referred to in the petition of the Iowa State Highway Commission be established.

It is therefore ordered by the Commission that the crossing be established at the point where highway No. 32 crosses the right of way of the Chicago, Rock Island and Pacific Railway Company, at the north line of Section 10, Township 75 North, Range 37, west of the Fifth P. M., Cass County, Iowa.

It is further ordered that the expense of constructing said crossing be borne by the complainant, including the expense of grading, drainage, crossing fence, cattle guards, excavation of earth embankments to afford an adequate view, and the cost of construction of the necessary planking or other surfacing for the crossing be borne by the complainant. Nothing herein contained shall obligate the complainant to maintain the crossing signs and planking, cattle guards, or other surfacing for the crossing, in the future.

No. A-4381—1929. C. C. Young, Peru, v. C. G. W. R. R. Co. Fences. Repairs made. Satisfactorily adjusted.

Filed February 11, 1929. Closed March 27, 1929.

No. A-4382—1929. Sully Co-operative Exchange, Sully, v. M. & St. L. R. R. Co. Condition of stock yards. Complainant was advised on March 30, 1929, that the company had promised to "divide the present stock pens so as to permit the handling of an increased amount of stock." Nothing further having been heard from the complainant, the file was closed without prejudice.

Filed February 14, 1929. Closed December 2, 1929.

No. A-4383—1929. Roy Maneor, Albia, for Residents of Foster, v. C., M. St. P. & P. R. R. Co. Station facilities and service at Foster. Satisfactorily adjusted.

Filed February 20, 1929. Closed May 28, 1929.

No. A-4387—1929.

IOWA STATE HIGHWAY COMMISSION, AMES, *Petitioner*,

v.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO., *Defendant*.

Decided November 20, 1929.

TWO HIGHWAY CROSSINGS AT MARTENSDALE.

Ordered, upon inspection of premises and hearing; railway company shall construct and maintain proposed grade crossings, the west crossing to be an armored one; cost of construction to be borne by Iowa State Highway Commission.

For the Petitioner—W. O. Price, Dist. Engr., Chariton, Iowa; W. E. Jones, Engr. of Design, Ames, Iowa; C. V. Bayer, Res. Engr., Indianola, Iowa.

For the Chicago, Rock Island & Pacific Railway Company—A. B. Howland, Atty., Des Moines.

On March 26, 1929, the Iowa State Highway Commission petitioned this Commission for an order requiring establishment of a grade crossing by the Chicago, Rock Island & Pacific Railway Company, a short distance west of the Rock Island station at Martensdale. In their petition they declare that a highway has been regularly and lawfully established in Warren County, which would cross the tracks in two places, forming a Y, one leg of the Y being a continuation of primary road No. 2 and the other leg of the Y curving off into primary road No. 28. The proposed crossings are known as the State Highway Commission Project No. 910, Warren County, Iowa. The Highway Commission declares that to take this highway across the tracks to intersect with primary roads No. 2 and No. 28 with one crossing, is not feasible in that the primary highway on the north side of the tracks is too near such tracks to permit of a feasible intersection on a curve and would otherwise make a sharp turn. This line of railroad is the Rock Island's Des Moines to Winterset Branch and has very little traffic, ordinarily not more than one mixed train each way daily and, because of the nearness of the station and a cross-over with the Chicago & Great Western Railroad Company to the proposed crossings, speed of this mixed train would not be very great.

The Commission viewed the premises and believes the Highway Commission here seeks to cross the Rock Island tracks with the best modern type of highway construction and in keeping with the idea of permanent highway construction.

The Rock Island resists the State Highway's petition, alleging that there should be no more crossings established than are absolutely necessary and, that in the present instance, there should be only one crossing; that each additional crossing is a hazard; and that they should not be required to bear any of the expense in the proposed crossings.

We are very reluctant to approve this project as it has been the policy heretofore to eliminate crossings rather than to multiply them.

After thoroughly analyzing this situation, reviewing the record, and having had a view of the premises, the Commission finds and so orders the following:

First—The Chicago, Rock Island & Pacific Railway Company to construct and maintain these two proposed grade crossings, the west crossing to be an armored crossing.

Second—The cost of constructing said grade crossings to be borne by State Highway Commission.

No. A-4388—1929. Tirzah Quick, Ames, v. Ft. D., D. M. & S. R. R. Co. Train service between Ames and Kelly. Satisfactorily adjusted.
Filed April 25, 1929. Closed May 9, 1929.

No. A-4389—1929. H. S. Mendell, Dows, v. C., R. I. & P. Ry. Co. Live stock train service between Dows and Chicago. The complainant was advised, after preliminary investigation, that this Commission had no jurisdiction of interstate commerce, and it was suggested to him that if he desired to pursue the complaint further he should take it up with the Commerce Counsel. Not having heard further from Mr. Mendell since May 20, 1929, the file was closed without prejudice.
Filed April 30, 1929. Closed December 2, 1929.

No. A-4390—1929. W. Dean McKee, Pres., Iowa High School Music Assn., Sigourney, v. M. & St. L. and C., B. & Q. R. R. Application for authority to refund passenger fares. Granted.
Filed April 30, 1929. Closed May 3, 1929.

No. A-4393—1929. Citizens of Grand River and Ellston v. C., B. & Q. R. R. Co. Train service—delay to mail. Adjusted. Closed without prejudice.
Filed July 9, 1929. Closed December 2, 1929.

A-4394—1929. Town of Luzerne v. C. & N. W. Ry. Co. Station facilities and service. Satisfactorily adjusted.
Filed May 29, 1929. Closed Oct. 2, 1929.

No. A-4396—1929. Joe Lyons, Waucoma, v. C., M. St. P. & P. R. R. Private crossing—fences. Adjusted.
Filed June 27, 1929. Closed Oct. 25, 1929.

No. A-4398—1929. Chas. H. Cochran, Trustee O. B. Dodd Estate, Waucoma. Fence. Satisfactorily adjusted.
Filed July 20, 1929. Closed Aug. 29, 1929.

No. A-4400—1929.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Application for authority to operate in Iowa during the month of September a demonstration train to be known as the "Burlington Pig Crop Special."

Order, August 8, 1929

WHEREAS, application has been made to this Commission by the Chicago, Burlington & Quincy Railroad Company for permission to operate in Iowa during the month of September, a train to be known as the "Burlington Pig Crop Special," which is to visit thirty-three towns along the lines of the Chicago, Burlington & Quincy Railroad Company in Iowa;

WHEREAS, the object of the proposed train is to advocate and encourage more economical hog production;

WHEREAS, the proposed train will be operated by applicant in cooperation with the Iowa State College and the Federal Department of Agriculture; and

WHEREAS, the plan of operation proposed is in the public interest and does not contravene the laws of this state,

It is Ordered that the Chicago, Burlington & Quincy Railroad Company is hereby authorized to operate a train to be known as the "Burlington Pig Crop Special" in accordance with the plan submitted to this Commission dated August 5, 1929.

No. A-4401—1929. Vernon F. Kepford, Co. Atty., Toledo, v. C. & N. W. Ry. Co. Closing of county road south of Elberon because of construction of overhead crossing. Bridge completed July 29th and traffic resumed.
Filed June 21, 1929. Closed July 31, 1929.

No. A-4402—1929. E. L. Bearce, Coin, v. Wabash Railway. Highway crossing. Satisfactorily adjusted.
Filed September 9, 1929. Closed Sept. 26, 1929.

No. A-4403—1929.

ORDER OF RAILWAY CONDUCTORS, CEDAR RAPIDS, *Complainants.*

v.

CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY, *Defendants.*

Decided November 7, 1929.

OPERATION OF ONE MAN CARS BETWEEN CEDAR RAPIDS AND IOWA CITY.

Held, after hearing, operation of one man cars unsafe.

For the Order of Railway Conductors—S. N. Berry, Cedar Rapids, Iowa.

For the Cedar Rapids and Iowa City Railway—Frank C. Byers, Atty., Cedar Rapids, Iowa.

On July 5, 1929, the Commission advised Superintendent E. F. Winslow, of the Cedar Rapids & Iowa City Railway Company, that word had come to the Commission that the Railway Company intended to place in

effect on July 10, one man car operation on the Cedar Rapids & Iowa City Railway line, and made inquiry as to whether or not this information was correct and, if so, request was made of the Railway Company to defer their program until the Commission had opportunity to investigate the advisability of such operation from the standpoint of safety.

On July 8 Superintendent Winslow advised the Commission that the Railway Company would defer to the request of the Commission to withhold the proposed operation until hearing was had before the Commission.

The Commission's engineer, Franklin, made an investigation of this line on July 10, 1929, reporting results of his investigation on July 12. The matter was set down for hearing on September 19, 1929, at Cedar Rapids.

The Order of Railroad Conductors appeared in resistance to the proposal of the Cedar Rapids & Iowa City Railway Company. The railway company contends that one man operation will be just as safe as the present two man operation in view of the fact that they have recently installed a block signal system and, in justification for such proposal, show that the passenger earnings are very low, and that the elimination of four operators would make a saving of about $20.00 a day. The tabulation showing the train miles, passenger revenue and revenue per train mile for the first six months of this year follows:

	Train Miles	Passenger Revenue	Pass. Rev. Per Train Mile
January, 1929	27,109	$13,272.55	.489
February, 1929	25,553	13,406.26	.524
March, 1929	28,228	12,853.51	.455
April, 1929	27,409	10,269.97	.370
May, 1929	28,337	9,141.26	.322
June, 1929	27,409	7,959.80	.290
July, 1929	28,337	6,939.60	.245

The Railway Company states that the expense of the passenger trains is 35c per train mile. Their passenger trains consist of one car, generally.

The Order of Railroad Conductors contends that to install one man operation would throw too much of a burden upon the motorman and jeopardize the safety of operation.

This line of railway is 27.25 miles in length, following the general contour of the land thereby resulting in almost constantly ascending and descending grades. Curves are very numerous. Track is 70 pound steel, well ballasted and tied, with fairly good drainage. There are fifteen possible intermediate stations or stops. The operating time between termini is from fifty-five minutes to one hour and ten minutes. The Company has seventeen regularly scheduled passenger cars or trains each way each day of the week in a period of nineteen hours between 6:15 A. M. and 1:25 A. M. They have one second class train daily and one third class train daily, except Sunday. These are freight trains, handling from one to fifteen cars. In addition, oftentimes, there is a line repair car, a ditching train, and extra freights. It is very apparent that there is considerable density of traffic on this line.

One June 9, 1929, the Company put in Nachod block signals. There are quite a number of meets necessarily made in the operation of these numerous trains. This block signal system affords only head end protection and gives no indication to a following car as to whether or not trains may be in the block ahead.

The Company contends that if they operate these cars with one man, they also intended to have on some cars an extra man to fulfill the minor duties, such as loading and unloading baggage, mail and express. The cars which have been operated by a motorman and conductor were double end construction. They propose to put in service single front end cars in event they establish one man operation.

The question before this Commission is whether or not the operation of one man cars on this railroad would be a safe operation.

Two other short line electric interurbans are operating one man cars in this state, but the traffic on these lines is much lighter and they do not have as great a number of meets.

The Commission at all times appreciates any effort made to practice economy that proper returns may be shown. However, in this case our Signal Engineer regards this proposed operation of one man cars as unsafe and after reviewing the complete record, we so hold.

No. A-4410—1929. Z. H. Jarvis, Morning Sun, v. M. & St. L. R. R. Co. Fence. Necessary repairs made.

Filed October 1, 1929. Closed December 2, 1929.

No. A-4411—1929. City Council of Red Oak v. C., B. & Q. R. R. Co. Station facilities and service—approaches to depot. Railroad company promised to pave approaches to passenger depot as soon as the frost was out of the ground. File closed without prejudice.

Filed October 10, 1929. Closed December 2, 1929.

Rate and Classification Cases Closed During 1929

No. B-1372—1929.

IOWA PACKERS, *Petitioners*,
v.
RAILROADS, *Defendants*.

Decided December 20, 1928

COMMODITY RATE ON FRESH MEAT AND PACKING HOUSE PRODUCTS

Held, upon hearing, rate here assailed on higher basis than on same commodities moving interstate; commodities should move in Iowa, intrastate, on no higher basis;

Ordered, on and after March 1, 1929, certain rates fixed in decision shall be charged.

Decided February 14, 1929.

PETITION FOR POSTPONEMENT OF EFFECTIVE DATE AND FOR ARGUMENT AND RECONSIDERATION.

Held, no justification shown; petition denied.

On February 21, 1929, effective date extended to April 1, 1929; and on March 30, 1929, effective date extended to April 15, 1929.

Decided March 28, 1929.

SUPPLEMENTAL ORDER.

Rates fixed in original decision on fresh meats and packing house products and green salted meats for 500 miles nullified and made applicable to 250 miles distance. For distances greater than 250 miles, respective class rates shall apply subject to a maximum rate of 28c per 100 pounds on all commodities affected by order of December 20, 1928.

For Interior Iowa Packers—Warren H. Wagner, Investment Bldg., Washington, D. C.

For Jacob E. Decker & Sons—C. O. Dawson, T. M., Mason City, Iowa.

For John Morrell & Co.—Harry W. Davis, T. M., Ottumwa, Iowa.

For the Rath Packing Co.—C. A. Heath, T. M., Waterloo, Iowa.

For T. M. Sinclair & Co., Ltd.—E. T. Hitchcock, Cedar Rapids, Iowa.

For the Iowa Packing Co.—H. G. Shillito, Des Moines, Iowa.

For the C. & N. W. Ry. Co., C., St. P., M. & O. Ry. Co., and Iowa Lines—P. F. Gault, Commerce Atty., Chicago, Ill.; J. E. Flansburg, Chicago, Ill.

For the C., B. & Q. R. R. Co.—H. Christianson, Chicago, Ill.

For the C., R. I. & P. Ry. Co.—J. F. Anderson, Chicago, Ill.

For the C., M., St. P. & P. R. R.—O. H. Timm, Traffic Dept., Chicago, Ill.

Complainants, Interior Iowa Packers, by complaint filed October 14, 1926, seek the establishment of commodity rates on fresh meats, green salted meats and packing house products, carload, between points within Iowa. For one reason or another this matter was postponed from time to time and was finally heard on October 11, 1928, at the office of the Commission. The parties requested and were permitted to file contemporaneous briefs within thirty days after the close of the hearing.

Fresh meats, carload, move on the third class rate intrastate. Green salted meats and packing house products, carload, move on the fifth class rates. Green salted meats are rated fourth class in the Western Classification, but move on fifth class rates fixed by this Board on June 15, 1922, and retained in the exceptions to the Western Classification after hearing decided May 1, 1927. Complainants allege that the rates moving the above named commodities interstate are lower than the Iowa intrastate rates, and that the state rates should be on a parity, at least, with the interstate rates. In the Western Classification fresh meats take third class, green salted meats fourth class and packing house products fifth class. However, there are commodity rates under which these commodities move interstate in this territory which remove the application of the classification thereon. Fresh meats and green salted meats move under the same commodity rate interstate. The minimum weights are 21,000 pounds on

fresh meats and green salted meats, and 30,0000 pounds on packing house products. Complainants submit proposed scale of rates, which is listed below:

PROPOSED POINT TO POINT IOWA INTRASTATE COMMODITY RATES APPLICABLE ON CARLOAD MEAT PRODUCTS

Between		Ottumwa	Davenport	Cedar Rapids	Waterloo
Ottumwa	A	....	18.5	17.5	20.
	B	....	13.5	12.5	15.
Davenport	A	18.5	....	16.5	19.5
	B	13.5	....	11.5	14.5
Cedar Rapids	A	17.5	16.5	....	15.5
	B	12.5	11.5	....	10.5
Waterloo	A	20.	19.5	15.5	....
	B	15.	14.5	10.5	....
Mason City	A	22.	23.	19.5	16.5
	B	17.	18.	14.5	11.5
Des Moines	A	17.5	22.	19.5	18.5
	B	12.5	17.	14.5	13.5
Sioux City	A	26.	28.	26.5	24.5
	B	21.	23.	21.5	19.5
Dubuque	A	21.	17.5	16.5	17.5
	B	16.	12.5	11.5	12.5
Burlington	A	16.5	17.5	18.	20.5
	B	11.5	12.5	13.	15.5
Clinton	A	20.5	14.	17.5	20.
	B	15.5	9.	12.5	19.5
Council Bluffs	A	23.5	27.5	25.5	24.5
	B	18.5	22.5	20.5	19.5
Fort Madison	A	16.5	18.5	19.	21.5
	B	11.5	13.5	14.	16.5
Iowa City	A	18.5	15.5	13.5	17.
	B	13.5	10.5	8.5	12.
Ames	A	19.5	22.5	18.5	17.
	B	14.5	17.5	13.5	12.
Fort Dodge	A	22.	24.	20.5	18.
	B	17.	19.	15.5	13.
Keokuk	A	17.	20.	20.	23.
	B	12.	15.	15.	18.

Between		Mason City	Des Moines	Sioux City	Dubuque
Ottumwa	A	22.	17.5	26.	21.
	B	17.	12.5	21.	16.
Davenport	A	23.	22.	28.	17.5
	B	18.	17.	23.	12.5
Cedar Rapids	A	19.5	19.5	26.5	16.5
	B	14.5	14.5	21.5	11.
Waterloo	A	16.5	18.5	24.5	17.5
	B	11.5	13.5	19.5	12.5
Mason City	A	22.	19.5	23.	21.
	B	....	14.5	18.	16.
Des Moines	A	19.5	....	23.	23.
	B	14.5	....	18.	18.
Sioux City	A	23.	23.	....	28.
	B	18.	18.	....	23.
Dubuque	A	21.	23.	28.	....
	B	16.	18.	23.	....
Burlington	A	24.	21.5	28.	22.
	B	19.	16.5	23.	17.
Clinton	A	23.	23.	28.	15.5
	B	18.	18.	23.	10.5
Council Bluffs	A	23.	20.5	18.5	28.
	B	18.	15.5	13.5	23.

Fort Madison	A	24.5	21.	28.	23.
	B	19.5	16.	23.	18.
Iowa City	A	21.	19.5	27.	18.
	B	16.	14.5	22.	13.
Ames	A	18.5	14.5	22.5	22.
	B	13.5	9.5	17.5	17.
Fort Dodge	A	16.5	17.5	20.	23.
	B	11.5	12.5	15.	18.
Keokuk	A	25.	21.5	28.	24.
	B	20.	16.5	23.	19.

Note: (A) Fresh meat rates. (B) Green salted meats and packing house products.

The reasons given by complainant in support of their proposed commodity rates applicable on both green salted meats and packing house products are:

(a) Green salted meats can not be considered fresh meat because they are not salable as such.

(b) Green salted meats load considerably heavier than fresh meat, minimum or average loading. In fact they load heavier than the minimum applicable to packing house products.

(c) Green salted meats in interstate commerce move between many points at commodity rates at less than fifth class; also between certain points such as those on the Missouri river, the green salted meat rates are even less than those on packing house products.

(d) Green salted meats are not a finished product.

(e) In moving into a plant as green salted meats and out as packing house products, full combination of rates are applied.

(f) Green salted meats are of less value than the cured packing house products.

(g) Green salted meats move only from plant to plant.

(h) There is a substantial movement in Iowa.

(i) This Commission has prescribed the same basis of rates on green salted meats as is applicable to packing house products.

(j) The carriers have conceded that there should be commodity rates from and to the principal Iowa points.

On packing house products the interstate commodity rates between the points to and from which the rates apply average 81.3% of the applicable fifth class rates. The point to point packing house products commodity rates sought by complainant average 86.5% of the Iowa intrastate fifth class rates. On green salted meats the commodity rates applicable interstate average 59.7%. The point to point green salted meat commodity rates sought average 64.1% of the intrastate fourth class rates. There were 523 cars of these commodities moved between the four interior Iowa packers under the rates assailed, in 1927, and for the first nine months of 1928, 525 cars. These figures do not include the movements from and to six other large Iowa packers. Complainants allege that the total movement within the state between the plants would be between 900 and 1,000 cars a year. Complainants contend that for the purpose of maintaining uniformity throughout Western Trunk Line territory, there should be established within Iowa the same mixing rules and other regulations as now apply to interstate commerce, which are set forth in Western Trunk Line circular 1-S, I. C. C. A-1644; 12-H, I. C. C. A-1763; and 17-F, I. C. C. A-1637.

In the table following are shown for various distances the present third and fifth class Iowa distance rates under which the commodities in question now move:

PRESENT RATES IOWA INTRASTATE

Miles	Fresh Meats Third Class	(Fifth Class) Green Salted Meats and Packing House Products
5	17.5	11.
10	17.5	11.
20	17.5	11.
30	18.	11.
40	19.	11.
50	20.5	11.
60	21.	11.5
70	22.	11.5
80	22.5	11.5
100	24.5	12.5
120	26.5	14.5
150	29.5	17.
170	32.	19.
190	34.	20.5
200	35.	21.5
250	40.	26.
300	45.5	30.5
350	49.5	34.
400	53.	38.
450	57.	42.
500	61.	45.3

The carriers, defendants, allege that there is no real complaint against the existing basis of rates, the present effort to obtain commodity rates being induced primarily by the desire on the part of the packers to get these commodities off the classification basis and into a commodity basis because of the fears that a much needed increase in class rates in this territory will shortly come about. The defendants contend that in nearly all instances where complainants compare interstate rates with intrastate rates, that such interstate rates are not Interstate Commerce Commission's approved rates but are the result of violent competition both between carriers and between markets. They further allege that the Iowa class rate scale, on which these commodities now move intrastate, is on an exceedingly low basis and one of the lowest to be found in the entire country. Defendants compare car mile earnings on these commodities with various other commodities, and cite:

Ottumwa to Davenport, 109 miles, fresh meat	58.3
Packing house products	44.2
Cement	76.7
Canned goods	55.5
Lumber	39.4
Corn	82.
Sand and gravel	54.6
Eggs	50.7
Poultry	52.
Automobiles	92

Iowa ranks sixth in the meat packing industry in the United States. There are ten large concerns engaged in the meat packing industry in Iowa located at Sioux City, Des Moines, Mason City, Waterloo, Cedar Rapids, Dubuque, Ottumwa and Davenport. The following tabulation shows rates on fresh meats and packing house products, carload, from various points to Chicago, Illinois, together with the mileage:

From	Miles	Fresh Meats	Packing House Products
Cedar Rapids	219	20.5	20.5
Ottumwa	280	22.	22.

Waterloo	272	24.5	24.5
Mason City	354	27.5	24.5
Des Moines	358	25.0	25.
Missouri River	500	26.	26.

After a very careful consideration of this matter, we find that the rates here assailed are on a higher basis than those found moving these same commodities interstate, and that the commodities named should move intrastate in Iowa on no higher basis than those rates interstate, generally, which move the commodities named. The carriers refer to I. & S. docket No. 2595, 136 I. C. C. 651, meats and packing house products to and from and between Southwestern and Western Trunk Line points. In the scale therein fixed by the Interstate Commission, the rate for 10 miles and under for fresh meats was 15 cents and on packing house products 12 cents. For joint line the arbitrary on fresh meats was 4 cents and on packing house products was 3 cents. This Commission in fixing the scale of rates later shown has taken for its base rates 15 cents on fresh meats prescribed in the above referred to scale and spread 13 cents, the difference between the I. & S. 2595 base rate and the Missouri River to Mississippi River rate of 28 cents for the short line distance of 270 miles between the rivers, and by progressing ½ cent for each ten mile block, arrived at the graded mileage scale. We attempt here to fix a mileage scale of rates for movement intrastate in Iowa on fresh meats and packing house products, carload, on a parity with conditions existing interstate. It is, therefore, ordered on and after March 1, 1929, the rates fixed and shown below shall be the maximum rates assessed, charged or collected on the movement of the commodities named within Iowa.

MILEAGE SCALE OF RATES IN CENTS PER HUNDRED POUNDS

(See notes below)

Miles	Fresh Meat	Packing House Products and Green Salted Meats	Miles	Fresh Meat	Packing House Products and Green Salted Meats
10	15.	12.	260	27.5	22.
20	15.5	12.5	270	28.	22.5
30	16.	13.	280	28.	22.5
40	16.5	13.	290	28.	22.5
50	17.	13.5	300	28.	22.5
60	17.5	14.	310	28.	22.5
70	18.	14.5	320	28.	22.5
80	18.5	15.	330	28.	22.5
90	19.	15.	340	28.	22.5
100	19.5	15.5	350	28.	22.5
110	20.	16.	360	28.	22.5
120	20.5	16.5	370	28.	22.5
130	21.	17.	380	28.	22.5
140	21.5	17.	390	29.	23.
150	22.	17.5	400	29.5	23.5
160	22.5	18.	410	30.	24.
170	23.	18.5	420	31.	25.
180	23.5	19.	430	32.	25.5
190	24.	19.	440	32.5	26.
200	24.5	19.5	450	33.	26.5
210	25.	20.	460	33.5	27.
220	25.5	20.5	470	34.	27.
230	26.	21.	480	35.	28.
240	26.5	21.	490	35.5	28.5
250	27.	21.5	500	36.	29.

NOTES:

1. For Joint Line Traffic add 3 cents per hundred pounds on fresh meats and 2 cents per hundred pounds on green salted meats and packing house products.

2. Distances to be figured over shortest route via junctions where track connections exist and not using more than three carriers.
3. The Chicago & North Western Railway Company and the Chicago, St. Paul, Minneapolis & Omaha Railway Company will be considered as one line.
4. Minimum weight on fresh meats, carload, 21,000 pounds.
5. Minimum weights on green salted meats and packing house products, carload, 30,000 pounds.
6. The same mixing rules and other regulations as now applying to interstate commerce, set out in Western Trunk Line circular 1-S, I. C. C. A-1644; 12-H, I. C. C. A-1763; and 17-F, I. C. C. A-1637, supplements thereto or reissues thereof, shall apply to intrastate traffic.
7. Whenever the application of the respective class rates will make a lower charge than the commodity rates, then such class rates shall apply.

IN THE MATTER OF DEFENDANTS' PETITION FOR POSTPONEMENT OF EFFECTIVE DATE OF ORDER OF DECEMBER 20, 1928, AND FOR REARGUMENT AND RECONSIDERATION.

Decided February 14, 1929.

On January 18, 1929, the carriers filed a petition for postponement of the effective date of the order in the above matter, and for reargument and reconsideration.

On December 20, 1928, the Commission decided Docket No. B-1372, an application of the Iowa Packers for a commodity rate on fresh meat and packing house products, carload, within Iowa. It is to postpone the effective date of that order and obtain a reargument and reconsideration therein that the petition was filed. For grounds therefor the petitioners represent, among other things, that the rates provided for in the order are substantially lower than those applying on interstate transportation for similar distances, that such rates are unduly and unreasonably low, and will create unjust discrimination against interstate commerce. The carriers object to the relationship of rates on packing house products, 80% of those on fresh meats, and the failure of the Commission to apply the 80% rule in establishing joint line rates. The carriers further allege that the order will require all carriers between given points to meet the short line rate.

The reply of the Interior Iowa Packers to defendants' petition was filed January 26, 1929. The application in the original matter was filed with the Commission October 14, 1926. For various reasons the matter was postponed from time to time and finally heard October 11, 1928. A very exhaustive hearing was had, and brief and argument was filed therein by both parties. In the defendants' petition for postponement filed January 18, 1929, the matter was argued again, and in the reply to defendants' petition filed January 26, 1929, the matter was dealt with at considerable length.

The Commission, after reviewing the matter and giving careful consideration to both the defendants' petition and the reply thereto, are of the opinion that no justification has been shown for the postponement of the effective date of the order dated December 20, 1928, nor has any justification for reargument and reconsideration been shown. The defendants' petition is, therefore, denied.

SUPPLEMENTAL ORDER, MARCH 28, 1929

On December 20, 1928, the Commission by decision and order fixed the rates on fresh meat and packing house products and green salted meats for distances to five hundred (500) miles. After complete reexamination of the entire record in this proceeding the Commission hereby rescinds and nullifies its order insofar as requiring and fixing maximum rates for distances greater than two hundred fifty (250) miles and it is so ordered.

It is further ordered that for distances greater than two hundred fifty (250) miles, respective class rates shall apply subject to a maximum rate

of twenty-eight (28) cents per one hundred (100) pounds on all commodities affected by our order of December 20, 1928.

It is further ordered that this supplemental order shall become effective on the same date as the original order in this case, April 1, 1929.

No. B-1464—1929.

CHAMBER OF COMMERCE, FT. DODGE, *Petitioners*,

v.

RAILROADS, *Defendants*.

Decided March 8, 1929.

APPLICATION FOR CLASS D RATING ON JUNK, CARLOAD.

Ordered, upon hearing on and after May 1, 1929, junk, in mixed carloads, as described in Rule 425 of W. T. L. Circular 1-T, shall have minimum carload weight of 30,000 pounds.

For the Petitioner—L. M. O'Leary, Sec'y-Mgr., Ft. Dodge, Iowa; Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa.

For the Iowa Lines—J. E. Flansburg, Commerce Asst., C. & N. W. Ry. Co., Chicago, Ill.

For the C., R. I. & P. Ry. Co.—J. F. Anderson, Chief Clerk to the G. F. A., Chicago, Ill.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Ill.

For the Waterloo Chamber of Commerce—C. A. Hanson, T. M., Waterloo, Iowa.

This complaint was filed by the Fort Dodge Chamber of Commerce on November 13, 1926, and for various reasons but through no fault of the Commission, the matter never came to hearing until it was set down and finally heard at Des Moines, Iowa, January 22, 1929. Complainants seek to have class D rating and a minimum of 30,000 pounds, carload, fixed on the articles commonly designated as junk. Junk, mixed carloads, now moves under a class C rating with a minimum of 50,000 pounds, which rating and minimum is found in Item 425 of Western Trunk Line circular No. 1-T. The Iowa intrastate class C and D rates for certain distances are shown below:

Miles	Class C	Class D
5	6.5	5.5
10	7.	6.
25	7.5	6.5
50	9.	7.5
75	10.	8.5
100	11.	9.
125	12.5	10.5
150	14.	11.5
200	16.5	14.5
300	22.	19.

Many interstate rates no junk in adjacent territory lower than the class C Iowa rates were cited. There are very few intrastate rates shown in adjacent states, but for Minnesota the class D rates are for distances up to 70 miles slightly lower than Iowa class C. For distances above that, Minnesota class D rates are slightly higher than the Iowa class C. In Minnesota the joint line rates are made by taking 85% of the local rates of the distance hauled by each line; whereas in Iowa the joint line basis is 80% of each line's haul. Junk is shipped from country points to concentration points, where it is sorted and reshipped. An exhibit introduced by complainants, setting out the extent of the traffic for the year 1926, shows that out of 293 cars, which was the total volume of that class of shipping, only 28 cars were junk, 257 of them being classed as iron, one car of paper and seven cars of bones. Scrap iron moves under class D, 40,000 pounds, minimum. Out of the 28 cars of junk, 21 cars

moved loaded with less than the 50,000 pounds minimum prescribed in Rule 425 of circular 1-T.

The Commission is unable to find from the record that the present rates on junk are unreasonable, or that by reason of existing interstate rates in adjacent territory any prejudice or discrimination exists which seriously handicaps the Iowa dealers in junk. We do find, however, that the prevailing minimum through the Trunk Line territory on junk, carloads, is 30,000 pounds.

We, therefore, accordingly order on and after May 1, 1929, that junk in mixed carloads as described in Rule 425 of Western Trunk Line circular 1-T, the minimum carload weight shall be 30,000 pounds.

No. B-1506—1929.

CHICAGO & NORTH WESTERN RAILWAY CO., ET AL., *Petitioners*.

Decided March 1, 1929.

APPLICATION FOR CHANGE IN RATES ON BRICK AND RELATED ARTICLES, CARLOAD, BASED ON RATES PRESCRIBED BY THE I. C. C. IN DOCKETS 11672 AND 12708.

Held, upon hearing, petitioners have not justified proposed increased rates; present rates not discriminatory, unreasonable, or prejudicial.

Petition denied.

For the Petitioners—J. E. Flansburg, Commerce Asst., C. & N. W. Ry. Co., Chicago, Ill.; J. F. Anderson, Chief Clerk to G. F. A., C., R. I. & P. Ry. Co., Chicago, Ill; O. H. Timm, Commerce Asst., C., M., St. P. & P. R. R. Co., Chicago, Ill.

For the Iowa Farm Bureau Federation, Intervener—R. A. Zwemer, Atty., Chicago, Ill.; O. W. Sandberg, Des Moines, Iowa.

For the Ft. Dodge Chamber of Commerce—L. M. O'Leary, Secy.-Mgr., Ft. Dodge, Iowa.

For Sioux City Chamber of Commerce, Sioux City Brick & Tile Co., Ballou Brick Co., Sargents Bluffs, Iowa—H. C. Wilson, Sioux City, Iowa.

Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

Walter Condran, Asst. Commerce Counsel, Des Moines, Iowa.

For United Brick & Tile Co.—A. B. Hamilton, Kansas City, Mo.

For Ottumwa Chamber of Commerce—C. G. Baker, Ottumwa, Iowa.

For Northwestern Lumbermen's Assn.—W. E. Keller, Minneapolis, Minn.

For the Mason City Brick & Tile Co.—R. O. Youngerman, T. M., Mason City, Iowa.

For Des Moines Freight & Traffic Assn., Goodwin Brick & Tile Co., Sheffield Brick & Tile Co., Adel Clay Products Co.—C. C. Crouse, Des Moines, Iowa.

For Morey Clay Products Co., Iowa Clay Products Mfgrs. Assn.—J. G. Parks, Ottumwa, Iowa.

For United Brick & Tile Co.—C. J. Brecht, Des Moines, Iowa; R. W. Tuller, Des Moines, Iowa.

For National Clay Products Co.—G. O. Gould, Mason City, Iowa.

For Des Moines Clay Co.—W. J. Souder, Des Moines, Iowa.

For Vincent Clay Products Co.—H. S. Vincent, Ft. Dodge, Iowa.

For Centerville Clay Products Co.—S. A. Martin, Centerville, Iowa.

For Redfield Brick & Tile Co.—W. A. Queale, Redfield, Iowa.

For Rockford Brick & Tile Co.—G. H. Galvin, Rockford, Iowa.

For Kalo Brick & Tile Co.—Geo. E. Schnurr, Ft. Dodge, Iowa.

For Johnston Clay Works, Inc.—G. F. Johnston, Ft. Dodge, Iowa.

On December 11, 1926, A. F. Cleveland, Chairman of Committee representing the Iowa lines, petitioned the Commission for a readjustment of the rates on brick and related articles, carloads, to the basis prescribed by the Interstate Commerce Commission in Dockets 11672 and 12708. After a considerable amount of correspondence and the case having been set for hearing but postponed for various causes, but never at the fault of the Commission, it was finally set down and fully heard at Des Moines, Iowa, January 22, 1929.

In the Commission's Docket B-1054, filed June 6, 1921, heard March 6, 1923, and decided May 16, 1923, which was the complaint of the Iowa brick and tile industry against the then existing rates, the Commission fixed rates on brick and related articles. These rates are now the present rates in Iowa. The rates fixed therein together with the joint line arbitraries are hereinafter set out. Complaint now filed by the Iowa lines is to readjust those existing rates to the basis of scales prescribed by the Interstate Commerce Commission in its Dockets 11672 and 12708, which are rates prescribed for application on interstate commerce on brick and related articles. Rates sought here by the Iowa lines, complainants, are substantially higher than the existing rates. At the hearing, complainants amended their petition to exclude from the proceedings rates on drain tile. Competition of the Iowa brick and tile manufacturers comes mainly from Illinois and Indiana. They experience some competition, however, with Minnesota and eastern Nebraska, as well as north Missouri. The industry is pretty well scattered over Iowa, being located in 25 different places.

Testimony was to the effect that about 40 plants in Iowa are now operating approximately 60% of their capacity. There has been a substantial decline in the industry generally and a decrease in the number of plants operating as will be noted by the fact that in 1925 there were 67 plants producing and in 1926, 53.

The present and proposed scale of rates is shown for certain distances in the following tabulation on brick:

Miles	Present	Proposed
5	.04½	.05
20	.04½	.05½
50	.05½	.07
75	.06½	.08½
100	.07	.09½
125	.08	.10½
150	.09½	.11
200	.10½	.12
250	.11	.13½
300	.11½	.14½
350	.11½	.15½
400	.12	.16½
450	.14½	.17½
500	.17	.18½

As a further illustration, the following tabulation shows for certain distances, the present freight charges per car on common brick, its per cent of the invoice price at plant, the proposed freight charges, and its percentage of the invoice price at the plant:

Miles	Present Charges Per Car	Proposed Charges Per Car	Per Cent of Present Charges of Invoice	Per Cent of Proposed Charges of Invoice
30	$30.00	$36.00	18.8	22.5
90	42.00	54.00	26.2	33.8
160	60.00	66.00	37.4	41.2
230	66.00	78.00	41.2	48.6

The following tabulation shows the prices for three years of the commodities in question and how they have declined:

	1920	1923	1926
Common brick per M	$18.95	$12.71	$11.36
Face brick per M	25.31	20.11	16.50
Hollow ware per ton	10.40	7.40	5.91
Drain tile per ton	10.51	8.69	6.62
Sewer pipe per ton	22.07	15.79	14.26

The record shows that the 11672 scale is substantially higher than many of the other interstate rates that exist in adjacent states. It was shown

that the Hobart, Indiana, to Illinois and Iowa points rates are lower than either the present Iowa or the proposed 11672 scale. The Brazil, Indiana, to Iowa and Minnesota points rates were shown to be lower than the 11672 scale and this also exists to the same destinations from Terre Haute, Carbon and Crawfordsville, Indiana. The 11672 scale is from 2½ to 5½ per cent higher than the present rates from Ottawa, Illinois, to Minnesota points. It was shown that the per cent increase of the proposed 11672 scale of the 1918 rates would be 90.4 and the per cent increase of the present Iowa rates of the 1918 rates is 52.4. The per cent increase of the 1918 rates that the Chicago to Iowa groups rates represent is 33.9. The coal used in the industry in Iowa is necessarily purchased out of the state and particularly from Indiana for the reason that the Iowa coal can not be used in glazing and other processing. The industry contends that they are handicapped to the extent of the freight rate on the coal from Indiana to Iowa in their competition with Illinois and Indiana brick and tile producers. The record discloses that very few or no claims are filed and that for 832 cars from one industry, their average claim per car was 59c. The producers contend that the present rate should not be disturbed and that they can not stand any increase. The industry seems to be in straitened circumstances and has been so for several years past. The producers are not prospering now nor have they been in a prosperous position for several years past. It was testified that the materials for much construction work in Iowa had been obtained from interstate competitors for the reason that they were able to underbid the Iowa producers. Plants in a certain Iowa group show their average haul to be about 128 miles on 139 representative cars and that they paid an average per car freight charge in 1918 of $34.28. The present freight charge per car is about $50.68 and the proposed rates would cause for the average car charges of about $63.54. Another group of plants show their average haul to be about 90 miles. It is shown that the average intrastate rates for five to two hundred miles in Missouri are 7.4 cents, Minnesota 7.3 cents, Nebraska 8.8 cents, Wisconsin 8.7 cents, compared to Iowa present rates 7.4 cents. Present rates Alton, Illinois, to 116 Illinois points, the average rate is 8.9 cents, for same distances verage present Iowa rates would be 8.8 cents. Whereas the proposed 11672 scale would make the average rate 10.1 cents. Between various points in Missouri on the Chicago, Burlington and Quincy Railroad, average rates for 5 to 500 miles are 9.5 cents; for the same distances Iowa single line, the average rate would be 9.6 cents, joint 10.3 cents whereas the proposed 11672 scale would be 12 cents.

These illustrations are only typical of a great many more state and interstate rates shown existing adjacent to Iowa substantially lower than the proposed 11672 scale.

The petitioners, carriers, introduced very little evidence to support the proposal to readjust the Iowa rates to the basis of the interstate 11672 scale. There is very little in the record that warrants the Commission to determine that the present rates are unreasonably low and there is certainly nothing in the record to substantiate any allegation that they are contributing a burden on interstate commerce. In the Commission's order of May 16, 1923, Docket B-1054, wherein the Commission fixed the present brick and related articles rate basis for joint line application by adding one cent per 100 pounds for the combined distance haul not exceeding 100 miles and for joint hauls exceeding 100 miles, ½ cent was used. It will be observed that the Commission departed from the previous general application of 80 per cent of the local rates for joint hauls in that case.

After very careful review of this entire matter, and giving due weight to all the facts adduced therein, we find that the petitioners, the Iowa lines, have not justified the proposed increased rates. We do not find the present rates discriminatory, unreasonable, nor prejudicial. We, therefore, deny the petition of the carriers for readjustment of the present rates.

No. B-1514—1929. United Clay Products Corporation, Kansas City, Mo., v. A. T. & S. F. Ry. Co. et al. Rates on silo tile in mixed carload with other articles used in construction of complete silo from Adel, Iowa, to destinations in Iowa. Application withdrawn.

Filed February 4, 1927. Closed January 22, 1929.

No. B-1531—1929. United Clay Products Corp., Kansas City, Mo., v. A., T. & S. F. Ry. Co., et al. Application for reduced rates on paving bricks. Application withdrawn.

Filed May 2, 1927. Closed January 22, 1929.

No. B-1556—1929. Hart-Parr Co., Charles City. Application for third-class rating on traction engines, minimum weight 10,000 pounds. Withdrawn.

Filed September 1, 1927. Closed January 5, 1929.

No. B-1559—1929.

MUSCATINE SHIPPERS' ASSOCIATION, *Petitioners*,

v.

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

Decided November 20, 1929

SWITCHING RATES AT MUSCATINE.

Found, upon hearing, reasonable maximum rate for switching between industries or team tracks on the B., M. & N. W. Ry. and junctions with connecting lines $4.50 per car, except that to or from Muscatine Municipal Electric plant and Muscatine Water Works, the rate should be $6.30 per car; the connecting lines shall absorb such switching charges. *So ordered.*

For the B., M. & N. W. Ry. Co.—E. L. Tobie, Pres.-Mgr., Muscatine, Iowa; Howard J. Clark, Atty., Des Moines, Iowa; J. H. Henderson, Special Counsel, Des Moines, Iowa; J. M. Kemble, Atty., Muscatine, Iowa.

For the C., R. I. & P. Ry. Co.—Sargent, Gamble, Read & Howland, Attys., by Mr. A. B. Howland, Des Moines, Iowa; R. C. Davidson, Gen. Frt. Agt., Chicago, Illinois.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Ill.; Hughes, Taylor, O'Brien & Faville, Attys., by Mr. Willis J. O'Brien, Des Moines, Iowa.

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

On August 31, 1927, this Commission rendered its decision in Docket B-1543, in which it fixed a rate of $3.15 per car for switching between industries and team tracks on the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines, on all freight except coal and coke. In its supplemental order of September 8, 1927, it found that the rate per car on coal and coke to the Muscatine Water Works and Muscatine Municipal Electric Plant industries, located on the Burlington, Muscatine & Northwestern Railway, should be $6.30.

On December 7, 1927, the Burlington, Muscatine & Northwestern Railway Company filed with the Commission its G. F. D. No. 5, being its local and proportional freight tariff providing rates on intrastate traffic only and rules governing the handling of carload freight between industries and team tracks on the Burlington, Muscatine & Northwestern Railway tracks at Muscatine and junctions with connecting lines; also, from one location to another on Burlington, Muscatine & Northwestern Railway tracks, which tariff provides for a rate of one cent (1c) per one hundred pounds between industries and team tracks on Burlington, Muscatine & Northwestern Railway and junctions with connecting lines on all freight.

On the same day, J. L. Behrens, Traffic Manager, Muscatine Shippers' Association, filed with the Commission an application for rejection of said tariff. On December 23, 1927, the Burlington, Muscatine & Northwestern Railway Company filed complaint against the Chicago, Rock Island & Pacific Railway Company, asking that Item 495-A of Supplement 69-A to tariff 6000-L of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, providing for absorption of switching charges at Muscatine, Iowa, and Item 2009-A of Supplement 19 to tariff 21432-K of the Chicago, Rock Island & Pacific Railway, providing for absorption of switching charges at Muscatine, Iowa, be cancelled and that said railroads be required to issue and publish tariffs providing for the absorption of switching charges in accordance with G. F. D. No. 5 and both cases considered herein were set down for hearing at the office of the Board in Des Moines, for Wednesday, March 7, 1928, nine o'clock A. M. Later the date for hearing was changed to Thursday, March 8, nine o'clock A. M., at the office of the Board.

The cases before us are almost exactly the same as Docket B-1543, decided August 31, 1927. The evidence introduced is not materially different than in the previous hearing, with the exception that additional facts were shown as to cost of service and valuation of property. These cases present many unusual and peculiar features greatly different from the general line of rate cases which have been before this Commission heretofore.

After careful consideration of the testimony and evidence introduced in the present proceedings and a thorough review of the record in Docket B-1543, we find:

That a reasonable maximum rate for switching between industries or team tracks on the Burlington, Muscatine & Northwestern Railway and junctions with connecting lines is $4.50 per car, except that to or from the Muscatine Municipal Electric Plant and the Muscatine Water Works, the rate should be $6.30 per car;

That the connecting lines shall absorb such switching charges.

It is so ordered.

No. B-1560—1929.

MUSCATINE SHIPPERS' ASSOCIATION AND BURLINGTON, MUSCATINE & NORTHWESTERN RY. CO., *Petitioners*,

v.

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

Decided November 20, 1929.

SWITCHING RATES—ABSORPTION OF AT MUSCATINE.

See B-1559—1929.

Ordered, connecting lines shall absorb switching charges.

No. B-1562—1929.

CRUSHED SHELL COMPANY, MUSCATINE, *Petitioners*,

v.

IOWA LINES, *Defendants*.

Decided December 17, 1928.

APPLICATION FOR COMMODITY RATE ON CRUSHED MUSSEL, CLAM, AND OYSTER SHELL. (See No. B-1534-1927.)

Found, upon hearing, present rates not unreasonable; no justification shown for establishment of commodity rate sought;

Ordered, complaint shall be dismissed.

For the Petitioner—J. L. Behrens, Muscatine, Iowa; P. R. Shreurs, Muscatine, Iowa.

For the C. & N. W. Ry. Co., C., St. P. M. & O. Ry. Co., and Iowa Lines—P. F. Gault, Commerce Atty., Chicago, Ill.; J. E. Flansburg, Chicago, Ill.

For the C. B. & Q. R. R. Co.—H. Christianson, Chicago, Ill.

For the C. R. I. & P. Ry. Co.—J. F. Anderson, Chicago, Ill.

For the C. M. St. P. & P. R. R.—O. H. Timm, Traffic Department, Chicago, Ill.

The complainant, the Crushed Shell Company of Muscatine, Iowa, a company doing a business of buying and selling whole and crushed or ground clam, mussel or oyster shells at Muscatine, by complaint filed January 30, 1928, seeks the establishment of commodity rates on crushed or ground clam, mussel or oyster shell, carloads, within Iowa.

This matter was set down for hearing Thursday, October 11, 1928, at the office of the Commission. Pursuant to notice full hearing was had and the matter taken under advisement.

Waste shells, the product after buttons have been extracted are crushed and ground, sold and shipped sometimes for soil treatment and sometimes for poultry grit. It is the rating on crushed or ground shells shipped as poultry grit which is complained of. When crushed clam, mussel or oyster shells are shipped for soil treatment the carload minimum weight is 90% of the marked capacity of the car but not less than 40,000 pounds and takes the same rate as agricultural limestone. When shipped for poultry grit crushed or ground shells take Class E carload, minimum weight 36,000 pounds. Poultry grit in carloads moves under Class E with carload minimum weight of 36,000 pounds.

This Commission at a previous hearing fixed rates on clam, mussel or oyster shells, crushed or ground, when shipped for soil treatment the same as agricultural limestone. The following table will show for certain mileages the present Class E rate, agricultural limestone rate, and the commodity rate proposed by complainant on clam, mussel and oyster shells, crushed or ground, carload:

Distance	1 Class E	2 Agricultural Limestone	3 Proposed
5 miles	100	40	70
25 miles	100	54.4	77.5
50 miles	130	63	103.5
100 miles	140	88	124.5
150 miles	200	115	165.5
200 miles	240	135	196.5
300 miles	330	165	256

1—Class E, C/L Minimum 36,000 tariff 160-F, page 19.

2—Commodity C/L Minimum 90% marked capacity of car but not less than 40,000 tariff 160-F, Item 500.

3—Complainant's proposed on crushed or ground clam, mussel or oyster shells, C/L Minimum 30,000.

The average price of whole shells is from $35.00 to $40.00 per ton. The average price for waste shells, which are the shells after the buttons have been cut, it from $1.25 to $1.50 per ton. The average price for crushed shells when sold for soil treatment is around $1.00 per ton. The average price when sold for poultry grit is about $7.50 per ton. About 25 to 35% of the crushed or ground shells are sold for agricultural purposes. Complainant seeks not only a commodity rate less than Class E but a lesser minimum, namely 30,000 pounds.

Joint line rates in Iowa are constructed by the application of 80% of each line's mileage when shipments move over two or more lines within the state. The following table shows a comparison of rates in cents per hundred pounds on clam, mussel or oyster shells, crushed or ground, carloads, in Iowa, Texas and Louisiana:

	Iowa	Texas	Louisiana
Single line, miles 100	7	11	9
Joint 25-75	9.6	12	11
Single line, miles 200	12	17	13.5
Joint 75-125	12.4	18.5	15.5

The single line rate for 100 miles in Iowa on the commodity here in question is 7 cents per hundred pounds, in Minnesota 9 cents, in Illinois 11 cents, South Dakota (East) 11 cents, Wisconsin 10 cents, Missouri (North) 12 cents.

The carriers protest the establishment of a commodity rate on crushed shell and oppose any reduction in Class E rate for this commodity, alleging that the car earnings per mile is very low as compared with other commodities. For 100 miles crushed shells at the rate of 7 cents per hundredweight earns per car $27.79, per car mile 28 cents. Cement for the same distance, rate 11 cents per hundredweight, earns per car $81.18, per car mile 81 cents. Sand and gravel with a rate of $1.08½ per ton, earns per car $57.68, per car mile 58 cents. Soft coal with a rate of $1.61 per ton produces car earnings of $70.84, per car mile 71 cents. Brick with a rate of 7 cents per hundredweight earns per car $40.74, per car mile 41 cents.

Complainant states that the crushed clam, mussel or oyster shell is a commodity sold to farmers and poultry raisers and is used for poultry feeding purposes, and is used quite extensively in Iowa; that there is a movement of about 300 cars per year and contend that a rate dependent upon the value of the commodity should be established on crushed shell when used for poultry feeding purposes. Most of the crushed or ground shells sold in Iowa in competition with complainant comes from the lower Mississippi Valley, Mississippi, Alabama and Louisiana.

Our conclusions are that the complainant's main difficulty is that crushed or ground shells shipped from interstate points to destinations in Iowa move on a through rate, which, while higher than the rate from complainant's place at Muscatine to destinations in Iowa, would be less than the last named rate plus the inbound rate on the whole shells from interstate points to Muscatine. As an illustration, the rate from Biloxi, Mississippi, to Des Moines, Iowa, is $7.20 per ton. From Biloxi, Mississippi, to Muscatine the rate is $5.90. From Muscatine, Iowa, to Des Moines the rate is $2.00 per ton. There is no showing that the present Class E rates moving clam, mussel or oyster shells, crushed or ground, carloads, in Iowa, is unreasonable or out of line with other rates, nor is it shown that the Class E rates, per se, restrict the movement of this commodity.

After a very careful consideration of the record in this matter, we find that the present rates are not unreasonable, that no justification has been shown for the establishment of the commodity rate sought by complainant and that the matter should be dismissed. It is so ordered.

No. B-1566—1929.

SWIFT & COMPANY, CHICAGO, *Petitioners.*

APPLICATION FOR SUSPENSION OF RULE 625-A AND RULE 630-J, IN SUPPLEMENT 27 TO PERISHABLE PROTECTIVE TARIFF NO. 3.

To avoid holding hearing within the State, as prescribed by statute, it was agreed between parties that the decision of the Interstate Commerce Commission, on the same subject, I. & S. Docket 3155, would apply on Iowa intrastate traffic;

Ordered, in accordance with agreement, that schedules be cancelled on or before April 23, 1929, upon notice to Iowa Commission and the general public by not less than one day's filing; proceeding discontinued. Order dated March 28, 1929.

SUSPENSION OF EXCEPTION 10 TO RULE 630, SUPPLEMENT NO. 1 TO PROTECTIVE PERISHABLE TARIFF NO. 4, APPLICABLE TO FT. DODGE, DES MOINES & SOUTHERN R. R.

Decided June 11, 1929.

Found, upon hearing, no justification for proposed exception;

Ordered, that suspension of said exception be made permanent.

For the Union Stock Yards Company, Chicago, Ill., and the Iowa Packing Company, Des Moines, Iowa—Ross D. Rynder and William N. Strack, Attys., Chicago, Ill.

For the Ft. Dodge, Des Moines & Southern Railroad Company—W. R. Dyer, Atty., Boone, Iowa; F. M. Steele, G. F. & P. A., Boone, Iowa.

On July 19, 1928, R. C. Dearborn, Agent, filed with the Commission Supplement No. 27 to Perishable Protective Tariff No. 3, in rules Nos. 625-A and 630-J of which it is proposed to change rules and regulations governing the handling of perishable freight, and it is further proposed in the said schedule that such changes in rules and regulations become effective August 25, 1928.

Protest against the aforesaid proposed changes in rules and regulations was filed by Swift & Company.

By appropriate orders, heretofore entered, the Commission suspended the aforesaid proposed changes in rules and regulations until April 24, 1929.

To avoid holding a hearing within the state as prescribed by the statute, R. C. Dearborn as agent for the respondents and R. D. Rynder for the protestants, agreed that the decision of the Interstate Commerce Commission on the same subject I. & S. 3155 would apply on Iowa Intrastate traffic. Therefore, in accordance with the above agreement:

It is ordered that the respondents herein be, and they are hereby notified and required to cancel said schedules, on or before April 23, 1929, upon notice to this commission and to the general public by not less than one day's filing, and that this proceeding be discontinued.

October 30, 1928, Swift & Company, of Chicago, Illinois, filed application for suspension of Exception No. 10 to Rule 630 of Supplement No. 1 to Perishable Protective Tariff No. 4. This exception, applying only to the Fort Dodge, Des Moines & Southern Railroad Company, provided that the Fort Dodge, Des Moines & Southern Railroad Company would not absorb the expense of ice and salt supplied to shipments moving under Rule 630.

By order of this Commission, dated November 16, 1928, respondents were required to suspend for application in Iowa, Exception No. 10 to Rule 630 of Supplement No. 1 to Perishable Protective Tariff No. 4, wherein the Fort Dodge, Des Moines & Southern Railroad Company proposed not to absorb the expense of ice and salt supplied to shipments moving under Rule 630. Further suspension of the above Exception has voluntarily been made by the respondent to June 27, 1929.

Pursuant to notice, hearing was held April 3, 1929, on this suspension.

The Fort Dodge, Des Moines & Southern Railroad Company is an electrified railroad running north and south with termini at Fort Dodge and Des Moines, with branch lines between Ft. Dodge, Webster City and Lehigh, Hope to Rockwell City, and from Kelley to Ames. It has no facilities for icing cars. Ice is purchased from commercial concerns at Des Moines, Boone and Fort Dodge.

Respondent takes the position that the proposed Exception would make no change in the present rule but would clarify and make certain a reasonable interpretation of the rule now in effect. Respondent shows by exhibits that were it required to handle the shipments from Des Moines tendered by Swift & Company, under the existing rule, deficits of from $4.00 to $20.00 per car would be incurred. The exhibits did not show the actual cost of icing cars. They do show the average cost per car icing charge of $34.15, arrived at by taking cost of ice and salt at Des Moines, Boone and Fort Dodge. It is not shown that there has been any actual deficit on shipments moved.

Protestants contended that all these exhibits were hypothetical and that there was no movement of cars under Rule 630 and that the carrier could not be compelled to move them under that rule. The record shows no denial by respondent of this contention.

The issue seems to resolve into an interpretation of Rules 625 and 630 of Perishable Protective Tariff No. 4.

After a review of the entire record in this matter the Commission finds no justification for the proposed Exception to Rule 630 and it is hereby ordered that the suspension of said Exception be made permanent.

No. B-1567—1929. Rolfe Iron Co., Mason City, v. C. R. I. & P. Ry. Co. Rate on iron gate hinges (eye bolts) L. C. L. Overcharge, freight. Satisfactorily adjusted.

Filed September 20, 1928. Closed February 2, 1929.

No. B-1572—1929. Chicago, Rock Island & Pacific Railway Co. Application for authority to waive collection of undercharges on shipments of sand and gravel. Granted.

Filed December 29, 1928. Closed January 28, 1929.

No. B-1573—1929.

OTTUMWA CHAMBER OF COMMERCE, FOR J. W. EDGERLY & CO., OTTUMWA, *Complainants*,

v.

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

Decided August 14, 1929

SHIPMENT OF PLATE GLASS, INTRASTATE: RULES GOVERNING—OVERCHARGE, FREIGHT.

Found, upon hearing, carrier assessed proper charge. Complaint *dismissed*.

For the Petitioner—C. G. Baker, T. M., Ottumwa, Iowa.

For the Western Classification Committee—R. C. Fyfe, Chairman, Chicago, Illinois.

Complainant, Ottumwa Chamber of Commerce, here seeks an interpretation of Rule 29, Section 3, in connection with movement of glass in boxes under Item 22, Note 1, Page 225 of Western Classification No. 5. The question arises upon a shipment May 5, 1928, of L. C. L. plate glass in a box, weight 740 pounds, which because of the dimensions would not load on the full flat edge through a door of a closed car 36 feet in length, 8 feet 6 inches wide, and 8 feet high. Section 3 of Rule 29, provides "Unless otherwise provided in separate description of articles, a shipment containing articles, of dimensions other than those specified in Section 3 (b) of this rule, the dimensions of which do not permit loading through the center side doorway 6 feet wide by 7 feet 6 inches high, without the use of end door or window, in a closed car not more than 36 feet in length by 8 feet 6 inches wide and 8 feet high, shall be charged at actual weight and authorized rating, subject to a minimum charge of 4,000 lbs., at the first class rate for the entire shipment." Note 1, Item 22, Page 225 of the Western Classification provides on shipments of glass, that they must be so packed and loaded that glass rests on full flat edge. To load through the door of this particular car, it would be necessary to tilt the box of glass at about a 45 degree angle and to remain in about the same position, thereby precluding the loading of the shipment on the full flat edge as provided for in the classification on shipments of glass.

Similar situation has been dealt with by the Interstate Commerce Commission in the matter of minimum charges on articles too long or too bulky to be loaded through the side door of cars, 38 I. C. C. 257.

We believe that on articles of glass where the item in the classification provides certain manner of loading in the car and the shipment in order to pass through the side door of the car in such position, that it prevents loading within the car in the manner prescribed in the classification, then the provisions of Rule 29 should apply. We, therefore, must find that the carrier did not err in assessing on this particular shipment 4,000 pounds minimum at first class rate. Complaint is, therefore, dismissed.

No. B-1575—1929.

MINNEAPOLIS & ST. LOUIS RAILROAD CO., *Petitioners*.

Decided February 6, 1929.

APPLICATION FOR APPROVAL OF RATE OF SIXTY CENTS PER TON ON LIMESTONE

ROCK FROM GILMORE CITY TO VALLEY JUNCTION OR DES MOINES—APPROVAL OF AMENDMENT TO CONTRACT OF MARCH 12, 1920. (See page 54, 1920 Report.)

Held, approval of amendment will operate to advantage of railroad company and is in the interest of the general public.

Application granted; amendment approved.

On August 17, 1920, this Commission approved a contract dated March 12, 1920, under the provisions of Section 2146, Code of Iowa, 1897, between the Pyramid Portland Cement Company of Iowa and the Minneapolis & St. Louis Railroad Company, which provided for a rate of 65 cents per ton on an agreed number of carloads of quarried rock from Gilmore City, Iowa, to Des Moines, Iowa, a distance of about 100 miles. This rate has been in effect the greater part of the time since that date.

On January 26, 1929, W. H. Bremner, as Receiver of the Minneapolis & St. Louis Railroad and the Pyramid Portland Cement Company of Delaware, lessee of the Pyramid Portland Cement Company of Iowa, made application under the provisions of Section 8062, Code of Iowa, 1927, for the approval of this Commission of an amendment to the contract of March 12, 1920, which amendment is made a part of this record, and for the approval of a rate of 60 cents per ton of 2,000 pounds on limestone rock, carloads, to be hauled from Gilmore City to the plant of the Pyramid Portland Cement Company at Valley Junction, Iowa, the average yearly movement to be not less than 175,000 tons.

We are of the opinion that the proposed amendment of which the approval of the Commission is asked, will operate to the advantage of the railroad company, the cement company and is in the interest of the general public.

The application is therefore granted and we approve the proposed amendment to the contract of March 12, 1920, hereinbefore referred to and the proposed carload rate of 60 cents per ton of 2,000 pounds on limestone rock from Gilmore City, Iowa, to Valley Junction, Iowa.

No. B-1576—1929.

NORTHWESTERN LUMBERMENS ASSOCIATION, MINNEAPOLIS, MINN., *Petitioners.*

Decided August 16, 1929.

ELIMINATION OF STOPPING IN TRANSIT PRIVILEGES AT PREPAY OR NON-AGENCY STATIONS.

Ordered, upon hearing, rule providing for stopping of cars in transit at prepay or non-agency stations shall not be cancelled.

For the Petitioner—W. E. Keller, T. M., Minneapolis, Minnesota.

For the Mason City Brick & Tile Co.—R. O. Youngerman, T. M., Mason City, Iowa.

For the C. & N. W. Ry. Co., and Iowa Lines—J. E. Flansburg, Asst. to V. P., C. & N. W. Ry. Co., Chicago, Illinois.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Illinois.

For the C., R. I. & P. Ry. Co.—H. W. Schaffer, Commerce Assistant, Chicago, Illinois.

For the Illinois Central R. R. Co.—R. P. DeCamp, A. G. F. A., Chicago, Illinois.

On January 24, 1929, the carriers, by Supplement No. 9 to W. T. L. Circular 1-T, I. C. C. No. A-1914, effective March 4, 1929, amended Rule 1585 of that tariff to eliminate the acceptance for stopping in transit to partially load or unload carload shipments of certain commodities at prepay or non-agency stations. The complainants, Northwestern Lumbermens Association, allege that the change in the rule will operate to the disadvantage of the members of their Association and that there is considerable movement of cars which in transit are stopped at non-agency or prepay stations to partially load or unload. Suspension was ordered of this change in the rule as far as the application for Iowa intrastate

traffic is concerned and the suspension expired July 28, 1929. Building materials, cement, fertilizers, lime and agricultural implements are the commodities for which necessity arises to stop to partly unload at small stations, including prepay or non-agency stations. By exhibit filed by complainants it is shown that there are about 462 non-agency stations in Iowa at which the aggregate population would be around 34,000, not including population in the territory adjacent to and served by such non-agency station. Record does not disclose that claims for shortage have been experienced to any marked extent where shipments are stopped in transit to partly load or unload. It is not shown that the practice is general, at stations where there are agents, to check in or out where cars are stopped to partially load or unload.

After very careful consideration of all of the record in this matter, we find there is a necessity for the continuation of the provision in Rule 1585 for stopping cars of certain commodities at stations including non-agency and prepay stations to partially load or unload. Therefore, it is ordered that the suspension of the rule in the supplement eliminating such provision be made permanent and for the future the application of Rule 1585, Circular 1-T, reissues thereof or supplements thereto, should include the application thereof on intrastate traffic.

No. B-1577—1929. (See No. B-1582—1929.)

CHAMBER OF COMMERCE, CEDAR RAPIDS, *Petitioners,*

v.

RAILROADS, *Defendants.*

Decided August 16, 1929.

APPLICATION FOR REDUCED RATES ON LIVE STOCK FEED AND MINERAL MIXTURE FOR LIVE STOCK FEEDING.

Found, upon hearing, just and reasonable rating shall be the corn rate;

Ordered, that on and after Sept. 15, 1929, prepared food and/or feed mixture, animal, poultry or pigeon (not medicated or condimental), minimum carload weight 40,000 lbs., corn rate shall apply.

For the Cedar Rapids Chamber of Commerce—H. F. Sundberg, Mgr. Traffic Bureau, Cedar Rapids, Iowa.

For Ames Reliable Products Co.—C. G. Lee, Atty., Ames, Iowa; W. T. Barr, Pres. & Gen. Mgr., Ames, Iowa; Walter Huncke, Des Moines, Iowa.

For Sargent & Company—E. J. Kelleher, Asst. T. M., Traffic Bureau, Chamber of Commerce, Des Moines, Iowa.

For the C. & N. W. Ry. Co., and Iowa Lines—J. E. Flansburg, Asst. to V. P., C. & N. W. Ry. Co., Chicago, Illinois.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Illinois.

For the C., R. I. & P. Ry. Co.—H. W. Schaffer, Commerce Assistant, Chicago, Illinois.

These two complaints asking for a specific rating on prepared feed and feed mixture, animal, poultry or pigeon (not medicated or condimental) involving like commodities, the cases were consolidated, heard jointly and will be disposed of with one order. The ingredients are cottonseed meal, linseed oil meal, alfalfa meal, peanut meal and other articles taking the grain rate and tankage, salt, limestone, wood ashes, iron oxide and potassium iodide. Commodities now move on Class B, 36,000 pounds minimum, in carloads. Rule 370 of W. T. L. Circular 1-T, reads in part "Feed, animal, poultry or pigeon, prepared (not condimental or medicated) of which 80% or more in weight is composed of one or more of the ingredients named below, minimum weight 40,000 pounds, corn rate." The ingredients referred to as named below in that rule are articles taking the gain rates and molasses, limestone, crushed or ground shells and hydrol. The prepared feeds upon which it is here sought to obtain the grain rate would move under this item, if it were not for inclusion

of tankage in the mixture, tankage not being an article taking the grain rate nor mentioned in the ingredients to make up the 80% or more in weight of the mixture.

Complainants allege that this particular feed takes a higher rating than the ingredients would if they are shipped separately. They show that the value per ton of this feed is less than most of the articles when shipped separately and contend that this feed should take no higher rating than the corn rate. This feed is a balanced ration, and according to witness for the Iowa Farm Bureau, is necessary for the proper fattening of hogs.

After a very careful review of all the record in this matter and considering the value per ton of the feed and the value per ton of the various ingredients used as well as the rating on such ingredients if shipped separately, and the inapplicability of Rule 370, W. T. L. Circular 1-T, we find that a just and reasonable rating should be the corn rate. It is ordered that on and after September 15, 1929, prepared feed and/or feed mixture, animal, poultry or pigeon (not medicated or condimental), minimum carload weight 40,000 pounds, corn rate shall apply.

No. B-1578—1929. American National Live Stock Association, et al., v. Carriers. Protest and request for suspension of Rule 1140-A. On June 13, 1929, authority was granted the Western Trunk Line Committee to withdraw and cancel the provisions of Rules No. 1140-A of Supplement No. 9, and No. 1140-B of Supplement No. 12 to Circular 1-T now under suspension, and to continue the provisions of Rule No. 1-T.

Filed February 21, 1929. Closed June 13, 1929.

No. B-1579—1929. Bellevue Sand & Gravel Co., Bellevue. Application for suspension of rates named in C. D. & M. Ry. Co. Tariff No. 10 on sand and gravel, carload. Denied. No discrimination shown as between the localities served by the C. D. & M. R. R. Co.

Filed February 25, 1929. Closed March 11, 1929.

No. B-1580—1929.

SIOUX CITY GRAIN EXCHANGE AND SIOUX CITY TRAFFIC BUREAU, SIOUX CITY, *Petitioners,*

v.

A. T. & S. F. Ry. Co., ET AL., *Defendants.*

Decided August 16, 1929.

PETITION TO INCLUDE GRAIN PRODUCTS IN SECTION G OF RULE 370-C, WESTERN TRUNK LINE CIRCULAR 1-T. REPARATION.

Held, upon hearing, alternate application on grain products, carload, intrastate, should be provided in tariffs—just and reasonable rate and minimum for such application should be as follows:

Grain products, carload, as described under those headings in current Western Classification, subject to minimum weights as shown in Rule No. 820, Section C, Western Trunk Line Circular 1-T, supplements thereto or reissues thereof, fifth class.

Ordered, same shall be effective on and after October 1, 1929. Reparation denied.

For the Applicants—H. C. Wilson, Traffic Commissioner, Chamber of Commerce, Sioux City, Iowa.

For the C. & N. W. Ry. Co., and Iowa Lines—J. E. Flansburg, Asst. to V. P., C. & N. W. Ry. Co., Chicago, Illinois

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Illinois.

For the C., R. I. & P. Ry Co.—H. W. Schaffer, Commerce Assistant, Chicago, Illinois.

On March 13, 1929, the Sioux City Grain Exchange and the Sioux City Traffic Bureau filed a petition with this Commission asking that the Commission find for an alternate application of fifth class rating and graduated minimum weights, as provided in Rule 820 of Western Trunk Line Circular 1-T, on grain products intrastate in Iowa.

Pursuant to notice the matter was fully heard on July 23, 1929, at the office of the Board. The petition sets out among other things:

That for the transportation of grain products in carloads, as described in Item 370 of Western Trunk Line Circular 1-T, I. C. C. No. A-1914, issued by E. B. Boyd, Agent, defendants demand, receive and collect charges based upon the rates published in Items 475 and 480, Iowa Lines Freight Tariff 160-F, issued by E. B. Boyd, Agent, and upon the minimum weights named in Item 820, Section B, Western Trunk Line Circular 1-T, I. C. C. No. A-1914, issued by E. B. Boyd, Agent.

That Section C, Part 1, Rule 820 of said Circular 1-T, publishes a minimum weight of 20,000 pounds per car, not exceeding 40 feet 6 inches in length on

"Grain Products and Food Preparations, Cereal, C. L., as described under those headings in Current Classification upon which fifth class rates are applied as per Rule 370,"

applicable on Iowa and South Dakota intrastate traffic. That said Rule 370 in Section G thereof, provides for the application of fifth class rates, except on intrastate traffic within Minnesota or South Dakota on

"Food Preparations, Cereal, C. L., as described under that heading in Current Western Classification, subject to minimum weights as provided in Section C of Rule 820,"

but does not provide for the application of fifth class rates on grain products.

That the preceding issue of said W. T. L. Circular 1-T, viz., W. T. L. Circular 1-S, I. C. C. No. A-644, published in Item 760-A, Section C, Part 1, the same provisions concerning minimum weights as those hereinbefore quoted from Item 820, Section C, Part 1, of W. T. L. Circular 1-T, except that reference was made to Rule 360 of said circular for a description of grain products and cereal food preparations upon which fifth class rates applied. That said Rule 360 in Section G thereof, authorized the application of fifth class rates on

"Grain Products and Food Preparations, Cereal, C. L., as described under those headings in Current Classification subject to minimum weights as shown in Section C of Rule 760."

That in Supplement 26 to W. T. L. Circular 1-S, published to become effective on March 3, 1927, defendants proposed to increase the minimum weight from 20,000 to 40,000 pounds per car not exceeding 40 feet 6 inches in length, which proposed increase in minimum weight was suspended by the Board of Railroad Commissioners under its Docket No. File B-1359. That in Supplement 73 to said Circular 1-S, effective August 1, 1928, the minimum carload weight on grain products was increased from 20,000 to 40,000 pounds by amending Rule 360-S, Section G, in such manner as to limit the application of the 20,000 minimum at fifth class rates to "Food Preparations, Cereal, C. L.," and by omitting from said item articles included in the term, "Grain Products." That said action was taken by defendants without a hearing having been held before said Board concerning the propriety of the increased minimum weight.

That increasing the minimum weight as aforesaid, resulted in increasing the charges on carload shipments of grain products per minimum car of 20,000 pounds, as shown in the following examples:

FORMER			PRESENT					
5th Class (1)			Wheat Products (2)			Corn Products (2)		
Miles	Rate	Chgs.	Rate	Chgs.	Inc.	Rate	Chgs.	Inc.
25	11	22.00	7.5	30.00	8.00	7	28.00	6.00
50	11	22.00	9.5	38.00	16.00	8.5	34.00	12.00
75	11.5	23.00	10.5	42.00	19.00	9.5	38.00	15.00
100	12.5	25.00	12	48.00	23.00	11	44.00	19.00
150	17	34.00	14	56.00	22.00	12.5	50.00	16.00
200	21.5	43.00	16	64.00	21.00	14.5	58.00	15.00

(1) Minimum 20,000. (2) Minimum 40,000.

Tariff Reference: Western Trunk Line 160-F, I. C. C. A-1899.

That the charges demanded, collected and received by defendants for the transportation of grain products, in carloads, between points within the State of Iowa, since August 1, 1928, and at present in effect, were, are, and if continued in future, will be unlawful, unreasonable, unduly prejudicial and preferential, and unduly discriminatory in violation of the laws of the State of Iowa relating to the regulation of common carriers, and particularly of paragraphs 8044 and 8048, Chapter 373 thereof.

That since August 1, 1928, complainants' members have made numerous shipments of grain products in carloads from Sioux City to other points in Iowa over defendants' lines, upon which defendants demanded, collected and received the rates and charges herein complained of, and have been damaged thereby to the extent that the charges so collected exceeded those which would have accrued on like shipments under the tariff rates, minimum weights, and rules in effect prior to August 1, 1928. That complainants' members expect to make such shipments in future and will sustain like damage thereon so long as the rates, minimum weights and charges herein complained of shall remain in effect.

Petition further asks for reparation.

After review of the tariffs and record of hearing in this matter we find that the allegations as set out above by the petitioner are substantially correct. We find from the evidence that an alternate application on grain products, carload, intrastate, should be provided in tariffs and that a just and reasonable rating and minimum for such alternate application should be as follows:

Grain products, carload, as described under those headings in current Western Classification, subject to minimum weights as shown in Rule No. 820, Section C, Western Trunk Line Circular 1-T, Supplements thereto or reissues thereof, fifth class.

It is ordered that same shall be effective on and after October 1, 1929. Reparation is denied.

No. B-1581—1929. J. E. Hoopes Co., Muscatine, v. C., R. I. & P. Ry. Co. Switching rates—cross town, at Muscatine, for joint line hauls. Complaint investigated and complainants advised that nothing could be done unless a formal hearing was desired. Closed without prejudice.

Filed November 19, 1929. Closed July 9, 1929.

No. B-1582—1929. (See No. B-1577—1929.)

AMES RELIABLE PRODUCTS CO., AMES, *Petitioners.*

Decided August 14, 1929.

Application for Reduced Rates on Animal and Poultry Food.

For ruling see No. B-1577—1929, decision in that case covering this file also.

No. B-1584—1929. W. G. Block Co., Davenport, v. C., R. I. & P. Ry. Co. and B. M. & N. W. Ry. Co. Inter-terminal switching at Muscatine. Satisfactorily adjusted. See No. L-99—1929.

Filed April 12, 1929. Closed October 8, 1929.

No. B-1585—1929.

CHAMBER OF COMMERCE, FT. DODGE, *Petitioner.*

Decided August 14, 1929.

APPLICATION FOR BRICK RATE ON GROUND FIRECLAY IN MIXED CARLOAD.

Found, upon hearing, justification for petitioner's request that clay, ground, and clay, fire, be included in list of articles taking the brick rate for intrastate movement within Iowa.

So *ordered.*

For the Applicant—L. M. O'Leary, Sec'y-Mgr., Fort Dodge, Iowa.

For the Mason City Brick & Tile Co.—R. O. Youngerman, T. M., Mason City, Iowa.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Illinois.

For the C., R. I. & P. Ry. Co.—H. W. Schaffer, Commerce Assistant, Chicago, Illinois.

For the Illinois Central R. R. Co.—R. P. DeCamp, A. G. F. A., Chicago, Illinois.

Complainant here seeks to have included in the articles taking the brick rates, clay, ground, and clay, fire. Item 95A in Supplement No. 5 to Iowa Lines Tariff No. 60-F, does not include these two articles. The carriers do not object to the inclusion of these two articles in the brick list providing the brick rates in Iowa were adjusted. The carriers' petition to adjust the brick rates intrastate was before the Commission in another matter and was there disposed of.

After careful review of this matter, we find justification for petitioners' request that clay, ground, and clay, fire, be included in the list of articles taking the brick rate for intrastate movement within Iowa, and it is so ordered.

No. B-1587—1929.

MUSCATINE SHIPPERS ASSOCIATION, MUSCATINE, *Petitioners.*

Decided August 16, 1929.

APPLICATION FOR PERMISSION TO SHIP CANTALOUPES IN BULK, C. L., 20,000 LBS. MINIMUM; ALSO IN BULK WITH WATER MELONS, INTRASTATE IN IOWA.

Ordered, upon hearing, that cantaloupes in bulk in straight carloads, or in mixed carloads with water melons, shall be rated as 5th class, minimum carload weight 20,000 lbs. Authority given to publish rating, and make it effective, on less than thirty days' notice.

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

For the Western Classification Committee—R. C. Fyfe, Chairman, Chicago, Illinois.

For the C., M., St. P. & P. R. R. Co.—O. H. Timm, Commerce Assistant, Chicago, Illinois.

For the C., R. I. & P. Ry. Co.—H. W. Schaffer, Commerce Assistant, Chicago, Illinois.

For the Illinois Central R. R. Co.—R. P. DeCamp, A. G. F. A., Chicago, Illinois.

The complainant, Muscatine Shippers Association, alleged there is no tariff authority for the shipment of cantaloupes in bulk, carload, nor in bulk with watermelons, carload, for movement intrastate in Iowa. The present rating on cantaloupes in crates, carload, is Class C, minimum 24,000 pounds. After careful consideration of this matter and the record before the Commission, the Commission finds, and it is so ordered, that cantaloupes in bulk in straight carloads, or in mixed carloads with watermelons, the rating shall be fifth class, minimum carload weight 20,000 pounds.

As the melon movement for this year will begin in ten or fifteen days, authority is hereby given to the carriers to publish rating ordered and make effective on less than thirty days' notice.

No. B-1588—1929. Davenport Chamber of Commerce, Davenport, v. C., R. I. & P. Ry. Rate of 29½c per cwt. on oil from Council Bluffs to Davenport. Granted. Establishment of rate not to be considered as permanent. (See No. D-841—1929.)

Filed November 21, 1927. Closed August 27, 1929.

No. L-92—1929. Western Trunk Line Committee, Chicago, Illinois. Application to publish on less than statutory notice amendment to Item 290A of Supplement No. 5 to Freight Tariff No. 160-F so as to reestablish

Class C basis of rates on containers, tomato, carloads, empty, returned, from Muscatine, Iowa, to Adams, Iowa; Cranston, Iowa; Kalona, Iowa, etc., as covered by Item No. 290 of the original tariff.
Granted January 2, 1929.

No. L-93—1929. Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on less than statutory notice, effective not later than January 15, 1929, revised joint commodity rates on cornstalks, carloads, from Iowa points to Dubuque, Iowa, on the basis of 80% of the local commodity rates now in effect, and to correct the local commodity rate for 220 miles now shown as 13 cents per 100 pounds to the correct rate of 12 cents per 100 pounds.
Granted January 12, 1929.

No. L-94-1929. Chicago Great Western Railroad Company. Application for authority to change on one day's notice the provisions in their tariff 155-A providing a minimum carload weight on clay, carloads, from Lehigh, Iowa, to Fort Dodge, Iowa, marked capacity of car, to carload minimum weight of 80,000 pounds.
Granted February 4, 1929.

No. L-95—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish and make effective March 15, 1929, rates on soft coal, carloads, from Williamson and Melcher, Iowa, to Valley Junction, Iowa, as set out in proposed freight tariff No. 33171.
Granted March 13, 1929.

No. L-96—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to add Valley Junction, Iowa, to freight tariff 32343-A providing for the crushing in transit of shale and rock at that point when originating at Hawkeye Portland Cement Company quarry at Earlham, Iowa.
Granted March 15, 1929.

No. L-97—1929. Wabash Railway Company. Application for authority to make division of Wabash series tariff 11065 applying on soft coal between points in Iowa on Wabash Railway effective April 1, 1929.
Granted March 28, 1929.

No. L-98—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rates on tomatoes, fresh, C. L. from Cranston and Washington, Iowa, to Muscatine, Iowa, and rates on tomato containers, C. L. from Muscatine, Iowa, to Cranston and Washington, Iowa.
Granted April 13, 1929.

No. L-99—1929. Burlington, Muscatine & Northwestern Railway Company. Application for authority to make effective on one day's notice commodity rate on sand and gravel between Muscatine Island, Iowa, and Muscatine, Iowa.
Granted April 24, 1929.

No. L-100—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to publish and make effective on one day's notice rates on wheat, carloads, between Sheldon, Iowa, and Council Bluffs, Iowa, 14c per hundred pounds, and on corn, rye, oats and barley between the same points, 12½c per hundred pounds.
Granted May 3, 1929.

No. L-101—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish from Williamson, Melcher and Hartford, Iowa, to Des Moines, Iowa, rates on coal, carloads, in cents per ton of 2,000 pounds as follows:

Lump and nut.....78c
Pea and slack.....67c

Granted May 28, 1929.

No. L-102—1929. Minneapolis & St. Louis Railroad Company. Application for authority to establish and make effective on one day's notice, rules governing stopping and unloading between stations on the Minneapolis & St. Louis Railroad of agricultural limestone, carloads.
Granted May 28, 1929.

No. L-103—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to place in effect on one day's notice, rate on sand and gravel, carloads, minimum weight 100,000 pounds, at 30c per ton of 2,000 pounds, from Muscatine, Iowa, to H. J. Heinz Farm Spur.
Granted June 12, 1929.

No. L-104—1929. Chicago, Milwaukee, St. Paul & Pacific Railway Company. Application for authority to establish on less than statutory notice a rate on crushed stone from Buffalo and Linwood, Iowa, of $1.028 per net ton to Centerville, Iowa, when destined to stations on the Chicago, Burlington & Quincy Railroad beyond Centerville.
Granted June 14, 1929.

No. L-105—1929. Minneapolis & St. Louis Railroad Company. Application for authority to establish and make effective on one day's notice Iowa Distance Rates on all freight between Des Moines, and stations on the line of the Iowa Southern Utilities Company.
Granted June 19, 1929.

No. L-106—1929. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish on one day's notice switching rate in La Porte City, Iowa, from junction with Chicago, Rock Island & Pacific Railway Company to Bryant Paving Team Track set up of $6.50 per car.
Granted June 17, 1929.

No. L-107—1929. Cedar Rapids & Iowa City Railway. Application for authority to establish on five days' notice, effective on July 5, 1929, a rate of 31 cents per ton of 2,000 pounds on sand or gravel, carloads, from Iowa City, Iowa, to Crandic, Iowa.
Granted June 21, 1929.

No. L-108—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to eliminate from C., R. I. & P. freight tariff No. 32632-A the rates applicable from Hartford, Iowa, effective on one day's notice from July 12, 1929.
Granted July 6, 1929.

No. L-109-1929. Western Trunk Line Committee, Chicago, Illinois. Application for authority to publish on one day's notice an amendment to W. T. L. Freight Tariff No. 160-F, providing a Class C rating, minimum weight 24,000 pounds on cucumbers from Durant and Wapello, Iowa, to Muscatine, Iowa; and a Class C rating, minimum weight 12,000 pounds on cucumber and tomato containers, C. L. empty returned, from Muscatine, Iowa, to Durant and Wapello, Iowa.
Granted July 17, 1929.

No. L-110-1929. Waterloo, Cedar Falls & Northern Railway Company. application to publish on one day's notice tariff providing for absorption of ½ cent on brick from Des Moines, to East Waterloo when routed via C. G. W. to Waterloo, care W. C. F. & N.
Not granted.

No. L-111—1929. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to place in effect on one day's notice a switching charge of $6.50 per car on all freight, except livestock, from the connecting lines at Waterloo to new industry, Rath Packing Company, on the line of the W., C. F. & N. Ry. Co.
Granted July 25, 1929.

No. L-112—1929. Cedar Rapids & Iowa City Railway. Application for authority to make effective on three days' notice rate on crushed stone, carloads, minimum carload weight 90% of marked capacity of car, but

not less than 60,000 pounds, from Coralville, Iowa, to Cou Falls, Iowa, 38½c per ton of 2,000 pounds.

Granted August 1, 1929.

No. L-113—1929. Des Moines & Central Iowa Railroad. Application for authority to publish on short notice round trip excursion fares, account Iowa State Fair, August 21 to 30, 1929.

Granted August 5, 1929.

No. L-114—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application to publish on one day's notice rates on bituminous coal, carloads, from Waukee, Madrid, High Bridge, Dallas and Rider, Iowa, to Mason City, Iowa.

Granted August 9, 1929.

No. L-115—1929. Minneapolis & St. Louis Railroad Company. Application for authority to establish on one day's notice an emergency rate of 85 cents per ton of 2,000 pounds on stone (crushed, rough and rough quarried), minimum weight 90% of marked capacity of car, except where cars are loaded to full visible capacity, actual weight will apply, but not less than 40,000 pounds per car from Mason City, Iowa, to Ogden, Iowa, but not authorizing the above rate without applying same as maximum at intermediate points.

Granted August 12, 1929.

On September 10, 1929, approval was given for the extension of the above rate for thirty days from September 16, 1929.

On September 19, 1929, authority was granted the Minneapolis & St. Louis Railroad Company to waive collection on fifty-three cars of stone moved from Mason City, Iowa, to Ogden, Iowa, during the month of August, 1929, of the difference between the rate of $1.33 per ton in effect the date the cars moved and the rate of $.85 per ton established on August 17, 1929.

No. L-117-1929. Cedar Rapids & Iowa City Railway. Application for authority to absorb $3.00 per car switching of the River Products Company, Coralville, Iowa, on movements of crushed stone from Coralville, Iowa, to Cou Falls, Iowa.

Granted August 15, 1929.

On September 13, 1929, the applicant was granted permission to make refund of $3.00 per car on 56 cars of stone switched from the quarry of the River Products Company between August 5 and 17, 1929. This refund was necessary due to the failure of the Cedar Rapids & Iowa City Railway to include a provision relative to absorption in their tariff State No. 20, effective August 5th.

No. L-116—1929. Wabash Railway Company. Application for authority to publish on one day's notice their agreement to absorb C., M., St. P. & P. switching charge of $3.60 per car on sand when shipped from the Ottumwa Sand Company plant at Ottumwa, Iowa, when destined to stations in Iowa on the Wabash Railway.

Granted August 12, 1929.

No. L-118—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rates on crushed stone and agricultural limestone to points on its railroad in Iowa.

Granted September 12, 1929.

No. L-119—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application for authority to establish on one day's notice rates on sand and gravel between Muscatine, Iowa, and Centerville, Iowa, and also rates on crushed stone between Buffalo, Iowa; Linwood, Iowa, and Centerville, Iowa.

Granted September 19, 1929.

No. L-120—1929. Ft. Dodge, Des Moines & Southern Railroad Company.

Application for authority to publish on one day's notice rates on coal from Granger, Iowa, to Ames, Iowa, as follows:

Lump coal, per ton, 2,000 pounds	$1.224
Steam coal, per ton, 2,000 pounds	1.072

Granted September 19, 1929.

No. L-121—1929. Chicago Great Western Railroad Company. Application for authority to publish and make effective on less than statutory notice carload rates to Mason City, Iowa, on lump coal and fine coal, as described in Items 115 and 120 of CGW freight tariff 160-F, per ton of 2,000 pounds, as follows:

	Lump Coal	Fine Coal
From Orillia, Iowa	$1.936	$1.568
From Herrold, Iowa	1.964	1.592
From Moran, Iowa	2.008	1.624

Granted September 19, 1929.

No. L-122—1929. Waterloo, Cedar Falls & Northern Railway Company. Application for authority to publish and make effective on one day's notice supplement to their switching tariff making charge of $7.50 per car from their connections with other lines in Waterloo to the plant of McKenzie & Kileen, Bryant Paving Company's plant and to the Bemis & Schlock plant, all located in the city of Waterloo, Iowa.

Granted September 19, 1929.

No. L-123—1929. Minneapolis & St. Louis Railroad Company. Application for authority to publish and make effective on one day's notice, and to expire within ninety days, a rate of $5.00 per car on cement clinkers between the plant of the Penn Dixie Cement Company, Valley Junction, and the Hawkeye Portland Cement Co., Des Moines, Iowa.

Granted September 21, 1929.

No. L-125—1929. Chicago Great Western Railroad Company. Application for authority to establish a rate on one day's notice of $1.064 on fine coal and $1.368 on lump coal from Des Moines to Mason City, Iowa.

Granted September 30, 1929.

No. L-126—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to establish a rate of $1.34 per ton of two thousand pounds on coal, carloads, from Williamson mine No. 4, with intermediate application from Melcher and Hartford to Iowa City, Iowa, said rate to be made effective on one day's notice.

Granted October 18, 1929.

No. L-127—1929. Tama and Toledo Railroad. Application for authority to place in effect on five days' notice local Tariff State No. 1 applying on live stock, carloads, between Toledo, Iowa, and Tama, Iowa.

Granted October 17, 1929.

No. L-128—1929. Ft. Dodge, Des Moines & Southern Railroad Company. Application for authority to place in effect on one day's notice rates on coal, carloads, per ton of 2,000 pounds, as follows, Des Moines to Ft. Dodge:

When originating at Moran—	
Lump coal	$ .92
Screenings	.76
When originating at Herrold—	
Lump coal	1.008
Screenings	.824

Granted October 21, 1929.

No. L-129—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Application to establish and make effective on one day's notice rate on brick and drain tile, carloads, from Sioux City, Iowa, to stations on the C., M., St. P. & P. in Iowa.

Withdrawn November 8, 1929.

No. L-130—1929. Tama and Toledo Railroad. Application for authority

to place in effect on one day's notice Supplement No. 1 to local freight tariffs State No. 1 and State No. 2.

Granted October 21, 1929.

No. L-131—1929. Minneapolis & St. Louis Railroad Company. Application for authority to establish upon one day's notice intra-terminal switching charge of $2.25 per car on hogs between point of interchange with C., M., St. P. & P. and Jacob E. Decker & Sons, Mason City, Iowa, applicable only on traffic originating at or destined to concentration yards of the C., M., St. P. & P. R. R.

Granted October 26, 1929.

No. L-132—1929. Chicago Great Western Railroad Co. Application for authority to publish and make effective on one day's notice switching rate on sugar beets handled in intraplant switching service at the sugar factories at Mason City and Belmond of $2.75 per car.

Granted November 13, 1929.

No. L-133—1929. Chicago, Rock Island & Pacific Railway Company. Application for authority to amend on one day's notice intrastate portion Item 2009, I. C. C. 11895, substituting $4.50 per car for present $3.15 per car and authorizing absorption $4.50 per car.

Granted November 30, 1929.

Express Company Cases

No. C-302—1929. Campbell Heating Co. and Peerless Chemical Co., Des Moines, v. American Railway Express Co. Extension of express delivery service. Upon investigation of this complaint, it was found that the complainants were situated outside the free delivery limits. They were so advised. They wrote us that the complaint was not of sufficient moment to necessitate a formal hearing before the Board, and the file was closed without prejudice.

Filed March 6, 1928. Closed December 12, 1928.

No. C-304—1929. D. G. Courtnage, Strawberry Point, v. American Railway Express Co. Free delivery service. Preliminary investigation in this case was made, and the complainant was asked if he desired formal hearing before the Board. Not having had reply from him for more than a year, the file was closed without prejudice.

Filed September 4, 1928. Closed December 2, 1929.

Sidetracks, Claims and Refunds

No. D-837—1929.

GOLDEN VALLEY CREAMERY CO., OSCEOLA, *Complainants*,

v.

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

Decided November 7, 1929

SIDETRACK.

Upon inspection of premises and hearing,

Found, It was agreed between parties that necessity for sidetrack existed; issue before Board apportionment of costs;

Ordered, the railroad company shall construct an industrial switch track to serve the complainants, the expense of such track, including relocation of crossover, to be borne by the applicant.

For the Petitioner—O. M. Slaymaker and R. E. Killmar, Attys., Osceola, Iowa; Stephen Robinson, Asst. Commerce Counsel.

For the Railroad Company—J. C. Pryor, Atty., Burlington, Iowa.

On June 17, 1929, the Golden Valley Creamery Company, of Osceola, Iowa, petitioned this Commission to find the necessity for, and require the Chicago, Burlington & Quincy Railroad Company to construct and connect an industrial switch track from a point on the main line of

the railroad north of the industry to a point south of the industry. The Board viewed the premises and on September 27, 1929, hearing was held on the matter. At the hearing it was stipulated and agreed between the parties that a necessity for proposed side track existed. The issues therefore seemed to be what portion of the cost should be borne by the applicant industry.

The railroad contends that if such proposed industrial switch is constructed, it will be necessary that a cross-over which connects the railroad's east and west main line double track be moved a short distance west. It appears to the Commission that in view of the respective locations of the industry and the cross-over, it would be necessary for the safe operation of the railroad, in the event an industrial switch track was put in, to move said cross-over in order to properly and safely connect such industrial switch track.

After a view of the premises and consideration of the complete record in this matter, we find, and so order, that the Chicago, Burlington & Quincy Railroad Company construct an industrial switch track to serve the Golden Valley Creamery Company, Osceola, and that the expenses of such track, including relocation of the cross-over, shall be borne by the applicant, The Golden Valley Creamery Company.

No D-838—1929. B., M. N. Ry. Co., Muscatine, v. C., R. I. & P. Ry. Co. Refusal to receive cars for Heinz Spur. Adjusted.

Filed June 26, 1929. Closed July 5, 1929.

No. D-840—1929. C., M., St. P. & P. R. R. Co. Refund to Maizewood Products Corporation, Chicago, Ill., on shipments of baled corn stocks from Toledo and Tama, Iowa, to Dubuque, Iowa, moved prior to November 10, 1928, down to the basis of 10½ cents per hundred pounds, the present effective rate, to the total of $191.49.

Refund authorized July 6, 1929

No. D-841—1929. Chamber of Commerce, Davenport, v. C., R. I. & P. Ry. Claim. Adjusted by establishing new rate. (See No. B-1588—1929.)

Filed November 21, 1927. Closed December 2, 1929.

No. D-842—1929. Waterloo, Cedar Falls & Northern Railway Co., Waterloo. Refund $92.68 on ten cars gravel from Clarksville, Iowa, to La Porte City, Iowa, consigned to Bryant Paving Co., shipments moving prior to June 18, 1929 (See L-106—1929.)

Authority granted August 22, 1928.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-847—1929. Interstate Power Co., Wilmington, Del. Application for authority to increase operating voltage: Transmission line in Winneshiek and Howard Counties. Hearing held October 23, 1928; granted December 10, 1928.

No. E-919—1929. Charles City Farmers Mutual Telephone Co., Charles City. Inductive interference in Floyd County. Adjusted. Filed November 4, 1927. Closed November 30, 1929.

No. E-923—1929. Interstate Telephone Co., Dyersville, v. Iowa Electric Co., Cedar Rapids. Inductive interference in Dubuque County. Adjusted.
Filed November 10, 1927. Closed November 30, 1929.

No. E-973—1929. Chicago, Rock Island & Pacific Ry. Co. v. Northeastern Iowa Power Co. Wires over railroad. Adjusted.
Filed March 5, 1928. Closed December 10, 1928.

No. E-991—1929. Line No. 16, Yale, v. Iowa Electric Co., Cedar Rapids. Inductive interference in Guthrie County. Closed without prejudice.
Filed April 13, 1928. Closed December 31, 1928.

No. E-1009—1929. Central Cities Telephone Co., Newton, v. Iowa Railway & Light Corporation, Cedar Rapids. Inductive interference —Linn County. Adjusted.
Filed May 24, 1928. Closed November 30, 1929.

No. E-1041. Central West Public Service Co., Omaha, v. Northwestern Light & Power Co., Cedar Rapids. Inductive interference in Lyon County. Adjusted.
Filed August 4, 1928. Closed November 30, 1929.

No. E-1048—1929. Board of Railroad Commissioners v. City of Atlantic. Wires over railroad. Satisfactorily adjusted.
Filed August 30, 1928. Closed November 8, 1929.

No. E-1049—1929. Board of Railroad Commissioners v. Iowa Electric Co., Cedar Rapids. Danger signs—Cass County. Satisfactorily adjusted.
Filed August 30, 1928. Closed March 4, 1929.

No. E-1070—1928. Iowa Public Service Co., Ft. Dodge. Transmission line in Ida County. Hearing held December 7, 1928; franchise for a 6,600-volt line granted December 20, 1928.

No. E-1071—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette County. Hearing held December 11, 1928; franchise for 6,600-volt line granted on December 20, 1928.

No. E-1072—1929. Gowrie Telephone Co., Gowrie, v. Crooks Light & Power Co., Palm Grove. Wire crossing—Insufficient clearance. Satisfactorily adjusted.
Filed October 10, 1928. Closed March 3, 1929.

No. E-1073—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Louisa County. Hearing held December 11, 1928; franchise for a 6,600-volt line granted on December 20, 1928.

No. E-1074—1929. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. Hearing held December 11, 1928; franchise for 6,900-volt line granted December 20, 1928.

No. E-1075—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Harrison County. Hearing held December 11, 1928; franchise for a 33,000-volt line granted February 6, 1929.

No. E-1076—1929. Greenfield Rural Power Line Association, Greenfield. Transmission line in Adair County Hearing held December 11, 1928; franchise for 2,300-volt line granted December 20, 1928.

No. E-1077—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette and Clayton Counties. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1078—1929. Interstate Power Co., Dubuque. Transmission line in Allamakee and Clayton Counties. Hearing held December 11, 1928; franchise for 6,600 volt line granted December 20, 1928.

No. E-1079—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Humboldt County. Hearing held December 11, 1928; franchise for 33,000 and 6,600-volt line granted December 20, 1928

No. E-1080—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Dallas County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1081—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Clay County. Hearing held December 11, 1928; franchise for a 6,600-volt line granted December 20, 1928.

No. E-1082—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Wright County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1083—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Palo Alto County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1084—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Pocahontas County. Hearing held December 11, 1928; franchise for 33,000 and 6,600-volt line granted December 20, 1929.

No. E-1085—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Crawford and Shelby Counties. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1086—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Humboldt County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1087—1929. Iowa Public Service Co., Ft. Dodge. Transmission line in Kossuth County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1088—1929. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Sioux County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1089—1929 Central States Power & Light Corporation, Dubuque. Transmission line in Clayton County. Hearing held December 11, 1929;franchise for 6,600-volt line granted December 20, 1928.

No. E-1090—1929. Interstate Power Co., Dubuque. Transmission line in Kossuth County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1092—1929. Concord Electric Co., Garner. Transmission line in Hancock and Cerro Gordo Counties. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1094—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Greene County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1095—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Linn County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1096—1929. Interstate Power Co., Dubuque. Transmission

line in Kossuth County. Hearing held December 11, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1097—1929. Central States Electric Co., Cedar Rapids. Transmission line in Pocahontas County. Hearing held December 19, 1928; franchise for 6,600-volt line granted on December 20, 1928.

No E-1098—1929. F. C. Armstrong, Orient. Transmission line in Adair County. Hearing held January 15, 1929; franchise for 2,300-volt line granted February 6, 1929.

No. E-1099—1929. Pleasant Hill Community Line, Webster City, v. Central States Electric Co., Cedar Rapids. Insufficient clearance for transmission line conductor. Satisfactorily adjusted.
Filed November 13, 1928. Closed March 18, 1929.

No. E-1100—1929. Interstate Telephone Co., Dyersville, v. Interstate Power Co., Dubuque. Inductive interference in Delaware and Dubuque Counties. Satisfactorily adjusted.
Filed November 13, 1928 Closed July 17, 1929.

No. E-1102—1929. Iowa Public Service Co., Sioux City. Transmission line in Woodbury and Ida Counties. Hearing held December 19, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1103—1929. Interstate Power Co., Dubuque. Increase in operating voltage in Mitchell County. Application filed November 20, 1928; authority granted February 6, 1929, to increase operating voltage from 2,300 to 6,600 volts.

No. E-1104—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette County. Hearing held December 19, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1105—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Chickasaw and Floyd Counties. Hearing held December 19, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1106—1929. Citizens Gas & Electric Co., Council Bluffs. Transmission line in Pottawattamie County. Hearing held December 19, 1928; franchise for 7,620-volt line granted December 20, 1928.

No. E-1107—1929. Citizens Gas & Electric Co., Council Bluffs. Transmission line in Pottawattamie County. Hearing held December 19, 1928; franchise for 2,300-volt line granted December 20, 1928.

No. E-1108—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Mitchell County. Hearing held December 19, 1928; franchise for 6,600-volt line granted December 20, 1928.

No. E-1109—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Clayton County. Hearing held December 19, 1928; franchise for 6,600 volt line granted December 20, 1928.

No. E-1110—1929. Iowa Power & Light Co., Des Moines. Transmission line in Marion County. Hearing held December 19, 1928; franchise for 6,900-volt line granted December 20, 1928.

No. E-1111—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. Hearing held December 19, 1928; franchise for 6,900-volt line granted December 20, 1928.

No. E-1112—1929. Interstate Power Co., Dubuque. Transmission line in Mitchell County. Hearing held January 15, 1929; franchise for 6,600-volt line granted February 6, 1929.

No. E-1113—1929. J. A. Morrison, Grundy Center. Operating transmission line in Grundy County without franchise. Franchise later granted by County Board of Supervisors. See File EE-183.

No. E-1114—1929. Keokuk Electric Co., Keokuk. Transmission line in Lee County. Hearing held January 15, 1929; franchise for a 2,300-volt line granted on February 6, 1929.

No. E-1115—1929. Rochester & Springdale Telephone Co., West Liberty, v. Iowa Railway & Light Corporation, Cedar Rapids. Inductive interference in Cedar County. Closed without prejudice.
Filed December 8, 1928. Closed November 30, 1929.

No. E-1116—1929. City of Ames, Iowa. Transmission line in Story County. Hearing held January 15, 1929; franchise for 2,300-volt line granted February 6, 1929.

No. E-1117—1929. Board of Railroad Commissioners v. Iowa Southern Utilities Co., Centerville. Poor condition of transmission lines in Washington County. Closed without prejudice.
Filed December 12, 1928. Closed September 13, 1929

No. E-1118—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Cedar County. Hearing held January 15, 1929; franchise for 6,600-volt line granted February 6, 1929.

No. E-1119—1929. Interstate Power Co., Dubuque. Transmission line in Clinton County. Hearings held January 15, 1929, and February 13, 1929; franchise for a 2,300-volt line granted March 23, 1929.

No. E-1120—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Jones County. Hearing held January 15, 1929; franchise for a 6,600-volt line granted February 6, 1929.

No. E-1121—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Jones and Jackson Counties. Hearing held February 13, 1929; franchise for 33,000, 6,600, and 13,200-volt line granted March 1, 1929.

No. E-1122—1929. Iowa Public Service Co., Sioux City. Transmission line in Sac County. Hearing held February 13, 1929; franchise for 33,000 and 6,600-volt line granted March 1, 1929.

No. E-1123—1929. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. Hearing held February 13, 1929; franchise for 33,000 and 6,600-volt line granted March 1, 1929.

No. E-1124—1929. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County Hearing held February 13, 1929; franchise for 33,000, 13,200 and 6,600 volt line granted March 1, 1929.

No. E-1125—1929. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. Hearing held February 13, 1929; franchise for 33,000 and 6,600-volt line granted March 1, 1929.

No. E-1126—1929. Iowa Public Service Co., Sioux City. Transmission line in Monona County. Hearings held February 13 and March 12, 1929; franchise for 33,000, 13,200 and 6,600-volt line granted March 26, 1929.

No. E-1127—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held February 13, 1929; franchise for 33,000 and 6,600-volt line granted March 1, 1929.

No E-1128—1929. Iowa Public Service Co., Sioux City. Transmission line in Audubon County. Hearings held February 13 and March 12, 1929; franchise for a 6,600-volt line granted March 23, 1929.

No. E-1131—1929. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. Hearing held February 13, 1929; franchise granted for 6,600-volt line March 1, 1929.

No. E-1129—1929. Iowa Public Service Co., Sioux City. Transmission line in O'Brien County. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1130—1929. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. Hearing held February 13, 1929; franchise for 33,000 and 6,000-volt line granted March 4, 1929.

No. E-1132—1929. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. Hearing held February 13, 1929; franchise for 6,600-volt transmission line granted March 1, 1929.

No. E-1133—1929. Iowa Public Service Co., Sioux City. Transmission line in Ida County. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1134—1929. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. Hearing held February 13, 1929; franchise for 6,600 volt line granted March 1, 1929.

No. E-1135—1929. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1136—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista and Sac Counties. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1137—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Butler County. On March 4, 1929, the Board granted applicant certificate authorizing reconstruction of its 33,000-volt line and attaching another circuit to be operated at 6,600 volts.

No. E-1139—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Poweshiek County Hearing held January 15, 1929; franchise for 6,600-volt line granted February 6, 1929.

No. E-1140—1929. Central States Electric Co., Cedar Rapids. Transmission line in Story County. Hearing held January 15, 1929; franchise for 6,600-volt line granted February 6, 1929.

No. E-1141—1929. Mechanicsville Telephone Co., Mechanicsville, v. Iowa Railway & Light Corporation, Cedar Rapids. Inductive interference in Cedar County. Closed without prejudice.
Filed December 21, 1928. Closed November 30, 1929.

No. E-1142—1929. Iowa Public Service Co., Sioux City Transmission line in Black Hawk County. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1144—1929. Home Mutual Telephone Co., West Liberty, v. Iowa Railway and Light Corporation, Cedar Rapids. Inductive interference in Muscatine and Cedar Counties. Adjusted.
Filed December 22, 1928. Closed November 30, 1929.

No. E-1145—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Muscatine County. Hearing held February 13, 1929; franchise for 6,600-volt line granted February 14, 1929

No. E-1146—1929. Atlantic Golf and Country Club, Atlantic. Improperly constructed transmission line in Cass County. Satisfactorily adjusted.
Filed December 28, 1928. Closed October 5, 1929.

No. E-1147—1929. Pike Side Electric Co., Algona. Transmission line in Kossuth County. Application filed January 4, 1929; withdrawn January 17, 1929.

No. E-1148—1929. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1149—1929. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. Hearing held February 13, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1151—1929. Town of Winthrop. Transmission line in Buchanan County. Hearings held February 19 and February 25, 1929; franchise for 2,300-volt line granted March 6, 1929.

No. E-1152—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Clinton County. Hearing held February 19, 1929; franchise for a 2,300-volt line granted March 1, 1929.

No. E-1153—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Cedar County. Hearing held February 19, 1929; franchise for 6,600-volt line granted March 1, 1929

No. E-1154—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Tama County. Hearing held February 19, 1929; franchise for 6,600 and 2,300-volt line granted March 4, 1929.

No. E-1156—1929. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. Hearing held January 17, 1929; franchise for 6,600-volt line granted March 1, 1929.

No. E-1157—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. Hearings held March 12 and April 2, 1929; franchise for 6,600-volt line granted April 9, 1929.

No. E-1158—1929. Iowa Public Service Co., Sioux City. Transmission line in Cherokee County. Hearing held March 12, 1929; franchise for 33,000 and 6,600-volt line granted March 23, 1929.

No. E-1159—1929. Iowa Public Service Co., Sioux City. Transmission line in Plymouth County. Hearing held March 12, 1929; franchise for 6,600-volt line granted March 23, 1929.

No. E-1160—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Van Buren County. Hearing held February 25, 1929; franchise for 33,000-volt line granted March 6, 1929.

No. E-1161—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Clayton County. Hearings held July 16 and 23, 1929; franchise for 6,600-volt line granted August 15, 1929

No. E-1162—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette County. Application filed February 4, 1929, withdrawn March 9, 1929.

No. E-1163—1929. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. Hearing held March 12, 1929; franchise for 6,600-volt line granted March 23, 1929.

No. E-1164—1929. Interstate Power Co., Dubuque. Transmission line in Kossuth County. Hearing held March 12, 1929; franchise for 24,000-volt line granted March 23, 1929.

No. E-1165—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. Hearing held March 12, 1929; franchise for 4,400-volt line granted March 23, 1929.

No. E-1166—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Scott County. Hearing held March 12, 1929; franchise for 33,000 and 2,300-volt line granted April 2, 1929.

No. E-1167—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Cedar County. Hearing held March 12, 1929; franchise for 6,600-volt line granted March 23, 1929.

No. E-1168—1929. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. Hearing held March 12, 1929; franchise for 33,000 and 6,600-volt line granted on March 23, 1929.

No. E-1169—1929. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. Hearing held April 2, 1929; franchise for 6,600 and 2,300-volt line granted April 9, 1929.

No. E-1170—1929. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. Hearing held April 2, 1929; franchise for 6,900-volt line granted April 9, 1929.

No. E-1171—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held April 2, 1929; franchise for 6,600-volt line granted April 9, 1929.

No. E-1172—1929. Interstate Power Co., Dubuque. Transmission line in Dubuque County Hearing held April 2, 1929; franchise for 6,600-volt line granted April 9, 1929.

No. E-1173—1929. Interstate Power Co., Dubuque. Application for authority to attach additional circuit in Dubuque County. Application filed February 23, 1929; on April 5, 1929, authority was granted to reconstruct 66,000-volt line and attach another circuit to be operated at 6,600 volts.

No. E-1174—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Harrison, Mills, Montgomery and Page Counties. Hearing held April 2, 1929; franchise for 6,600-volt line granted April 9, 1929.

No. E-1175—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Cedar County. Hearing held April 2, 1929; franchise for 4,400-volt line granted April 9, 1929.

No. E-1176—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Clinton County. Hearing held April 2, 1929; franchise for 2,300-volt line granted April 9, 1929.

No. E-1177—1929. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. Hearing held April 2, 1929, franchise for 6,900-volt line granted April 9, 1929.

No. E-1178—1929. Ft. D., D. M. & S. R. R. Co., Boone. Transmission line in Webster County. Hearings held April 2 and 30, 1929; franchise for 7,500-volt line granted June 7, 1929.

No. E-1179—1929. Iowa Utilities Co., Cedar Rapids. Transmission line in Webster County. Hearings held April 2 and 30, 1929; franchise for 6,600-volt line granted June 7, 1929.

No. E-1180—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Adams County. Hearing held April 30, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1181—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Application for authority to attach additional circuit in Harrison, Montgomery and Page Counties. Application filed March 12, 1929; certificate granted on April 5, 1929, authorizing reconstruction of 16,500 and 33,000-volt transmission lines, and the attaching thereto of a 6,600-volt line

No. E-1182—1929. Iowa Power & Light Co., Des Moines. Transmission line in Marion County. Hearing held April 30, 1929; franchise for 6,900-volt line granted May 13, 1929.

No. E-1183—1929. Independent Telephone Co., Pella, v. City of Pella. Inductive interference and overbuilding in Marion County. Satisfactorily adjusted.

Filed March 15, 1929. Closed July 3, 1929.

No. E-1184—1929. Iowa Public Service Co., Sioux City Transmission line in Sac County. Hearing held April 30, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1185—1929. Iowa Public Service Co., Sioux City. Transmission line in Calhoun County. Hearing held April 30, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1186—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Des Moines County. Hearing held April 30, 1929; franchise for 13,800-volt line granted May 31, 1929.

No. E-1187—1929. Iowa Utilities Co., Cedar Rapids. Transmission line in Webster County. Hearing held April 30, 1929; franchise for 6,600-volt line granted June 7, 1929.

No. E-1188—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk and Jasper Counties. Hearing held April 30, 1929; franchise for 6,900-volt line granted May 31, 1929.

No. E-1189—1929. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. Hearing held April 30, 1929; franchise for 6,900-volt line granted May 13, 1929.

No. E-1190—1929. Des Moines Electric Light Co., Des Moines Application for authority to attach an additional circuit in Polk and Jasper Counties. Application filed March 29, 1929. Authority granted April 30, 1929, to reconstruct 50,000-volt line and attach another circuit to be operated at 6,900 volts.

No. E-1191—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Page and Taylor Counties. Hearing held April 30, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1193—1929. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. Hearing held April 30, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1194—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Linn County. Hearing held April 30, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1195—1929. Chicago, Rock Island & Pacific Ry. Co. v. Southwest Electric Co., Atlantic. Inadequate clearance between electrical supply and communication circuits in Cass County. Satisfactorily adjusted.

Filed April 11, 1929. Closed October 15, 1929.

No. E-1196—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge Transmission line in Webster County. Hearing held May 14, 1929; franchise for 6,600-volt line granted June 7, 1929.

No. E-1197—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held May 14, 1929; franchise for 6,600-volt line granted May 21, 1929.

No. E-1198—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Calhoun and Webster Counties. Hearing held May 14, 1929; franchise for 6,600-volt line granted May 21, 1929.

No. E-1199—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster and Humboldt Counties. Hearing held May 14, 1929; franchise for 6,600-volt line granted June 7, 1929.

No. E-1200—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held May 14, 1929; franchise for 6,600-volt line granted May 31, 1929.

No. E-1201—1929. Ft. Dodge, Des Moines & Southern R. R. Co., Boone. Transmission line in Webster County. Hearing held May 14, 1929; franchise for 6,600 and 22,000-volt line granted May 31, 1929.

No. E-1202—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. Hearing held May 14, 1929; franchise for 6,600 and 22,000-volt line granted June 7, 1929.

No. E-1203—1929. Kaul Engineering and Construction Co., Oelwein. Transmission line in Webster County. Hearing held May 14, 1929; franchise for 6,600-volt line granted June 7, 1929.

No. E-1205—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. Hearing held May 14, 1929; franchise for 4,400-volt line granted May 31, 1929.

No. E-1206—1929. Iowa Power & Light Co., Des Moines. Trans-

mission line in Dallas County. Hearing held May 14, 1929; franchise for 6,900-volt line granted May 31, 1929.

No. E-1207—1929. Des Moines Electric Light Co., Des Moines. Transmission line in Polk and Warren Counties. Hearing held May 14, 1929; franchise for 13,800-volt line granted May 31, 1929.

No. E-1208—1929. Iowa Public Service Co., Sioux City. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1209—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Floyd County. Application filed April 24, 1929, and authority was granted, on July 25, 1929, to reconstruct 30,000-volt line and to attach another circuit which will operate at 6,600 volts.

No. E-1210—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Calhoun, Webster and Pocahontas Counties. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1211—1929. Ft. Dodge Gas & Electric Co., Ft Dodge. Transmission line in Calhoun, Webster and Pocahontas Counties. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1212—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Calhoun County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1213—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1214—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1215—1929. Ft. Dodge Gas & Electric Co., Ft Dodge. Transmission line in Webster County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1216—1929. Julius Nelson, Atlantic. Improperly constructed transmission line in Cass County. Line rebuilt; satisfactorily adjusted. Filed May 2, 1929. Closed Nov. 8, 1929.

No. E-1217—1929. Iowa Power & Light Co., Des Moines. Transmission line in Poweshiek County. Hearing held June 12, 1929; franchise for 6,900 volt line granted July 12, 1929.

No. E-1218—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Application for authority to attach an additional circuit in Mills County. Application filed May 6, 1929. Authority granted on July 25, 1929, to reconstruct 66,000-volt line and attach another circuit to operate at 6,600 volts.

No. E-1219—1929. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. Application filed May 6, 1929. Withdrawn May 8, 1929.

No. E-1220—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 25, 1929

No. E-1221—1929. Iowa Public Service Co., Sioux City. Transmission line in Ida County. Hearings held June 12 and July 9, 1929; franchise for 6,900-volt line granted August 15, 1929.

No. E-1222—1929. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. Hearings held June 12 and July 9, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1223—1929. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1224—1929. Peoples Gas & Electric Co., Mason City. Transmission line in Cerro Gordo County. Hearing held June 12, 1929; franchise for 13,800 volt line granted July 12, 1929.

No. E-1225—1929. People Gas and Electric Co., Mason City. Transmission line in Cerro Gordo and Worth Counties. Hearing held June 12, 1929; franchise for 13,800-volt line granted July 12, 1929.

No. E-1226—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1227—1929. Iowa Public Service Co., Sioux City. Transmission line in Wright County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1228—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Pocahontas County. Application filed May 9, 1929, and authority was granted, on July 25, 1929, to reconstruct 23,000-volt line and attach a circuit of 6,600 volts.

No. E-1229—1929. Central States Electric Co., Cedar Rapids. Transmission line in Webster County. Hearing held June 12, 1929; franchise for 33,000 and 6,600-volt line granted July 25, 1929.

No. E-1230—1929. Central States Electric Co., Cedar Rapids. Transmission line in Pocahontas County. Hearing held June 12, 1929; franchise for 6,600 volt line granted July 25, 1929.

No. E-1232—1929. Iowa Public Service Co., Sioux City. Transmission line in Clay County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1233—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Clay County. Application filed May 13, 1929. Authority granted, on July 25, 1929, to reconstruct 33,000-volt line and attach a circuit of 6,600 volts.

No. E-1234—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Muscatine County. Hearing held June 12, 1929; franchise for 4,400-volt line granted July 12, 1929.

No. E-1236—1929. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1237—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Benton County. Hearing held June 12, 1929; franchise for 6,600-volt line granted July 12, 1929.

No. E-1238—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. Hearing held July 9, 1929; franchise for 6,900-volt line granted Aug. 15, 1929.

No. E-1239—1929. B. H. Ahrenholtz, Defiance. Improperly constructed transmission line in Shelby County. Satisfactorily adjusted. Filed May 24, 1929. Closed October 15, 1929.

No. E-1241—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Polk County. Hearings held July 9 and 30, 1929; franchise for 2,500-volt line granted August 15, 1929.

No. E-1242—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. Hearing held July 9, 1929; franchise for 2,900-volt line granted July 25, 1929.

No. E-1243—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held July 30, 1929; franchise for 6,600-volt line granted Aug. 15, 1929.

No. E-1244—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge.

Transmission line in Calhoun and Pocahontas Counties. Hearing held July 30, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1245—1929. Iowa Public Service Co., Sioux City. Transmission line in Audubon County. Hearing held July 9, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1246—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Audubon County. Application filed on May 31, 1929; authority granted, on Aug. 15, 1929, to reconstruct 6,600-volt line and attach a circuit to operate at 6,600 volts.

No. E-1248—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Polk and Story Counties. Hearings held July 9 and 30, 1929; franchise for 2,500-volt line granted August 15, 1929.

No. E-1249—1929. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. Hearing held July 9, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1250—1929. Iowa Public Service Co., Sioux City. Transmission line in Grundy County. Hearing held July 9, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1251—1929. Ft. Dodge Gas & Electric Co., Ft Dodge. Transmission line in Webster County. Hearing held July 16, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1252—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held July 16, 1929; franchise for 6,600-volt line granted July 25, 1929.

No. E-1253—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge Transmission line in Webster County. Hearing held July 16, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1254—1929. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Dickinson County. Hearing held July 9, 1929; franchise for 13,200 and 22,000-volt line granted August 15, 1929.

No. E-1255—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Des Moines County. Hearing held July 16, 1929; franchise for 2,300-volt line granted August 15, 1929.

No E-1256—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Des Moines and Louisa Counties. Hearing held July 26, 1929; franchise for 33,000-volt line granted August 15, 1929.

No. E-1257—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Lucas and Wayne Counties. Hearing held July 16, 1929; franchise for 33,000-volt line granted Aug. 15, 1929.

No. E-1258—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Washington and Keokuk Counties. Hearing held July 16, 1929; franchise for 2,300-volt line granted July 25, 1929.

No. E-1259—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Washington, Jefferson and Keokuk Counties. Hearing held July 16, 1929; franchise for 6,900-volt line granted July 25, 1929.

No. E-1260—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Washington County. Hearing held July 16, 1929; franchise for 2,300-volt line granted August 15, 1929.

No. E-1261—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Ringgold and Decatur Counties. Hearing held July 16, 1929; franchise for 6,900-volt line granted August 15, 1929.

No. E-1262—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Louisa and Des Moines Counties. Hearing held July 16, 1929; franchise for 13,200-volt line granted August 15, 1929.

No. E-1263—1929. E. M. Hillman, Grinnell. Transmission line in Poweshiek County. Hearing held July 16, 1929; franchise for 2,300-volt line granted August 15, 1929.

No. E-1264—1929. Iowa Southern Utilities Co., Centerville. Application for authority to reconstruct and increase operating voltage of transmission lines in Washington and Jefferson Counties from 2,300 to 6,900 volts, and to attach another circuit to operate at 2,300 and 6,900 volts. Application filed June 7, 1929. Authority granted August 15, 1929.

No. E-1265—1929. Iowa Southern Utilities Co., Centerville. Application for authority to attach an additional circuit in Decatur and Ringgold Counties. This application was filed on June 7, 1929, and the Board granted authority, on August 15, 1929, to reconstruct a 44,000-volt line and attach an additional circuit to operate at 6,900 volts.

No. E-1266—1929. Iowa Southern Utilities Co., Centerville. Application for authority to attach an additional circuit in Jasper County. Filed June 7, 1929; authority granted, on August 15, 1929, to reconstruct 6,600-volt line and attach another circuit to operate at 44,000 volts.

No. E-1268—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. Hearing held July 9, 1929; franchise for 7,500-volt line granted July 25, 1929.

No. E-1269—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Boone County. Hearing held July 9, 1929; franchise for 7,500-volt line granted August 15, 1929.

No. E-1271—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Clayton County. Hearing held July 16, 1929; franchise for 2,300-volt line granted August 15, 1929

No. E-1270—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster and Humboldt Counties. Hearings held on June 16 and July 30, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1272—1929. Iowa Utilities Co., Cedar Rapids. Transmission line in Webster County. Hearing held July 9, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1273—1929. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. Hearing held July 9, 1929; franchise for 6-600-volt line granted September 24, 1929.

No. E-1275—1929. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. Hearing held July 16, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1276—1929. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Dickinson County. Hearing held July 16, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1277—1929. Iowa Power & Light Co., Des Moines. Transmission line in Marion County. Hearing held July 16, 1929; franchise for 6,900-volt line granted August 15, 1929.

No. E-1278—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge, v. Iowa Utilities Co., Cedar Rapids. Inadequate clearance between power wires north of Ft. Dodge. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 30, 1929.

No. E-1279—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster and Humboldt Counties. Hearing held July 30, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1280—1929. Iowa Railway and Light Corporation, Cedar

Rapids. Transmission line in Johnson County Hearing held July 23, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1281—1929. Iowa Public Service Co., Sioux City. Transmission line in Chickasaw County. Hearing held July 30, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1282—1929. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. Hearing held July 30, 1929; franchise for 6,900-volt line granted August 15, 1929.

No. E-1283—1929. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. Hearing held July 30, 1929; franchise for 6,600-volt line granted August 15, 1929

No. E-1284—1929. South Marion Electric Assn., Stratford. Transmission line in Hamilton and Boone Counties. Hearing held July 30, 1929; franchise for 2,300-volt line granted August 15, 1929.

No. E-1285—1929. Iowa-Nebraska Light & Power Co., Lincoln. Transmission line in Adams and Montgomery Counties. Hearing held July 30, 1929; franchise for 6,600 and 13,200-volt line granted August 15, 1929.

No. E-1286—1929. Iowa Public Service Co., Sioux City. Transmission line in Woodbury County. Hearing held July 30, 1929; franchise for 11,000 and 6,600-volt line granted August 15, 1929.

No. E-1287—1929 Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. Hearing held July 30, 1929; franchise for 7,500-volt line granted August 15, 1929.

No. E-1288—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. Hearing held July 30, 1929; franchise for 4,400-volt line granted August 15, 1929.

No. E-1289—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Clinton County. Hearing held July 30, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1290—1929. Iowa Electric Co., Cedar Rapids. Application for authority to attach an additional circuit in Clinton County. Application filed July 5, 1929. Authority granted on August 15, 1929, to reconstruct 33,000-volt line and attach another circuit to operate at 6,600 volts.

No. E-1291—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held July 30, 1929; franchise for 6,600-volt line granted August 15, 1929.

No. E-1292—1929. Peoples Gas & Electric Co., Burlington. Broken transmission line pole in Des Moines County. Satisfactorily adjusted Filed July 13, 1929. Closed November 30, 1929.

No. E-1293—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Poweshiek County. Hearing held September 11, 1929; franchise for 13,200-volt line granted September 24, 1929.

No. E-1294—1929. Iowa Southern Utilities Co., Centerville. Transmission line in Lucas and Warren Counties. Hearing held September 11, 1929; franchise for 13,200-volt line granted September 24, 1929.

No. E-1295—1929. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. Hearing held September 11, 1929; franchise for 6,600-volt line granted September 24, 1929.

No. E-1296—1929. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. Hearing held September 11, 1929; franchise for 6,900-volt line granted September 24, 1929.

No. E-1297—1929. Central States Power & Light Corporation, Dubuque. Transmission line in Fayette County. Hearing held September 11, 1929; franchise for 6,600-volt line granted September 24, 1929.

No. E-1298—1929. Central States Electric Co., Cedar Rapids. Transmission line in Story County. Hearing held September 11, 1929; franchise for 33,000-volt line granted September 24, 1929.

No. E-1299—1929. Central States Electric Co, Cedar Rapids. Transmission line in Webster County. Hearing held October 9, 1929; franchise for 6,600-volt line granted November 7, 1929, covering all that part of the application north of Duncombe. That portion of the route lying south of Duncombe still pending.

No. E-1300—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Guthrie County. Hearing held September 11, 1929; franchise for 6,600-volt line granted September 24, 1929.

No. E-1302—1929. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. Hearing held September 11, 1929. Franchise for a 6,600-volt transmission line was granted on September 24, 1929.

No. E-1303—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held September 11, 1929. Franchise for a 6,600-volt transmission line was granted on September 24, 1929.

No. E-1304—1929. Marshall Electric Company, Marshalltown. Transmission line in Marshall County. Withdrawn on August 12, 1929.

No. E-1305—1929. Iowa Public Service Company, Sioux City. Transmission line in Woodbury County. Hearing held September 11, 1929. Franchise for a 33,000-volt transmission line was granted on September 24, 1929.

No. E-1306—1929. Iowa Public Service Company, Sioux City. Transmission line in Calhoun County. Hearing held September 11, 1929. Franchise for a 6,600-volt transmission line was granted on September 24, 1929.

No. E-1307—1929. Iowa Electric Company, Cedar Rapids. Transmission line in Dallas County. Hearing held September 11, 1929. Franchise for a 6,600-volt transmission line was granted on September 24, 1929.

No. E-1308—1929. Iowa City Light and Power Company, Iowa City. Improperly constructed transmission line in Johnson County. Wires raised to give proper clearance. Closed October 8, 1929.

No. E-1310—1929. Iowa Public Service Company, Sioux City. Transmission line in Cherokee County. Hearing held September 11, 1929. Franchise for a 6,600-volt transmission line granted on September 24, 1929.

No. E-1311—1929. Iowa Public Service Co., Sioux City. Application for authority to increase operating voltage in Woodbury County. Filed August 11, 1929; authority granted, September 24, 1929, to reconstruct the line and increase the operating voltage from 6,600 to 11,000 volts.

No. E-1312—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Cherokee County. Filed August 1, 1929. Authority granted, on September 24, 1929, to reconstruct 33,000-volt line and attach a 6,600-volt line.

No. E-1313—1929. Marshall Electric Co., Marshalltown. Transmission line in Tama County Application withdrawn August 12, 1929.

No. E-1314—1929. Marshall Electric Co., Marshalltown. Transmission line in Story County.
Filed August 3, 1929. Withdrawn August 12, 1929.

No. E-1315—1929. Iowa Public Service Co., Sioux City. Transmission line in Sioux County. Hearing held September 11, 1929; franchise for 13,200-volt line granted September 24, 1929.

No. E-1316—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Sioux County. Filed August 3, 1929; authority granted, on September 24, 1929, to reconstruct 33,000-volt line and attach another circuit to operate at 13,200 volts.

No. E-1317—1929. Marshall Electric Co., Marshalltown. Transmission line in Boone County.
Filed August 5, 1929. Withdrawn August 12, 1929.

No. E-1318—1929. Marshall Electric Co., Marshalltown. Transmission line in Jasper County.
Filed August 5, 1929. Withdrawn August 12, 1929.

No. E-1319—1929. Marshall Electric Co., Marshalltown. Transmission line in Polk County.
Filed August 5, 1929. Withdrawn August 13, 1929.

No. E-1320—1929. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Clay County. Hearing held September 11, 1929; franchise for 13,200 and 22,000-volt line granted September 24, 1929.

No. E-1321—1929. Northwestern Light & Power Co., Cedar Rapids. Application for authority to increase operating voltage in Clay and Buena Vista Counties. Application filed August 7, 1929; the Board authorized, on September 24, 1929, reconstruction of 6,600-volt line, and increase of voltage to 13,200-22,000 Y volts.

No. E-1322—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Greene County. Hearing held September 11, 1929; franchise for 6,600-volt line granted October 1, 1929.

No. E-1323—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. Hearing held September 11, 1929; franchise for 6,900-volt line granted September 24, 1929.

No. E-1324—1929. Iowa Power & Light Co., Des Moines. Transmission line in Mahaska County. Hearing held Sept. 11, 1929; franchise for 6900 volt line granted Sept. 24, 1929.

No. E-1325—1929. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Osceola County. Hearing held Sept. 11, 1929; franchise for 6,600-volt line granted Sept. 24, 1929.

No. E-1326—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Cedar County. Hearing held Sept. 11, 1929; franchise for 6,600-volt line granted Sept. 24, 1929.

No. E-1327—1929. Iowa Public Service Co., Sioux City. Transmission line in Ida County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1329—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Application for authority to attach an additional circuit in Montgomery County. Application filed Aug. 24, 1929. Authority granted on Sept. 24, 1929, to reconstruct 33,000-volt line and attach another circuit to operate at 6,600 volts.

No. E-1330—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. Hearing held Oct. 9, 1929; franchise for a 6,900-volt line granted Oct. 18, 1929.

No. E-1331—1929. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. Hearing held Oct. 9, 1929; franchise for 6,900-volt line granted October 18, 1929.

No. E-1332—1929. Iowa Public Service Co., Sioux City. Transmission line in Wright County. Application filed Aug. 27, 1929; withdrawn Oct. 8, 1929.

No. E-1335—1929. Iowa Public Service Co., Sioux City. Transmission line in Crawford County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1336—1929. Keokuk Electric Co., Keokuk. Transmission line in Lee County. Hearing held Oct. 9, 1929; franchise for 2,300-volt line granted Oct. 18, 1929.

No. E-1333-1929. Iowa Public Service Co., Sioux City. Transmission line in Monona County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1334—1929. Iowa Power & Light Co., Des Moines. Franchise in Jasper County. Hearing held Oct. 29, 1929; franchise for 6,900-volt line granted Nov. 7, 1929.

No. E-1337—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster and Calhoun Counties. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1338—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Humboldt County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1339—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge. Transmission line in Webster County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1340—1929. Iowa Power & Light Co., Des Moines. Application for authority to increase operating voltage in Dallas County. Application filed Sept 27, 1929. The Board granted authority, on Oct. 1, 1929, to reconstruct 22,000-volt line and increase the operating voltage to 44,000 volts.

No. E-1341—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Guthrie and Greene Counties. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1342—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Muscatine County. Hearing held Oct. 9, 1929; franchise for 4,400-volt line granted Oct. 18, 1929.

No. E-1343—1929. Iowa Public Service Co., Sioux City. Transmission line in Audubon County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1344—1929. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1345—1929. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1346—1929. Ft. Dodge, Des Moines and Southern Railroad Co., Boone. Transmission line in Webster County. Hearing held Oct. 9, 1929; franchise for 7,500-volt line granted Dec. 26, 1929, covering the following route:

Beginning at the southeast corner of Section Twenty-six (26), Township Eighty-six (86) North, Range Twenty-nine (29) west of the Fifth P. M., Webster County, Iowa; thence north on the highway on the east line of said Section Twenty-six (26) and Section Twenty-three (23), said township and range, a distance of approximately two (2) miles to the northeast corner of said Section Twenty-three (23) and beginning at the northeast corner of Section Twenty-three (23), said township and range; thence south on the highway on the west line of said Section Twenty-three (23), a distance of approximately one (1) mile to the southwest corner of said Section Twenty-three (23) and beginning at the northeast corner of Section Thirty-five (35), said township and range; thence west on the highway on the north line of said Section Thirty-five (35), a distance of approximately one (1) mile to the northwest corner of said Section Thirty-five (35) and beginning at the northwest corner of Section Twenty-six (26), said township and range; thence east on the highway on the north line of said section Twenty-six (26) and Section Twenty-five (25), said township and range, a distance of approxi-

mately one and one-half (1½) miles to the northeast corner of the northwest quarter of said Section Twenty-five (25) and beginning at the northwest corner of Section Thirty-six (36), said township and range; thence south on the highway on the west line of said section Thirty-six (36), a distance of approximately one-half (½) of a mile to the southwest corner of the northwest quarter of said Section Thirty-six (36).

Application for further route still pending.

No. E-1347—1929. Ft. Dodge, Des Moines & Southern Railroad Co., Boone. Transmission line in Webster County. Hearing held Oct. 9, 1929; franchise for 2,500-volt line granted Oct. 18, 1929.

No. E-1348—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Page and Fremont Counties. Hearing held Oct. 9, 1929; franchise for 6,600-volt line granted Oct. 18, 1929.

No. E-1349—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Transmission line in Pottawattamie County. Hearing held Oct. 9, 1929; franchise for 6,600 volt line granted Oct. 18, 1929.

No. E-1350—1929. Iowa Power & Light Co , Des Moines. Transmission line in Jasper and Marion Counties. Hearing held Oct. 29, 1929; franchise for 6,900-volt line granted Nov. 7, 1929.

No. E-1352—1929. Iowa Electric Co., Cedar Rapids. Application for authority to increase operating voltage in Dallas County. Application filed Sept. 21, 1929. Authority granted on Oct. 1, 1929, to reconstruct 33,000-volt line and increase the operating voltage to 44,000 volts.

No. E-1353—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Butler County. Application filed Sept. 23, 1929; withdrawn Oct. 2, 1929.

No. E-1356—1929. Northwestern Light & Power Co., Cedar Rapids. Transmission line in Buena Vista County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1357—1929. Wright and Franklin County Telephone Co., Dows, v. Dr. Wm. Potter, Galt, Iowa. Overbuild in Wright County. Satisfactorily adjusted

Filed Sept. 24, 1929. Closed Nov. 20, 1929.

No. E-1358—1929. Citizens Power & Light Co., Council Bluffs. Transmission line in Pottawattamie County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1359—1929. City of Pella. Transmission line in Marion County. Hearing held Oct. 29, 1929; franchise for 2,300-volt line granted Nov. 7, 1929.

No. E-1360—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1361—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Madison County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1362—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Buena Vista County. Application received Sept. 28, 1929; authority granted on Oct. 18, 1929, to reconstruct 33,000-volt line and attach another circuit to operate at 6,600 volts.

No. E-1364—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Filed Oct. 1, 1929. Withdrawn Oct. 15, 1929.

No. E-1365—1929. Iowa Public Service Co., Sioux City. Transmission line in Audubon County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1366—1929. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1367-1929. Northern States Power Co., Minneapolis, Minn. Transmission line in Lyon County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1368—1929. Ft. Dodge Gas & Electric Co., Ft. Dodge Transmission line in Pocahontas County. Hearing held Oct. 29, 1929; franchise for 6,600-volt line granted Nov. 7, 1929.

No. E-1372—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. Hearing held Nov. 19, 1929; franchise for 6,900-volt line granted Nov. 30, 1929.

No. E-1373—1929. Iowa Railway and Light Corporation, Cedar Rapids. Transmission line in Johnson County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1375—1929. Iowa-Nebraska Light & Power Co., Lincoln, Neb. Application for authority to attach an additional circuit in Montgomery and Mills Counties. Application filed Oct. 9, 1929. Authority granted Nov. 7, 1929, to reconstruct 33,000-volt line and attach another circuit to operate at 6,600 volts.

No. E-1376—1929. Iowa Public Service Co., Sioux City. Transmission line in Shelby County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1377—1929. Iowa Public Service Co., Sioux City. Transmission line in Humboldt County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1378—1929. Iowa Public Service Co., Sioux City. Transmission line in Black Hawk County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1380—1929. Marshall Electric Co., Marshalltown. Transmission line in Boone County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1381—1929. Iowa Power & Light Co., Des Moines, Iowa. Transmission line in Marion County. Hearing held Nov. 19, 1929; franchise for 6,900-volt line granted Nov. 30, 1929.

No. E-1382—1929. Iowa Public Service Co., Sioux City. Transmission line in Buena Vista County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1383—1929. Iowa Power & Light Co , Des Moines. Transmission line in Warren County. Hearing held Nov. 19, 1929; franchise for 6,900-volt line granted Nov. 30, 1929.

No. E-1384—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Scott County. Hearing held Nov. 19, 1929; franchise for 6,600 and 13,200-volt line granted Nov. 20, 1929.

No. E-1385—1929. Iowa Public Service Co., Sioux City. Transmission line in Woodbury and Plymouth Counties. Hearing held Nov 19, 1929; franchise for 13,200-volt line granted Nov. 30, 1929.

No. E-1386—1929. Iowa Public Service Co., Sioux City. Transmission line in Carroll County. Hearing held Nov. 19, 1929; franchise for 6,600-volt line granted Nov. 30, 1929.

No. E-1388—1929. Iowa Public Service Co., Sioux City. Transmission line in Sac County. Hearing held Nov. 19, 1929; franchise for 33,000 and 6,600-volt line granted Nov. 30, 1929.

No. E-1389—1929. Iowa Public Service Co., Sioux City. Application for authority to attach an additional circuit in Sac County. Application filed Oct. 19, 1929. Authority granted Nov. 13, 1929, to

reconstruct 33,000-volt line and attach another circuit to operate at 6,600 volts.

No. E-1390—1929. Iowa Railway & Light Corporation, Cedar Rapids. Transmission line in Cedar County. Hearing held Nov. 19, 1929; franchise for 33,000 and 6,600 volt line granted Nov. 30, 1929.

No. E-1391—1929. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. Hearing held Nov. 19, 1929; franchise for 12,000-volt line granted Nov. 30, 1929.

No. E-1392—1929. Iowa Power & Light Co., Des Moines. Transmission line in Polk County. Hearing held Nov. 19, 1929; franchise for 6,900-volt line granted Nov. 30, 1929.

No. E-1393—1929. Citizens Power & Light Co., Council Bluffs. Transmission line in Pottawattamie County. Hearing held Nov. 19, 1929; franchise for 7,620-volt line granted Nov 30, 1929.

No. E-1408—1929. Iowa Power & Light Co., Des Moines. Transmission line in Dallas County. Hearing held Nov. 19, 1929; franchise for 6,900 and 11,400-volt line granted Nov. 30, 1929.

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

No. EE-131—1929. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Benton County. Certificate issued Feb. 6, 1929.

No. EE-138—1929. Iowa Railway and Light Corporation, Cedar Rapids. Franchise in Benton County. Certificate issued Feb. 18, 1929.

No. EE-162—1929. National Electric Lighting Co., Wilton Junction. Franchise in Muscatine County. Certificate issued Feb 6, 1929.

No. EE-166—1929. Farm Line Light & Power Co., Anthon. Franchise in Woodbury County. Withdrawn Nov. 8, 1929.

No. EE-169—1929. Bettendorf Light & Power Co., Bettendorf. Franchise in Scott County. Certificate issued Dec. 10, 1928.

No. EE-170—1929. Fred W. Ukro, Ackley. Franchise in Grundy County. Certificate issued Dec. 13, 1928.

No. EE-171-1929. Fred W. Ukro, Ackley. Franchise in Hardin County. Certificate issued Dec. 10, 1928.

No. EE-172—1929. Southwest Electric Co , Atlantic. Franchise in Cass County. Certificate issued Dec. 12, 1928.

No. EE-173—1929. Central States Electric Co., Cedar Rapids. Franchise in Kossuth County. Certificate issued Dec. 12, 1928.

No. EE-174—1929. Iowa Electric Co., Cedar Rapids. Transmission line in Poweshiek County. The applicant did not comply with the requirements of the statute when petitioning the Board of Supervisors of Poweshiek County, and petitioned this Board for franchise covering the same route. (See Docket E-1139—1929.)
Filed Nov 27, 1928. Closed Jan. 12, 1929.

No. EE-175—1929. City of Tipton. Franchise in Cedar County. Certificate issued Jan. 3, 1929.

No. EE-176—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued Jan. 11, 1929.

No. EE-177—1929. Municipal Utilities Co., Des Moines. Franchise in Palo Alto County. Certificate issued Feb. 12, 1929

No. EE-178—1929. Pike Side Electric Co., Algona. Franchise in Kossuth County. Certificate issued Feb. 13, 1929.

No. EE-179—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued March 4, 1929.

No. EE-180—1929. Marshall Electric Co., Marshalltown. Franchise in Boone County Certificate issued March 18, 1929.

No. EE-181—1929. Marshall Electric Co., Marshalltown. Franchise in Hardin County. Certificate issued March 9, 1929.

No. EE-182—1929. Wayland Hopley, Atlantic. Franchise in Cass County. Certificate issued July 19, 1929.

No. EE-183—1929. J. A. Morrison, Grundy Center. Franchise in Grundy County. Certificate issued April 25, 1929.

No. EE-184—1929. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued March 26, 1929.

No. EE-185—1929. Mark Hanson, Atlantic. Franchise in Cass County. Certificate issued April 16, 1929.

No. EE-186—1929. Tri-States Power Corporation, Ft. Madison. Franchise in Lee County. Certificate issued April 8, 1929.

No. EE-187—1929. Farmers Transmission Co., Coulter. Franchise in Franklin County. Certificate issued March 28, 1929.

No. EE-188—1929. Iowa Electric Co., Cedar Rapids. Franchise in Delaware County. Certificate issued July 9, 1929.

No. EE-189—1929. Wm. and Frank Blackmore, Mt. Pleasant. Franchise in Henry County. Certificate issued May 14, 1929.

No. EE-190—1929. Peoples Light Co., Davenport. Franchise in Scott County. Certificate issued Aug 12, 1929.

No. EE-191—1929. American Utilities Corporation, Burlington. Franchise in Des Moines County. Due to improper publication of notice, this file was closed. (See File EE-205.)

No. EE-192—1929. American Utilities Corporation, Burlington. Franchise in Mahaska County. Certificate issued April 25, 1929.

No. EE-193—1929. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Greene County. Certificate issued July 16, 1929.

No. EE-194—1929. Marshall Electric Co , Marshalltown. Franchise in Hardin County. Certificate issued May 23, 1929.

No. EE-195—1929. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued June 1, 1929.

No. EE-196—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued May 23, 1929.

No. EE-197—1929. Louis G. Elfers, Muscatine. Franchise in Muscatine County. Certificate issued Sept. 30, 1929.

No. EE-198—1929. Marshall Electric Co., Marshalltown. Franchise in Iowa County. Certificate issued June 26, 1929.

No. EE-199—1929. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Dallas County. Certificate issued June 15, 1929.

No. EE-200—1929. Marshall Electric Co., Marshalltown. Franchise in Dallas County. Certificate issued August 6, 1929.

No. EE-201—1929. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued July 16, 1929.

No. EE-202—1929. American Utilities Corporation, Burlington. Franchise in Keokuk County. Certificate issued Aug. 5, 1929.

No. EE-203—1929. City of Cedar Falls. Franchise in Bremer County. Certificate issued Aug. 2, 1929.

No. EE-204—1929. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued June 25, 1929.

No. EE-205—1929. American Utilities Corporation, Burlington. Franchise in Des Moines County. Certificate issued June 15, 1929.

No. EE-206—1929. City of New Hampton. Franchise in Chickasaw County. Certificate issued June 24, 1929.

No. EE-207—1929. Marshall Electric Co, Marshalltown. Franchise in Story County. Certificate issued June 24, 1929.

No. EE-208—1929. Marshall Electric Co., Marshalltown. Franchise in Boone County. Certificate issued August 12, 1929.

No. EE-209—1929. Marshall Electric Co., Marshalltown. Franchise in Boone County. Certificate issued October 11, 1929.

No. EE-210—1929. Marshall Electric Co., Marshalltown Franchise in Davis County. Certificate issued Aug. 12, 1929.

No. EE-211—1929. Central States Electric Co., Cedar Rapids. Franchise in Hancock County. Petition withdrawn July 27, 1929. (See EE-222—1929.)

No. EE-212—1929. American Utilities Corporation, Burlington. Franchise in Des Moines County. Certificate issued Aug. 12, 1929.

No. EE-213—1929. Clinton, Davenport & Muscatine Railway Co., Davenport. Franchise in Scott County. Certificate issued Aug. 3, 1929.

No. EE-214—1929. Clinton, Davenport & Muscatine Railway Co., Davenport. Franchise in Muscatine County. Certificate issued Aug. 7, 1929.

No. EE-215—1929. Marshall Electric Co., Marshalltown. Franchise in Tama County. Certificate issued Oct. 4, 1929.

No. EE-216—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued Sept. 4, 1929.

No. EE-217—1929. Marshall Electric Co., Marshalltown. Franchise in Dallas County. Certificate issued Aug. 23, 1929.

No. EE-218—1929. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued Aug. 2, 1929.

No. EE-219—1929. Marshall Electric Co., Marshalltown. Franchise in Guthrie County. Certificate issued Sept. 18, 1929.

No. EE-220—1929. Marshall Electric Co., Marshalltown. Franchise in Hardin County. Certificate issued Aug. 12, 1929.

No. EE-221—1929. Iowa Electric Co., Cedar Rapids. Franchise in Van Buren County. Certificate issued Aug. 7, 1929.

No. EE-222—1929. Central States Electric Co., Cedar Rapids. Franchise in Hancock County. Certificate issued Sept. 11, 1929.

No. EE-224—1929. City of Cedar Falls. Franchise in Black Hawk County. Certificate issued Aug. 21, 1929.

No. EE-223—1929. Cass County Electric Co., Atlantic. Franchise in Cass County. Certificate issued Aug. 12, 1929.

No. EE-225—1929. Iowa City Light & Power Co., Iowa City. Franchise in Johnson County. Certificate issued Sept. 11, 1929.

No. EE-226—1929. Iowa Railway & Light Corporation, Cedar Rapids. Franchise in Dallas County. Certificate issued Sept. 24, 1929.

No. EE-228—1929. Marshall Electric Co., Marshalltown. Franchise in Tama County. Certificate issued Oct. 4, 1929. Later the applicant reported error in description in original application, and this file was closed, and new application filed. (See EE-248—1929.)

No. EE-229—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued Sept. 24, 1929.

No. EE-230—1929. Marshall Electric Co., Marshalltown. Franchise in Davis County. Certificate issued Oct. 11, 1929.

No. EE-231—1929. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued Oct. 17, 1929.

No. EE-232—1929. Marshall Electric Co., Marshalltown. Franchise in Jasper County. Certificate issued Sept. 24, 1929.

No. EE-234—1929. Marshall Electric Co., Marshalltown. Franchise in Marshall County. Certificate issued Oct. 4, 1929.

No. EE-235—1929. Marshall Electric Co., Marshalltown. Franchise in Hardin County. Certificate issued Oct. 8, 1929.

No. EE-236—1929. Kaul Engineering and Construction Co., Oelwein. Franchise in Humboldt County. Certificate issued Sept. 25, 1929.

No. EE-237—1929. Clinton, Davenport and Muscatine Railway Co., Davenport. Franchise in Scott County. Certificate issued Sept. 25, 1929.

No. EE-238—1929. American Utilities Corporation, Burlington. Franchise in Henry County. Certificate issued Oct. 4, 1929.

No. EE-239—1929. American Utilities Corporation, Burlington. Franchise in Des Moines County. Certificate issued Oct. 8, 1929.

No. EE-240—1929. American Utilities Corporation, Burlington. Franchise in Keokuk County. Certificate issued Oct. 17, 1929.

No. EE-241—1929. Iowa Electric Co., Cedar Rapids. Franchise in Van Buren County. Certificate issued Oct. 17, 1929.

No. EE-242—1929. American Utilities Corporation, Burlington. Franchise in Mahaska County. Certificate issued Oct. 8, 1929.

No. EE-243—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued Nov. 12, 1929.

No. EE-245—1929. Marshall Electric Co., Marshalltown. Franchise in Iowa County. Certificate issued Oct. 18, 1929.

No. EE-246—1929. Marshall Electric Co., Marshalltown. Franchise in Story County. Certificate issued Nov. 12, 1929.

No. EE-248—1929. Marshall Electric Co., Marshalltown. Franchise in Tama County. Certificate issued Nov. 19, 1929.

No. EE-249—1929. Iowa Electric Co., Cedar Rapids. Franchise in Jefferson County. Certificate issued Nov. 23, 1929.

No. EE-254—1929. Jim Creek Electric Co., Atlantic. Franchise in Cass County. Application withdrawn Nov. 30, 1929.

CONDEMNATION CASES

No. F-39—1929. Waterloo, Cedar Falls & Northern Railway Company v. Clara D. Buhr, et al. Application for authority to condemn real estate in Waterloo, Black Hawk County. Hearing on this application was held at Waterloo on April 19, 1929, after viewing the premises. Certificate of authority to condemn was issued on April 24, 1929, and forwarded to the Clerk of the District Court of Black Hawk County for filing, as required by law, covering the following described land:

That part of Lot No. 2, Block Two (2), Cotton's Addition to the city of Waterloo, Iowa, described as follows: Beginning at the northwesterly corner of said Lot No. 2; running thence southeasterly along the northeasterly line of said lot, 15 feet; thence southwesteriy to a point on the westerly line of said lot, 15 feet southerly from the northwest corner of said lot; thence northerly to the place of beginning.

No. F-40—1929. Waterloo, Cedar Falls & Northern Railway Company v. H. M and Katherine Griffiths, et al. Application for authority to condemn real estate in Waterloo, Black Hawk County. Hearing on this application was held at Waterloo on April 19, 1929, after viewing the premises. Certificate of authority to condemn was issued on April 24, 1929, and forwarded to the clerk of the District Court of Black Hawk County for filing, as required by law, covering the following described land:

The north 40 feet in width of Lot 11, Block 4, Lake Side Addition to the city of Waterloo, Iowa.

No. F-41—1929. Waterloo, Cedar Falls & Northern Railway Company v. Nels and Carrie M. Petersen, et al. Application for authority to condemn real estate in Waterloo, Black Hawk County. Hearing on this application was held at Waterloo on April 19, 1929, after viewing the premises. Certificate of authority to condemn was issued on April 24, 1929, and forwarded to the Clerk of the District Court of Black Hawk County for filing, as required by law, covering the following described land:

The north 40 feet in width of Lot 13, and the north 40 feet in width of the east half of Lot 12, all in Block 5, Lake Side Addition to the City of Waterloo, Iowa.

No. F-42—1929. Waterloo, Cedar Falls & Northern Railway Company v. Helen and Thomas Boland, et al. Application for authority to condemn real estate in Waterloo, Black Hawk County. Hearing on this application was held at Waterloo on April 19, 1929, after viewing the premises. Certificate of authority to condemn was issued on April 24, 1929, and forwarded to the Clerk of the District Court of Black Hawk County for filing, as required by law, covering the following described land:

The undivided one-half of Lot 23, Block 2, Morningside Addition to the city of Waterloo, Iowa.

No. F-43—1929. Waterloo, Cedar Falls & Northern Railway Company v. Mrs. Joseph Briggs, et al. Application for authority to condemn real estate in Waterloo, Black Hawk County. Hearing on this application was held at Waterloo on April 19, 1929, after viewing the premises. Certificate of authority to condemn was issued on April 24, 1929, and forwarded to the Clerk of the District Court of Black Hawk County for filing, as required by law, covering the following described land:

The north 40 feet in width of Lot 17, Block 4, Lake Side Addition to the city of Waterloo, Iowa.

No. F-44—1929. Chicago, Rock Island & Pacific Railway Company v. Anna L. Redhead, 1757 Dean Avenue, Des Moines. Application for authority to condemn real estate in Polk County. Hearing on this application was originally set for April 8, 1929, and after being continued several times, a stipulation was agreed to by both parties on June 15, 1929, requesting the Board of Railroad Commissioners to issue a certificate authorizing condemnation as provided by Section 7812, Code of 1927. This certificate was issued on June 25, 1929, and forwarded to the Clerk of the District Court of Polk County for filing, as required by law, covering the following described land:

All that part of Government Lot One (1) in Section Five (5), Township seventy-eight (78) North, Range Twenty-three (23) west of the 5th P. M., Polk County, Iowa, described as follows:

Beginning at a point on the southerly right of way line of the C., R. I. & P. Co.'s main westbound track near the station of Christy, County of Polk, State of Iowa, which point is eight hundred thirty-five (835) feet measured along said southerly right of way line from the intersection of said southerly right of way line with the easterly line of Government Lot One (1), Section Five (5), Township Seventy-eight (78) North, Range Twenty-three (23) west of the 5th P. M., such intersection being two hundred thirty (230) feet from the intersection of said easterly line of Government Lot One (1) and the northerly line of Section Five (5), Township Seventy-eight (78), North, Range Twenty-three (23) West, aforesaid point of beginning also being fifteen (15) feet northerly measured at right angles from the center line of the C., R. I. & P. Co.'s connecting track between said Railway Company's east and west bound main tracks in said Government Lot One (1); thence from said point of beginning along a line parallel to and fifteen (15) feet, measured at right angles from said connecting track a distance of one hundred forty-six (146) feet to a point on the northerly right of way line of said Railway Company's east bound main track, thence westerly along the said northerly right of way line to a point on the westerly side of said connecting track and fifteen (15) feet therefrom measured at right angles to center line of said connecting track; thence along a line parallel from said center line of connecting track and fifteen (15) feet therefrom to a point on the southerly right of way line of aforesaid C., R. I. & P. Ry. Co.'s west bound main track, such point being fifteen (15) feet measured at right angles from center line of said connecting track; thence easterly along said southerly right of way line of said Railway Company's west bound main track to the point of beginning as shown in yellow on the blue prints attached hereto and made a part hereof.

No. F-45—1929. Waterloo, Cedar Falls & Northern Railway Company v. John and Rhoda Singer, et al. Application for authority to condemn real estate in Waterloo, Black Hawk County. Hearing on this application was set for April 19, 1929, at Waterloo, at which time the petitioner advised that the property in question had been acquired by purchase. Therefore, no hearing was held and the case closed.

No. F-46—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company v. Strange Bros. Hide Co., et al. Application for authority to condemn real estate in Woodbury County. Hearing on this application was held at Sioux City on April 23, 1929. Certificate of authority to condemn was issued on April 26, 1929, and forwarded to the Clerk of the District Court of Woodbury County for filing, as required by law, covering the following described land:

A strip of land not exceeding one hundred (100) feet in width, described as follows:

Beginning near the east line of Douglas Street extended south, of Block Twenty-eight (28) in Sioux City East Addition; thence in a westerly direction to the westerly line of Park street extended south. Between the easterly line of Douglas street extended south and the easterly line of Water street extended south, said grant shall include no land lying south of a line parallel to and one hundred (100) feet south of the north line of Second street, nor shall it include any land lying north of a line parallel to and fifty (50) feet south of said north line of Second street, excepting between the east line of

Douglas street and the west line of the alley west of Douglas street, as provided for in Ordinance No. M-5003, enacted by the City Council of the City of Sioux City, Iowa, on the 16th day of February, 1926; all in Sioux City, Woodbury County, Iowa.

All that part of Out Lot One (1) Sioux City proper, Woodbury County, Iowa, as is included within a parcel of land one hundred feet (100') wide having fifty feet (50') of such width on each side of the following described center line.

Start at the point of intersection of the west right of way line of the Missouri River Sioux City Bridge Company and the southerly west line of West First street, Sioux City proper; thence south along said west right of way line a distance of thirty-seven and no one-hundredths feet (37.00') to the point of beginning of the center line to be described; (said center line forms with said west right of way line an angle of ninety-six degrees and ten minutes (96° 10') in the southwest quadrant) thence easterly along said center line a distance of three hundred eighty-four and fifty-eight one-hundredths feet (384.58') to a point, which point is the intersection of said center line and a projection southerly of the west line of Park street of Sioux City proper containing twelve thousand six hundred twenty-three square feet (12,623 sq. ft.).

The point of beginning of said center line is located as follows relative to the following described objects: (1) The near corner of the most northerly concrete abutment of said bridge is seventy and eighty-eight one hundredths feet (70.88') northeasterly said line of measurement makes an angle of fifty-seven degrees and fifteen minutes (57° 15') with said center line in the northeast quadrant. (2) The near corner of the nearest concrete pedestal of said bridge is forty-six and twenty-nine one hundredths feet (46.29') northeasterly said line of measurement makes an angle of thirty-two degrees and thirty-three minutes (32° 33') with said center line in the northeast quadrant. (3) The near face of the near steel cylindrical pier of said bridge is seventy-one and twenty-nine one hundredths feet (71.29') southerly said line of measurement makes an angle of sixty-one degrees and fifty minutes (61° 50') with said center line in the southeast quadrant.

A strip of land one hundred (100) feet in width across Tax Lots "C", "B" and "A" of Auditor's Plat of Outlots One (1), Fifteen (15), and Thirty-four (34), in the Southeast Quarter (SE¼) of Section Twenty-nine (29), Township Eighty-nine (89) North, Range Forty-seven (47) West, in Sioux City, Woodbury County, Iowa, being Fifty (50) feet on each side of the following described center line:

Beginning at the center of said Section 29; thence south along said center line a distance of one thousand one hundred four and six-tenths (1,104.6) feet to a point; thence southeasterly on a curve having a radius of three thousand eight hundred nineteen and eighty-three hundredths (3,819.83) feet and convex to the northeast (a line tangent to said curve at said point of intersection with said north and south center line of said Section 29 makes an angle sixty-nine (69) degrees and four (4) minutes in the northwest quadrant), a distance of six hundred twenty-seven and no one-hundredths (627.00) feet to the point of beginning; thence southeasterly along said curve having a radius of three thousand eight hundred nineteen and eighty-three one-hundredths (3,819.83) feet a distance of fifty-two and no one-hundredths (52.00) feet to a point; thence southeasterly tangent to the last described curve a distance of four hundred seventy-four and one-tenth (474.1) feet to a point; thence southeasterly on a curve tangent to the last described course with a radius of two thousand eight hundred sixty-four and ninety-three one-hundredths (2,864.93) feet and convex to the southwest, a distance of one thousand fifty-six and seven-tenths (1,056.7) feet; thence southeasterly tangent to said last described course a distance of forty-seven and twenty-eight one-hundredths (47.28) feet to a point in the west right of way line of the Missouri River Sioux City Bridge Co., containing three and ninety-seven one-hundredths (3.97) acres. Said point of intersection of said center line and said west right of way line is located as follows relative to the following described objects: (1) The near corner of the most northerly concrete abutment of said bridge is seventy and eighty-eight one-hundredths (70.88) feet northeasterly; said line of measurement makes an angle of fifty-seven (57) degrees and fifteen (15) minutes with said center line in the northeast quadrant. (2) The near corner of the nearest concrete pedestal of said bridge is forty-six and twenty-nine one-hundredths (46.29) feet northeasterly; said line of measurement makes an angle of thirty-two (32) degrees and thirty-three (33) minutes with said center line in the northeast quadrant. (3) The near face of the near steel cylindrical pier of said bridge is seventy-one and twenty-nine one-hundredths (71.29) feet southerly; said line of measurement makes an angle of sixty-one (61) degrees and fifty (50) minutes with said center line in the southeast quadrant.

A strip of land one hundred (100) feet in width across Tax Lot "E" of Auditor's Plat of Outlots One (1), Fifteen (15), and Thirty-four (34), in the Southeast Quarter (SE¼) of Section Twenty-nine (29), Township Eighty-nine (89), North, Range Forty-seven (47), West, in Sioux City, Woodbury County, Iowa, being fifty (50) feet on each side of the following described center line:

Begin at a point in the north and south center line of said Section 29, one thousand one hundred four and six-tenths (1,104.6) feet south of the center of said Section 29, as measured along the center line of said Section 29; thence southeasterly on a curve having a radius of three thousand eight hundred nineteen and eighty-three hundredths (3,819.83) feet and convex to the northeast (a line tangent to said curve at said point of beginning forms a northwest angle of sixty-nine (69) degrees, four (4) minutes, with said north and south center line of said Section 29), a distance of three hundred forty-three and three-tenths (343.3) feet to a point in the west line of Tax Lot "E", which point is the beginning of the center line to be described; thence continue southeasterly on said curve a distance of one hundred sixty-eight and nine-tenths (168.9) feet to a point in the east line of Tax Lot "E"; containing thirty-nine hundredths (0.39) of an acre, more or less.

A strip of land one hundred (100) feet in width across Tax Lot "F" of Auditor's Plat of Outlots One (1), Fifteen (15), and Thirty-four (34), in the Southeast Quarter (SE¼) of Section Twenty-nine (29), Township Eighty-nine (89) North, Range Forty-seven (47) West, in Sioux City, Woodbury County, Iowa, being fifty (50) feet on each side of the following described center line:

Beginning at a point in the north and south center line of said Section 29, one thousand one hundred four and six-tenths (1,104.6) feet south of the center of said Section 29, as measured along said center line of said Section 29; thence southeasterly on a curve having a radius of three thousand eight hundred nineteen and eighty-three hundredths (3,819.83) feet and convex to the northeast (a line tangent to said curve at said point of beginning forms a northwest angle of sixty-nine (69) degrees, four (4) minutes with said north and south center line of said Section 29), a distance of three hundred forty-three and three-tenths (343.3) feet to a point in the east line of said Tax Lot "F"; containing seventy-nine hundredths (0.79) of an acre, more or less.

Also a strip of land one hundred (100) feet in width across Tax Lot "D" of Auditor's Plat of Outlots One (1), Fifteen (15), and Thirty-four (34), in the Southeast Quarter (SE¼) of said Section Twenty-nine, being fifty (50) feet on each side of the following described center line:

Begin at the point where the center line, hereinabove described, intersects the east line of said Tax Lot "F"; thence continue southeasterly on said center line, which center line is on a curve having a radius of three thousand eight hundred nineteen and eighty-three hundredths (3,819.83) feet and convex to the northeast, one hundred sixty-eight and nine-tenths (168.9) feet to a point in the west line of Tax Lot "D" and which point is the beginning of the center line to be described; thence continue southeasterly along said curve one hundred fourteen and one-tenth (114.1) feet to a point in the east line of said Tax Lot "D"; containing twenty-six hundredths (0.26) of an acre, more or less.

The total area of the one hundred (100) foot strip to be conveyed across Tax Lots "F" and "D", being one and five hundredths (1.05) acres, more or less.

All that part of the Southwest Quarter (SW¼) of Section Twenty-nine (29),

Township Eighty-nine (89) North, Range Forty-seven (47) West of Woodbury County, Iowa, known as Tax Lots Two, Three, Four, Five and Six (2, 3, 4, 5 & 6) as is included within a parcel of land. One hundred feet (100') wide, having fifty feet (50') of such width on each side of the following described center line.

Start at the southwest corner of Block Thirty-seven (37) Sioux City Davis' Addition, an addition to Sioux City, Iowa, thence south eighty-eight and no tenths feet (88.0) to its intersection with an arc of a circle having a radius three thousand eight hundred nineteen and eighty-three one-hundredths feet (3,819.83') convex to the north and which point of intersection is the beginning of the line to be described (a line tangent to said arc at said point of intersection forms an angle in the northwest quadrant of one hundred and one degrees and twenty minutes (101° 20') with said south line, said south line being the east line of tax lot one (1) of said southwest quarter) thence easterly along said arc a distance of two thousand one hundred fifty-one and one-tenth feet (2,151.1) to the center of said Section Twenty-nine (29), said center line being the east line of said Tax Lot Six (6), said point of intersection being three hundred sixty-six and eight-tenths feet (366.8) south of the southeast corner of Lot Ten, Block Thirty-two (32), Sioux City Davis' Addition, an addition to Sioux City, Iowa, said three hundred sixty-six and eight-tenths feet (366.8), being measured along center line of said Section Twenty-nine (29) containing four and ninety-four one-hundredths acres (4.94) more or less.

All that part of Government Lot One (1) in Section Twenty-nine (29), Township Eighty-nine (89), North, Range Forty-seven (47), West, of Woodbury County, Iowa, known as Tax Lot One (1), and all that part of Government Lots Three (3) and Four (4) in Section Thirty (30), Township and Range aforesaid, as is included within a parcel of land one hundred (100) feet wide, having fifty (50) feet of such width on each side of the following described line:

Start at the northeast corner of said Tax Lot 1, said northeast corner also being the southeast corner of Block Thirty-seven (37) of Sioux City, Davis' Addition to Sioux City; thence run south along said east line of Tax Lot 1, a distance of eighty-eight (88) feet to its intersection with an arc of a circle having a radius of thirty-eight hundred nineteen and eighty-three hundredths (3819.83) feet convex to the north, and which point of intersection is the beginning of the line to be described; (a line tangent to said arc at said point of intersection forms a northwest angle of one hundred one degrees and 20 minutes (101° 20') with said east line of Tax Lot 1); thence run southwesterly along said arc of a circle, a distance of nine hundred forty-two and one-tenth (942.1) feet; thence continue southwesterly on a straight line tangent to last described course, a distance of nineteen hundred fifty-three and six-tenths (1953.6) feet; thence continue southeasterly on an arc of a circle having a radius of nineteen hundred ten and eight hundredths (1910.08) feet convex to the south, a distance of three hundred thirty-four (334) feet, to a point in the east line of the west ten (10) acres of Government Lot Three (3), in said Section Thirty (30), which point is two thousand sixty-six and five-tenths (2,066.5) feet south from the intersection of said east line with the north line of said Government Lot Three (3), and which point is the end of the line to be described. (A line tangent to said arc at said last point forms a southeast angle of one hundred five degrees and fifty-six minutes (105° 56') with said east line of the west ten (10) acres of Government Lot 3 of said Section 30). The area of the parcel of land being seven and forty-one one-hundredths (7.41) acres, more or less.

No. F-48—1929. Chicago, Burlington & Quincy Railroad Company v. E. A. Barnes. Application for authority to condemn real estate in Mahaska County. Hearing on this application was originally set for July 17, 1929, was continued to August 5th, again continued to August 13th, and finally heard at Knoxville, Iowa, on August 15, 1929, at which time the petitioner submitted a new description of the land in question. The land owner, who was not represented at the hearing of August 15th, refused to accept the new description offered, and the Board ordered a rehearing of the case at Des Moines, Iowa, September 26, 1929. The application as amended was fully heard on September 26th, and certificate of authority to condemn was issued on October 5, 1929. This certificate was forwarded to the Clerk of the District Court of Mahaska County for filing, as required by law, covering the following described land:

A strip of ground of the width hereinafter mentioned, commencing at a point 150 feet, more or less, south of the corner of Section 28, Township 75 North, Range 17 West of the 5th P. M., Mahaska County, Iowa, (the same being the point where the present railway as now located crosses the center line of said Section 17) and extending in a southerly and southeasterly direction to the end of said track as now located. The end of said track being 100 feet, more or less, north of the south line of the southeast quarter of said Section 28, Township 75 North, Range 17 West 5th P. M., said strip of ground at the place of beginning to be 25 feet in width, being 12½ feet on each side of the center of said spur track as now located and continuing the same width to the point where said track as now located crosses the quarter-quarter section line between the northwest quarter of the southeast quarter and the southwest quarter of the southeast quarter of said Section 28, and from said last above named point the right-of-way to be 60 feet in width being 50 feet on the northerly and easterly side of the center of said track and 10 feet on the west and southerly side of the center of said track as now located, and continuing the same width as last above mentioned to the end of said track.

No. F-49—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company v. Davenport Ice Company, a corporation of the State of Iowa, Davenport, Iowa. Application for authority to condemn real estate in Davenport, Scott County. This application was set down for hearing at Davenport, July 17, 1929, but on July 25, 1929, attorneys for the petitioner advised that the controversy had been amicably settled, and the case was therefore dismissed as of that date.

No. F-50—1929. Interstate Power Company, Dubuque, v. Lydia N. Brown. Application for authority to condemn real estate in Howard County. Hearing on this application was held at Cresco, Iowa, October 11, 1929, after inspection of the premises. Subsequent to the hearing it developed that the grading in this vicinity had been completed without the necessity of moving the pole line of the petitioner herein. The State Highway Commission agreed to rescind its order requiring the said pole to be moved, whereupon the petitioner on November 29, 1929, withdrew the application to condemn the property involved.

MOTOR CARRIER SECTION

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

No. H-711—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight from Waukon to Clearmont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids, and from those points to Waukon. Certificates Nos. 204 and 205 revoked and Certificate No. 217 issued in lieu thereof. (See Dockets H-746, H-852, and H-881—1929.)

Filed February 3, 1928. Closed February 22, 1929.

No. H-738—1929. A. W. Beaurline, Davenport, Iowa. Application for authority to transport passengers between the east line of the state of Iowa at Davenport and the west line of the state of Iowa at Council Bluffs.

Agreement filed on November 8, 1928, between the applicant and Mohawk Stage Lines Corporation, of Chicago, which indicates that the sale of whatever rights the applicant possessed had been made to the said Mohawk Stage Lines Corporation. (See Docket H-841—1929.)

Denied. Decision follows:

Appearances:

For the applicant, W. C. Strock, Atty., Des Moines, Iowa.

For the C., R. I. & P. Ry Co., objectors—F. W. Miller, Atty., Des Moines, Iowa.

For the Des Moines & Central Iowa Motor Transportation Co., and Des Moines & Central Iowa R. R. Company, objectors—C. R. Bennett, Atty., Des Moines, Iowa.

For Safety Coach Transit Company, objectors—J. C. Davis, Jr., Atty., Des Moines, Iowa; Stephen A. Bollinger, Des Moines, Iowa.

For O. C. Wright & Sons, Adel, Iowa, objectors—R. K. Craft, Atty., Des Moines, Iowa.

For White Star Bus Company, Muscatine, Iowa, objectors—A. W. Carver, Muscatine, Iowa.

On April 5, 1928, A. W. Beaurline of Davenport, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between the east line of the State of Iowa at Davenport and the west line of the State of Iowa, at Council Bluffs and thirty-five intermediate towns. The case was originally set down for hearing for June 19, 1928, at Des Moines, but for good cause, was twice postponed and was finally heard, pursuant to notice, at Davenport, Iowa, on September 18 and 19, 1928, and at Des Moines, Iowa, September 27th and 28th, and concluded at Des Moines on October 2 and 3, 1928.

On September 24, 1928, A. W. Beaurline amended his application by withdrawing the part thereof asking for authority to transport local passengers between Des Moines and Newton and points intermediate thereto and between Des Moines and Redfield and points intermediate thereto.

On November 8, 1928, there was filed with the Commission, an agreement entered into by the applicant, A. W. Beaurline, and the Mohawk Stage Lines Corporation of Chicago, Illinois, which indicated that the sale of whatever rights the applicant possessed had been made to the Mohawk Stage Lines Corporation. A financial statement of the Mohawk Stage Lines Corporation, together with certain time and rate schedules, was also filed.

On November 22, 1928, the Mohawk State Lines Corporation by counsel, filed a petition with the Commission which stated that it had acquired all

the rights, title and interest in the proceedings now before the Commission and to any Certificate of Convenience and Necessity that might be issued thereunder and desired to discontinue the proceedings upon the application of A. W. Beaurline insofar as the same related to that part of the route between Des Moines and Council Bluffs, Iowa, and moved the dismissal of that part of the application which related to the route described therein between Des Moines, Iowa, and Council Bluffs, Iowa.

The Commission recognizes the substitution of Mohawk Stage Lines Corporation for the original applicant herein, A. W. Beaurline, and dismisses without prejudice the part of the application for a route between Des Moines and Council Bluffs.

We will proceed to dispose of the application with the Mohawk Stage Lines Corporation as the applicant and the line Davenport to Des Moines, as the route proposed to be served.

Written objections to the application were filed by the Chicago, Rock Island & Pacific Railway Company, operating the railroad between Davenport and Des Moines through substantially the same communities proposed to be served by the bus line; by the White Star Bus Company of Muscatine, operating a passenger motor carrier line between West Liberty and Iowa City; O. C. Wright of Adel, operating as a passenger motor carrier between Des Moines and Redfield; P. R. Davis of Avoca, operating as a passenger motor carrier between Oakland and Council Bluffs; Stephen A. Bollinger of Des Moines, owner and operator of the Safety Coach Transit Company operating as a passenger motor carrier between Des Moines and Grinnell; the Des Moines & Central Iowa Railroad of Des Moines, operating an electric interurban railroad between Des Moines and Colfax, and the Des Moines & Central Iowa Motor Transportation Company of Des Moines, operating as passenger motor carrier between Des Moines and Newton. All objectors were represented at the hearings. Many witnesses were heard and much testimony taken.

The applicant proposes to furnish three trips each way daily. Objection on the part of the Chicago, Rock Island & Pacific Railway Company is to the effect that there is no necessity for the proposed bus line; that the communities which it proposes to serve are already adequately served by the railroad.

It is contended by the applicant that the train service, particularly to the smaller towns, is inadequate and that there is a real necessity for the bus service. Of the twenty-nine cities and towns on the railroad between Davenport and Des Moines, the applicant proposes to serve twenty-two.

We have carefully considered all of the testimony before us and are convinced that there is now adequate train service to and from the larger points on the line of the Rock Island Railroad between and including Davenport and Des Moines. There is some showing that the service to the smaller communities is inadequate. However, the applicant does not propose to serve all of these smaller communities. There is no question in our minds, but that if the motor carrier line is established, some business will be taken from the railroad now serving this territory. The traffic to and from the smaller communities on the railroad is now so meager that it is not remunerative to the railroad company and any further deflection of the business will seriously impair the ability of the railroad to maintain its local service even where it now is. If the motor carrier line were to operate and it becomes necessary to discontinue the train service now furnished, the towns of Stockton, Downey, Oxford, South Amana, Malcolm, Turner and Metz would be without any passenger service whatever, as the bus line does not propose to serve those communities.

Section 5105a-7, Code of Iowa, 1927, provides:

"Before a certificate shall be issued, the commission shall after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity. If such finding be made, it shall be its duty to issue a certificate."

In our opinion, the applicant has failed to make a showing that would

justify a finding by this Board that the service proposed to be rendered would "promote the public convenience and necessity." Without such showing, we can not issue a certificate authorizing the operation of the proposed line.

The application is therefore denied.

Filed April 5, 1928. Closed January 23, 1929.

No. H-746—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between Postville and Cedar Rapids. Certificates Nos. 204 and 205 revoked and Certificate No. 217 issued in lieu thereof. (See Dockets H-711, H-746—1928, H-852, and H-881—1929.)

No. H-749—1929. Charles Bryant, Des Moines, Iowa, operating as the Big Four Stages of Iowa. Application for authority to transport passengers, interstate, in Pottawattamie, Cass, Adair, Guthrie, Madison, Dallas, Polk, Story, Marshall, Tama, Benton, Linn, Cedar and Clinton counties.

The applicant was cited to appear before the Board and show cause why whatever right he might have to a Certificate should not be revoked for various reasons. He appeared on December 11, 1928, and the hearing, upon request of carrier, was continued to December 19, 1928, 9:30 A. M., in the office of the Board. The hearing was held, and the Board revoked whatever rights Mr. Bryant had to operate as a motor carrier in this state.

Filed April 20, 1928. Closed December 19, 1928.

No. H-760—1928. Pioneer Stages, Inc., Oakland, Calif. Application for authority to transport interstate passengers over that part of interstate route between the west line of the state at Council Bluffs, and the east line at Clinton.

Rights in this case transferred by O. W. Townsend, owner and operator Cornhusker Stage Lines, Hastings, Neb.

Certificate No. 207 permitting operation was issued.

Filed May 12, 1928. Closed December 27, 1928.

No. H-790—1928. Otto and Stanley Jackson, Keokuk, Iowa. Application for authority to change route under Certificate of Convenience and Necessity No. 19. Resolution amending certificate issued January 17, 1929.

Filed July 31, 1928. Closed January 17, 1929.

No. H-800—1929. Dewey F. Potts, Whiting, Iowa. Application for authority to transport freight between Sioux City, Sloan, and Whiting, Iowa.

Operation authorized by Certificate No. 209.

Filed September 6, 1928. Closed January 19, 1929.

No. H-801—1929. J. N. Leinenwever, Hedrick, Iowa. Application for authority to transport freight between Hedrick and Ottumwa, Iowa.

Operation authorized by Certificate No. 208.

Filed September 7, 1928. Closed February 14, 1929.

No. H-804—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between Postville and Cedar Rapids, Iowa. Upon appeal from decision of the Board to the District Court of Fayette County, the ruling of the Board denying the application was affirmed. (See No. H-746—1928.)

Filed August 15, 1928. Closed February 5, 1929.

No. H-811—1928. Mohawk Stage Lines Corporation, Chicago, Ill. Application for authority to transport interstate passengers between the east line of the state at Davenport and Des Moines.

Operation authorized by Certificate No. 218.

Filed October 4, 1928. Closed April 8, 1929.

No. H-812—1929. Clarence K. Reed, Clinton, Iowa. Application for authority to transport freight between Calamus and Cedar Rapids, Iowa.

Denied.

Decision follows:

Appearances:

For applicant—Skinner & Petersen Law Co., Clinton Iowa, by Peter H. Peterson; Clarence K. Reed, Clinton, Iowa.

For Chicago & North Western Railway Co., objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

For Iowa Railway and Light Corporation, Cedar Rapids, Iowa, objector—C. E. Richman, Atty., Cedar Rapids, Iowa; Oliver Longueville, Atty., Cedar Rapids, Iowa.

For American Railways Express Co., objector—R. A. Rowley, Route Agent, Davenport, Iowa.

This is the application of Clarence K. Reed, of Clinton, Iowa, 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 Calamus, Wheatland, Lowden, Clarence, Stanwood, Mechanicsville, Lisbon, Mt. Vernon and Cedar Rapids, in Clinton, Cedar and Linn Counties, Iowa.

This application was set down for hearing before the Board on December 12, 1928, 10:00 A. M., at the office of the Linn County Auditor, Cedar Rapids, Iowa, and proofs have been filed showing that the official notice of hearing was published in the manner prescribed by law.

Full hearing was had on this application at the time and place named in the preceding paragraph and the case taken under advisement by the Board.

Written objections to the granting of this application were filed by the Chicago & North Western Railway Company, Iowa Railway and Light Corporation, of Cedar Rapids, Iowa, Lodge No. 183 of the Brotherhood of Railroad Trainmen, Clinton, Iowa, and Twin City Lodge No. 56 of the Brotherhood of Railroad Trainmen, Cedar Rapids, Iowa.

The following appearances were made at the hearing of December 12, 1928:

For applicant—Skinner & Petersen Law Company, Clinton, Iowa, by Peter H. Petersen; Clarence K. Reed, Clinton, Iowa.

For Chicago & North Western Railway Company, objector—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.; M. J. Golden, D. F. & P. A., Des Moines, Iowa.

For Iowa Railway and Light Corporation, Cedar Rapids, Iowa, objector—C. E. Richman, Atty., Cedar Rapids, Iowa; Oliver Longueville, Atty., Cedar Rapids, Iowa.

For American Railway Express Company, objector—R. A. Rowley, Route Agent, Davenport, Iowa.

The applicant is now operating as a motor carrier of freight between Clinton and Calamus, under authority granted by Certificate of Convenience and Necessity No. 31 and the application under consideration is for authority to extend that route to Cedar Rapids.

At the hearing of December 12, 1928, the applicant introduced four witnesses who testified in favor of the granting of the application. One of these witnesses was from Clinton, one from Grand Mound and two from De Witt. The applicant also introduced petitions favoring the granting of the application, from De Witt, Grand Mound, Clarence, Lowden, Calamus, Clinton, Mt. Vernon and Cedar Rapids which were signed by a total of thirty-five residents of those towns.

The Chicago & North Western Railway Company introduced thirteen witnesses from towns served by that company and proposed to be served by the applicant. All of these witnesses testified that the establishment of the proposed service would not promote the public convenience and necessity and that the existing transportation facilities were adequate and satisfactory. Petitions were introduced, signed by a total of one

hundred seventeen shippers and receivers of freight from Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland and Calamus, requesting that this application be denied for the reason that the existing transportation facilities are adequate and that the proposed service would not promote the public convenience and necessity.

The Chicago & North Western Railway Company is furnishing daily, except Sunday, way-freight service between the towns proposed to be served by applicant and introduced Exhibit B at the hearing which shows very little L. C. L. freight is offered.

The Iowa Railway and Light Corporation, of Cedar Rapids, Iowa, is operating as a motor carrier of freight between Cedar Rapids, Mt. Vernon and Lisbon and is also transporting a limited amount of freight on its passenger carrying motor vehicles between practically all of the points proposed to be served by applicant.

Applicant's financial statement shows net assets of approximately $5,900.00, which includes a $4,000.00 valuation placed by applicant on Certificate of Convenience and Necessity No. 31. The assets also include $200.00 cash in bank and a valuation of $1,880.00 on motor truck now being operated under Certificate No. 31, which truck is encumbered for $300.00. In order to establish the service proposed, applicant proposed to purchase a truck similar to the one he is now operating.

After carefully considering all of the evidence of record in this case, the Board finds that the service proposed would not promote the public convenience and necessity.

The application is, therefore, denied.

Filed October 4, 1928. Closed December 28, 1928.

No. H-813—1929. Paul Strait, Rock Rapids, Iowa. Motor Carrier—Freight: Violation of Rule 10. Certificates Nos. 144 and 188. After hearing held on December 14, 1928, the operator having agreed to furnish corrected monthly reports, and to be governed by the Board's Rules and Regulations in the future, the board decided certificate would not be revoked.

Filed October 5, 1928. Closed February 7, 1929.

No. H-815—1929. R. Maxwell, Sloan, Iowa, and Ed Morrison, Climbing Hill, Iowa. Application for authority to transfer Certificate No. 92.

Application dismissed.

Filed October 9, 1928. Closed December 14, 1928.

No. H-816—1929. Marion Harlow Paul, Laurel Iowa. Application for authority to transport freight in Marshall County, between Laurel and Marshalltown.

Granted by Certificate of Convenience and Necessity No. 211.

Filed October 12, 1928. Closed February 13, 1929.

No. H-818—1929. H. G. Hill, Bloomfield, Iowa. Application for authority to transport passengers and freight in Davis and Van Buren counties, between Bloomfield and Keosauqua.

Granted by Certificate of Convenience and Necessity No. 210.

Filed October 15, 1928. Closed January 10, 1929.

No. H-821—1929. Red Ball Transportation Co., Mason City, Iowa. Application for authority to transport passengers between Waterloo, Jesup, Independence, Walker, Center Point and Cedar Rapids, Iowa.

Denied.

Decision follows:

Appearances:

For the applicant—J. E. Williams, Atty., Mason City, Iowa; Helen M. Brewer, Pres., Mason City, Iowa.

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

For the Illinois Central R. R. Co., objector—Helsell & Helsell, Attys., Ft. Dodge, Iowa, by C. A. Helsell.

For the W., C. F. & N. Ry. Co., objector—Maurice A. Welsh, Supt. and T. M., Waterloo, Iowa.

For the Brotherhood of Locomotive Engineers, Brotherhood of Railway Trainmen, et al—J. W. Snyder, Waterloo, Iowa.

The Red Ball Transportation Company of Mason City, Iowa, on October 26, 1928, filed an application with this Commission for a certificate to operate as a motor carrier of passengers on the highway between the following named places: Waterloo, Jesup, Independence, Walker, Center Point and Cedar Rapids.

Pursuant to notice, the matter was fully heard at Cedar Rapids on December 13, 1928.

The Chicago, Rock Island & Pacific Railway Company, hereinafter called the Rock Island; the Illinois Central Railroad Company, hereinafter called the Central; the Waterloo, Cedar Falls and Northern Railway Company, hereinafter called the Northern; and the Brotherhood of Locomotive Engineers and Railway Trainmen, by representatives, all appeared in objection to the granting of the certificate.

The distance of the route is 73.6 miles. Applicant proposes four round trips daily in each direction. Applicant's financial statement shows net assets of over $78,000 and lists ten large modern passenger busses which are used on lines already in operation by the applicant and lists two modern busses as equipment to be used in event certificate is to be obtained.

A petition signed by 575 persons all of which purported to represent railway employees who it is alleged might be indirectly affected by the establishment of any additional motor carrier service, was introduced by Railway Brotherhood representatives.

The Central operates a line of railroad, the main line of which runs through Waterloo, Jesup, Independence, Manchester and Dubuque, and a branch line, Cedar Rapids to Manchester. On the branch line between Cedar Rapids and Manchester, the Central operates two passenger trains daily except Sunday. The Rock Island, operating a line of railroad between Cedar Rapids and Independence through Center Point and Walker, has one passenger train each way daily except Sunday. Between the termini of the proposed line, Cedar Rapids and Waterloo, the Northern operates an electric interurban railroad with six passenger trains each way daily, and in addition thereto, a bus line under certificates from this Commission, with one round trip daily in each direction. The Northern, in addition, operates a bus line between Waterloo and Independence. The Northern, at the hearing, offered to furnish service over the proposed route between Waterloo and Cedar Rapids if the Commission found convenience and necessity. They would do this by extending their bus line from Independence to Cedar Rapids.

Considerable testimony was taken both for the applicant and in opposition thereto. Petitions introduced by applicant signed by many persons in Independence and Walker requested the Commission to grant the certificate. A representative of the Cedar Rapids Chamber of Commerce testified for the applicant and endorsed the proposed service. Since the hearing on this case, the Jefferson Highway Transportation Company, now operating an interstate passenger bus line between the north line of the state and Cedar Rapids over that part of the proposed route, Independence to Cedar Rapids, has applied for and had hearing on an application to do intrastate business. The opinion in that case which is our Docket H-852, is referred to in connection with this opinion.

Reviewing all relevant facts in this case, giving due consideration to the existing rail and motor carrier service and our disposition of the Jefferson Highway Transportation Company application, Docket No. H-852, we find that the establishment of the proposed service will not promote the convenience and necessity. Certificate is, therefore, denied.

Filed October 26, 1928. Closed February 22, 1929.

No. H-822—1929. Cedar Rapids & Iowa City Railway, Cedar Rapids,

Iowa, applicant, and Miles R. Landis, Cedar Rapids, Iowa, objector. Application for approval of time schedule No. 5 for Dubuque-Monticello Route. Hearing in this case was held on November 27, 1928, at which time it was agreed between the parties that the amended Time Schedule of Operation No. 5 would be placed in effect for trial for a period of 60 days, beginning January 1, 1929, and that Mr. Landis would file a new schedule for his routes, such schedule to provide for connections at Monticello with the busses to be operated under amended Time Schedule No. 5 and be made effective at the same time and during the same period as amended Time Schedule No. 5.

The time schedules, after having been tried out for sixty days, proved satisfactory, and the file was closed.

Filed October 19, 1928. Closed March 11, 1929.

No. H-824—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Chicago, Ill. Application for authority to transport passengers and a limited amount of freight between Rockwell City and Storm Lake, Iowa. Granted by Certificate of Convenience and Necessity No. 213.

Filed November 8, 1928. Closed March 21, 1929.

No. H-825—1929. Frank J. Clouse, Manson, Iowa, and W. C. Gray, Manson, Iowa. Application for authority to transfer Certificate of Convenience and Necessity No. 80 to W. C. Gray, Manson, Iowa. Approved.

Filed November 9, 1928. Closed December 14, 1928.

No. H-826—1929. H. F. Doyle, owner and operator of Doyle Transfer, Persia, Iowa. Application for authority to transport freight between Council Bluffs and Persia, serving the intermediate towns of Neola, Minden, Shelby, Tennant and Portsmouth. Denied. Decision follows:

Appearances:

For the Applicant—Kimball, Peterson, Smith & Peterson, Attorneys, Council Bluffs, Iowa; H. F. Doyle, Persia, Iowa.

For the C., R. I. & P. Ry. Co., Objector—J. G. Gamble, Attorney for Iowa, by F. W. Miller, Assistant Attorney, Des Moines, Iowa.

For the C., M., St. P. & P. R. R. Co., Objector—Hughes, Taylor, O'Brien & Faville, Attorneys, Des Moines, Iowa, by C. L. Taylor.

For the C. G. W. R. R., Objector—Carr, Cox, Evans & Riley, Attorneys, Des Moines, Iowa, by John Ingham.

H. F. Doyle of Persia, Iowa, owner and operator of Doyle Transfer, on November 9, 1928, filed an application with this Commission to operate as a motor carrier of freight between Council Bluffs and Persia, serving the intermediate towns of Neola, Minden, Shelby, Tennant and Portsmouth.

Pursuant to notice, the matter was set down and fully heard February 1, 1928, at Council Bluffs, but, owing to improper publication of official notice in Shelby County, was continued to February 11, at the office of the Board in Des Moines. There were no appearances at the continued hearing.

Written objections were filed by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, the Chicago Great Western Railroad Company and the Chicago, Rock Island and Pacific Railway Company.

The distance of the proposed route is fifty-six and six-tenths (56.6) miles. Applicant proposes one round trip daily and lists one two-ton and one one and a half ton trucks to be used in the operations. Net assets of applicant are $4,450, including $3,500 valuation of motor vehicles.

The report of preliminary investigation made by a representative of our Motor Carrier Department shows there were no complaints as to the rail service and that, in the opinion of most of the merchants interviewed, the proposed service would be a convenience but not a necessity. It was also the thought that the all dirt road would not permit dependable service during the spring and fall. Neola's population is about 977 and of those interviewed, as many were favorable as were unfavorable to granting the application. The same opinion prevailed in Minden, which is about 429 population; also in Shelby, population about 623; in Tennant, which has a population of about 80; and in Portsmouth, population 280. In Persia, however, with a population of about 380, it was found that most of those interviewed were favorable to granting the application. Character of the applicant was found to be good.

It was testified at the hearing that it was proposed to gravel and pave the highway over which the applicant would operate.

The Chicago Great Western Railroad Company operates between Council Bluffs, Minden and Tennant, with local way freight tri-weekly. There are also three passenger trains each way daily carrying express. Neola, Persia and Portsmouth are served by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company with way freight eastbound on Mondays, Wednesdays and Fridays, and west bound on Tuesdays, Thursdays and Saturdays. This company contends it really has daily way freight service to the points named by reason of west bound way freights picking up at Manilla freight carried eastward on night trains out of Council Bluffs. The Chicago, Rock Island and Pacific Railway Company likewise affords a similar service to Neola, Minden and Shelby.

After a very careful review of the record, this Board finds that the establishment of the proposed service will not promote the public convenience and necessity. Certificate is therefore denied.

No. H-828—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between Waterloo and Dubuque. Application withdrawn.

Filed November 16, 1928. Closed December 14, 1928.

No. H-829—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between Charles City and Des Moines. Granted by Certificate No. 214.

Filed November 16, 1928. Closed February 14, 1929.

No. H-830—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between Des Moines and the south line of the state. On April 3, 1929, the Board issued Certificate of Convenience and Necessity No. 220, authorizing this applicant to operate as a motor carrier for the transportation of passengers and a limited amount of freight, with certain restrictions, among other places between Des Moines and the south line of the state, and dismissed this application.

Filed November 16, 1928. Closed April 3, 1929.

No. H-832—1929. Valley Transportation Co., Minneapolis, Minn. Application for authority to operate as an interstate carrier of passengers between Ft. Dodge and the north line of the state of Iowa, and between Ft. Dodge and the west line of the state of Iowa. Application withdrawn and file closed. Application made under Docket No. H-868.

Filed November 20, 1928. Closed January 17, 1929.

No. H-834—1929. Pickwick-Greyhound Lines, Inc., St. Louis, Mo. Application for authority to transport interstate passengers between Des Moines and the Missouri state line. Application dismissed.

Filed November 22, 1928. Closed May 16, 1929.

No. H-835—1929. Royal Rapid Corporation of Illinois, Chicago, Ill. Application for authority to transport passengers, interstate, between Waterloo and the Iowa-Illinois state line at Dubuque. Authorized to operate on November 27, 1928. Operation started December 3, 1928; service abandoned March 22, 1929; application dismissed May 16, 1929.

Filed November 22, 1928. Closed May 16, 1929.

No. H-836—1929. Wahrer Brothers, Charleston, Iowa. Application for authority to transport freight between Keokuk, New Boston, Charleston and Donnellson; from Keokuk to Argyle, New Boston, Charleston and Donnellson.

Certificate No. 221 permitting operation was issued.

Filed November 24, 1928. Closed June 17, 1929.

No. H-837—1929. Royal Rapid Corporation of Illinois, Chicago, Ill. Application for authority to transport passengers between Waterloo and Dubuque and east line of Iowa. Denied. Decision, covering also Dockets H-855 and H-870, follows:

Appearances at hearing on Docket No. H-837:

For Applicant—J. L. Williams, G. P. A., Minneapolis, Minnesota.

For Waterloo, Cedar Falls & Northern Ry. Co., Objector—Maurice A. Welsh, Supt. and Traf. Mgr., Waterloo, Iowa.

For Illinois Central Railroad Co., Objector—Helsell & Helsell, Attorneys, Ft. Dodge, Iowa, by C. A. Helsell.

Appearances at hearing on Dockets Nos. H-855 and H-870:

For Waterloo, Cedar Falls & Northern Ry. Co., Applicant and Objector—Maurice A. Welsh, Supt. and Traf. Mgr., Waterloo, Iowa.

For The Central Transportation Co., Applicant—Helsell & Helsell, Attorneys, Ft. Dodge, Iowa, by C. A. Helsell.

For Illinois Central Railroad Co., Objector—Helsell & Helsell, Attorneys, Ft. Dodge, Iowa, by C. A. Helsell.

The Board has before it the applications of the Royal Rapid Corporation of Illinois, Chicago, Illinois; the Waterloo, Cedar Falls & Northern Railway Company, of Waterloo, Iowa, and The Central Transportation Company, Dubuque, Iowa, for authority to operate as motor carriers between Waterloo and Dubuque, Iowa. These applicants will be referred to herein as the "Royal Rapid," the "W., C. F. & N." and the "Transportation Company," respectively. The Illinois Central Railroad Company, objector, will be referred to as the "I. C."

ROYAL RAPID APPLICATION

On November 27, 1928, the Royal Rapid filed an application with this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of intrastate passengers between Waterloo, Jesup, Independence, Winthrop, Masonville, Manchester, Earlville, Dyersville, Farley, Epworth, Dubuque and the east line of the state of Iowa.

This applicant is now operating over the above route, as part of an interstate route between Waterloo and Chicago, for the transportation of interstate passengers exclusively. Authority to furnish such interstate service was granted by this Board on November 27, 1928, and the service was established on December 3, 1928. Applicant is now operating one round-trip daily, leaving Waterloo at 8:00 A. M., arriving Dubuque at 11:45 A. M. and leaving Dubuque at 4:05 P. M. arriving Waterloo at 7:45 P. M.

Hearing on the intrastate application was originally fixed for January 29, 1929, nine o'clock A. M., at the office of the Black Hawk county auditor, Waterloo, Iowa, and notice of such hearing was published in the manner prescribed by law in Delaware, Dubuque and Buchanan counties. This hearing was, however, postponed to February 7, 1929, at Waterloo and then to February 20, 1929, nine o'clock A. M., at the office of the Black Hawk county auditor, Waterloo, Iowa. Notice of the postponed hearing of February 7th, was published in Black Hawk county in the manner prescribed by law.

The postponed hearing was called on February 20, 1929, and J. L. Williams, of Minneapolis, representing the applicant, asked that this application be submitted as filed and that the evidence introduced on that date in Dockets Nos. H-855 and H-870 be made applicable thereto. This request was joined in by M. A. Welsh, representing the W., C. F. & N. No evidence was introduced by applicant or objectors. C. A. Helsell, representing the I. C., objector, moved that the Royal Rapid application be dismissed for the reason that no evidence had been submitted to show that the service proposed would promote the public convenience and necessity.

The Board reserved ruling on these motions and the case was taken under advisement.

Written objections to the granting of this application were filed by the I. C.; W., C. F. & N.; Waterloo Chamber of Commerce; H. J. Reynolds, Local Chairman, Div. 114, Brotherhood of Locomotive Engineers; Chicago Great Western Railroad Company and Dubuque Chamber of Commerce.

This applicant proposed to make two round-trips daily between Dubuque and Waterloo, as part of the service between Chicago and Waterloo, on the following schedule:

Read down				*Read up*
8:00 A. M.	7:15 P. M.	Waterloo	7:45 P. M.	10:40 A. M.
8:10 A. M.	7:55 P. M.	Jesup	7:05 P. M.	10:00 A. M.
8:59 A. M.	8:14 P. M.	Independence	6:46 P. M.	9:41 A. M.
9:16 A. M.	8:31 P. M.	Winthrop	6:29 P. M.	9:24 A. M.
9:33 A. M.	8:48 P. M.	Masonville	6:12 P. M.	9:07 A. M.
9:50 A. M.	9:05 P. M.	Manchester	5:55 P. M.	8:50 A. M.
10:11 A. M.	9:26 P. M.	Earlville	5:34 P. M.	8:29 A. M.
10:21 A. M.	9:31 P. M.	Earlville	5:29 P. M.	8:24 A. M.
10:38 A. M.	9:48 P. M.	Dyersville	5:12 P. M.	8:07 A. M.
10:55 A. M.	10:05 P. M.	Farley	4:55 P. M.	7:50 A. M.
11:04 A. M.	10:14 P. M.	Epworth	4:46 P. M.	7:41 A. M.
11:45 A. M.	10:55 P. M.	Dubuque	4:05 P. M.	7:00 A. M.

The distance between Waterloo and Dubuque, via the above route is approximately ninety-six miles and via the I. C. it is ninety-three miles.

W., C. F. & N. APPLICATION

On December 31, 1928, the W., C. F. & N. filed an application with this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight between Waterloo, Jesup, Independence, Winthrop, Masonville, Manchester, Earlville, Dyersville, Farley, Epworth and Dubuque.

Applicant proposed to transport not to exceed two hundred fifty pounds of freight at any one time on any of the passenger carrying motor vehicles which it proposed to operate.

This applicant has been operating as a motor carrier of passengers between Waterloo, Jesup, and Independence, under authority granted by this Board, since June 26, 1924, and is now furnishing the following daily service between those points:

Read down				*Read up*
8:30 A. M.	5:00 P. M.	Waterloo	1:45 P. M.	7:45 P. M.
9:15 A. M.	5:45 P. M.	Jesup	1.00 P. M.	7:00 P. M.
9:40 A. M.	6:15 P. M.	Independence	12:30 P. M.	6:30 P. M.

The present application is for authority to extend this route to Dubuque and to transport a limited amount of freight on the passenger carrying motor vehicles proposed to be operated over the entire route.

Hearing on this application was originally fixed for January 29, 1929, nine o'clock A. M., at the office of the Black Hawk county auditor, Waterloo, Iowa, but was twice postponed and the postponed hearing was held on February 20, 1929, nine o'clock A. M., at the office of the Black Hawk county auditor, Waterloo, Iowa, at the conclusion of which the application was taken under advisement. Proofs have been filed showing that notice of the postponed hearing of February 20, 1929, was published in the manner prescribed by law.

Written objections to the granting of this application were filed by the I. C.; H. J. Reynolds, Local Chairman, Div. 114, Brotherhood of Locomotive Engineers; Chicago Great Western Railroad Company and the Dubuque Chamber of Commerce.

The Time Schedule filed with this application provides for daily service as follows:

Read down				*Read up*
7:00 A. M.	5:00 P. M.	Waterloo	1:15 P. M.	8:15 P. M.
7:32 A. M.	5:32 P. M.	Jesup	12:43 P. M.	7:43 P. M.
7:50 A. M.	5:50 P. M.	Independence	12:25 P. M.	7:25 P. M.
8:07 A. M.	6:07 P. M.	Winthrop	12:08 P. M.	7:08 P. M.
8:25 A. M.	6:25 P. M.	Masonville	11:50 A. M.	6:50 P. M.
8:40 A. M.	6:40 P. M.	Manchester	11:35 A. M.	6:35 P. M.
9:00 A. M.	7:00 P. M.	Earlville	11:15 A. M.	6:15 P. M.
9:15 A. M.	7:15 P. M.	Dyersville	11:00 A. M.	6:00 P. M.
9:30 A. M.	7:30 P. M.	Farley	10:45 A. M.	5:45 P. M.
9:40 A. M.	7:40 P. M.	Epworth	10:35 A. M.	5:35 P. M.
10:15 A. M.	8:15 P. M.	Dubuque	10:00 A. M.	5:00 P. M.

TRANSPORTATION COMPANY'S APPLICATION

On January 26, 1929, the Transportation Company filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Waterloo and Dubuque and the same intermediate points as are proposed to be served by the W., C. F. & N.

This applicant is corporation organized under the laws of Iowa and is a subsidiary of the I. C.

Hearing on this application was fixed for February 20, 1929, nine o'clock A. M., at the office of the Black Hawk county auditor, Waterloo, Iowa, and notice of such hearing was published as prescribed by law. Full hearing was had on that date and the application was then taken under advisement.

Written objections to the granting of this application were filed by the Chicago Great Western Railroad Company and the W., C. F. & N.

The Time Schedule filed with this application provides for daily service, as follows:

Read down		*Read up*
4:00 P. M.	Waterloo	11:55 A. M.
4:30 P. M.	Jesup	11:25 A. M.
4:55 P. M.	Independence	11:00 A. M.
5:15 P. M.	Winthrop	10:40 A. M.
5:35 P. M.	Masonville	10:20 A. M.
5:55 P. M.	Manchester	10:00 A. M.
	Manchester	9:55 A. M.
6:25 P. M.	Earlville	9:30 A. M.
6:50 P. M.	Dyersville	9:10 A. M.
7:10 P. M.	Farley	8:50 A. M.
7:25 P. M.	Epworth	8:35 A. M.
8:15 P. M.	Dubuque	7:45 A. M.

The financial statement filed as a part of this application shows capital stock issued and paid up amounting to $10,000.00 which will be increased just as rapidly as demand for transportation requires additional equipment.

GENERAL

The Waterloo Chamber of Commerce, after considering the application of the Royal Rapid and the W., C. F. & N., adopted a resolution on January 18, 1929, setting out that it opposed the establishment of a passenger motor carrier line between Waterloo and Dubuque and points intermediate thereto; that the I. C. and Chicago Great Western Railroad Company are furnishing satisfactory service in the territory proposed to be served by applicants; that the establishment of the proposed bus service will be detrimental to the railroads and undoubtedly result in a curtailment of railroad service to reduce operating expenses; that it is opposed to the establishment of freight or passenger motor carrier lines in direct competition with railroads supplying satisfactory service but that if the Board finds that the establishment of a bus line between Waterloo and Dubuque

will promote the public convenience and necessity, it desires to go on record as favoring the W., C. F. & N. application.

The Board of Directors of the Dubuque Chamber of Commerce, after considering all three of these applications, adopted a resolution on February 4, 1929, setting out that the railroads in the territory proposed to be served by applicants have always shown a disposition to co-operate in an earnest endeavor to meet traffic conditions and that the establishment of the proposed bus service might possibly result in a curtailment of present railroad service; that recent snow storms causing the sudden and indefinite suspension of operations of practically all bus lines entering Dubuque has demonstrated their ultimate dependence upon railroads for year-round service and the necessity of retaining present railroad schedules, but that if the establishment of passenger motor carrier lines is deemed necessary and advisable to supplement existing railroad service in any territory, that preference should be given to such lines as are operated by railroads serving the territory or by companies functioning under their supervision so that the various transportation facilities may be coordinated and improved instead of broken down by ruinous competition.

On January 21, 1929, the engineers in freight and passenger service working out of Dubuque and Waterloo on the I. C. by H. J. Reynolds, Local Chairman, Div. 114, Brotherhood of Locomotive Engineers, Waterloo, Iowa, filed protest against the granting of the Royal Rapid application or any other application for the same authority. This protest was, however, filed prior to the filing of the Transportation Company's application and Mr. Reynolds appeared at the hearing of February 20th as a witness for that applicant. At this hearing, he testified that he believed there was no necessity for the bus service proposed but if such a showing were made, the right to operate should be given to the Transportation Company.

By agreement between those interested, the W., C. F. & N. and the Transportation Company applications were heard together.

The Transportation Company introduced nine other witnesses, including business men from Manchester, Epworth, Farley, Dyersville, Earlville, Independence and Jesup and L. E. McCabe, Div. Supt. for the I. C. at Dubuque. This applicant filed a petition, signed by thirty business men of Waterloo, requesting that the Transportation Company's application be given preference in case a certificate is to be granted for a bus line between Waterloo and Dubuque and a petition signed by one hundred six business men of Manchester, stating that it is their opinion that the public interest of the citizens of Delaware County, Iowa, would be better served by a bus line between Dubuque and Waterloo if operated by the Transportation Company than by any other applicant for such authority.

The W., C. F. & N. introduced four witnesses, including its Secretary-Treasurer and Supervisor of Motor Coach Operations, C. A. Hanson, Traffic Mgr., Waterloo Chamber of Commerce and the manager of the Gedney Hotel, Independence, Iowa. This applicant introduced petitions from each of the towns that it proposes to serve and from Cedar Falls, signed by six hundred eighty-three persons, stating it was the belief of such petitioners that the service proposed would be in the interest of public necessity and convenience, and asking that the Board grant the application of the W., C. F. & N.

Mr. L. E. McCabe, President of the Transportation Company and Division Supt. of the I. C. at Dubuque, testified substantially as follows: That the Transportation Company was organized by the I. C. and that the stock is owned by the I. C.; that the I. C. serves all of the towns proposed to be served by the applicants herein and maintains stations at each of those points; that these stations offer all conveniences to the traveling public and will be used by the Transportation Company; that the Transportation Company will keep a bulletin board at the I. C. stations showing whether or not its busses are on time; that the Transporta-

tion Company will use the telephone and telegraph service of the I. C. at and between stations; that in case of a breakdown of a bus operated by the Transportation Company, the I. C. will furnish a bus, train or motor car to take its place and that the resources of the I. C. are behind the Transportation Company. Mr. McCabe also testified that the I. C. proposes to discontinue operating its trains Nos. 23 and 24 if a certificate is granted to the Transportation Company.

Practically all of the witnesses introduced by the Transportation Company testified that the Transportation Company was better equipped to give bus service than the other applicants and favored the granting of authority to the Transportation Company if the Board found that the proposed service should be established.

Two of the witnesses introduced by the W., C. F. & N. testified that there was no necessity for additional bus service between Waterloo and Independence but thought that the establishment of such service between Independence and Dubuque would be convenient if not necessary. Mr. C. A. Hanson testified that the Waterloo Chamber of Commerce was opposed to the establishment of bus service between Waterloo and Dubuque if it would result in the abandonment of any trains.

The Transportation Company filed a statement showing the earnings of I. C. trains Nos. 23 and 24 between Dubuque and Fort Dodge for the months of July, August, September and October, 1928. This statement shows that train No. 23 earned an average of 29¼ cents per mile and that train No. 24 earned an average of 51 cents per mile during this period. These trains are now operated on the following daily schedule:

Read down		*Read up*
No. 24		No. 23
P. M.		A. M.
6:20	Waterloo	8:00
6:40	Raymond	7:42
6:55	Jesup	7:27
7:10	Independence	7:12
7:17	Doris	7:05
7:25	Winthrop	6:59
7:36	Masonville	6:48
7:50	Manchester	6:35
8:00	Delaware	6:23
8:07	Earlville	6:17
8:20	Dyersville	6:06
8:33	Farley	5:56
8:40	Epworth	5:49
8:48	Peosta	5:41
8:58	Julien	5:32
9:20	Dubuque	5:15

Train No. 23 leaves Dubuque at a time too inconvenient apparently for the public to patronize it to any considerable extent.

The Board is convinced that any one of the three applicants is qualified to properly operate as a motor carrier over the route applied for but that the Royal Rapid is not entitled to the same consideration as the other two applicants for the reason that it made no showing whatever that the service it proposed to render would promote the public convenience and necessity.

The Board also feels that while priority of time in making application is an element to be considered, it is not ordinarily of sufficient importance to control the granting of a certificate.

Our experience has shown that it costs about ninety cents per mile to operate a local steam passenger train; that it costs about fifty cents per mile to operate motor cars on rails and that busses can be operated at thirty cents, or less, per mile.

We feel that where a steam railroad can substitute a less expensive method of transportation for a local passenger train that is being operated

at a loss and the new method is reasonably satisfactory to the public, that such substitution should be made in the interest of economy and so that the loss may be reduced or converted into a profit.

However, we would frown if the substitution is simply a subterfuge to hold a motor bus certificate under control without making an effort to operate in good faith as a competitive bus line would.

RULING

After fully considering all of the evidence in these cases, this Board finds that the establishment of the service proposed by the Transportation Company, except for the transportation of passengers locally between Waterloo and Independence and points intermediate thereto, will promote the public convenience and necessity. A certificate will therefore be issued to the Transportation Company, in accordance with this finding, as soon as it has complied with the necessary requirements.

In view of the finding hereinabove made, the applications of the Royal Rapid and W., C. F. & N. are hereby denied.

Filed November 27, 1928. Closed March 29, 1929.

No. H-838—1929. Bert Canon, Carson, Iowa. Application for authority to operate as a motor carrier of passengers between Henderson and the west line of the state of Iowa. Granted by Certificate No. 219.

Filed November 30, 1928. Closed March 11, 1929.

No. H-839—1929. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Application for rehearing in Dockets Nos. H-711 and H-746. Application for rehearing under these dockets, insofar as it was proposed to transport passengers and a limited amount of freight from Waukon to Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids, and from these points to Waukon, was granted. (See Dockets H-711 and H-746—1929 for findings made in those respective cases.)

Filed November 28, 1928. Closed December 10, 1928.

No. H-840—1929. Pickwick-Greyhounds Lines, Inc., Chicago, Illinois. Application for authority to transport passengers between Des Moines and the Iowa-Missouri state line. (See Docket H-861—1929.) Denied. Decision follows:

Appearances at hearing in Docket No. H-840:

For applicant—Parrish, Cohen, Guthrie, Watters & Halloran, Attys., Des Moines, Iowa, by J. L. Parrish, Jr., and Stewart Ball; Park M. Smith, Chicago, Illinois; Paul T. Wright, Chicago, Illinois.

For Hawkeye Stages, Inc., objector—W. R. Dyer, Atty., Boone, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Atty., Burlington, Iowa.

For Chicago, Rock Island & Pacific Railway Co., objector—F. W. Miller, Asst. Atty., Des Moines, Iowa.

For J. R. Campbell, Osceola, Iowa, objector—O. M. Slaymaker and R. W. Killmar, Attys., Osceola, Iowa.

For Jefferson Highway Transportation Co., objector—Fred W. Putnam, Atty., Minneapolis, Minnesota.

Appearances at hearing in Docket No. H-861:

For applicant—Fred W. Putnam, Atty., Minneapolis, Minnesota.

For J. R. Campbell, Osceola, Iowa, objector—R. E. Killmar, Atty., Osceola, Iowa.

For Chicago, Rock Island & Pacific Railway Co., objector—W. D. Fosler, Trav. Pass. Agt., Des Moines, Iowa.

For Chicago, Burlington & Quincy Railroad Co., objector—J. C. Pryor, Atty., Burlington, Iowa.

For Pickwick-Greyhound Lines, Inc., objector—Parrish, Cohen, Guthrie, Watters & Halloran, Attys., by J. L. Parrish, Jr., Des Moines, Iowa.

For Chicago Great Western Railroad Co., and W. H. Bremner, Receiver of Minneapolis & St. Louis Railroad Co., objectors—Carr, Cox, Evans & Riley, Attys., Des Moines, Iowa, by John Ingham.

For Chicago & North Western Railway Co. and American Railway Express Co., objectors—Davis, McLaughlin & Hise, Attys., Des Moines, Iowa, by J. C. Davis, Jr.

PICKWICK APPLICATION

On November 30, 1928, the Pickwick-Greyhound Lines, Inc., of Chicago, Illinois, hereinafter referred to as the Pickwick, filed an application with this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of intra-state passengers between Des Moines, Indianola, Osceola, Leon, Davis City, Lamoni and the south line of the State of Iowa.

This applicant is now operating over the above route, as part of an interstate route between Des Moines and Kansas City, for the transportation of interstate passengers exclusively. Authority to furnish such interstate service was granted by this Board on November 27, 1928 and the service was established on December 3, 1928.

Hearing on the intrastate application was originally fixed for January 8, 1929, ten o'clock A. M., at the office of the Board and notice of such hearing was published in the manner prescribed by law. At the request of applicant, the hearing was postponed to January 28, 1929, ten o'clock A. M., at the office of the Board, at which time full hearing was had and the application taken under advisement.

Written objections to the granting of this application were filed by the Chicago, Rock Island & Pacific Railway Company, Hawkeye Stages, Inc., Chicago, Burlington & Quincy Railroad Company and J. R. Campbell, of Osceola, Iowa.

The time schedule filed with this application provides for three round trips daily, as follows:

Southbound

12:15 A. M.	8:00 A. M.	2:30 P. M.	Des Moines
12:54 A. M.	8:39 A. M.	3:09 P. M.	Indianola
1:24 A. M.	9:09 A. M.	3:39 P. M.	Medora
1:58 A. M.	9:43 A. M.	4:13 P. M.	Osceola
2:44 A. M.	10:29 A. M.	4:59 P. M.	Leon
2:49 A. M.	10:34 A. M.	5:19 P. M.	Leon
3:08 A. M.	10:53 A. M.	5:38 P. M.	Davis City
3:23 A. M.	11:08 A. M.	5:53 P. M.	Lamoni

Northbound

4.55 P. M.	12:40 A. M.	6:55 A. M.
4:16 P. M.	12:01 A. M.	6:16 A. M.
3:46 P. M.	11:31 P. M.	5:46 A. M.
3:12 P. M.	10:57 P. M.	5:12 A. M.
2:26 P. M.	10:11 P. M.	4:26 A. M.
2:21 P. M.	10:06 P. M.	4:21 A. M.
2:02 P. M.	9:47 P. M.	4:02 A. M.
1:47 P. M.	9:32 P. M.	3:47 A. M.

The distance between Des Moines and the south line of Iowa, via the above route, is approximately ninety miles.

JEFFERSON APPLICATION

On January 4, 1929, the Jefferson Highway Transportation Company, a corporation, of Minneapolis, Minnesota, hereinafter referred to as the Jefferson, filed an application with this Board for a Certificate of Convenience and Necessity to operate as a motor carrier of intrastate passengers and not to exceed three hundred pounds of freight between the north line of Iowa, Lake Mills, Forest City, Garner, Goodell, Belmond, Galt, Blairsburg, Jewell, Story City, Ames, Huxley, Ankeny, Des Moines, Indianola, Osceola, Leon, Davis City, Lamoni and the south line of Iowa, except locally between Blairsburg and Osceola and points intermediate thereto.

This applicant is now operating over the above described route, as part of an interstate route between Minneapolis and Kansas City, for the transportation of interstate passengers and not to exceed three hundred

pounds of freight. The interstate service over that part of the route located between the north line of Iowa and Des Moines is authorized by interstate Certificate No. 197, dated August 17, 1928, and the interstate service over that part of the route between Des Moines and the south line of Iowa was established on December 10, 1928 with the authority of this Board.

Hearing on the intrastate application was held before the Board at Des Moines, on February 5, 1929, and then continued to March 5, 1929, ten o'clock A. M., at the office of the Board, for the purpose of completing legal publication of notice of hearing in Hamilton County, Iowa.

The continued hearing was called on March 5, 1929 at which time it was found that notice of hearing had been published in each county as prescribed by law. There were no appearances at this hearing and the application was therefore taken under advisement.

Written objections to the granting of this application were filed by the following: Chicago, Rock Island & Pacific Railway Company, Chicago, Burlington & Quincy Railroad Company, W. H. Bremner, Receiver of the Minneapolis & St. Louis Railroad Company, Chicago Great Western Railroad Company, Chicago and North Western Railroad Company, J. R. Campbell, Osceola, Iowa, Pickwick-Greyhound Lines, Inc., Chicago, Illinois.

Twelve letters were received prior to the hearing from residents and business men of the towns proposed to be served, requesting that this application be granted.

The amended time schedule filed February 9, 1929, provides for two round trips daily, as follows:

Southbound			Northbound	
12:14 P. M.	8:14 P. M.	Lake Mills	11:19 A. M.	7:19 P. M.
12:44 P. M.	8:44 P. M.	Forest City	10:49 A. M.	6:49 P. M.
1:10 P. M.	9:10 P. M.	Garner	10:23 A. M.	6:23 P. M.
1:38 P. M.	9:38 P. M.	Goodell	9:55 A. M.	5:55 P. M.
1:48 P. M.	9:48 P. M.	Belmond	9:45 A.M.	5:45 P. M.
2:12 P. M.	10:12 P. M.	Galt	9:21 A. M.	5:21 P. M.
2:48 P. M.	10:48 P. M.	Blairsburg	8:45 A. M.	4:45 P. M.
3:10 P. M.	11:10 P. M.	Jewell	8:23 A. M.	4:23 P. M.
3:28 P. M.	11:28 P. M.	Story City	8:05 A. M.	4:05 P. M.
3:54 P. M.	11:54 P. M.	Ames	7:39 A. M.	3:39 P. M.
4:14 P. M.	12:14 A. M.	Huxley	7:19 A. M.	3:19 P. M.
4:38 P. M.	12:38 A. M.	Ankeny	6:55 A. M.	2:55 P. M.
5:03 P. M.	1:03 A. M.	Des Moines	6:30 A. M.	2:30 P. M.
5:30 P. M.	7:00 A. M.	Des Moines	12:37 A. M.	2:07 P. M.
6:02 P. M.	7:32 A. M.	Indianola	12:05 A. M.	1:37 P. M.
6:58 P. M.	8:28 A. M.	Osceola	11:09 P. M.	12:39 P. M.
7:40 P. M.	9:10 A. M.	Leon	10:27 P. M.	11:57 A. M.
7:58 P. M.	9:28 A. M.	Davis City	10:09 P. M.	11:39 A. M.
8:14 P. M.	9:44 A. M.	Lamoni	9:53 P. M.	11:23 A. M.

This amended schedule was filed for the reason that the schedule originally filed could not be maintained without exceeding the speed limit provided by the Iowa Law.

GENERAL

On January 25, 1929, the Board received a petition from the Indianola Chamber of Commerce stating that Indianola is the home of Simpson College which has an annual enrollment of nine hundred students; that there is no adequate passenger train service into Indianola from any direction; that there is no intrastate bus service between Indianola and points south of Osceola; that the students at Simpson College, their parents, friends and the public are in need of continuous bus service, without transfer, to and from all points south of Indianola; that they are of the opinion that the Jefferson can and will give adequate service if granted a certificate and that it is their wish that the Board grant a

certificate to the company which, in its judgment, will best serve the needs of the territory.

The Jefferson does not propose to handle local traffic between Blairsburg and Osceola and points intermediate thereto but the Pickwick proposes to transport passengers between all points on the route that it has applied for.

The Fort Dodge, Des Moines & Southern Transportation Company, of Boone, Iowa, successor of Hawkeye Stages, Inc., objector in the Pickwick case, is operating as a passenger motor carrier between Des Moines and Indianola, making five round trips daily.

J. R. Campbell, objector, is operating as a motor carrier of passengers between Indianola and Osceola, making three round trips daily, except Sunday, and two round trips on Sunday. Close connections are made at Indianola between the busses operated by the Fort Dodge, Des Moines & Southern Transportation Company and Mr. Campbell.

The Chicago, Burlington & Quincy Railroad Company, objector, is furnishing direct passenger train service between Des Moines and Osceola, making three round trips daily, except Sunday, and one round trip on Sunday. This company is also furnishing direct service between Des Moines and Leon, via Osceola, making two round trips daily, except Sunday.

It is, however, eighty-seven miles from Des Moines to Leon by rail and it takes three hours and forty-five minutes to make the trip, whereas it is approximately sixty-seven miles between those points over the proposed bus route and it would take the bus two hours and ten minutes to make the trip. The fare proposed to be charged between Des Moines and Leon by the Jefferson is $1.95 while the railroad fare between those points is $3.12. A similar situation prevails between Des Moines and all points south of Osceola that are proposed to be furnished with motor carrier service.

In order to go from Lamoni to Des Moines and return the same day by rail, it would be necessary to leave Lamoni at 6:12 A. M., arriving Des Moines at 10:55 A. M. and leave Des Moines at 12:30 P. M. which would only allow one hour and thirty-five minutes to transact business in Des Moines. If the service proposed by the Jefferson were established, it would be possible to arrive in Des Moines by rail at 10:55 A. M. or by bus at 2:07 P. M. and stay over in Des Moines until 5:30 P. M., arriving at Lamoni at 8:14 P. M. The same condition would prevail on trips from Davis City and Leon to Des Moines and return.

At the hearing of February 5th, the Jefferson introduced a number of petitions asking the Board to grant the company's applications. These petitions were from Davis City, Osceola, Leon, Indianola, Lamoni, Forest City, Belmond, Ames, Ankeny, Huxley, Story City, Jewell, Galt, Goodell, Garner and Lake Mills and were signed by more than thirteen hundred residents and business men of those towns. The applicant also introduced thirty-seven witnesses from Lamoni, Davis City, Leon, Osceola, Indianola, Lake Mills, Forest City, Garner, Goodell, Belmond, Story City, Galt and Ames, who testified that the existing service was inadequate and that the service proposed would promote the public convenience and necessity. These witnesses included representatives of Commercial Clubs, mayors, bankers, editors, college officials, a State Senator, a State Representative and other business men and residents of the towns named. A representative of the Des Moines Chamber of Commerce was introduced as a witness in opposition to the establishment of the service proposed from Des Moines south as were eight other witnesses from Osceola, Van Wert and Weldon. Petitions were also introduced, signed by one hundred forty-two residents of Indianola and Osceola, stating that there was no necessity for additional bus service between Des Moines, Indianola and Osceola.

At the hearing on the Pickwick application, petition opposing the granting of that application were introduced from St. Charles, New Virginia, St. Mary's, Norwalk, Truro, Van Wert, Osceola, Leon, Lamoni, Davis City, Decatur and Des Moines, which petitions were signed by four hundred eighty-six residents of those towns. All of these towns are served by the Chicago, Burlington & Quincy Railroad Company but only five of them are proposed to be furnished with motor carrier service.

The Pickwick introduced several witnesses at the hearing of January 28th who testified that the service proposed by that applicant would promote the public convenience and necessity. Witnesses were also introduced at this hearing by the Chicago, Burlington & Quincy Railroad Company, who gave testimony in opposition to the granting of the application.

The evidence introduced in each case was made a part of the record in the other case.

There is no direct rail service between the towns from Blairsburg to Lake Mills, inclusive, except between Belmond, Goodell, Garner and Forest City and between Forest City and Lake Mills. Between Belmond, Goodell, Garner and Forest City, Rock Island is operating one round trip daily, except Sunday, leaving Belmond at 7:40 A. M., arriving Forest City at 8:55 A. M. and leaving Forest City at 3:45 P. M., arriving Belmond at 5:00 P. M. Between Forest City and Lake Mills, the Minneapolis & St. Louis Railroad Company is operating one round trip daily, except Sunday, during the day time, leaving Lake Mills at 12:57 P. M., arriving Forest City at 1:28 P. M. and leaving Forest City at 1:55 P. M., arriving Lake Mills at 2:25 P. M. Passengers boarding the Rock Island train at Belmond, Goodell, or Garner and destined to Lake Mills would have to lay over in Forest City for five hours while passengers boarding the Minneapolis & St. Louis Railroad Company's train at Lake Mills and destined to Garner, Goodell or Belmond would have to lay over at Forest City for more than two hours.

There is no direct passenger train service between the towns north of Blairsburg that are proposed to be served by the Jefferson and the towns proposed to be served by that company which are located between Blairsburg and Des Moines.

Colleges or universities are located at Lamoni, Indianola, Des Moines, Ames and Forest City.

The Board believes that both of these applicants are qualified to furnish the service applied for. However, most of the witnesses and petitions introduced expressed a preference for the Jefferson and it was shown that that company has been furnishing more dependable and satisfactory interstate service between Des Moines and the south line of Iowa than the Pickwick.

It is approximately forty miles between Osceola and the south line of Iowa via the route proposed in these cases, with dirt roads for more than half of that distance. The evidence shows that it is proposed to pave this stretch of road some time this year and it will, of course, be necessary to detour while this work is being done. The Jefferson has twelve specially built six-passenger sedans, which are more suitable for dirt road operations than large busses. This company has been using some of these sedans in furnishing interstate service between the north and south lines of Iowa and proposes to continue using such equipment over that route until the road and traffic conditions warrant the use of its larger busses. Reserve equipment of this type is also maintained at points along the Jefferson routes to take care of possible overloads.

The time schedule of the Jefferson for that part of the proposed route between Des Moines and the south line of Iowa is arranged so as to furnish more advantageous service to Iowa intrastate passengers than that of the Pickwick.

In deciding these cases, the Board desires to call attention to the fact that there should be no unjust discrimination in rates against Iowa intrastate passengers.

RULING

After fully considering all of the evidence in the above cases, the Board finds that the establishment of the motor carrier service applied for by the Jefferson between the north line of Iowa and the south line of Iowa, except locally between Blairsburg and Osceola, will promote the public convenience and necessity and that the authority to furnish said service should be granted to the Jefferson. A Certificate of Convenience and Necessity will therefore be issued to the Jefferson, as applied for by that company, as soon as it has complied with the necessary requirements of the law and this Board's Rules and Regulations.

Inasmuch as there was no showing to warrant a finding that there is any necessity for the establishment of two intrastate motor carrier lines between Des Moines and the south line of Iowa and in view of the fact that the evidence introduced was decidedly in favor of the granting of the authority to the Jefferson, the application of the Pickwick is hereby denied.

Filed November 30, 1928. Closed March 9, 1929.

No. H-841—1929. Mohawk Stage Lines Corporation, Chicago, Ill. Application for approval of transfer of rights of A. W. Beaurline, Davenport, Iowa, as applicant in Docket H-738. Denied. See No. H-738—1929 for text of decision.

Filed November 8, 1928. Closed January 23, 1929.

No. H-842—1929. White Line Transfer, Shenandoah, Iowa. Application for revocation of Certificate No. 201. Revoked December 4, 1928.

Filed November 22, 1928. Closed December 4, 1928.

No. H-843—1929. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Application for authority to abandon freight service between Iowa City and Washington and between Lisbon and Tipton under Certificates of Convenience and Necessity Nos. 183 and 184. Authority granted, to become effective December 15, 1928.

Filed December 1, 1928. Closed December 12, 1928.

No. H-844—1929. Interstate Transit Lines, Inc., Omaha, Neb. Application for authority to transport passengers between Denison, Deloit Corner, Kiron Corner, Odebolt, Early, Storm Lake, Truesdale, Sioux Rapids, Spencer, Milford, Arnolds Park, Okoboji, Spirit Lake, Superior, Estherville, Armstrong, and the north line of the state of Iowa.

Denied. Decision follows:

Appearances:

For the applicant—Kimball, Peterson, Smith & Peterson, Attorneys, Council Bluffs, Iowa, by J. L. Peterson; Russell J. Walsh, Omaha, Neb.

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

For the C., M., St. P. & P. R. R. Co., and J. W. Harris, Spencer, Iowa, objectors—Hughes, Taylor, O'Brien & Faville, Attorneys, Des Moines, Iowa, by C. L. Taylor.

For Yellow Cab & Transportation Co., Sioux City, and M. B. Hildreth, Denison, Iowa, objectors—Hays, Baron & Mathews, Attorneys, Sioux City, Iowa, by Joseph H. Hays.

For the M. & St. L. R. R. Co., W. H. Bremner, Receiver, objector—Price & Burnquist, Attorneys, Ft. Dodge, Iowa, by B. B. Burnquist; D. M. Denison, Traffic Assistant, Minneapolis, Minn.

On December 4, 1928, the Interstate Transit Lines, Inc., Omaha, Neb., made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of passengers between Denison, Deloit Corner, Kiron Corner, Odebolt, Early, Storm Lake, Truesdale, Sioux Rapids, Spencer, Milford, Arnolds Park, Okoboji, Spirit Lake, Superior, Estherville, Armstrong and the north line of the state of Iowa.

Pursuant to notice published as required by law, the matter was fully heard at Council Bluffs on February 1, 1929.

Written objections to the granting of the application were filed on behalf of the Illinois Central Railroad Company, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, the Chicago, Rock Island & Pacific Railway Company, the Chicago & North Western Railway Company, W. H. Bremner, Receiver, Minneapolis & St. Louis Railroad Company, J. W. Harris, Spencer, Iowa, Yellow Cab and Transportation Company, Sioux City, Iowa, and M. B. Hildreth, Denison, Iowa.

The applicant now operating as a motor carrier for the transportation of interstate passengers exclusively between Omaha, Nebraska, and Fairmont, Minnesota, herein desires authority to furnish intrastate service between the points named. Applicant operates numerous motor bus lines in the state of Nebraska and is well qualified through operating experience and financial ability to engage in the undertaking proposed. Statement prepared as of March 1, 1928, shows net assets of $185,005.45.

The Illinois Central Railroad Company and the Chicago & North Western Railway Company furnish service between Council Bluffs and Denison. However, while busses to be used in furnishing the local service herein proposed will be operated between those points, no intrastate service is to be afforded. Objector Hildreth operates between Denison and Odebolt as part of a line between Denison and Sioux City. The Yellow Cab and Transportation Company affords motor bus service between Storm Lake and Spencer as part of a line between Sioux City and Spencer. Objector Harris is operating as a passenger motor carrier between Spencer and Spirit Lake, while the Sioux Falls Traction System renders passenger motor carrier service between Spirit Lake and Estherville as part of a route between Sioux Falls, South Dakota, and Estherville. The Minneapolis & St. Louis Railroad Company furnishes service between Storm Lake and Spencer; the Chicago, Milwaukee, St. Paul & Pacific Railroad Company between Spencer and Spirit Lake; and the Chicago, Rock Island & Pacific Railway Company between Spirit Lake and Armstrong.

Objections to the granting of the application are based on the ground that this territory already has adequate transportation facilities. The objectors, particularly the motor bus companies, contend the service proposed would eventually so curtail revenue as to force lines now existing out of business. The Greater Sioux City Committee, interested particularly in the maintenance of present motor bus service between Sioux City and Denison via Odebolt and between Sioux City and Spencer via Storm Lake, also interposed objections for the same reasons. Objections were also entered on behalf of the Storm Lake Chamber of Commerce, Spencer Commercial Club, Town of Sioux Rapids, Denison Chamber of Commerce and the Arnolds Park Commercial Club. Petitions signed by 65 residents of Milford and 28 citizens of Spirit Lake, and several letters from business houses and individuals voicing a protest to the granting of the Certificate were introduced at hearing.

The Odebolt Commercial Club by resolution endorsed the service proposed and urged the granting of the certificate applied for. No witnesses were introduced on behalf of applicant except the president of the company and one of its drivers. The testimony of the president, Russell J. Walsh, was substantially that application to furnish the local service was prompted mainly by the numerous requests for transportation between the points applied for. The time schedule of operation proposed provides for one round trip daily leaving Denison at 11:40 P. M., arriving Armstrong 5:40 A. M., leaving Armstrong at 3:15 A. M., arriving Denison at 9:25 A. M., affording very little, if any, daylight service in either direction. The service, evidently for the convenience of the interstate passengers, would afford little, if any, accommodation to local travel within this state.

After a very careful review of the record in this matter, this Board finds the establishment of the service proposed will not promote the public convenience and necessity. Certificate is therefore denied.

Filed December 4, 1928. Closed February 22, 1929.

No. H-845—1929. Midwest Freight Transit Co., Des Moines, Iowa. Application for authority to transport freight, interstate exclusively, over three alternate routes, between Des Moines and the east line of the state of Iowa. On December 14, 1928, the applicant was authorized to operate, with the understanding that a complete description of the routes to be traversed would be furnished within the next few days. Description of the routes, after repeated requests therefor, not having been filed by March 28, 1929, and the applicant having advised that it had ceased to do business on February 26, 1929, the file was closed.
Filed December 5, 1928. Closed March 28, 1929.

No. H-846—1929. Ft. Dodge, Des Moines & Southern Transportation Co., Boone, Iowa. Discontinuance of part of service under Certificate No. 146. On December 10, 1928, the Board adopted a resolution authorizing this operator to cease operation between Algona and Spencer.
Filed November 20, 1928. Closed December 10, 1928.

No. H-847—1929. Overland Stages, Inc., Duluth, Minn. Mail address Box 391, Sioux City, Iowa. Application for authority to discontinue carrying passengers to Orange City under Certificate No. 192. Granted.
Filed December 10, 1928. Closed December 15, 1928.

No. H-848—1929. Earl H. Seeman, Jasper, Minn. Freight carrier—interstate exclusively—between Iowa-Minnesota state line and Sioux City, Iowa. Certificate No. 199 revoked on December 19, 1928, because of failure to file daily records and monthly reports.
Filed December 10, 1928. Closed December 19, 1928.

No. H-849—1929. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application for authority to transport passengers between Cedar Rapids and Iowa City. Granted by Certificate No. 215.
Filed December 17, 1928. Closed February 14, 1929.

No. H-850—1929. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Application for authority to transport passengers between Anamosa and Monticello. Withdrawn.
Filed December 17, 1928. Closed May 25, 1929.

No. H-851—1929. Hawkeye Stages, Inc., Boone, Iowa. Discontinuance of freight service under Certificate No. 169. On December 19, 1928, the Board adopted a resolution revoking that part of this certificate authorizing the transportation of a limited amount of freight over Route No. 1, between Ottumwa and Oskaloosa.
Filed December 17, 1928. Closed December 19, 1928.

No. H-852—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between Postville and Cedar Rapids, Iowa. Certificates Nos. 204 and 205 revoked and Certificate No. 217 issued in lieu thereof. (See Dockets H-746, H-711, and H-881—1929.)
Decision, dated February 18, 1929, follows:
Appearances:
For the applicant—Fred W. Putnam, Attorney, Minneapolis, Minnesota.
For the Brotherhood of Locomotive Engineers, objectors—R. S. Roggensack, Legislative Representative, Cedar Rapids, Iowa.
For the C. G. W. R. R. Co., objectors—Carr, Cox, Evans & Riley, Attorneys, by John Inghram, Des Moines, Iowa; R. A. Bishop, G. P. A., Chicago, Illinois.
For the Oelwein Community Club, objectors—G. W. Dwyer, Oelwein, Iowa.
For the Community Club, Commercial Club, and some of the citizens of Clermont, all of Elgin, Maynard, and other objectors—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa.
For the W., C. F. & N. Ry., objectors—M. A. Welsh, Supt. and Tr. Mgr., Waterloo, Iowa.

On December 20, 1928, the Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the transportation of passengers and a limited amount of freight between Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids, except locally between Center Point and Cedar Rapids.

Pursuant to notice published as required by law, the application was fully heard at Cedar Rapids on January 30, 1929.

Written objections to the granting of the application were submitted on behalf of the Illinois Central Railroad Company, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, the Chicago, Rock Island & Pacific Railway Company, the Waterloo, Cedar Falls and Northern Railway Company, and the Chicago Great Western Railroad Company.

This applicant is now operating motor vehicles over the route desired as part of an interstate line between Minneapolis, Minnesota, and Cedar Rapids, Iowa. Authority has heretofore been granted to furnish the intrastate service over that part of route between the north line of the state, Burr Oak, Decorah, Ridgeway, and Cresco and between Decorah, Waukon and Postville. Permission has also been given to transport passengers from Waukon to all points south to Cedar Rapids and from those points to Waukon.

The matter of the service proposed has been before this Board now three times, the applications differing slightly only as to schedule of operation. The schedule herein submitted provides for one round trip daily, opposite that furnished by the rail line. In the two former cases this Board was of the opinion that convenience and necessity had not been shown. The main objections to the granting of the certificate came from Clermont, Elgin, Maynard and Oelwein, largely from fear the revenue taken from the rail line might result in the loss of the remaining passenger train on that division.

Considerable objection developed in the present case, but much new evidence was introduced in favor of the application. The testimony of the many witnesses at hearing, the long petitions and numerous letters received from Clermont and other towns show the demand for the operation of the busses is more intense than formerly.

Recently the Rock Island has placed in service a number of motor cars on rails operated at fifty per cent (50%) of the cost of the steam train and it appears there is no immediate danger of losing train service on this division.

Inasmuch as the schedule proposed provides only the one round trip opposite the steam train, the effect, if any, on the rail line revenue should not be material.

Many of the railroads are now in the bus business and that form of service is sure to be developed. The busses are, however, having their trouble, several being obliged to suspend service recently because of ice and snow.

This Board, after careful consideration of the record in the matter, finds the service proposed will promote the public convenience and necessity.

Certificate authorizing operation will therefore issue as soon as applicant has complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operations of Motor Carriers in Iowa.

Filed December 20, 1928. Closed February 22, 1929.

No. H-853—1929. R. Maxwell, Sloan, Iowa. Motor carrier—passenger—between Sloan and Sioux City.
Certificate No. 92 revoked on January 2, 1929.

No. H-854—1929. Hawkeye Stages, Inc., Boone, Iowa, and Ft. D., D. M. & S. Transportation Co., Boone, Iowa. Certificates Nos. 4, 7, 10, 47 and

169 transferred to Ft. D., D. M. & S. Transportation Co., on December 29, 1929.

No. H-855—1929. Waterloo, Cedar Falls & Northern Ry. Co., Waterloo, Iowa. Application for authority to transport passengers and freight between Waterloo and Dubuque. Application denied on March 29, 1929. (For decision see Docket H-837—1929.)
Filed December 13, 1928. Closed March 29, 1929.

No. H-856—1929. Waterloo, Cedar Falls & Northern Ry. Co., Waterloo, Iowa. Application for rehearing in Docket H-226—1924. Denied.
Filed December 31, 1928. Closed December 31, 1928.

No. H-859—1929. W. E. O'Bleness, Milo, Iowa. Application for authority to transport freight from Milo, to Liberty Center, Lacona, and back to Milo. Certificate No. 216 granted.
Filed January 3, 1929. Closed February 18, 1929.

No. H-860—1929. Red Ball Transportation Co., Mason City, Iowa. Application for authority to amend Route 5 of Certificate of Convenience and Necessity No. 11. The Board adopted resolution on January 17, 1929, amending description of that part of route No. 5 between the north corporate limits of Sheffield and the south corporate limits of Hampton, and between the south corporate limits of Hampton and the north corporate limits of Sheffield.
Filed November 9, 1929. Closed January 17, 1929.

No. H-861—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Application for authority to transport passengers and a limited amount of freight between the north and south lines of the state of Iowa.
Granted March 9, 1929, with exceptions. (See decision in No. H-840—1929.) Certificate No. 220 issued.
Filed January 4, 1929. Granted April 3, 1929.

No. H-862—1929. J. H. Henderson, Commerce Counsel of Iowa, Des Moines, Iowa, v. Morrison Service Co., Climbing Hill, Iowa. Motor carrier—passenger—between Sioux City and Battle Creek, Iowa. Hearing held at Sioux City, July 31, 1929.
Certificate revoked. Decision follows:
Appearances:
For Morrison Service Company—Jepson, Struble & Sifford, Attorneys, Sioux City, by C. N. Jepson; O. W. Morrison, Climbing Hill, Iowa; E. Morrison, Climbing Hill, Iowa.

On January 4, 1929, the Commerce Counsel of Iowa filed a petition with this Commission, seeking the revocation of Certificate of Convenience and Necessity No. 162, held by the Morrison Service Company, of Climbing Hill, Iowa, a partnership composed of O. W. Morrison and E. Morrison.

Petition set out that the Morrison Service Company operated as a passenger carrier under the above referred to Certificate, between Sioux City and Battle Creek; that the carrier had failed to file with the Board annual reports as required by law for the years 1926 and 1927; monthly reports for October and November, 1928; that carrier had failed to respond to correspondence and notices sent out by this Board; and had failed to pay taxes for the months of September, October and November, 1928.

Upon petition of Commerce Counsel, the Board, on January 4, 1929, directed the Secretary to instruct the Morrison Service Company to appear before it at its office in Des Moines, at nine o'clock A. M., on January 28, 1929, to show cause why Certificate of Convenience and Necessity No. 162 should not be revoked for the reasons set out in the above petition.

On January 24, 1929, the Board upon application and showing made by the Morrison Service Company, cancelled the hearing in the above matter which was set for January 28, 1929; granted the carrier an extension of time until February 25, 1929, in which to file annual reports for the years 1926 and 1927; granted the carrier an extension of time until February 4, 1929, in which to pay the tax and penalty on their operations during the month of September, 1928, and directed that the case be held open and again submitted to the Board for further attention in case the carrier failed to file annual reports and pay the taxes by the dates named.

On June 18, 1929, the Board named Tuesday, July 9, 1929, nine o'clock A. M., at its office in Des Moines, as time and place for E. Morrison and O. W. Morrison to appear before the Board to show cause why Certificate of Convenience and Necessity No. 162 should not be revoked for the following reasons:

(1) Failure to pay tax and penalty assessed on operations during February, 1929, which tax was due and payable on April 15, 1929.
(2) Failure to pay the tax and penalty assessed on operations during March, 1929, which tax was due and payable on May 15, 1929.
(3) Failure to file daily records and monthly reports of operations during April, 1929, which were due on May 10, 1929.
(4) Failure to file daily records and monthly reports of operations during May, 1929, which were due on June 10, 1929.
(5) Failure to furnish satisfactory service by not maintaining schedules as filed with this Board.
(6) Failure to furnish information requested by this Board.
(7) Such other reasons as may be developed at the hearing.

On July 8, 1929, the Board upon the showing made on that date by the Morrison Service Company, postponed the hearing in the above named case which was set for July 9, 1929, nine o'clock A. M., at the office of the Board, in Des Moines, to July 31, 1929, ten thirty o'clock A. M., at the office of the Woodbury County Auditor, Sioux City, Iowa.

On July 31, 1929, pursuant to notice, this case was called for hearing at the office of the County Auditor, Sioux City, but on account of the absence of E. Morrison was continued to two o'clock P. M., on the same date and at the same place, at which time the matters were fully gone into and taken under advisement.

This operator has a long record of unsatisfactory operations. They have not adhered to schedules; have even failed to make the trips as scheduled and on numerous occasions, failed to announce their departure at the Union Bus Station, Sioux City. They have repeatedly operated equipment which was not covered by liability insurance as required by law. There have been several occasions where the insurance companies have advised the Commission of the cancellation of the liability insurance. The operator has invariably been delinquent on their mileage tax payments and in nearly every case, penalty has attached. They have failed to file reports of their operations, except after continued urging by the Commission, and then, they have not always been in proper form and it has been necessary to return them for correction in many instances. The file shows complaints of passengers and a newspaper company in Sioux City against the service afforded by this carrier, as not being as scheduled. The files contain a mass of correspondence, which since almost the beginning of this carrier's operation, is mostly about the carrier's failure to do one thing or another.

The Commission has extended extreme leniency during the period of this carrier's operation. The carrier has not responded to that leniency by the co-operation that might have been expected. After all this correspondence and the personal visits of the Commission's representatives, the carrier still seems unable to understand how to handle their liability insurance, make out their reports and conduct the clerical end of their business.

While the Commission hesitates to invoke such a severe penalty as the revocation of the right to operate, it nevertheless has a serious responsibility and must not be unmindful of the public interest. After a very careful review of the files in this matter, we are of the opinion

that Certificate 162 and all rights therein contained, should be revoked. It is so ordered.

Filed January 4, 1929. Closed August 16, 1929.

No. H-863—1929. R. L. Smith, Moville, Iowa, owner and operator of Motor Service Co., Moville, Iowa. Application for authority to abandon part of service under Certificates Nos. 42 and 163. Certificates amended, on January 7, 1929, authorizing abandonment of freight service from Schaller to Sioux City. Certificate No. 42 amended by cancelling therefrom authority granted to operate as a carrier of freight from Moville to Sioux City. Certificate No. 163 amended by cancelling therefrom authority granted to operate as a motor carrier of freight from Schaller to Galva, Holstein, Cushing and Moville. (See H-73—1925 and H-622—1927.)

Filed January 5, 1929. Closed January 7, 1929.

No. H-864—1929. Harmson & Steinberg, Pipestone, Minn. Application for authority to operate as a motor carrier of freight, interstate, between the north line of the state of Iowa and Sioux City, Iowa. Granted by Certificate No. 212.

Filed January 8, 1929. Closed January 12, 1929.

No. H-865—1929. Mark De Laney, Rock Rapids, Iowa. Application for authority to transport freight, one way only, from Sioux City to Rock Rapids. Application granted as amended, on June 11, 1929. All rights and authority granted revoked on November 5, 1929, for just cause.

Filed January 11, 1929. Closed November 5, 1929.

No. H-866—1929. Osborn F. Daley, Ft. Madison, Iowa, and Mercer Transfer and Storage Co., Burlington, Iowa. Application for authority to transfer Certificate No. 15 to Mercer Transfer and Storage Co., Burlington, Iowa. Granted January 17, 1929. (See Dockets H-204—1926 and H-713—1928.)

Filed January 14, 1929. Closed January 17, 1929.

No. H-867—1929. Red Ball Transportation Co., Inc., Mason City, Iowa. Application for authority to transport passengers between Algona and Emmetsburg, Iowa. This application was set for hearing on March 7, 1929, at Ft. Dodge. On March 15, 1929, the application was dismissed for the reason that no appearance was made by the applicant at the hearing.

Filed January 14, 1929. Closed March 15, 1929.

No. H-868—1929. Valley Transportation Company, Minneapolis, Minnesota. Application to transport passengers between the north line of the state of Iowa, Ledyard, Bancroft, Burt, Algona, Whittemore, Cylinder, Emmetsburg, Mallard, Pocahontas, Pomeroy, Rockwell City, Lake City, Auburn, Carroll, West Side, Vail, Denison, Arion, Dow City, Dunlap, Woodbine, Logan and Missouri Valley, except locally between Carroll and Missouri Valley and points intermediate thereto. Granted by Certificate of Convenience and Necessity No. 223, with provision that no passengers be transported locally between Carroll and Missouri Valley and points intermediate thereto, or between the west line of the state of Iowa and Missouri Valley and points intermediate thereto, or to or from any point intermediate to Missouri Valley and the west line of the state of Iowa.

Filed January 14, 1929. Closed August 23, 1929.

No. H-869—1929. Royal Rapid Corporation, 1157 South Wabash Avenue, Chicago, Illinois, and Mohawk Stage Lines Corporation, 1157 South Wabash Avenue, Chicago, Illinois. Application to transfer Certificate No. 186 to Mohawk Stage Lines Corporation. Approved.

Filed January 12, 1929. Closed January 26, 1929.

No. H-870—1929. The Central Transportation Co., Dubuque, Iowa. Application to transport passengers between Dubuque, Epworth, Farley, Dyersville, Earlville, Manchester, Masonville, Winthrop, Independence, Jesup and Waterloo.

Granted with exceptions by Certificate of Convenience and Necessity No. 222. (For Decision, see Docket No. H-837—1929.)

Filed January 26, 1929. Closed April 23, 1929.

No. H-871—1929. J. H. Fredericksen & Son, Harlan, Iowa. Application to transport interstate freight between Harlan, Avoca, Minden, Neola, Underwood, Weston, Council Bluffs and the west line of the state of Iowa. Operation permitted by Certificate No. 231.

Filed January 28, 1929. Closed September 6, 1929.

No. H-872. Russell J. Walsh, owner and operator of Interstate Transit Lines, 1924 Webster Street, Omaha, Nebraska, and Interstate Transit Lines, Inc., Omaha, Nebraska. Application to transfer Certificate No. 200 to the Interstate Transit Lines, Inc., Omaha, Nebraska.

This file merged with Docket No. H-939.

Filed January 28, 1929. Closed June 5, 1929.

No. H-873—1929. E. E. Strait, Rock Rapids, Iowa. Application to transport freight between Rock Rapids and Sioux City, Iowa, except that originating at or destined to points intermediate to Rock Rapids and Sioux City. Denied.

Filed January 30, 1929. Closed June 11, 1929.

No. H-874—1929. O. T. Henderson, Paullina, Iowa, and Buell Traver, Paullina, Iowa. Application to transfer Certificate of Convenience and Necessity No. 187 to Buell Traver, Paullina, Iowa. Granted.

Filed February 4, 1929. Closed February 11, 1929.

No. H-875—1929. Harry C. Patridge, Spencer, Iowa. Application to suspend service authorized under Certificate of Convenience and Necessity No. 67. Ninety days' suspension granted February 7, 1929, and Certificate revoked for failure to resume operation at the end of that period.

Filed January 31, 1929. Closed July 23, 1929.

No. H-876—1929. Howard Whitaker, Mitchellville, Iowa. Application to transport freight one way from Des Moines to Mitchellville and points intermediate thereto in Polk county, except freight originating at or destined to Altoona.

Denied. Decision follows:

Appearances:

For applicant—E. A. Lingenfelter, Attorney, Des Moines, Iowa; J. V. Lingenfelter, Attorney, Mitchellville, Iowa; Howard Whitaker, Mitchellville, Iowa.

For Des Moines & Central Iowa Railroad, objector—C. R. Bennett, Attorney, Des Moines, Iowa.

For Chicago, Rock Island & Pacific Railway Co., objector—F. W. Miller, Assistant Attorney, Des Moines, Iowa.

On February 6, 1929, Howard Whitaker, of Mitchellville, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight from Des Moines to Mitchellville and all points intermediate thereto except freight originating at or destined to Altoona.

This applicant is now transporting cream by motor truck from Mitchellville to Des Moines as a contract carrier and only proposes to operate as a motor carrier on the return trip from Des Moines to Mitchellville.

Hearing on this application was had on March 12, 1929, at the office of the Board, pursuant to proper publication of notice of such hearing, and the application taken under advisement.

The Des Moines & Central Iowa Railroad and Chicago, Rock Island & Pacific Railway Company filed written objections to the granting of this application and appeared at the hearing and offered testimony in opposition thereto.

There is a paved highway from Des Moines to Mitchellville and it is approximately eighteen miles between those points. The town of Mitchell-

ville has a population of seven hundred seventy-three and is served by the Des Moines & Central Iowa Railroad and Chicago, Rock Island & Pacific Railway Company.

The Financial Statement filed by applicant, which lists with the assets a valuation of $1,000.00 on household furniture and $550.00 on a motor truck, shows total assets of $1,692.50 and net assets of $965.50.

Applicant proposes to make one trip daily, except Sunday, and to leave Des Moines about noon.

At the hearing, applicant introduced a petition signed by thirty-five residents and business men of Mitchellville, asking that the application be granted and stating that Mr. Whitaker has the confidence of the people of that community, is capable, industrious and trustworthy. Applicant also introduced three business men of Mitchellville who testified in favor of the establishment of the proposed service.

The objectors also introduced witnesses who testified as to the present rail service from Des Moines to Mitchellville.

The Des Moines & Central Iowa Railroad is furnishing daily, except Sunday, freight service from Des Moines to Mitchellville and perishable freight service on Mondays, Wednesdays and Fridays. Perishable freight is accepted until noon, is taken out of Des Moines at 1:00 P. M. and is ready for delivery at Mitchellville at 1:49 P. M. The Chicago, Rock Island & Pacific Railway Company is furnishing daily, except Sunday, freight service and heated or iced car service to Mitchellville on Wednesdays and Fridays. The American Railway Express Company is furnishing express service from Des Moines to Mitchellville on four trains operating daily, except Sunday.

The law under which this application was filed requires the Board to make a finding, after public hearing, that the service proposed will promote the public convenience and necessity before it may issue a certificate authorizing such service. While it appears that the proposed service would undoubtedly be a convenience to the town of Mitchellville, we believe that the existing service is exceptionally good and that no satisfactory showing was made that a reasonable necessity existed for the establishment of the proposed service. The Board must also consider the needs of the public as a whole and take into consideration the probable effect that the establishment of the proposed service would have upon existing carriers that also serve other communities. We believe that the word "necessity" as used in the law, means something more than a merely desirable addition to the transportation facilities of the community and that the general assembly meant at least that the transportation facilities afforded should be shown to be inadequate to the reasonable needs and demands of the community. This showing, we think, has not been made by applicant in this case. In our opinion the law does not permit us to issue a Certificate of Convenience and Necessity as applied for in this case.

The application is therefore denied.

Filed February 6, 1929. Closed March 26, 1929.

No. H-877—1929. Billman and Determan, Mason City, Iowa, and Determan and Heimendinger, Mason City, Iowa. Application to transfer Certificate of Convenience and Necessity No. 16 to Determan and Heimendinger, Mason City, Iowa. Approved.

Filed February 12, 1929. Closed February 23, 1929.

No. H-878—1929. Mohawk Stage Lines Corporation, Chicago, Ill. Application to revoke Certificate No. 186. Certificate revoked February 19, 1929.

Filed February 15, 1929. Closed February 19, 1929.

No. H-880—1929. Stephen De Vries, Orange City, Iowa. Application for authority to transport freight in Woodbury, Plymouth and Sioux Counties. Certificate No. 226 granted on September 5, 1929, authorizing operation one way from Sioux City to Orange City, Newkirk and Middleburg, from Orange City to Newkirk and Middleburg, and from Newkirk

to Middleburg. No freight originating at or destined to points intermediate to Sioux City and Orange City shall be transported.

Filed February 19, 1929. Closed September 5, 1929.

No. H-881—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Certificates Nos. 204 and 205 revoked, and No. 217 issued in lieu thereof, authorizing transportation of passengers and a limited amount of freight, between the north state line and Cresco and between the north state line and Cedar Rapids, except locally between Center Point and Cedar Rapids. (See Dockets H-711—1928; H-746—1928; and H-852-1929.)

Filed February 20, 1929. Closed February 22, 1929.

No. H-882—1929. H. G. Hill, Bloomfield, Iowa. Motor carrier—passengers and a limited amount of freight, between Bloomfield and Keosauqua. Certificate No. 210 revoked on February 23, 1929.

Filed February 19, 1929. Closed February 23, 1929.

No. H-883—1929. A. H. Sievers, Sigourney, Iowa. Application for authority to transport freight between Sigourney and Ottumwa, and between Sigourney and Oskaloosa. Certificate No. 227 issued September 11, 1929.

Filed February 22, 1929. Closed September 11, 1929.

No. H-884—1929. W. E. O'Bleness, Milo, Iowa. Motor carrier—freight. Certificate No. 182 amended, by substituting the words "First Street" for the words "Railroad Avenue" wherever the words "Railroad Avenue" appear in said Certificate. (See No. H-714—1928.)

Filed February 23, 1929. Closed February 23, 1929.

No. H-885—1929. Fort Dodge, Des Moines & Southern Transportation Co., Boone, Iowa. Application for extension of suspension authorized over route between Oskaloosa and Ottumwa, via Fremont (Route No. 2, Certificate No. 169). Board granted carrier authority to continue suspension of service between Oskaloosa and Ottumwa, via Fremont, for a period of ninety days from June 3, 1929.

Filed February 25, 1929. Closed August 13, 1929.

No. H-886—1929. Harless Bros., Thurman, Iowa. Application for authority to transport freight from Thurman to Council Bluffs. Withdrawn.

Filed February 28, 1929. Closed March 8, 1929.

No. H-887—1929. Sioux Falls Traction System, Sioux Falls, S. D. Application for authority to suspend service between north state line and Estherville (Routes Nos. 1 and 4, Certificate No. 90) for a period of 90 days. Granted on February 28, 1929. On May 16, 1929, the Board granted a further extension to June 15, 1929.

Filed February 28, 1929. Closed June 15, 1929.

No. H-888—1929. Bert Canon, Carson, Iowa. Certificate of Convenience and Necessity No. 46 revoked on March 11, 1929, and Certificate No. 219 issued authorizing operation as a motor carrier for the transportation of passengers between Henderson, Macedonia, Carson, Treynor, Council Bluffs and the west line of the state of Iowa.

Filed February 16, 1929. Closed March 11, 1929.

No. H-889—1929. Iowa Central Motor Express Co., Algona, Iowa. Application for authority to operate as a motor carrier of freight between Emmetsburg and Algona. Withdrawn April 24, 1929.

Filed March 2, 1929. Closed April 30, 1929.

No. H-890—1929. Burlington Transportation Co., Chicago, Ill. Application for authority to transport passengers between Burlington and Ottumwa, Iowa. Granted on November 6, 1929, by Certificate No. 236. (See No. H-910—1929 and No. H-916—1929.)

Decision dated July 3, 1929, follows:

Appearances:

For Burlington Transportation Company—J. C. Pryor, Attorney, Burlington, Iowa.

For Iowa Motor Carriers, Inc.—Joseph W. Newbold, Attorney, Mt. Pleasant, Iowa.

For Ottumwa Chamber of Commerce—C. C. Baker, Ottumwa, Iowa.

These three cases having been set down for hearing at the same time and place, will be disposed of in one decision.

On March 7, 1929, the Burlington Transportation Company, a corporation, of Chicago, Illinois, filed an application with this Commission for a Certificate of Convenience and Necessity to operate as a passenger motor carrier on the highway between the east line of the state of Iowa, Burlington, West Burlington, Middletown, Danville, New London, Mount Pleasant, Rome Cross Roads, Lockridge, Glendale, Fairfield, Bernhart Cross Roads, Batavia, Agency and Ottumwa and on April 9, 1929, the same applicant filed an application for a Certificate of Convenience and Necessity to operate as a passenger motor carrier between Ottumwa, Munterville, Albia, Georgetown, Melrose, Russell and Chariton. On April 19, 1929, the Iowa Motor Carriers, Inc., of Mt. Pleasant, Iowa, filed an application to operate as a passenger motor carrier between Burlington, West Burlington, Middletown, Danville, New London, Mount Pleasant, Rome Cross Roads, Lockridge, Glendale, Fairfield, Bernhart Cross Roads, Batavia, Agency and Ottumwa. Pursuant to notice, these three cases were heard on May 8, 1929, at Ottumwa and were taken under advisement, but after an examination of the very meager record made, the Commission decided to hold further hearing, which was done on June 4, 1929, at Ottumwa.

The Iowa Motor Carriers, Inc., had, on March 9, 1928, filed an application covering various proposed routes, one of which was between Burlington and Ottumwa. That application was the Commission's Docket No. H-727, hearing April 25, 1928, and decided July 10, 1928. The Commission denied a certificate to the Iowa Motor Carriers, Inc., between Burlington and Ottumwa. The record in that case is by agreement made a part of the proceedings in the cases now under consideration. On July 30, 1929, the Commission was served with notice of appeal of the Iowa Motor Carriers, Inc., from the Board's decision of July 10, 1928, to the District Court of Henry county. No hearing on that appeal has yet been had in the District Court.

We will first consider the application of the Burlington Transportation Company, hereinafter referred to as the Transportation Company. This company is a subsidiary of the Chicago, Burlington & Quincy Railroad Company, organized for the purpose of operating as a motor carrier. It is in evidence that the Transportation Company has authorized capital stock of $500,000.00 of which $250,000.00 is issued and paid up. This applicant proposes to operate one round trip daily between Burlington, Ottumwa and Chariton, using three 21-passenger modern busses. Seventeen representative citizens living at points located on the proposed route testified that the establishment of the service proposed by the Transportation Company would promote the public convenience and necessity. Several of these witnesses had testified at the hearing in Docket No. H-727 on April 25, 1928, opposing the application of the Iowa Motor Carriers, Inc. Their position is that they are opposed to motor carrier service directly competitive with the Railroad Company and that if the Railroad Company or its subsidiary wishes to engage in that form of transportation, they are favorable to the granting of such certificate. The Iowa Motor Carriers, Inc., entered an objection to the granting of certificate to the Transportation Company.

The Iowa Motor Carriers, Inc., hereinafter referred to as the Iowa Company, introduced no new evidence at the hearings of May 8th and June 4th, but rested its case on the showing made in Docket No. H-727 on April 25, 1928. In that case, as stated hereinbefore, the Commission denied the application and the matter is now pending an appeal from its decision in the District Court of Henry county.

We have very carefully considered applications herein discussed. The Iowa Motor Carrier Law provides that before a Certificate of Convenience and Necessity shall issue, "the Commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity." We denied the original application of the Iowa Company to operate between Ottumwa and Burlington on the ground that this requirement had not been met. No change in the showing by that applicant has been made and the application of the Iowa Company in the present proceeding is therefore denied.

The application of the Transportation Company presents different features. In this case the Railroad, through its subsidiary, proposes to operate as a passenger motor carrier offering the traveling public additional passenger service and protecting its own large investment in its railway property. We believe that one of the ends sought by the General Assembly to be gained in the requirement of a finding of convenience and necessity was protection of the existing systems of transportation from destructive and unnecessary competition. We do not believe that a railroad company may rest forever secure from competition on the highways but when, as in this case, the railway carrier recognizes the public demand for bus transportation in the territory occupied by it and seeks to meet that demand by the institution of such service as soon as adequate highways are available, we are of the opinion that an application for authority to do so should be favorably received. In the present case no other carrier is injured. We therefore find that the Transportation Company has met the requirements of the statute and it is ordered that a Certificate of Convenience and Necessity to operate as a motor carrier between the east line of the state of Iowa, Burlington, West Burlington, Middletown, Danville, New London, Mount Pleasant, Rome Cross Roads, Lockridge, Glendale, Fairfield, Bernhart Cross Roads, Batavia, Agency and Ottumwa, and between Ottumwa, Munterville, Albia, Georgetown, Melrose, Russell and Chariton, issued as applied for, as soon as that company has complied with the necessary preliminary requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers.

Filed March 7, 1929. Closed November 6, 1929.

Commissioner Webster, concurring:

I concur in the above decision, but not fully so in the reasoning. The mere fact that a railroad company desires to add bus service should not be a reason for granting a franchise. They must show convenience and necessity in every case before granting authority to operate. The railroads, however, being in the transportation business, are in a position to substitute rail service in case of interruption of bus operations. The public demands dependable service and many bus operators have been unable to furnish the same in all cases, on all kinds of roads, and in all kinds of weather. Last winter bus operations were interrupted at times for weeks, due to snow, rain, and ice. In some places operation was suspended even on pavements on account of ice and snow, and rail service was substituted.

No general rule can be laid down, as each application must be judged by the evidence. In this case I think the franchise should be given the transportation company.

No. H-891—1929. Max Holdcroft, Sloan, Iowa. Application for authority to transport freight one way from Sioux City to Sloan. Granted by Certificate No. 237, on September 9, 1929.

Filed March 7, 1929. Closed September 9, 1929.

No. H-892—1929. P. R. Davis, Avoca, Iowa. Application for authority to transport freight, not to exceed 100 pounds, under Certificate No. 203, interstate exclusively. Granted March 12, 1929.

Filed March 11, 1929. Closed March 12, 1929.

No. H-893—1929. Kruse & Carty, Preston, Iowa. Application for authority to suspend service authorized by Certificate of Convenience and

Necessity No. 195 until May 1, 1929. The Commission, on March 9, 1929, authorized suspension of service until May 1, 1929, with the understanding that the carrier would either resume service at that time or apply for authority to abandon the line. On April 30th the operator advised he would abandon the line, and on May 16, 1929, the certificate was revoked.

Filed March 11, 1929. Closed May 16, 1929.

No. H-894—1929. Des Moines-Winterset Bus Co., Des Moines, Iowa. Application for authority to transport a limited amount of freight between Des Moines and Winterset, under authority of Certificate No. 135. Granted.

Decision of April 10, 1929, follows:

Appearances:

For the applicant—J. C. Renfro, Des Moines, Iowa; James W. Wilson, Attorney, Des Moines, Iowa.

For the Chicago, Burlington & Quincy R. R. Co., objector—I. E. Appleton, D. F. A., Burlington, Iowa.

On March 11, 1929, the Des Moines-Winterset Bus Company of Des Moines, Iowa, a partnership composed of J. C. Renfro and Carl Poindexter, both of Des Moines, and Ed. L. Gustafson of Duluth, Minnesota, made application to this Board for authority to transport a limited amount of freight, three hundred (300) pounds, on the passenger carrying motor vehicles it is now operating between Des Moines, Norwalk, Prole, Martensdale, Bevington, Patterson and Winterset in Polk, Warren and Madison counties.

Pursuant to notice published in the manner required by law, the application was fully heard at the office of the Board in Des Moines on April 9, 1929.

Written objections to the granting of the application, filed on behalf of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Burlington & Quincy Railroad Company, were withdrawn.

After a careful consideration of the facts of record in this case it is found the service proposed in the application will promote the public convenience and necessity.

Certificate will therefore issue in accordance with this finding as soon as the applicant has complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers within Iowa.

Resolution amending and extending certificate issued April 15, 1929.

Filed March 11, 1929. Closed April 15, 1929.

No. H-896—1929. W. D. Caldwell, Des Moines, Iowa. Application for authority to transport freight between Des Moines and Zearing, Iowa. Granted by Certificate No. 224, August 20, 1929.

Filed March 19, 1929. Closed August 20, 1929.

No. H-897—1929. Ed. F. Ewert, Popejoy, Iowa. Application for authority to transport freight between Iowa Falls and Popejoy. Denied.

Filed March 21, 1929. Closed June 19, 1929.

No. H-898—1929. N. C. Christensen, Algona, Iowa, and M. E. Butterworth, Humboldt, Iowa. Application for authority to lease Certificate No. 88 to M. E. Butterworth, Humboldt, Iowa. Granted March 30, 1929.

Filed March 22, 1929. Closed March 30, 1929.

No. H-900—1929. Gateway City Transfer Co., Inc., LaCrosse, Wis. Application for authority to transport freight, interstate, from the north line of Iowa in Winneshiek county to the north line of Allamakee county, via Decorah, Waukon, New Albin and other points. Granted October 7, 1929.

Filed March 25, 1929. Closed October 22, 1929.

No. H-901—1929. Myers & Allen, Guthrie Center, Iowa. Failure to promptly furnish information requested, and operation of motor vehicles

not covered by insurance. Certificate No. 185. Upon hearing, complaint dismissed on May 16, 1929.

Filed March 26, 1929. Closed May 16, 1929.

No. H-902—1929. F. D. Hakes, Earlham, Iowa, and Headrick & Marshall, Des Moines, Iowa. Application for approval of transfer of Certificate No. 58. Transfer authorized on March 29, 1929.

Filed March 23, 1929. Closed March 29, 1929.

No. H-903—1929. Benjamin W. Crips, Ottumwa, and H. G. Hill, Bloomfield, Iowa. Application for approval of cancellation of lease of Certificate No. 18. Granted March 28, 1929, certificate to revert to Benjamin W. Crips on April 1, 1929.

Filed March 28, 1929. Closed March 28, 1929.

No. H-904—1929. M. E. Butterworth, Ft. Dodge, Iowa. Application for authority to amend Certificate No. 29 to show address of holder as Humboldt, Iowa. Granted March 29, 1929.

Filed March 29, 1929. Closed March 29, 1929.

No. H-905—1929. R. L. Conard, Adel, Iowa. Application for authority to amend Certificate No. 21 to show address of holder as Des Moines, Iowa. Granted.

Filed March 29, 1929. Closed March 29, 1929.

No. H-906—1929. Carl Height, Davenport, Iowa, and Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Application for approval of transfer of Certificate No. 9. Granted.

Filed April 1, 1929. Closed April 30, 1929.

No. H-907—1929. B. J. Kramer & Son, Dubuque, Iowa, and Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Application for approval of transfer of Certificate No. 45. Granted.

Filed April 1, 1929. Closed April 30, 1929.

No. H-908—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Revocation of Certificate No. 197. Revoked on April 3, 1929, and Certificate 220 issued, including the territory covered by Certificate No. 197.

Filed April 3, 1929. Closed April 3, 1929.

No. H-910—1929. Burlington Transportation Co., Chicago, Ill. Application for authority to transport passengers between Ottumwa and Chariton. Granted. Certicate No. 236 issued, November 6, 1929. (For decision see Docket H-890.) See, also, Docket H-916—1929.

Filed April 9, 1929. Closed November 6, 1929.

No. H-913—1929. R. A. Wilson, Grant, Iowa. Application for authority to transport freight between Grant and Villisca. Granted. Certificate No. 232 issued July 3, 1929.

Filed April 13, 1929. Closed July 3, 1929.

No. H-915—1929. Walter H. Kier, Davenport, Iowa. Application to amend Certificate No. 138 to show address of holder as Tipton, Iowa. Granted April 24, 1929.

Filed April 16, 1929. Closed April 24, 1929.

No. H-916—1929. Iowa Motor Carriers, Inc., Mt. Pleasant, Iowa. Application for authority to transport passengers between Burlington, Iowa, and Ottumwa, Iowa. Denied. (See decision in Docket H-890.) See, also, Docket No. H-910.

Filed April 19, 1929. Closed July 3, 1929.

No. H-917—1929. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Application for authority to transport passengers between Cedar Rapids and Marshalltown. Granted by Certificate No. 248, November 25, 1929.

Decision, dated August 14, 1929, follows:

Appearances:

For applicant—C. J. Lynch, Attorney, Cedar Rapids, Iowa; A. R. Swem, Operating Engr., Cedar Rapids, Iowa.

On April 23, 1929, the Iowa Railway and Light Corporation, of Cedar Rapids, Iowa, filed application with this Board, under the provisions of Chapter 252-A1, Code of Iowa, 1927, for authority to operate as a motor carrier of passengers between Cedar Rapids, Belle Plaine, Chelsea, Tama, Montour and Marshalltown, in Linn, Benton, Tama and Marshall counties, Iowa.

The Board named June 11, 1929, nine o'clock A. M., at the office of the Linn county auditor, Cedar Rapids, Iowa, as time and place for hearing on this application and notice of such hearing was published as prescribed by law. This hearing was, however, postponed to June 18, 1929, nine o'clock A. M., at the office of the Linn county auditor.

Full hearing was had on June 18, 1929, at which time applicant requested permission to amend its application to also ask for authority to furnish service to Toledo and LeGrand.

The Board permitted the amending of the application, as requested, and named July 30, 1929, ten o'clock A. M., at its office in Des Moines, as time and place for hearing on the amendment. Notice of this hearing was also published as prescribed by law.

Full hearing was had on July 30, 1929, and the application taken under advisement.

Written objections to the granting of this application were filed by the Chicago and North Western Railway Company on June 5, 1929, but were withdrawn on June 17, 1929. No other objections were filed and no objectors appeared at either hearing.

Petitions were filed by applicant, signed by one hundred fifty persons residing along and adjacent to the route proposed, requesting that the application be granted for the reason that the proposed service would, in their opinion, provide a convenient and necessary means of transportation. Applicant also introduced eighteen witnesses residing along and adjacent to the proposed route, all of whom testified that the establishment of the service proposed would promote the public convenience and necessity.

The Chicago and North Western Railway Company serves all of the points proposed to be served by applicant, except Toledo, but has only one passenger train each way daily, except Sunday, which makes scheduled stops at all of those points. Applicant proposes to operate two round trips daily and has arranged its proposed schedule so that it will not conflict with the service furnished by the railway company.

This applicant has had considerable experience in the field of transportation, both by rail and as a motor carrier, and is well qualified financially to establish and furnish the service herein proposed.

After carefully considering all of the record in this case, the Board finds that the establishment of the service proposed will promote the public convenience and necessity. Certificate granting authority to applicant to operate as a motor carrier, as applied for, will therefore issue as soon as the necessary requirements have been complied with.

Filed April 23, 1929. Closed November 25, 1929.

No. H-918—1929. Clinton, Davenport & Muscatine Ry. Co., Davenport, Iowa. Application for authority to transport passengers and a limited amount of freight between Davenport and Muscatine. Granted by decision dated June 18, 1929. Certificate issued September 26, 1929. Amended on November 7, 1929, correcting distance from the west corporate limits of Buffalo to the west line of Scott county as being 3.08 miles instead of 3.8 miles. Decision follows:

Appearances:

For applicant—Lane & Waterman, Attorneys, Davenport, Iowa, by C. D. Waterman.

For Chicago, Rock Island & Pacific Ry. Co., objector—H. D. Rohm, Agent, Davenport, Iowa.

For Railway Express Agency, Inc.—G. C. Hanna, Davenport, Iowa.

This is an application of the Clinton, Davenport & Muscatine Railway Company, a corporation, of Davenport, Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers and a limited amount of freight, under the provisions of chapter 252-A1 and 252-A2, Code of Iowa, 1927, between Davenport, Buffalo, Montpelier, Fairport and Muscatine, in Scott and Muscatine counties, Iowa.

Applicant proposes to transport not to exceed one hundred pounds of freight at any one time on any of the passenger carrying motor vehicles proposed to be operated over the route applied for.

Full hearing was had on this application at Davenport, Iowa, on June 12, 1929 at the close of which the case was taken under advisement.

The distance between Davenport and Muscatine, via the route proposed, is approximately twenty-nine miles. The roads along this route from Davenport to the Scott county line are paved and the balance is under contract for paving and will undoubtedly be completed by October 1, 1929.

Applicant proposed to operate five round trips daily over the proposed route and to purchase suitable equipment to furnish such service.

Applicant herein operates an electric interurban railroad between Davenport and Muscatine, serving different intermediate points than those proposed to be served by busses, and is making nine round trips daily between those points.

The Chicago, Rock Island & Pacific Railway Company operates four passenger trains each way daily between Davenport and Muscatine and the same intermediate points as proposed to be served by applicant herein. Two of these trains furnish local service; one has scheduled stops at Davenport and Muscatine with special stops at points intermediate thereto, and the other is a through train which only stops for long distance passengers.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company operates one local passenger train each way daily between Davenport and Muscatine and the points intermediate thereto that are herein proposed to be furnished with motor carrier service, and one passenger train each way daily which does not serve the points intermediate to Davenport and Muscatine.

Some of this local railroad service is not, however, scheduled at convenient hours of the day, being too early in the morning or too late at night.

The Chicago, Rock Island & Pacific Railway Company filed written objections to the granting of this application and was represented at the hearing by its agent at Davenport but introduced no evidence except a copy of its time table. The Railway Express Agency, Inc. was also represented at the hearing but introduced no evidence. The Chicago, Milwaukee, St. Paul & Pacific Railroad Company did not file objections to the granting of the application and was not represented at the hearing.

A. W. Carver, Secretary-Treasurer of the White Star Bus Company, of Muscatine, Iowa, which is operating as a passenger motor carrier between Muscatine and Burlington and between Muscatine and Iowa City, appeared at the hearing of June 12, 1929 and requested that this application be granted.

Ten petitions favoring the granting of the application were introduced at the hearing. These petitions were signed by two hundred fifty-two residents and business men of Muscatine, Davenport, Blue Grass, Pleasant Prairie, Sweetland, Fairport, Buffalo and Montpelier and eleven employees at the Biological Station at Fairport. Resolutions from the township trustees of Buffalo township, Scott county; Montpelier and Sweetland township, Muscatine county; the Davenport Chamber of Commerce, and the Town Council of Buffalo, petitioning the Board to grant this application, were also filed.

The plant of the Dewey Portland Cement Company, located about seven and one-half miles west of Davenport on the route over which applicant

proposes to operate, employs between one hundred fifty and two hundred twenty-five men, about one hundred of whom live in Davenport, Rock Island or Moline. The plant of the Linwood Cement Company, located near the plant of the Dewey Portland Cement Company, employs about fifty men. These employees do not use the present railroad service as it is not convenient.

Testimony was offered at the hearing that the town of Fairport does not have sufficient accommodations for the many people who wished to visit the United States Government Biological Station located at that place as well as those who go there for study and that it would not only be convenient but is necessary to have additional transportation facilities to and from Muscatine.

H. C. Fitchnel, township trustee and member of the Fairport School Board, testified that the proposed service was really necessary in order to get many school children to and from Muscatine and that Fairport was handicapped in securing a better class of school teachers because of the lack of accommodations at that place but the establishment of the service proposed would make it possible for teachers in the Fairport schools to live at Muscatine.

Testimony was also offered that the detour to be used between the Scott county line and Muscatine while the paving is being laid between those points, would be in excellent shape.

Several other witnesses, including the mayor of Buffalo, also testified that the establishment of the service proposed would promote the public convenience and necessity.

Applicant herein is also operating an electric interurban railroad between Davenport and Clinton and recently established a motor carrier line between those points for the transportation of passengers and a limited amount of freight.

After full consideration of all of the record in this case, the Board finds that the establishment of the service proposed will promote the public convenience and necessity. A certificate will therefore issue, as applied for, as soon as applicant has complied with the preliminary requirements of the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers.

Filed April 26, 1929. Closed September 26, 1929.

No. H-919—1929. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application to discontinue limited freight service under Certificates Nos. 45, 59 and 175. Granted.

Filed April 26, 1929. Closed May 16, 1929.

No. H-920—1929. Stephen A. Bollinger, Des Moines, Iowa. Application for approval of agreement and mortgage under Certificate No. 172. Denied.

Filed April 30, 1929. Closed May 24, 1929.

No. H-921—1929. M. J. Cass, Monticello, Iowa. Application to transport freight between Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids, except for the transportation of local freight between Springville and Cedar Rapids and points intermediate thereto.

Denied. Decision follows:

Appearances:

For applicant—J. J. Locher, Attorney, Monticello, Iowa; M. J. Cass, Monticello, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific R. R. Co., objector—Hughes, Taylor, O'Brien & Faville, Attorneys, Des Moines, Iowa, by C. L. Taylor.

For Railway Express Agency, Inc., objector—R. A. Rowley, Route Agent, Davenport, Iowa.

For Cedar Rapids Chamber of Commerce—H. F. Sundberg, Mgr. Traffic Bureau, Cedar Rapids, Iowa.

On May 7, 1929, M. J. Cass, of Monticello, Iowa, filed application for authority to operate as a motor carrier of freight between Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar

Rapids, in Jones and Linn counties, Iowa, except for the transportation of local freight between Springville and Cedar Rapids and points intermediate thereto.

Pursuant to notice, the matter was fully heard at Cedar Rapids, June 11, 1929. The Chicago, Milwaukee, St. Paul & Pacific Railroad Company and the Railway Express Agency, Inc., appeared as objectors. The Cedar Rapids Chamber of Commerce, by the manager of the Traffic Bureau, appeared but not in the position of endorsing the application or objecting thereto, but rather to give the benefit of its views to the commission in the disposition of the matter. The applicant proposes one round trip daily, except Sundays and holidays, leaving Monticello at 7:30 A. M., arriving Cedar Rapids at 10:15 A. M.; leaving Cedar Rapids at 2:00 P. M., arriving Monticello 5:00 P. M. The length of the proposed route is 36.9 miles. The highway is all graveled or paved. The applicant now operates, under Certificate No. 121, a freight line between Dubuque, Cascade, and Monticello. The towns through which the applicant proposes to operate, together with the populations thereof, follow: Monticello, 2,215; Langworthy, 150; Anamosa, 2,377; Springville, 642; Marion, 4,530; Kenwood Park, 957; Cedar Rapids, 50,560. No local service is proposed between Springville and Cedar Rapids and points intermediate thereto. The applicant introduced four witnesses from Cascade, three from Monticello, two from Anamosa, one from Cedar Rapids and three from Dubuque, all of whom testified that in their opinions, the establishment of this line would be in the public interest and promote the public convenience and necessity. Those from Cascade alleged that the rail line service from Cedar Rapids was entirely inadequate in that it was indirect and must go a very circuitous route and then reaching Cascade by narrow gauge rails. They do have motor freight service as well as rail service from Dubuque. Petitions signed by 65 business people of Monticello, 23 of Cascade, and 20 of Anamosa were filed, all of which indicated that they were desirous of having the proposed service established and that it would be a public convenience and necessity.

The Cedar Rapids Chamber of Commerce, through its representative, stated that the Commission should weigh carefully the effect that this proposed service might have on existing rail services for the reason that the Milwaukee's branch line that goes up through the towns here proposed to be served, goes on beyond Monticello, serving fifteen points beyond with a population of approximately 10,000. The Milwaukee serves all the towns here proposed to be served and in addition, three intermediate villages not on the proposed line. The applicant here seeks to establish freight line service between Cedar Rapids and Dubuque, the proposed line connecting with his present line at Monticello. In that way, Cascade would have Cedar Rapids service by motor carrier on the highways. The Milwaukee operates daily except Sundays, way-freight service, with a set out car at Monticello and at Anamosa with an average daily tonnage to Monticello of about 13,800 pounds and at Anamosa of about 11,300 pounds. Three times weekly they have heater or iced cars with a tonnage of about 8,000 pounds per car. Any merchandise loaded up to five o'clock P. M. of any day would be delivered at destination the next morning, the schedule being with an arrival time at Monticello at 8:45 A. M. The Milwaukee also has two passenger trains daily each way, except Sunday, carrying express, baggage and mail.

In January, 1928, the applicant herein, M. J. Cass, filed an application over the same route as here proposed. At the same time M. E. Buckner, of Anamosa, Iowa, filed an application for the same route as here proposed, except that Cascade was included. The Commission heard these applications in February, 1928, and decided the matters in March, 1928, denying both applications on the grounds that the establishment of the proposed service would not promote public convenience and necessity. The Commission's investigator reports that the merchants generally at Monticello were not in favor of a truck line to Cedar Rapids and that they were satisfied with rail service now given by the Milwaukee; that

at Anamosa, several merchants do their own trucking and the others were satisfied with the rail service; and at Langworthy, where only one store is located, the rail service was satisfactory.

After very careful review of the record in this matter, the Commission finds that the establishment of the proposed service would not promote the public convenience and necessity. Certificate is therefore denied.

Filed May 7, 1929. Closed July 18, 1929.

No. H-922—1929. Harmson & Steinberg, Pipestone, Minnesota, and Louis Steinberg, Pipestone, Minnesota. Application for approval of transfer of Certificate No. 212 to Louis Steinberg. Dismissed. (See Docket No. H-949.)

Filed May 7, 1929. Closed June 21, 1929.

No. H-923—1929. George C. Wiegand, owner and operator of Hi Way Freight Service, Emmetsburg, Iowa. Application to transport freight between Emmetsburg, Cylinder, Whittemore, Hobarton, Algona, Wesley, Britt, Garner, Clear Lake and Mason City, except for the transportation of local freight between Algona and Mason City and points intermediate thereto.

Denied. Decision follows:

Appearances:

For applicant—Dwight G. McCarty, Attorney, Emmetsburg, Iowa; George C. Wiegand, Emmetsburg, Iowa.

For Chicago, Milwaukee, St. Paul & Pacific R. R. Co., objector—Hughes, Taylor, O'Brien & Faville, Attorneys, Des Moines, Iowa, by C. L. Taylor.

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

This is an application of George C. Wiegand, of Emmetsburg, Iowa, owner and operator of HiWay Freight Service, 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 Emmetsburg, Cylinder, Whittemore, Hobarton, Algona, Wesley, Britt, Garner, Clear Lake and Mason City, in Palo Alto, Kossuth, Hancock and Cerro Gordo counties, Iowa, except local freight between Algona and Mason City and points intermediate thereto.

Full hearing was had on this application at Mason City, Iowa, on June 14, 1929, pursuant to proper publication of notice of such hearing, and the application taken under advisement.

Applicant proposes to operate a one-ton truck and to make one round trip over the proposed route on Monday, Tuesday, Thursday and Friday of each week.

The length of the proposed route is approximately seventy-eight miles.

Applicant herein is an experienced freight motor carrier, having formerly operated a line between Emmetsburg and Estherville.

At the hearing of June 14, 1929, testimony in behalf of the establishment of the service proposed was introduced by applicant and also by Earl Brown, mayor of Emmetsburg. Applicant also introduced petitions signed by seventy-one citizens and business men of Whittemore, Emmetsburg and Cylinder, asking that this application be granted.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Railway Express Agency, Inc., were represented at the hearing as objectors and introduced testimony against the granting of the application. Petitions were also introduced, signed by forty-three citizens and business men of Whittemore, Cylinder, Emmetsburg and Hobarton, protesting against the granting of the application. The Brotherhood of Railroad Trainmen; Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen were represented at the hearing and offered testimony in opposition to the establishment of the proposed service.

Between Mason City and Emmetsburg the Chicago, Milwaukee, St. Paul & Pacific Railroad Company operates two passenger trains each way daily, which carry express, and one way-freight each way daily, except Sunday. This way-freight carries a refrigerator car in the summer and a heated car in the winter, except on Saturday.

After full consideration of all of the record in this case, the Board finds that applicant has failed to make a satisfactory showing that the establishment of the proposed service would promote the public convenience and necessity.

The application is, therefore, denied.

Filed May 11, 1929. Closed June 28, 1929.

No. H-924—1929. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application for modification of restrictions in Certificate of Convenience and Necessity No. 175. Application withdrawn.

Filed May 9, 1929. Closed August 3, 1929.

No. H-925—1929. Miles R. Landis, Cedar Rapids, Iowa, and Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 23 to Iowa Railway & Light Corporation. Approved.

Filed May 16, 1929. Closed May 21, 1929.

No. H-928—1929. Lee A. Davis, Anthon, Iowa, and Irvin H. Malcom, Anthon, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 155 to Irvin H. Malcom. Approved.

Filed May 20, 1929. Closed June 4, 1929.

No. H-929—1929. Herbert Graham, owner and operator of Graham's Transfer, Logan, Iowa. Application to transport interstate freight between Woodbine, Logan, Missouri Valley and the west line of the state of Iowa. Granted by Certificate No. 228.

Filed May 21, 1929. Closed September 6, 1929.

No. H-930—1929. White Star Bus Company, Muscatine, Iowa. Application to transport passengers between Davenport, Buffalo, Montpelier, Fairport and Muscatine. Withdrawn.

Filed May 23, 1929. Closed June 8, 1929.

No. H-931—1929. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application for authority to temporarily suspend service Monticello to Maquoketa under Certificate of Convenience and Necessity No. 23. Granted for a period of sixty days from September 5th.

Filed May 27, 1929. Closed October 28, 1929.

No. H-932—1929. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application for revocation of authority to transport express under Certificate of Convenience and Necessity No. 23. Granted by amendment.

Filed May 27, 1929. Closed May 27, 1929.

No. H-933—1929. Iowa Motor Carriers, Inc., Mt. Pleasant, Iowa, and H. A. Benjamin, 114 11th Street, Des Moines, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 202 to H. A. Benjamin.

Approved and Certificate No. 202 transferred to the Iowa Railway & Light Corporation, Cedar Rapids, Iowa, in accordance with an assignment dated June 12, 1929, between H. A. Benjamin and the Iowa Railway & Light Corporation, assigning all rights to the corporation.

Filed May 28, 1929. Closed June 18, 1929.

No. H-935—1929. Irvin Milne, Griswold, Iowa. Application to transport freight between Lyman, Griswold, Carson, Treynor, Council Bluffs and the west line of the State of Iowa. Granted by Certificate of Convenience and Necessity No. 241.

Filed June 3, 1929. Closed October 22, 1929.

No. H-936—1929. Jefferson Highway Transportation Co., 1120 First Avenue North, Minneapolis, Minnesota. Application to transport interstate passengers and a limited amount of freight between Des Moines,

Ottumwa, Burlington, Keokuk and the south line of the state of Iowa. Granted by Certificate No. 235.

Filed June 3, 1929. Closed August 20, 1929.

No. H-937—1929. Conard & Hakes, Des Moines, Iowa. Application to transport freight between Monroe, Fairmount, Prairie City and Des Moines, Iowa.

Denied. Decision follows:

Appearances:

For applicant—C. W. Lyon, Attorney, Des Moines, Iowa; R. L. Conard, Des Moines, Iowa; F. D. Hakes, Des Moines, Iowa.

For Chicago, Rock Island & Pacific Railway Co. and Railway Express Agency, Inc., objectors—F. W. Miller, Attorney, Des Moines, Iowa.

For Independent Freight Motor Carrier Co., Knoxville, Iowa, objector—J. A. Dennis, Knoxville, Iowa.

On June 3, 1929, an application was filed with this Board by Conard & Hakes, of Des Moines, Iowa, a partnership composed of R. L. Conard and F. D. Hakes, of Des Moines, Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Monroe, Fairmount, Prairie City and Des Moines, in Jasper and Polk counties, Iowa.

Hearing on this application was set for July 9, 1929, ten o'clock A. M., at the office of the Board and notice of such hearing was published as prescribed by law. Full hearing was had on July 9, 1929 and the application taken under advisement.

Applicant proposes to operate one round trip daily, except Sunday, over the route proposed, leaving Monroe at 7:30 A. M., arriving Des Moines at 9:15 A. M., leaving Des Moines at 1:00 P. M. and arriving Monroe at 3:00 P. M.

The Chicago, Rock Island & Pacific Railway Company filed written objections to the granting of this application and was represented at the hearing. The Railway Express Agency, Inc. and the Independent Freight Motor Carrier Company, of Knoxville, Iowa, were also represented at the hearing as objectors.

R. L. Conard and F. D. Hakes, members of the partnership of Conard & Hakes, appeared as witnesses and testified that after making investigation at Prairie City and Monroe and talking to the business men at those towns, it was their opinion that the service proposed would promote the public convenience and necessity. Applicant also introduced petitions and letters signed by thirty-three citizens and business men of Monroe, Prairie City and Des Moines, favoring the granting of this application.

Two business men from Monroe and one from Prairie City were introduced as witnesses and testified that the present railroad service was satisfactory and that the proposed service would not promote the public convenience and necessity. Representatives of the Chicago, Rock Island & Pacific Railway Company and the Railway Express Agency, Inc., testified as to the service being furnished by those companies. Petitions were also introduced, signed by nineteen citizens and business men of Prairie City and Monroe, stating that the proposed service would not be a convenience nor a necessity in view of the present railroad service and recommending that the application be denied.

The Independent Freight Motor Carrier Company, of Knoxville, Iowa, a partnership composed of J. A. Dennis and R. R. Houser, of Knoxville, Iowa, was represented at the hearing by J. A. Dennis, as an objector. This partnership filed an application on April 17, 1928, Docket No. H-748, for authority to operate as a freight motor carrier from Knoxville to Des Moines, via Red Rock, Cordova, Monroe, Fairmount, Prairie City and Ivy and from Des Moines to Knoxville, via Ivy, Prairie City, Fairmount, Monroe, Otley and Pella, which application was denied by the Board on June 8, 1928. The record in Docket No. H-748 was made a part of the record in this case.

J. A. Dennis testified that the Independent Freight Motor Carrier Company stands ready, willing and able to establish freight motor carrier service as proposed in Docket No. H-748, at any time a necessity is found to exist for such service.

After considering all of the record in the present case, the Board finds that there has been no substantial change in conditions since the decision in Docket No. H-748 and that the showing made in this case would not warrant a finding that the proposed service would promote the public convenience and necessity. This application is, therefore, denied.

Filed June 3, 1929. Closed August 2, 1929.

No. H-938—1929. Sioux Falls Traction System, Sioux Falls, South Dakota, and Interstate Transit Lines, Inc., Omaha, Nebraska. Application for approval of proposed transfer of part of authority granted under Certificate of Convenience and Necessity No. 90 to the Interstate Transit Lines, Inc.

Granted by cancelling from Certificate No. 90, Route No. 3, and issuing new Certificate No. 230 to the Interstate Transit Lines, Inc. covering said route.

Filed June 5, 1929. Closed June 11, 1929.

No. H-939—1929. Russell J. Walsh, owner and operator of Interstate Transit Lines, Omaha, Nebraska, and Interstate Transit Lines, Inc., Omaha, Nebraska. Application for approval of proposed transfer of Certificate No. 200 to Interstate Transit Lines, Inc. Approved.

Filed June 5, 1929. Closed June 11, 1929.

No. H-942—1929. J. R. Campbell, Osceola, Iowa. Application to transport passengers between Osceola, Indianola and Des Moines, Iowa, except for the transportation of local passengers between Indianola and Des Moines and points intermediate thereto.

Granted. Decision follows:

Appearances at hearing of July 9, 1929:

For applicant—R. E. Killmar, Attorney, Osceola, Iowa; J. R. Campbell, Osceola, Iowa.

For Fort Dodge, Des Moines and Southern Transportation Co., Boone, Iowa, objector—W. R. Dyer, Attorney, Boone, Iowa; C. H. Crooks, president, Boone, Iowa.

For Chicago, Burlington and Quincy Railroad Co., objector—J. C. Pryor, Attorney, Burlington, Iowa.

Appearances at hearing of September 9, 1929:

For applicant—R. E. Killmar, Attorney, Osceola, Iowa; J. R. Campbell, Osceola, Iowa.

On February 16, 1926, J. R. Campbell, of Osceola, Iowa, filed application to operate as a motor carrier of passengers between Osceola, Indianola and Des Moines and intermediate points. Hearing was held on this application on March 26, 1926. J. E. Eldridge, of Indianola, Iowa, who then held Certificate of Convenience and Necessity No. 47 authorizing him to operate as a passenger motor carrier between Des Moines and Indianola, and C. C. Richardson, of Indianola, Iowa, owner and operator of Iowa Motor Transit Company, who was then operating as a passenger motor carrier between Des Moines and Indianola as lessee of said Certificate No. 47, objected to a certificate being granted for operation between Indianola and Des Moines on the grounds that C. C. Richardson was furnishing adequate service and all that was warranted by patronage available. The Commission in its Decision issued July 15, 1926, granted a certificate to Mr. Campbell to operate between Osceola and Indianola, and denied that part of the application for a route between Indianola and Des Moines.

On June 11, 1929, Mr. Campbell filed his application for Certificate of Convenience and Necessity to operate as a motor carrier of passengers beginning at Osceola, thence over the route he is now operating to Indianola and from Indianola on U. S. Highway No. 65, to Des Moines.

Applicant proposes to transport passengers between any two points on the route proposed, except northbound passengers originating at Indianola or at any point between Indianola and Des Moines and destined to Des Moines or to any point between Indianola and Des Moines and southbound passengers originating at Des Moines or at any point between Des Moines and Indianola and destined to Indianola or to any point between Des Moines and Indianola. Written objections were filed to the application by the Chicago, Burlington & Quincy Railroad Company.

On July 9, 1929, the case was heard by the Board at Des Moines. Applicant appeared by himself and R. E. Killmar, attorney. The Fort Dodge, Des Moines & Southern Transportation Company, objector, which is now the holder of said Certificate No. 47, appeared by W. R. Dyer, attorney, and C. H. Crooks, president. The Chicago, Burlington & Quincy Railroad Company, objector, appeared by J. C. Pryor, attorney. In addition to the testimony of applicant, twenty witnesses testified supporting the application and to show that the proposed service would promote the public convenience and necessity.

Hearing on this application was continued to September 9, 1929 to permit applicant to secure proper publication of notice of hearing in Polk county. Continued hearing was called on September 9, 1929 and it was found that proper publication had been made. There were no appearances at this hearing, except for applicant, and the case was therefore taken under advisement.

It was clearly demonstrated that great delay is occasioned passengers from points south of Indianola to Des Moines, by reason of apparent inability to make reasonably close connections at Indianola between busses of applicant and those of the Fort Dodge, Des Moines and Southern Transportation Company; that passengers from applicant's line are often unable to secure seats on the busses of the Fort Dodge, Des Moines and Southern Transportation Company, and that there are no facilities affording shelter at Indianola for the accommodation of transfer passengers.

At the hearing of July 9, 1929, counsel for the Chicago, Burlington & Quincy Railroad Company, objector, stated that the Burlington Transportation Company was on that day filing application with this Board for authority to operate over the same route applied for by applicant in this case and requested that decision in the present case be withheld until such time as the application of the Burlington Transportation Company may be heard. No testimony was introduced by either the Chicago, Burlington & Quincy Railroad Company or the Burlington Transportation Company. The Fort Dodge, Des Moines and Southern Transportation Company, objector, introduced but one witness, Mr. G. E. Motz, General Manager, who testified as to the operations of that company between Des Moines and Indianola.

This application presents to us the question as to whether or not the service proposed will promote the public convenience and necessity as required by the statute. As we have stated in former opinions, we believe that the term "necessity" was used by the general assembly as meaning "reasonable" as differentiated from "absolute" necessity.

We think the requirements of the law have been met and it is so found. Certificate granting authority to operate, as applied for, will therefore issue.

The rights granted herein were revoked and cancelled as of 12:01 A. M., November 25, 1929. (See Decision in Docket No. H-959.)

Filed June 11, 1929. Closed November 25, 1929.

No. H-943—1929. Stalker Transportation Company, Rudd, Iowa, v. Determan & Heimendinger, Mason City, Iowa. Complaint alleging failure to operate according to filed time schedule.

Determan & Heimendinger agreed to follow the time schedule on file with the Board, and the case was dismissed.

Filed May 1, 1929. Closed July 3, 1929.

No. H-944—1929. Alvin C. Buechele, Grafton, Iowa. Application to transport freight between Mason City and Grafton, except for the transportation of freight originating at or destined to Plymouth. Granted by Certificate of Convenience and Necessity No. 246.

Filed June 15, 1929. Closed October 10, 1929.

No. H-945—1929. Des Moines & Central Iowa Motor Transportation Co., Des Moines, Iowa, and Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 83.

Approved.

Filed June 15, 1929. Closed June 18, 1929.

No. H-946—1929. The Doyle Transfer, Persia, Iowa. Application to transport interstate freight over two routes as follows:

Route No. 1 from the west line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola and Persia.

Route No. 2 from the west line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola, Minden, Shelby, Tennant, Portsmouth and Persia.

Granted by Certificate No. 238.

Filed June 17, 1929. Closed November 22, 1929.

No. H-947—1929. W. S. Cronk, Cambridge, Iowa, and F. D. Hakes, Des Moines, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 130.

Approved.

Filed June 18, 1929. Closed June 29, 1929.

No. H-948—1929. F. F. Lang, Malvern, Iowa, and W. A. Lang, Malvern, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 189 to W. A. Lang, Malvern, Iowa.

Approved.

Filed June 19, 1929. Closed July 8, 1929.

No. H-950—1929. Harvey McKenney, Logan, Iowa. Application to transport interstate freight between Logan and the west line of the state of Iowa, passing through but not serving the towns of Missouri Valley, Loveland, Honey Creek, Crescent City and Council Bluffs.

Granted by Certificate No. 234.

Filed June 26, 1929. Closed July 30, 1929.

No. H-952—1929. Akron Truck Co., Akron, Iowa. Application to transport freight one way from Sioux City to Ruble, Akron and Westfield. Granted by Certificate of Convenience and Necessity No. 245.

Filed July 1, 1929. Closed October 11, 1929.

No. H-953—1929. Robert A. Wilson, Grant, Iowa. Certificate of Convenience and Necessity No. 44 revoked. (See Dockets H-84—1924 and H-913—1929.)

Filed April 13, 1929. Closed July 3, 1929.

No. H-954—1929. White Star Bus Co., Muscatine, Iowa, and Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Application for authority to transfer Certificate No. 69. Granted July 9, 1929.

Filed July 5, 1929. Closed July 9, 1929.

No. H-955—1929. Floyd Smith, Traer, Iowa. Application for authority to transport freight between Waterloo and Decorah, except Denver. Denied.

Filed July 9, 1929. Closed September 24, 1929.

No. H-959—1929. Burlington Transportation Co., Chicago, Ill. Application for authority to transport passengers between Des Moines and Van Wert. Granted. Certificate of Convenience and Necessity not yet issued.

Decision of November 19, 1929 follows:

Appearances:

For the applicant—J. C. Pryor, Attorney, Burlington, Iowa; T. J. Thomas, President, Chicago, Illinois.

For the Ft. Dodge, Des Moines & Southern Transportation Co., objector—W. R. Dyer, Attorney, Boone, Iowa; C. H. Crooks, President, Boone, Iowa.

For the Jefferson Highway Transportation Co., objector—E. F. Zelle, President, Minneapolis, Minnesota.

For J. R. Campbell, Osceola, Iowa, objector—R. E. Killmar, Attorney, Osceola, Iowa; J. R. Campbell, Osceola, Iowa.

This is an application of the Burlington Transportation Company, a corporation, of Chicago, Illinois, for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers between Des Moines, Summerset Junction cross road, Indianola, Cool cross road, Medora cross road, Liberty Center cross road, Osceola, Leslie cross road and Van Wert, in Polk, Warren, Clarke and Decatur counties, Iowa, except local passengers between Des Moines and Indianola and points intermediate thereto.

Full hearing was had on this application on September 11, 1929, at the office of the Board.

At this hearing, the Ft. Dodge, Des Moines & Southern Transportation Company, Boone, Iowa, J. R. Campbell, Osceola, Iowa and Jefferson Highway Transportation Company, Minneapolis, Minnesota, appeared and objected to the granting of the authority applied for.

The Ft. Dodge, Des Moines & Southern Transportation Company is and has been operating as a passenger motor carrier between Des Moines and Indianola under authority granted by Certificate of Convenience and Necessity No. 47, dated March 25, 1926.

At the time of the hearing referred to above, J. R. Campbell was operating as a passenger motor carrier between Osceola and Indianola under authority granted by Certificate of Convenience and Necessity No. 196, dated August 27, 1928, and also had an application pending before the Board, Docket No. H-942, for authority to operate as a passenger motor carrier between Osceola, Indianola and Des Moines, except for the transportation of local passengers between Indianola and Des Moines and points intermediate thereto. Hearings on this application were held on July 9th and September 9, 1929, and the authority applied for was granted by a decision issued by the Board on September 24, 1929. This service was established October 1, 1929.

The Jefferson Highway Transportation Company is and has been operating as a motor carrier of passengers and a limited amount of freight between the north and south lines of the state of Iowa, via Blairsburg, Ames, Des Moines, Indianola, Osceola, Leon and other intermediate points, under authority granted by Certificate of Convenience and Necessity No. 220, dated April 3, 1929, which certificate provides that passengers and freight shall not be transported locally between Blairsburg and Osceola or points intermediate thereto.

On October 9, 1929, the applicant herein withdrew so much of its application as covered the local transportation of passengers between Osceola and Indianola and points intermediate thereto.

On November 18, 1929, a joint application was filed by J. R. Campbell and Burlington Transportation Company, Docket No. H-1027, asking the Board to approve the transfer of Certificate No. 196 from J. R. Campbell to Burlington Transportation Company, effective November 25, 1929. In connection with this joint application, it was shown to the Board that J. R. Campbell desires to retire from the motor carrier business and that if this proposed transfer is approved, the Burlington Transportation Company is willing to immediately surrender Certificate No. 196 for revocation if its application in Docket No. H-959 is granted as originally filed and considered.

After considering said joint application, the Board hereby approved the transfer of Certificate No. 196 from J. R. Campbell to Burlington Transportation Company, effective at 12:01 A. M. on November 25, 1929, and hereby revokes said certificate as of that time.

It has also been shown to the Board in connection with Docket No. H-1027, that J. R. Campbell desires to relinquish the rights granted to him in Docket No. H-942, effective November 25, 1929, and it is therefore ordered that such rights be and they are hereby revoked and cancelled as of 12:01 A. M. on November 25, 1929.

After full consideration of the record in the above case and in view of the revocation of Certificate of Convenience and Necessity No. 196 and the rights granted in Docket No. H-942, the Board finds that the establishment of the service proposed by the Burlington Transportation Company in Docket No. H-959 will promote the public convenience and necessity and directs that a certificate issue to said company, as originally applied for, as soon as it has complied with the necessary requirements.

It is so ordered.

No. H-960—1929. Dorsey & Musick, Anita, Iowa, and Cole Musick, Anita, Iowa. Application for approval of transfer of Certificate No. 113. Transfer to Cole Musick approved July 19, 1929, to become effective July 22, 1929.

Filed July 12, 1929. Closed July 19, 1929.

No. H-961—1929. Geo. L. Heimendinger, Mason City, Iowa, and Edgar Plagge, Latimer, Iowa, and Hampton, Iowa. Application for approval of transfer of Certificate No. 98, to Edgar Plagge. Approved July 31, 1929.

Filed July 13, 1929. Closed July 31, 1929.

No. H-963—1929. Bert Groenewold, George, Iowa. Application for authority to transport freight, interstate, from the north line of the state of Iowa to George, Iowa. Application not completed, as the applicant ceased to operate. Dismissed.

Filed July 17, 1929. Closed September 11, 1929.

No. H-965—1929. Jefferson Highway Transportation Co., Minneapolis, Minn. Certificate No. 214 revoked on July 23, 1929 effective August 2, 1929.

Filed July 19, 1929. Closed July 23, 1929.

No. H-966—1929. Harry C. Patridge, Spencer, Iowa. Application for authority to revoke Certificate No. 67. Granted.

Filed June 27, 1929. Closed July 23, 1929.

No. H-967—1929. Stephen A. Bollinger, owner and operator of Safety Coach Transit Co., Des Moines, Iowa. Certificate No. 172—application for approval of agreement and mortgage. Approved July 23, 1929.

Filed July 19, 1929. Closed July 23, 1929.

No. H-969—1929. Iowa Transit Co., Shenandoah, Iowa, and Burlington Transportation Co., Chicago, Ill. Application for approval of transfer of Certificate No. 12. Transfer to Burlington Transportation Co. approved July 31, 1929, effective August 1, 1929.

Filed July 26, 1929. Closed July 31, 1929.

No. H-975—1929. Marion H. Paul, Laurel, Iowa, and Charlie Hrnicek, Laurel, Iowa. Application for authority to transfer Certificate No. 211 to Charlie Hrnicek. Granted August 14, 1929, to become effective on August 15, 1929.

Filed August 2, 1929. Closed August 21, 1929.

No. H-977—1929. Nis N. Ostergaard, Camanche, Iowa. Application for authority to abandon service under Certificate No. 30. Certificate revoked on August 5, 1929.

Filed July 31, 1929. Closed August 5, 1929.

No. H-982—1929. Burlington Transportation Co., Chicago, Ill. Application for authority to transport passengers between Glenwood and Villisca. Granted by Certificate No. 247, November 12, 1929.

Filed August 22, 1929. Closed November 12, 1929.

No. H-987—1929. L. D. Stephens, owner and operator De Luxe Transit Lines, Shenandoah, Iowa. Application for authority to transport interstate passengers between Shenandoah and Council Bluffs, Iowa, to the west line of the state of Iowa. Applicant authorized to operate on September 3, 1929, and abandoned service before Certificate was issued. Case still pending.

No. H-997—1929. H. E. Connelly, Newton, Iowa. Application to abandon service under Certificate of Convenience and Necessity No. 149.
Certificate revoked on September 17, 1929.
Filed September 4, 1929. Closed September 17, 1929.

No. H-998—1929. K. W. Miller, Oto, Iowa. Application to transport freight one way from Sioux City to Oto, except for the transportation of freight to or from points intermediate thereto.
Denied.
Filed September 20, 1929. Closed November 12, 1929.

No. H-1000—1929. Olson & Thompson, Sioux City, Iowa. Application to transport freight one way from Sioux City to Moville, Correctionville, Washta, Quimby, Cherokee, Aurelia, Alta, Storm Lake, Truesdale and Rembrandt. At the hearing held October 31, 1929, the application was amended to show that the applicant did not seek to render local service between Storm Lake and Rembrandt, between Truesdale and Rembrandt, between Rembrandt and Truesdale, and between Storm Lake and Truesdale. Denied.
Filed September 20, 1929. Closed November 12, 1929.

No. H-1002—1929. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Application to transport passengers and a limited amount of freight from St. Ansgar, Osage, Orchard and Floyd to points south of Charles City, and from points south of Charles City to the towns north of Charles City named above. Denied.
Filed September 24, 1929. Closed November 19, 1929.

No. H-1003—1929. J. N. Leinenwever, Hedrick, Iowa. Certificate of Convenience and Necessity No. 208 revoked for operator's failure to comply with the Board's Rules and Regulations by not keeping proper insurance in force, and to discontinue operating when ordered.
Filed August 10, 1929. Closed October 17, 1929.

No. H-1005—1929. Harmson and Steinberg, Pipestone, Minnesota. Application for revocation of Certificate No. 212. Certificate revoked.
Filed July 25, 1929. Closed October 1, 1929.

No. H-1006—1929. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Application to abandon service between Decorah and Cresco under Certificate of Convenience and Necessity No. 217.
Granted by cancelling from Certificate of Convenience and Necessity No. 217 that part of Route No. 1 between Decorah, Ridgeway and Cresco.
Filed September 30, 1929. Closed October 3, 1929.

No. H-1009—1929. Irvin H. Malcom, Anthon, Iowa, and Elvin Heath, Correctionville, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 155 to Elvin Heath.
Approved.
Filed October 5, 1929. Closed October 17, 1929.

No. H-1015—1929. Myers & Allen, Guthrie Center, Iowa, and James C. Allen, Guthrie Center, Iowa. Application for approval of proposed transfer of Certificate of Convenience and Necessity No. 185 to James C. Allen.
Approved.
Filed October 23, 1929. Closed October 29, 1929.

No. H-1016—1929. Jefferson Highway Transportation Co., Minneapolis, Minnesota. Application to abandon interstate passenger and freight service under Certificate No. 235. Granted.
Filed October 22, 1929. Closed October 24, 1929.

No. H-1020—1929. J. E. Barta, Manly, Iowa. Motor carrier—freight—between Manly and Mason City. Application for reopening of Docket No. H-707—1928. Denied.
Filed October 29, 1929. Closed October 29, 1929.

No. H-1027—1929. J. R. Campbell, Osceola, Iowa, and Burlington Transportation Co., Chicago, Ill. Application for approval of transfer and assignment of rights granted by Certificate of Convenience and Necessity No. 196 and in Docket No. H-942.
Granted. (See Decision in Docket No. H-959.)
Filed November 18, 1929. Closed November 19, 1929.

CASES INVOLVING ALLEGED ILLEGAL MOTOR CARRIER OPERATION

No. HA-191—1929. Midwest Freight Transit Co., Inc., Des Moines, Iowa. Freight between Des Moines, Iowa, and Chicago, Illinois. Service discontinued and case dismissed when operator agreed to file application for authority to operate as a motor carrier of freight.
Filed November 27, 1928. Closed December 3, 1928.

No. HA-195—1929. Cady and Vincent, Keota, Iowa. Alleged freight motor carrier service. Investigation failed to disclose that service was amenable to law. Case dismissed.
Filed December 6, 1928. Closed January 24, 1929.

No. HA-153—1929. R. E. Smith, Fremont, Iowa. Freight between Fremont and Ottumwa. Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.
Filed June 15, 1928. Closed March 14, 1929.

No. HA-179—1929. Dewey Potts, Whiting, Iowa. Freight between Whiting and Sioux City. Investigation disclosed operation was in violation of law. Certificate of Convenience and Necessity No. 209, authorizing this service, was issued on January 19, 1929, Docket No. H-800. Case dismissed.
Filed August 22, 1928. Closed January 19, 1929.

No. HA-182—1929. Charles Bryant, Des Moines, Iowa, operating as The Big Four Stages of Iowa. Passenger between Des Moines and Atlantic. File dismissed when it was found that the interstate service across the state by the Big Four Stages was being carried on in the name of J. Albert B. Martin, Omaha, Nebraska, instead of Charles Bryant, Des Moines. (See File HA-199—1929.)
Filed September 21, 1928. Closed January 30, 1929.

No. HA-184—1929. M. H. Paul, Laurel, Iowa. Freight between Laurel and Marshalltown. Investigation disclosed service was in violation of law. Service discontinued until Certificate of Convenience and Necessity No. 211 was issued on February 13, 1929, authorizing the operation in question. (See H-816—1929.) Case dismissed.
Filed September 29, 1928. Closed February 13, 1929.

No. H-187—1929. Valley Transportation Co., Ft. Dodge, Iowa. Passenger between Omaha, Ft. Dodge and the north line of the state of Iowa. Investigation disclosed operation was in violation of law. Case dismissed when Certificate of Convenience and Necessity No. 223, authorizing this operation, was issued on August 23, 1929.
Filed October 17, 1928. Closed October 15, 1929.

No. HA-192—1929. George C. Moenck, Anamosa, Iowa. Freight between Anamosa and Cedar Rapids. Investigation disclosed operation was not amenable to law. Case dismissed.
Filed November 23, 1928. Closed December 13, 1928.

No. HA-193—1929. Presley Hanna, Anamosa, Iowa. Freight between Anamosa and Cedar Rapids. Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.
Filed December 1, 1928. Closed February 12, 1929.

No. HA-194—1929. A. C. Rhinehart, Delta, Iowa. Freight between Delta, Atwood, Iowa City and Oskaloosa. Investigation disclosed operation was not amenable to law. Case dismissed.
Filed December 6, 1928. Closed March 9, 1929.

No. HA-196—1929. J. A. Te Strake, Muscatine, Iowa. Freight between Muscatine and Wilton. Investigation disclosed operation was in violation of law. Service discontinued. Case dismissed.
Filed November 14, 1928. Closed March 9, 1929.

No. HA-197—1929. Harmson & Steinberg, Pipestone, Minnesota. Interstate freight between north Iowa state line and Sioux City. Certificate No. 212 permitting this operation was issued on January 12, 1929. Case dismissed.
Filed December 18, 1928. Closed January 30, 1929.

No. HA-200—1929. Ward D. Walrod, DeWitt, Iowa, v. Iowa Railway and Light Corporation, Cedar Rapids, Iowa, owner and operator of Cedar Rapids and Iowa City Railway. Alleged violation of restrictions in Certificate of Convenience and Necessity No. 175.
Case dismissed when the petitioner failed to take exception to the explanation furnished.
Filed January 2, 1929. Closed February 1, 1929.

No. HA-201—1929. Harry Jones, Chariton, Iowa. General freight motor carrier operation. Investigation disclosed this service was not in violation of law. Case dismissed.
Filed January 5, 1929. Closed January 30, 1929.

No. HA-202—1929. Cedar Rapids and Iowa City Railway, Cedar Rapids, Iowa. Failure to equip busses with nonskid tire chains and frost glasses. Equipment installed by operator. Case dismissed.
Filed January 9, 1929. Closed March 8, 1929.

No. HA-204—1929. Ruse Transfer Company, Tabor, Iowa. Freight between Tabor, Sidney and Omaha. Investigation developed operation was not amenable to law. Case dismissed.
Filed January 15, 1929. Closed February 18, 1929.

No. HA-205—1929. Red Ball Transportation Co., Mason City, Iowa, v. Waterloo, Cedar Falls & Northern Ry. Co., Waterloo, Iowa. Detoured busses over part of complainant's route. Investigation developed that this irregularity was an emergency measure brought about by a severe snow storm. Case dismissed.
Filed January 23, 1929. Closed March 1, 1929.

No. HA-207—1929. P. R. Davis, Avoca, Iowa. Freight between Omaha, Council Bluffs and Avoca. Investigation developed operation was in violation of law. Authority granted March 12, 1929, to transport not to exceed 100 pounds of interstate freight on passenger carrying vehicles under Certificate No. 203. Case dismissed.
Filed January 29, 1929. Closed March 12, 1929.

No. HA-209—1929. Kruse and Carty, Preston, Iowa. Suspension of service authorized by Certificate of Convenience and Necessity No. 195 without notice required by Rule 15. Carrier admonished to comply with the Board's rules in the future, and case was dismissed.
Filed February 12, 1929. Closed March 9, 1929.

No. HA-212—1929. E. H. Patterson, Doon, Iowa. Freight, Doon and vicinity. Investigation disclosed that operation was not amenable to law. Case dismissed.
Filed March 4, 1929. Closed April 29, 1929.

No. HA-213—1929. Carl Weaver, Runnells, Iowa. Freight between Des Moines and Runnells. Investigation disclosed that operation was not amenable to law. Case dismissed.
Filed March 26, 1929. Closed April 6, 1929.

No. HA-214—1929. G. L. Canon, Carson, Iowa. Freight between Carson and Atlantic. Investigation disclosed operation was not amenable to law. Case dismissed.
Filed April 6, 1929. Closed April 25, 1929.

No. HA-215—1929. Potter Transfer Company, Nebraska City, Nebraska. Freight between Nebraska City, Nebraska, and Glenwood, Iowa. Investigation disclosed operation was not amenable to law. Case dismissed.
Filed April 12, 1929. Closed April 20, 1929.

No. HA-220—1929. Alvin Hanke, Des Moines, Iowa. Freight between Des Moines and Newton. Investigation disclosed this operation not amenable to law. Case dismissed.
Filed May 20, 1929. Closed August 21, 1929.

No. HA-222—1929. Harvey McKenney, Logan, Iowa. Interstate freight between Logan, Iowa, and Omaha, Nebraska. Investigation disclosed operation was in violation of law. Operation permitted by Certificate No. 234, issued July 30, 1929. (See Docket No. H-950—1929.)
Filed May 29, 1929. Closed July 30, 1929.

No. HA-224—1929. Robert Stanley, Montezuma, Iowa. Freight between Montezuma and Grinnell. Investigation disclosed operation not amenable to law. Case dismissed.
Filed June 3, 1929. Closed June 7, 1929.

No. HA-230—1929. Core Brothers, Carson, Iowa. Freight between Carson, Iowa, and Omaha, Nebraska. Investigation disclosed this operation was in violation of law but had been discontinued. Case dismissed.
Filed June 9, 1929. Closed June 17, 1929.

No. HA-232—1929. William Core, Griswold, Iowa. Freight between Griswold, Council Bluffs, Iowa, and Omaha, Nebraska. Investigation disclosed operation was in violation of law, but has since been discontinued. Case dismissed.
Filed June 8, 1929. Closed August 22, 1929.

No. HA-238—1929. Akron Truck Co., Akron, Iowa. Freight between Sioux City, Akron and Westfield. Investigation disclosed operation was in violation of law. Certificate of Convenience and Necessity No. 245 authorizing this service one way from Sioux City to Westfield was issued on October 11, 1929. (See Docket No. H-952—1929.) Case dismissed.
Filed July 15, 1929. Closed October 11, 1929.

No. HA-242—1929. Jim Brommer, Sioux Center, Iowa. Freight between Sioux City and Sioux Center. Investigation disclosed operation not amenable to law. Case dismissed.
Filed August 15, 1929. Closed November 4, 1929.

No. HA-247—1929. George McClemet, Forest City, Iowa. Freight between Mason City and Forest City. Investigation disclosed operation not amenable to law. Case dismissed. Filed August 28, 1929. Closed September 9, 1929.

No. HA-249—1929. R. E. Kroeger, Minden, Iowa. Freight between Minden, Iowa, and Omaha, Nebraska. Investigation disclosed operation in violation of law. This operator was given authority to transport interstate freight between Minden and the west line of the state of Iowa. Case dismissed.
Filed August 7, 1929. Closed September 3, 1929.

No. HA-250—1929. Tom Brown, Casey, Iowa. Freight between Casey and Stuart. Investigation disclosed that operation not amenable to law. Case dismissed.
Filed August 1, 1929. Closed September 3, 1929.

No. HA-251—1929. C. H. Fisher, Belle Plaine, Iowa. Freight between

Belle Plaine and Cedar Rapids. Investigation disclosed this operation not amenable to law. Case dismissed.
Filed September 9, 1929. Closed September 25, 1929.

No. HA-252—1929. A. I. Hall, Sioux City, Iowa. Freight between Sioux City, Storm Lake, Rockwell City and vicinity. Investigation disclosed that operation not amenable to law. Case dismissed.
Filed September 11, 1929. Closed November 14, 1929.

No. HA-254—1929. Chicago, Milwaukee, St. Paul & Pacific Railroad Company vs. Myers and Allen, Guthrie Center, Iowa. Complaint alleging violation of restrictions in Certificate of Convenience and Necessity No. 185, by transporting freight to Panora. Investigation disclosed driver did not understand restrictions. Case dismissed.
Filed September 12, 1929. Closed October 24, 1929.

No. HA-258—1929. Neal Stork, Van Meter, Iowa. Freight between Des Moines and Van Meter. Investigation disclosed operation in violation of law. Service discontinued. Case dismissed.
Filed September 25, 1929. Closed September 30, 1929.

No. HA-260—1929. Merchants Transfer Co., Shenandoah, Iowa. Freight between Shenandoah and Council Bluffs. Investigation developed that operation was not amenable to law. Case dismissed.
Filed September 30, 1929. Closed November 1, 1929.

No. HA-264—1929. Harry W. Stoneburner, Shenandoah, Iowa. Freight between Shenandoah, Iowa, and Omaha, Nebraska. Investigation developed that operation was in violation of law. Authority granted November 9, 1929, permitting this operation. Case dismissed.
Filed November 1, 1929. Closed November 9, 1929.

ORDERS AND WARRANTS ISSUED DURING THE CURRENT YEAR TO LEVY UPON PROPERTY OF MOTOR CARRIERS AND BY SALE COLLECT DELINQUENT TAXES AND PENALTIES

January 25, 1929. Lee A. Davis, Anthon, Iowa. Tax and penalty for September, 1928, $3.99.

February 11, 1929. Earl H. Seeman, Jasper, Minn. Tax and penalty for August, September, October and November, 1928, $290.45.

April 23, 1929. F. F. Lang, Malvern, Iowa. Tax and penalty for December, 1928, $11.26.

June 3, 1929. Raymond L. Hambsch, Shenandoah, Iowa. Tax and penalty for January, 1929, $44.84.

June 3, 1929. Midwest Freight Transit Co., Des Moines, Iowa. Tax and penalty for December, 1928, $114.68.

June 3, 1929. F. F. Lang, Malvern, Iowa. Tax and penalty for January, 1929, $11.46.

July 18, 1929. Raymond L. Hambsch, Shenandoah, Iowa. Tax and penalty for February and March, 1929, $104.49.

September 9, 1929. Raymond L. Hambsch, Shenandoah, Iowa. Tax and penalty for April, 1929, $33.81.

October 2, 1929. Valley Transportation Co., Inc., Minneapolis, Minn. Tax and penalty for June, July and August, 1929, $830.38.

TAXES ASSESSED AGAINST AND COLLECTED FROM MOTOR CARRIERS UNDER THE PROVISIONS OF CHAPTER 252-A2, CODE OF IOWA, 1927, ON OPERATIONS DURING THE PERIOD JANUARY 1, 1928, TO DECEMBER 31, 1928

Total amount of taxes assessed	$ 95,039.89	
Total amount of penalties assessed	3,504.11	
		$ 98,544.00
Total amount of taxes and penalties collected		84,452.61
Total amount of unpaid taxes and penalties		$ 14,091.39
Total amount of unpaid taxes and penalties that are covered by bonds		13,718.23
Total amount of taxes and penalties which this Board is attempting to collect		$ 373.16

CERTIFICATES OF CONVENIENCE AND NECESSITY

The following is a list of the Certificates in effect on December 2, 1929; the names and addresses of the holders of such Certificates; the names and addresses of the lessees of all such Certificates or parts thereof that are leased; the kind of service authorized by such Certificates; the routes authorized and the length of such routes:

No. 1. O. C. Wright, Adel, Iowa. Passengers and a limited amount of freight (150 pounds). Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center. 56.68 miles.

No. 3. J. W. Whitmer, Anthon, Iowa. Passengers. Anthon, Moville and Sioux City. 34.59 miles.

No. 4. Ft. Dodge, Des Moines & Southern Transp. Co., Boone, Iowa. Passengers. Oskaloosa, Pella, Otley, Monroe, Prairie City and Des Moines. 64.72 miles.

No. 7. Ft. Dodge, Des Moines & Southern Transp. Co., Boone, Iowa. Passengers. Ames, Nevada, Colo, State Center, Marshalltown, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo. 100.805 miles.

No. 8. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers. Monticello, Cascade, Filmore, Ballaclough, Key West and Dubuque. 37.28 miles.

No. 9. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Passengers. Route No. 1: Davenport, Mount Joy, Gambril and DeWitt. 22.04 miles. Route No. 2: DeWitt, Welton and Maquoketa. 20.91 miles.

No. 10. Ft. Dodge, Des Moines & Southern Transp. Co., Boone, Iowa. Passengers. Route No. 1: Des Moines, Prairie City, Fairmount, Monroe, Otley and Pella. 47.6 miles. Route No. 2: Monroe, Cordova, Red Rock and Knoxville. 16.45 miles.

No. 11. Red Ball Transportation Company, Inc., Mason City, Iowa. Passengers. Route No. 1: Mason City, Nora Springs, Rudd, Floyd and Charles City, 31.741 miles. Route No. 2: Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo. 53.63 miles. Route No. 3: Mason City, Clear Lake, Ventura, Garner, Britt, Wesley and Algona. 57.785 miles. Route No. 4: Mason City, Manly, Kensett, Northwood and the north line of the state of Iowa. 27.00 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. Chicago, Burlington & Quincy Transportation Co., 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, Iowa. Freight. Fort Madison, Wever and Burlington. 19.2 miles.

No. 16. Determan & Heimendinger, Mason City, Iowa, a partnership composed of Henry C. Determan and George L. Heimendinger. Freight. Mason City, Nora Springs, Rudd, Floyd and Charles City. 34.696 miles.

No. 17. Harley R. Baxter, Atlantic, Iowa, owner and operator Service Transfer Company, Atlantic, Iowa. Freight. Atlantic, Lorah, Brayton, Exira, Hamlin and Audubon. 30.5 miles.

No. 18. Benjamin W. Crips, Ottumwa, Iowa, lessor. H. G. Hill, Bloomfield, Iowa, lessee. Passengers and a limited amount of freight (200 pounds). Ottumwa and Bloomfield. 20.07 miles.

No. 19. Otto and Stanley Jackson, Keokuk, Iowa, a partnership composed of Otto Jackson and Stanley Jackson, Keokuk, Iowa. Passengers. Keokuk, Montrose, Fort Madison and Burlington. 42.7 miles.

No. 20. D. N. Hiatt, Dallas Center, Iowa. Freight. Circuitous route, Des Moines, Waukee, Dallas Center, Minburn, Adel, Waukee and Des Moines. 66.42 miles, round trip.

No. 21. R. L. Conard, Des Moines, Iowa. Freight. Adel, Waukee and Des Moines. 22.742 miles.

No. 22. Thomas Harper, Redfield, Iowa. Freight between Redfield and Des Moines, except that originating at or destined to points intermediate thereto. 30.822 miles.

No. 23. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. 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. 39.9 miles. Certificate prohibits the transportation of local passengers or freight between Marion and Cedar Rapids or points intermediate thereto.

No. 24. Yellow Cab and Transportation Company, a corporation of Sioux City, Iowa. Passengers. Sioux City, Lawton, 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. Smith and Heath, Correctionville, Iowa, a partnership composed of R. E. Smith and E. F. Heath, Correctionville, Iowa. Freight, one way, from Sioux City to Correctionville. 33.5 miles.

No. 27. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds). Mason City, Manly, Kensett, Northwood and the north line of the state of Iowa. 28.7 miles.

No. 29. M. E. Butterworth, Humboldt, Iowa. Freight. Humboldt, Dakota City and Fort Dodge. 19.64 miles.

No. 31. Clarence K. Reed, Clinton, Iowa. Freight. Clinton, Low Moor, DeWitt, Grand Mound and Calamus. 35.47 miles.

No. 32. R. A. Campbell, Rockwell, Iowa. Freight. Rockwell and Mason City. 13.5 miles.

No. 33. H. G. Hill, Bloomfield, Iowa. Freight. Bloomfield and Ottumwa. 22 miles.

No. 35. C. T. Gates, La Porte City, Iowa, owner and operator of Gates Transfer Line, La Porte City, Iowa. Freight. La Porte City and Waterloo. 15.61 miles.

No. 36. Earl Neth, Atlantic, Iowa. Freight. Atlantic and Lewis. 10.6 miles.

No. 37. W. H. Drake, Garner, Iowa. Freight between Mason City, Clear Lake, Ventura and Garner, except locally between Mason City and Clear Lake. 25.69 miles.

No. 38. Clayton Nelson Corrow, Spencer, Iowa. Freight. Route No. 1: Spencer, Milford, Arnold's Park, Okoboji and Spirit Lake. 22.61 miles. Route No. 2: Spencer, Sioux Rapids, Rembrandt, Truesdale and Storm Lake. 38.25 miles. Route No. 3: Spencer, Greenville, Webb, Marathon and Albert City. 38.6 miles. Route No. 4: Spencer, Dickens and Emmetsburg. 25.71 miles.

No. 40. A Schoenewe, Jr., Everly, Iowa. Freight. Everly and Spencer. 11 miles.

No. 41. C. L. Hartzell, Britt, Iowa. Freight between Britt, Garner, Clear Lake and Mason City, except locally between Clear Lake and Mason City. 34.78 miles.

No. 42. R. L. Smith, Moville, Iowa, owner and operator of Motor Service Company, Moville, Iowa. Freight, Sioux City to Moville. 18.0 miles.

No. 43. C. E. Grothaus, Kingsley, Iowa. Freight. Kingsley, Moville and Sioux City. 30.63 miles.

No. 45. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Passengers. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. 34.0 miles.

No. 46. Bert Canon, Carson, Iowa. Passengers. Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 30.46 miles.

No. 47. Ft. Dodge, Des Moines & Southern Transportation Co., Boone, Iowa. Passengers. Indianola and Des Moines. 17.65 miles.

No. 48. Madrid Motor Transport, Madrid, Iowa, a partnership composed of Earl Ramsey, Madrid, Iowa, and G. A. Kirtley, Des Moines, Iowa. Freight. Des Moines, Polk City and Madrid. 26.7 miles.

No. 49. C. B. Croghan, Griswold, Iowa. Freight between Griswold, Lewis and Atlantic, except locally between Lewis and Atlantic. 20.4 miles.

No. 51. Adolph H. Ausenhus, Northwood, Iowa. Freight. North line of the state of Iowa, Northwood, Kensett, Manly and Mason City. 29.3 miles.

No. 52. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Dray & Storage Line, Cedar Falls, Iowa, lessor. C. L. McLeod, Iowa Falls, Iowa, lessee. Freight. Cedar Falls, Cedar Heights, Castle Hill and Waterloo. 7.2 miles.

No. 53. Carl Baldwin, Griswold, Iowa. Passengers. Griswold, Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 46.1 miles.

No. 54. Ray Seaton, Eldon, Iowa. Freight, one way, from Ottumwa to Eldon. 14.98 miles.

No. 56. Stormer Transfer, Atlantic, Iowa, a partnership composed of John Stormer and Chester A Stormer, Atlantic, Iowa. Freight. Atlantic, Walnut and Avoca. 24.0 miles.

No. 58. Headrick & Marshall, a partnership, Des Moines, Iowa. Freight between Earlham, DeSoto, Van Meter and Des Moines, except locally between Van Meter and Des Moines. 34.63 miles.

No. 59. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers over route No. 1 and passengers over route No. 2. Route No. 1: Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood and Tipton. 40.093 miles. Route No. 2: Tipton, Bennett, New Liberty, Mayesville and Davenport. 39.108 miles.

No. 60. Ray C. Nichols, Wellsburg, Iowa. Freight. Iowa Falls, Wellsburg, Holland and Grundy Center. 37.97 miles.

No. 61. Thomas W. Hannah, Fairfield, Iowa. Passengers and a limited amount of freight (250 pounds). Fairfield, Birmingham, Mt. Zion and Keosauqua. 21.34 miles.

No. 62. L. W. Lau, Ventura, Iowa. Freight between Ventura, Clear Lake and Mason City, except locally between Clear Lake and Mason City. 15.4 miles.

No. 64. J. P. Maxwell & Son, Wick, Iowa, a partnership composed of J. P. Maxwell and William Maxwell, Wick, Iowa. Freight. From Des Moines to Martensdale and between Martensdale and St. Charles over the following routes: Route No. 1: Des Moines, Norwalk and Martensdale. Route No. 2: Martensdale, Wick, St. Mary's and St. Charles. 30.91 miles.

No. 65. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers. Iowa City, Kalona and Washington. 32.292 miles.

No. 68. R. G. Thompson, Montrose, Iowa. Freight. Route No. 1: Montrose and Keokuk. 10.5 miles. Route No. 2: Montrose and Keokuk. 10.5 miles. Route No. 3: Montrose and Fort Madison. 11.5 miles.

No. 69. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Passengers. Route No. 1: Muscatine, Grand View, Wapello, Newport, Mediapolis and Burlington. 54.84 miles. Route No. 2: Muscatine, West Liberty and Iowa City. 37.34 miles.

No. 71. Harold Kristensen, Hudson, Iowa. Freight. Hudson and Waterloo. 9.8 miles.

No. 73. R. O. Seaton, Osage, Iowa. Freight between Osage and Mason City, except that originating at or destined to points intermediate thereto. 30.86 miles.

No. 74. J. W. Harris, Spencer, Iowa. Passenger. Spencer, Milford, Arnolds Park, Okoboji and Spirit Lake. 22.31 miles.

No. 75. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo, Iowa. Passenger. Route No. 1: Waterloo, Castle Hill, Cedar Heights and Cedar Falls. 8.03 miles, average. Route No. 2: Waterloo, Jesup and Independence. 26.334 miles.

No. 76. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo, Iowa. Passengers and a limited amount of freight (500 pounds). Waterloo, Cedar Falls, Janesville, Waverly, Shell Rock, Allison, Greene, Marble Rock, Rockford, Nora Springs and Mason City. 91.42 miles.

No. 80. W. C. Gray, Manson, Iowa. Freight. Manson and Fort Dodge. 40.78 miles, round trip.

No. 81. O. S. Hall, Iowa Falls, Iowa. Freight. Between Iowa Falls and Eldora, between Iowa Falls and New Providence and between Iowa Falls and Union. 66.037 miles, round trip.

No. 83. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Passenger. Newton, Colfax, Mitchellville, Altoona and Des Moines. 36.6 miles.

No. 88. M. E. Butterworth, Humboldt, Iowa (Lessee). Freight. Algona, Humboldt, Dakota City and Fort Dodge. 46.3 miles.

No. 89. Frank C. Scherer, Red Oak, Iowa. Freight. Red Oak, Emerson, Hastings, Malvern, Glenwood, Council Bluffs and the west line of the state. 117.85 miles.

No. 90. Sioux Falls Traction System, a corporation of Sioux Falls, South Dakota. Passenger. Route No. 1: The north line of the state, Larchwood, Lester, Rock Rapids, Little Rock, Sibley, Allendorf, 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, Iowa. 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, Iowa. Freight. Indianola and Des Moines. 18.45 miles.

No. 94. Bert H. Furness, Sheffield, Iowa. Freight. Sheffield, Chapin and Hampton. 11.175 miles.

No. 95. George Koss, Ely, Iowa. Freight. Ely and Cedar Rapids. 19.6 miles, round trip.

No. 96. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passenger. Route No. 1: Boone, Luther, Madrid, Polk City and Des Moines. 43.5 miles. Route No. 2: Boone, Stanhope and Webster City. 33.57 miles. Route No. 3: Ames, Huxley, Ankeny and Des Moines. 35.0 miles.

No. 98. Edgar Plagge, Latimer, Iowa. Freight. Hampton, Sheffield, Rockwell and Mason City. 31.47 miles.

No. 99. Joe Bos, Hampton, Iowa. Freight. Hampton and Iowa Falls. 18.34 miles.

No. 100. Stephen A. Bollinger, Des Moines, Iowa, owner and operator of Safety Coach Transit Company of Des Moines, Iowa. Passenger. Des Moines, Altoona, Mitchellville, Colfax, Newton, Kellogg and Grinnell. 56.88 miles.

No. 101. Gust Kasischke, Buckeye, Iowa. Freight. Buckeye, Alden and Iowa Falls. 14.336 miles.

No. 102. Iowa Central Motor Express Company, Inc., Mason City, Iowa. Freight. Mason City, Clear Lake, Garner, Britt, Wesley and Algona, except that: 1. No freight originating at points west of Britt shall be transported to points intermediate to Britt and Mason City; 2. No freight originating at Mason City or Garner or points intermediate thereto, shall be delivered to Britt; 3. No freight originating at points between Mason City and Garner or at Garner shall be transported to points west of Britt; 4. No freight shall be delivered to or from points between Garner and Britt; 5. No freight originating at Britt shall be transported to Mason City or to points intermediate to Britt and Mason City. 56.5 miles.

No. 104. Carl Brown, Winterset, Iowa. Freight. Between Winterset, Patterson, Bevington and Des Moines, except that originating at or destined to points intermediate to Bevington and Des Moines. 35.262 miles.

No. 106. Toney Gerdes, Independence, Iowa. Freight. Waterloo, Jesup and Independence. 25.359 miles.

No. 110. Clarence M. Vetter, Atlantic, Iowa. Freight between Atlantic, Anita, Adair and Casey, except that originating at or destined to Wiota. 30.61 miles.

No. 113. Cole Musick, Anita, Iowa. Freight between Anita and Atlantic, except that originating at or destined to Wiota. 16.37 miles.

No. 115. Henry F. Quade, Fort Dodge, Iowa. Freight over circuitous route between Fort Dodge, Manson, Pomeroy, Pocahontas, Palmer, Blanden, Manson and Fort Dodge. 85.38 miles, round trip.

No. 116. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passengers between Ames, Story City, Jewell, Blairsburg, Webster City, Highview, Duncombe and Fort Dodge, except from Duncombe or Highview to Fort Dodge, Webster City or Blairsburg, or from Blairsburg, Webster City or Fort Dodge to Duncombe or Highview. 63.89 miles.

No. 117. Stalker Transportation Company, Rudd, Iowa, a partnership composed of Ell E. Stalker, Keith E. Stalker and Berl E. Stalker, Rudd, Iowa. Freight. Route No. 1: Rudd, Floyd and Charles City. 15.21 miles. Route No. 2: Rudd, Nora Springs and Mason City. 19.9 miles.

No. 118. Albert Welker, Thornton, Iowa. Freight between Thornton, Swaledale and Mason City, except that originating at or destined to Rockwell. 26.25 miles.

No. 119. Perry Bonar, New London, Iowa. Freight. New London, Danville, Middletown, West Burlington and Burlington. 19.24 miles.

No. 120. George F. Kirkpatrick, Alden, Iowa. Freight. Alden and Iowa Falls. 8.212 miles.

No. 121. M. J. Cass, Monticello, Iowa. Freight. Monticello, Cascade and Dubuque. 37.28 miles.

No. 122. W. D. Cross, Sidney, Iowa. Freight. Sidney, Tabor, Glenwood, Council Bluffs and the west line of the state. 48.25 miles.

No. 123. H. B. Green, Burlington, Iowa, owner and operator of H. B. Green Motor Transport Company, Burlington, Iowa. Freight. Burlington and Fort Madison. 21.82 miles.

No. 124. M. B. Hildreth, Denison, Iowa. Passenger. Route No. 1: Sioux City, Holly Springs, Smithland, Mapleton, Ute, Charter Oak and Denison. 78.42 miles. Route No. 2: Sioux City, Correctionville, Cushing, Holstein, Ida Grove, Arthur, Odebolt, Kiron, Deloit Station and Denison, except locally between Correctionville and Sioux City or points intermediate thereto. 101.13 miles.

No. 127. Louie Knoke, Klemme, Iowa. Freight between Klemme, Garner and Mason City, except that originating at or destined to points between Mason City and Garner. 30.68 miles.

No. 130. F. D. Hakes, Des Moines, Iowa. Freight between Cambridge and Des Moines, except that originating at or destined to points intermediate thereto. 25.5 miles.

No. 133. George W. Hausman, Waterloo, Iowa. Freight. Waterloo, Dike Grundy Center and Eldora, except that originating at or destined to Cedar Falls. 58.13 miles.

No. 134. Emmetsburg Produce Company, Emmetsburg, Iowa, a partnership composed of J. W. Jackson and S. W. Clark, Emmetsburg, Iowa. Freight. Route No. 1: Emmetsburg, Wallingford, Estherville, Wallingford, Graettinger and Emmetsburg. 52.54 miles. Route No. 2: Emmetsburg, Wallingford, Estherville, Wallingford, Graettinger, Ruthven, Ayrshire, Curlew, Mallard and Emmetsburg. 90.86 miles, round trip.

No. 135. Des Moines-Winterset Bus Co., Des Moines, Iowa, a partnership composed of Jerome C. Renfro, Des Moines, Iowa, Carl Poindexter, Des Moines, Iowa, and Ed. L. Gustafson, Duluth, Minn. Passenger and three hundred pounds of freight. Des Moines, Norwalk, Martensdale, Bevington, Patterson and Winterset. 37.18 miles.

No. 137. Vilas D. Wells, Pierson, Iowa. Freight. Pierson and Sioux City. 33.86 miles.

No. 138. Walter H. Kier, Tipton, Iowa. Freight. Davenport, Mayesville, New Liberty, Bennett and Tipton. 38.51 miles.

No. 139. Beckjorden & Company, Mason City, Iowa, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City, Iowa. Freight. Route No. 1: Rockford and Mason City. 41.4 miles, round trip. Route No. 2: Rockford, Marble Rock and Greene. 34.1 miles, round trip. Freight originating at or destined to Nora Springs shall not be transported.

No. 141. Theodore Lee, Glenwood, Iowa, owner and operator of Lee Transfer, Glenwood, Iowa. Interstate freight, exclusively. Glenwood, Council Bluffs and the west line of the state. 22.7 miles.

No. 142. LeMars Associated Retailers, a corporation of LeMars, Iowa. Freight. LeMars, Merrill, Hinton and Sioux City. 25.24 miles.

No. 144. Paul Strait, Rock Rapids, Iowa. Interstate freight, exclusively. Rock Rapids, Larchwood and the north line of the state. 20.25 miles.

No. 146. Fort Dodge, Des Moines & Southern Transportation Company, a corporation of Boone, Iowa. Passenger. Fort Dodge, Dakota City, Humboldt, Livermore, St. Joseph, Algona. 48.35 miles.

No. 151. Lynn Roddy, Dubuque, Iowa. Freight. Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. 34.0 miles.

No. 152. R. B. Fearing, Cedar Falls, Iowa, owner and operator of Clark's Dray and Storage Line, Cedar Falls, Iowa, lessor, C. L. McLeod, Iowa Falls, Iowa, lessee. Freight. Waterloo, Hudson, Voorhies, Buckingham, Traer, Toledo and Tama, except locally between Waterloo and Hudson. 54.06 miles.

No. 155. Elvin F. Heath, Correctionville, Iowa. Freight from Sioux City to Anthon. 34.7 miles.

No. 157. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Alden, Williams, Blairsburg and Webster City. 33.611 miles.

No. 158. C. L. McLeod, Iowa Falls. Freight. Iowa Falls, Hubbard, Radcliffe, Ellsworth and Jewell. 35.732 miles.

No. 159. C. L. McLeod, Iowa Falls, Iowa. Freight. Iowa Falls, Burdette, Popejoy, Dows, Galt, Clarion, Goldfield and Renwick. 58.392 miles.

No. 160. C. L. McLeod, Iowa Falls, Iowa. Freight. Route No. 1: Iowa Falls, Burdette, Popejoy, Alexander, 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, Iowa, a partnership composed of Gilmer O. Beckjorden and Gilbert Fjone, Mason City, Iowa. Freight. Mason City, Hanlontown, Fertile, Joice, Lake Mills and Scarville. 47.95 miles.

No. 163. R. L. Smith, Moville, Iowa, owner and operator of Motor Service Company, Moville, Iowa. Freight between Moville, Cushing, Holstein, Galva and Schaller, except that originating at or destined to Correctionville. 42.52 miles.

No. 164. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds). North line of the state, St. Ansgar, Osage, Orchard, Floyd and Charles City. 43.01 miles.

No. 165. Clarence Hass, Durant, Iowa. Freight. Route No. 1: Durant, Stockton, Walcott and Davenport. 26.0 miles. Route No. 2: Durant and Wilton. 8.53 miles. Route No. 3: Durant and Sunbury. 5.94 miles.

No. 166. Thomas W. Hannah, Fairfield, Iowa. Passengers and a limited amount of freight (250 pounds). Washington, Brighton, Pleasant Plain and Fairfield. 31.01 miles.

No. 168. Carl Reuter, West Union, Iowa. Freight between West Union, Fayette, Maynard and Waterloo, except that originating at or destined to Denver. 63.2 miles.

No. 169. Ft. Dodge, Des Moines & Southern Transportation Co., Boone, Iowa. Route No. 1: Ottumwa, Eddyville and Oskaloosa. 27.68 miles. Route No. 2: Ottumwa, Fremont, Cedar, Wright and Oskaloosa. 31.19 miles.

No. 171. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passenger. Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. 25.969 miles.

No. 172. Arthur Beasley, Marshalltown, Iowa. Passenger. Newton, Laurel and Marshalltown. 32.8 miles.

No. 173. C. L. McLeod, Iowa Falls, Iowa. Freight. Route No. 1; Clarksville, Shell Rock, Waverly, Janesville, Cedar Falls and Waterloo, except freight originating at or destined to points between Waterloo and Shell Rock. 40.22 miles. Route No. 2: Clarksville, Allison, Bristow, Dumont, Hansell and Hampton. 39.20 miles.

No. 174. Robert L. McIntyre, Pleasantville, Iowa. Freight. Pleasantville, Swan, Carlisle and Des Moines. 31.4 miles.

No. 175. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers between Stanwood, Clarence, Lowden, Wheatland, Calamus, Grand Mound, De Witt and Davenport, provided that no passengers shall be picked up at Wheatland or at any point between Wheatland and De Witt, 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 De Witt and Wheatland. 56.083 miles.

No. 176. M. F. Schlick, Charles City, Iowa. Freight between Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls and Waterloo, except locally between Waverly and Waterloo or points intermediate thereto. 53.845 miles.

No. 177. Osceola Transfer Company, Osceola, Iowa, a partnership composed of Loren L. Adams and Ida Adams, Osceola, Iowa. Freight between Osceola, Liberty, Medora, Jefferson Heights, Higdonville, Indianola and Des Moines, except locally between Indianola and Des Moines. 47.6 miles.

No. 178. Guy Moore, Battle Creek, Iowa. Freight from Sioux City to Battle Creek and Ida Grove and from Battle Creek to Ida Grove, except that originating at or destined to points intermediate to Sioux City and Battle Creek. 61.6 miles.

No. 179. R. O. Seaton, Osage, Iowa, owner and operator of Osage Transportation Company, Osage, Iowa. Freight, interstate exclusively. Route No. 1: Osage, St. Ansgar and the north line of the state. 21.36 miles. Route No. 2: Osage and Orchard, 5.59 miles. Route No. 3: North line of the state and Stacyville. 4.6 miles.

No. 180. L. B. Stanley, Springville, Iowa. Freight between Whittier, Springville, Paralta and Cedar Rapids, except that originating at or destined to Marion. 25.98 miles.

No. 181. Waterloo, Cedar Falls & Northern Railway Company, a corporation of Waterloo, Iowa. Passengers and a limited amount of freight (250 pounds). Waterloo, Washburn, La Porte City, Mt. Auburn, Vinton, Newhall and Cedar Rapids. 66.63 miles.

No. 182. W. E. O'Bleness, Milo, Iowa. Freight. Milo, Indianola and Des Moines, except locally between Indianola and Des Moines, or points intermediate thereto. 59.623 miles, round trip.

No. 183. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Freight. Cedar Rapids and Mt. Vernon. 39.11 miles.

No. 184. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Freight. Cedar Rapids, Shueyville, Curtis, North Liberty and Iowa City. 26.109 miles.

No. 185. James C. Allen, of Guthrie Center, Iowa. Freight between Guthrie Center, Panora, Panther, Dallas Center, Grimes and Des Moines, except that originating at Panora and destined to Des Moines or originating at Des Moines and destined to Panora, or locally between Dallas Center, Grimes and Des Moines. 53.925 miles.

No. 187. Buell Traver, Paullina, Iowa. Freight from Sioux City to Granville, Germantown and Paullina; from Granville to Germantown and Paullina and from Germantown to Paullina, except that originating at or destined to points intermediate to Sioux City and Granville. 69.74 miles.

No. 188. Paul Strait, Rock Rapids, Iowa. Freight, interstate exclusively. Circuitous route between Alvord, Larchwood, north line of the state, Larchwood, Inwood, Doon and Alvord. 55.10 miles, round trip.

No. 189. W. A. Lang, Malvern, Iowa. Freight between Malvern, Glenwood, Council Bluffs and the west line of the state, except that originating at or destined to Glenwood. 31.9 miles.

No. 190. Range and Frank Transfer, Atlantic, Iowa, a partnership composed of Louie Range and George Frank, Atlantic, Iowa. Freight between Atlantic, Lewis, Oakland, Council Bluffs and the west line of the state, except locally between Atlantic and Lewis. 56.9 miles.

No. 192. Overland Stages, Incorporated, Duluth, Minnesota. Passengers between the north line of the state, Rock Rapids, Doon, Sioux Center, Maurice, Le Mars, Merrill, Wren, Hinton, James and Sioux City, except passengers locally between Le Mars and Sioux City or points intermediate thereto. 94.37 miles.

No. 193. Clinton, Davenport and Muscatine Railway Company, a corporation of Davenport, Iowa. Passengers and a limited amount of freight (100 pounds), between Davenport, Bettendorf, Pleasant Valley, Le Claire, Princeton, Folletts, Shaffton, Camanche and Clinton. 38.22 miles.

No. 194. C. L. McLeod, Iowa Falls, Iowa. Freight. Waterloo, Eagle Center, Dysart and Garrison. 40.792 miles.

No. 196. J. R. Campbell, Osceola, Iowa. Passenger. Osceola and Indianola. 29.12 miles.

No. 198. Jefferson Highway Transportation Company, a corporation of Minneapolis, Minnesota. Passengers and a limited amount of freight (300 pounds), interstate exclusively. Charles City, Nashua, Plainfield, Waverly, Janesville, Cedar Falls and Waterloo. 51.655 miles.

No. 200. Interstate Transit Lines, Inc., Omaha Nebraska. Passengers, interstate exclusively. West line of the state, Council Bluffs, Crescent, Honey Creek, Loveland, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Deloit Corner, Kiron Corner, Odebolt, Early, Storm Lake, Truesdale, Sioux Rapids, Spencer, Milford, Arnold's Park, Okoboji, Spirit Lake, Superior, Estherville, Armstrong and the north line of the state. 227.36 miles.

No. 202. Iowa Railway & Light Corporation, Cedar Rapids, Iowa. Passenger. 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, Iowa. Passenger. Avoca, Hancock, Oakland, Quick, Council Bluffs and the west line of the state. 45.35 miles.

No. 206. Raymond L. Hambsch, Shenandoah, Iowa. Freight between Shenandoah, Randolph, Tabor, Glenwood, Council Bluffs and the west line of the state, except locally between Tabor and the west line of the state or points intermediate thereto. 60.5 miles.

No. 207. Pioneer Stages, Incorporated, Oakland, California. Passengers, interstate exclusively. West line of the state, Council Bluffs, Missouri Valley, Logan, Woodbine, Dunlap, Dow City, Arion, Denison, Vail, West Side, Carroll, Scranton, Jefferson, Grand Junction, Ogden, Boone, Madrid, Polk City, Des Moines, Ankeny, Huxley, Ames, Nevada, State Center, Marshalltown, Montour, Tama, Chelsea, Belle Plaine, Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus, De Witt, Clinton and the east line of the state. 434.303 miles.

No. 209. Dewey F. Potts, Whiting, Iowa. 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, Iowa. 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. Rockwell City, Lavinia, Lytton, Sac City, Nemaha, Juniata and Storm Lake, provided that not to exceed one thousand pounds of freight shall be

transported on any one motor vehicle at any one time, such freight to be of such character and not greater in amount than can be safely and conveniently carried without causing discomfort to passengers.

No. 215. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers. Iowa City, Solon, Ely and Cedar Rapids. 29.75 miles.

No. 216. W. E. O'Bleness, Milo, Iowa. Freight. Milo, Liberty Center, Lacona and Milo. 27.15 miles.

No. 217. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Passengers and limited amount of freight. 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, Burr Oak, Decorah, Waukon, Postville, Clermont, West Union, Fayette, Maynard, Oelwein, Hazleton, Independence, Walker, Center Point and Cedar Rapids. 156.91 miles. Provided that not to exceed 300 pounds of freight shall be transported on any one motor vehicle at any one time, such freight to be of such character and not greater in amount than can safely and conveniently be carried without causing discomfort to passengers, and provided also that no service shall be afforded locally between Center Point and Cedar Rapids.

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. 219. Bert Canon, Carson, Iowa. Passengers. Henderson, Macedonia, Carson, Treynor, Council Bluffs and the west line of the state of Iowa. 38.11 miles.

No. 220. Jefferson Highway Transportation Company, Minneapolis, Minnesota. Passengers and a limited amount of freight. 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. Provided also that not to exceed 300 pounds of freight shall be transported on any one motor vehicle at any one time, such freight to be of such character and not greater in amount than can be safely and conveniently carried without causing discomfort to passengers.

No. 221. Wahrer Brothers, Charleston, Iowa, a partnership composed of M. W. Wahrer and T. J. Wahrer, Charleston, Iowa. 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, Iowa. 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, Iowa. 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. 226. Stephen DeVries, Orange City, Iowa. 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, Iowa. 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. 228. Herbert L. Graham, Logan, Iowa, owner and operator of Graham's Transfer, Logan, Iowa. Freight. Woodbine, Logan, Missouri Valley, Loveland, Honey Creek, Crescent, Council Bluffs and the west line of the state of Iowa, provided that no freight shall be transported to or from any point on this route which is located between Missouri Valley and the west line of Iowa. 45.70 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, Iowa, a partnership composed of J. H. Fredericksen and D. H. Fredericksen, Harlan, Iowa. 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, Iowa. Freight. Grant, Morton's Mill, Sciola and Villisca. 15.30 miles.

No. 234. Harvey McKenney, Logan, Iowa. Freight. Logan, Missouri Valley, Loveland, Honey Creek, Crescent City, Council Bluffs and the west line of the state of Iowa, provided that no freight shall be transported to and from the intermediate points on said route. 33.83 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, Iowa. 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, Iowa. Freight, one way from the west line of the state of Iowa to Persia over 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: West line of the state of Iowa, Council Bluffs, Weston, Underwood, Neola, Minden, Shelby, Tennant, Portsmouth and Persia. 54.70 miles.

No. 241. Irvin Milne, Griswold, Iowa. 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, Iowa. Passengers and a limited amount of freight. Davenport, Buffalo, Montpelier, Fairport and Muscatine, provided that not to exceed one hundred pounds of freight shall be transported on any one car at any one time, such freight to be of such character and not greater in amount than can be safely and conveniently carried without causing discomfort to passengers. 29.52 miles.

No. 245. Akron Truck Company, Akron, Iowa, a partnership composed of B. F. Shoulberg and G. E. Gassman, Akron, Iowa. Freight one way between Sioux City, Ruble, Akron and Westfield. 39.981 miles.

No. 246. Alvin C. Buechele, Grafton, Iowa. 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. Iowa Railway and Light Corporation, Cedar Rapids, Iowa. Passengers. Cedar Rapids, Belle Plaine, Chelsea, Tama, Toledo, Tama, Montour, Le Grand, and Marshalltown. 81.17 miles.

TRUCK OPERATORS

IN THE MATTER OF THE ADOPTION OF RULES AND REGULATIONS GOVERNING THE OPERATION OF TRUCK OPERATORS.

Under the provisions of Chapter 129, Laws of the Forty-third General Assembly of Iowa, the Board, by order, on June 28, adopted the following Rules and Regulations governing the operation of truck operators, effective July 4, 1929:

ORDER

Under the provisions of Chapter 129, Laws of the Forty-third General Assembly of Iowa and in the exercise of the powers therein conferred,

IT IS HEREBY ORDERED that the rules and regulations annexed to this order, entitled:

"RULES AND REGULATIONS GOVERNING THE OPERATION OF TRUCK OPERATORS"

be and the same are hereby adopted, effective July 4, 1929.

RULES AND REGULATIONS GOVERNING THE OPERATION OF TRUCK OPERATORS

RULE 1. UNLAWFUL TO OPERATE WITHOUT PERMIT. Special attention is directed to Section 6, Chapter 129, Laws of the 43rd G. A., which declares it unlawful for any person to operate as a truck operator within the state of Iowa without first having obtained a permit to do so from this Board.

RULE 2. AMENDMENTS TO RULES AND REGULATIONS. Any amendment to these rules and regulations, unless otherwise provided therein, shall apply in the same manner to persons holding permits at the time it becomes effective as it applies to persons obtaining permits after it becomes effective.

RULE 3. APPLICATION OF RULES AND REGULATIONS. These rules and regulations are subject to such changes and modifications as the Board may from time to time deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

RULE 4. APPLICATION FOR PERMIT. Application for a permit to operate as a truck operator shall be made to the "Iowa Board of Railroad Commissioners, Des Moines, Iowa," on forms prescribed for that purpose and which will be furnished to prospective applicants upon request. All such applications must be typewritten.

RULE 5. ANNUAL PERMIT FEE. The annual permit fee for any size motor truck for any year or for any part of a year, shall be $5.00.

The annual permit fee shall be remitted to the Board in the form of a certified check, bank draft, cashier's check, express money order or postal money order, payable to "Iowa Board of Railroad Commissioners."

Each application for a permit to operate as a truck operator shall be accompanied by a remittance, in the form referred to in the preceding paragraph, for an amount sufficient to pay the annual permit fee of $5.00 for each motor truck described in the application. This remittance will cover the permit fee for each motor truck described in the application, from the date the permit is issued until the 31st day of December of the year in which the permit is issued.

Truck operators who were operating in good faith on July 4, 1929, and who do not file application for a permit to operate as truck operator until after January 1, 1930, shall accompany their applications with a complete description of each motor truck operated during the period July 4, 1929, to December 31, 1929, and a remittance, in the form prescribed above, for an amount sufficient to pay the annual permit fee of $5.00 for each motor truck operated during that period and to pay the annual permit fee of $5.00 for each motor truck proposed to be operated during the year 1930, as described in the application.

The annual permit fee of $5.00 for each motor truck for each year after the year in which the permit is issued, shall be due and payable on or before the first day of January of each of such succeeding years and shall be remitted in the form prescribed in paragraph two of this rule.

Any truck operator who operates any motor truck or motor trucks during any year or years without a permit from this Board, shall, when he files application for a permit, accompany such application by a remittance, in the form prescribed above, for an amount sufficient to pay the annual permit fee of $5.00 for each motor truck for each year or part of a year that he has operated such motor truck or motor trucks without a permit and to pay the annual permit fee of $5.00 for each motor truck he proposes to operate during the year in which the application is filed. Such application shall also be accompanied by a complete description of each motor truck operated while the applicant did not hold a permit and a statement showing which year or years each of such motor trucks was operated.

INSURANCE REQUIREMENTS

(Rules 6-12 inclusive)

RULE 6. POLICIES OR SURETY BOND TO BE FILED. Every application for a permit to operate as a truck operator shall be accompanied by an insurance policy, policies or surety bond, covering each motor truck described in the application, in form to be approved by this Board, issued by some insurance carrier or bonding company authorized to do business in the state of Iowa, as required by Section 14, Chapter 129, Laws of the 43rd G. A.

RULE 7. INSURANCE POLICIES. If an insurance policy or policies is filed, the minimum limits of liability for each motor truck covered thereby shall be as follows:

(a) To cover the assured's legal liability as a truck operator for personal injury or death resulting therefrom, as a result of any one accident or other cause, Five Thousand ($5,000.00) Dollars for any recovery by one person and Ten Thousand ($10,000.00) Dollars for more than one person.

(b) To cover assured's legal liability as a truck operator for damage to or destruction of any property, other than that of or in charge of the assured, as a result of any one accident or other cause, One Thousand ($1,000.00) Dollars.

(c) To cover assured's legal liability as a truck operator for loss of or damage to property carried in or upon the insured motor trucks, except property of the assured, as a result of any one accident or other cause, One Thousand ($1,000.00) Dollars.

RULE 8. ENDORSEMENT FOR POLICIES. Every insurance policy filed with this Board by a truck operator shall have attached thereto the following endorsement:

"It is understood and agreed that before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given ten (10) days' prior written notice of such proposed suspension or cancellation.

"It is further understood and agreed that the obligation and promises of said policy shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement attached thereto, nor by any default of the assured in payment of premium or in the giving of any notice required by said policy or otherwise nor by the death, insolvency, bankruptcy, legal incapacity or inability of the assured.

"It is further understood and agreed that, notwithstanding anything in the policy to the contrary, it is the intent of this endorsement to amend the policy so as to fully comply with the provisions of Chapter 129, Laws of the 43rd General Assembly of Iowa and to give all of the coverage required by paragraphs (Insert here coverage to be given. For instance, (a); (a) and (b); (a), (b) and (c); (a) and (c); (b); (b) and (c) or (c)), of Rule 7 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators.

"It is further understood and agreed that said policy is hereby amended and extended to provide that any person, firm, association or corporation having a right of action under the policy against the Assured named in the policy, when service cannot be obtained on said Assured within the State of Iowa, may bring action for recovery directly upon such policy and against the insurer that issued such policy."

RULE 9. INSURANCE BINDERS. In case an applicant or a truck operator desires to file an insurance binder to comply with the insurance requirements of Section 14, Chapter 129, Laws of the 43rd G. A. and these rules and regulations, pending the issuance and filing of an

insurance policy, such binder must be issued by some insurance carrier authorized to do business in the State of Iowa and made out in accordance with the following form:

"This will bind the....., or ....., in favor of ....., of....., ..., as of.....M., on....., ..., 19...., for the coverage required by paragraphs ....., of Rule 7, of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators, on each of the following described motor trucks:

(Insert complete description of trucks)

"It is the intent of this binder to fully comply with the requirements of Section 14, Chapter 129, Laws of the Forty-third General Assembly of Iowa and to be subject to the requirements of Rules 6, 7 and 8 of the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Truck Operators.

"Dated at ....., ..., this.....day of....., 19....

.....

Authorized Agent."

RULE 10. RENEWAL POLICIES. Truck operators shall file a renewal of each insurance policy on file with this Board not less than twenty (20) days before the expiration of such policies, unless the truck operator proposes to discontinue operating the car or cars covered by the expiring policy. Failure to keep such insurance in full force and effect and to comply with the requirements of this rule shall be cause for revocation of a permit.

RULE 11. SURETY BOND. In case an applicant desires to file a surety bond to comply with the requirements of Section 14, Chapter 129, Laws of the 43rd G. A. and these rules and regulations, the Board will, upon request, prescribe the form of such bond and the amount thereof.

RULE 12. POLICIES AND BONDS TO REMAIN ON FILE. Insurance policies and surety bonds filed with this board by truck operators shall remain on file in the office of the Board and must not be removed therefrom except with the express permission of the Board.

RATES AND CHARGES

RULE 13. SCHEDULE OF RATES. Each application for a permit to operate as a truck operator shall be accompanied by a schedule setting out applicant's rates, charges, classifications and rules and regulations pertaining thereto. These schedules shall also show the name and address of the truck operator and the effective date of the schedule.

Changes may be made in rates, charges, classifications and rules and regulations pertaining thereto, by filing a new Rate Schedule with this Board, made out in accordance with the preceding paragraph. Each new schedule shall show the number of the schedule cancelled thereby.

These schedules shall be numbered consecutively, beginning with No. 1, and shall be kept available by the truck operator for public inspection.

Truck operators shall assess charges in accordance with the effective Rate Schedule on file with this Board unless the Board, after complaint is received, makes a change in such schedule in which event, the truck operator shall assess charges as ordered by the Board.

RULE 14. COMPLAINTS ON RATES. All complaints filed with this Board against a truck operator's rates, charges, classifications or rules and regulations pertaining thereto, must be typewritten, signed and sworn to by the complainant, filed in triplicate and contain the following information:

1. The name, address and permit number of the truck operator against whom the complaint is made.
2. Complete information as to the specific rates, charges, classifications, rules or regulations about which the complaint is made.
3. An allegation setting out complainant's grounds for complaint.
4. Such other information as may be pertinent to the subject matter of the complaint.

A copy of such complaint will be sent by the Board to the truck operator about whom it is made, who shall file typewritten reply thereto, in triplicate, within ten days. Upon receipt of such reply, the Board will determine what further procedure, if any, is necessary.

PERMIT TO ISSUE

RULE 15. PERMIT, EQUIPMENT CERTIFICATE AND RECEIPT FOR FEE. Upon the filing of a proper application, accompanied by a proper remittance in an amount sufficient to cover the required annual permit fee and a proper insurance policy, policies or surety bond, providing the required coverage for each truck proposed to be operated, the applicant will be furnished with a permit to operate as a truck operator, an Equipment Certificate containing a description of the trucks that he is authorized to operate under the permit and a receipt for the annual permit fee for each truck proposed to be operated.

RECEIPT TO BE DISPLAYED

RULE 16. MANNER OF DISPLAYING RECEIPT. Each truck operator will be furnished with a holder for the receipt for the annual permit fee for each motor truck and shall place such holder, with the receipt inserted therein, on the inside of the left hand door of the motor truck.

PLACING TRUCKS IN SERVICE

RULE 17. EQUIPMENT CERTIFICATE. No truck operator shall place any motor truck in service until after receiving an Equipment Certificate from this Board authorizing the use of such motor truck. Before an Equipment Certificate can be issued, it will be necessary for the truck operator to furnish the Board with a complete description of the motor truck, a policy, policies or surety bond providing the required coverage on the motor truck and a proper remittance for the annual permit fee on the motor truck. The description of the motor truck shall show the license number, make, factory number, engine number, maximum capacity, year built, weight, empty and whether equipped with solid or pneumatic tires. Provided, however, in emergency cases, and at the request of the truck operator, the Board will telephone or telegraph the truck operator, at his expense, as soon as the description, policy, policies or surety bond and permit fee are received, authorizing the use of the motor truck.

The truck operator should furnish the insurance or bonding company with a description of the motor truck, as set out above, and the date and hour that he desires to place it in service. The date and hour should be sufficiently in advance to permit the insurance company to file the policy and for this Board to furnish the truck operator with authority to operate the motor truck.

MARKING OF MOTOR TRUCKS

RULE 18. MANNER OF MARKING. Within ten (10) days after receiving authority to operate any motor truck, the truck operator shall cause to be painted on each side of such motor truck, in letters and figures large enough to be easily read at a distance of fifty (50) feet, and of a color in contrast to the background, the following:

(a) Name of truck operator as set out in permit.
(b) The words "Truck Operator."
(c) "I. R. C. Permit No. ....."

Provided that the letters and figures in line (c) shall not be less than two and one-half (2½) inches in height and the line of which shall not be less than three-eighths (⅜) inch in width.

RECEIPTS FOR FREIGHT

RULE 19. CONTENTS OF RECEIPT. Every truck operator shall issue a receipt for freight received for shipment, which receipt shall contain the following:

1. Name of truck operator.
2. Date and place received.
3. Name of consignor.
4. Name of consignee.
5. Destination.
6. Description of shipment.
7. Weight.
8. Value.
9. Rate and charges.
10. Signature of truck operator or agent.

These receipts shall be issued in triplicate; one for the consignor, one for the consignee and one to be kept by the truck operator.

REPORTING OF ACCIDENTS

RULE 20. IMMEDIATE REPORT TO BE MADE—CONTENTS OF REPORT. Accidents arising from, or in connection with, the operation of motor trucks by truck operators, resulting in injury to any person or in damage to any property exceeding the sum of Fifty ($50.00) Dollars, shall be immediately reported to the Iowa Board of Railroad Commissioners, Des Moines, Iowa, in writing. Such reports must be plainly written or typed on one side of the paper only and shall set forth:

1. Time and place of accident.
2. Names and addresses of the owners of all vehicles involved.
3. Names and addresses of the drivers or operators of all vehicles involved.
4. State Motor Vehicle Department license plate number, make and type of all vehicles involved.
5. Number of passengers, if any, in each of the vehicles involved.
6. Names and addresses of persons injured or killed and extent of injuries.
7. Names and addresses of witnesses, if any.
8. Full and complete report of the accident: cause; party or parties responsible, if any; condition of roads; weather conditions; speed of vehicles involved and any other pertinent information.

If all of the above information is not available, a preliminary report, containing all available information, should be made at once, the complete report to be made as soon thereafter as possible. These reports must be signed by the truck operator.

SAFETY REQUIREMENTS

RULE 21. STOPPING AT RAILROAD CROSSINGS. All motor trucks upon approaching any steam or electric railroad track at grade, shall be brought to a stop at such a point within fifty (50) feet of the steam or electric railroad track as will clear the track and still allow the driver of the motor truck to obtain a view of the track in both directions. Before proceeding to cross said track, the driver shall look in both directions and ascertain if the way is clear. After making the stop provided for in this rule, the motor truck shall not be placed in high gear until it shall have crossed the track or tracks. Failure to observe this rule may be deemed just cause for revoking a permit.

RULE 22. REFLECTORS. The glass reflectors required by Section 19, Chapter 129, Laws of the 43rd General Assembly of Iowa, shall be of such size and type as will properly reflect rays of light from motor vehicles approaching the motor truck, either from the front or rear, so as to be visible for the distances hereinafter specified. The red reflectors shall reflect rays of light so that the limits of the body of the motor truck will be clearly defined from a distance of at least three hundred (300) feet to the rear of the motor truck and the green reflectors shall reflect rays of light so that the limits of the body of the motor truck will be clearly defined from a distance of at least two hundred (200) feet to the front of the motor truck when the headlights on the motor truck are on bright. These reflectors shall be attached to the motor truck in the following manner:

All motor trucks, regardless of size—

(a) A red reflector shall be carried in addition to a tail light and in the same approximate position as the tail light.

Motor trucks, the width of which, measuring at the widest point either of the vehicle or the load, is greater than seventy-two (72) inches—

(a) A red reflector shall be attached to the bottom of each of the rear corners of the motor truck.

(b) A green reflector shall be attached to each of the front corners of the motor truck at a height of not less than four (4) feet nor more than seven (7) feet from the ground.

These reflectors shall be kept clean and shall be immediately replaced if lost or damaged to such an extent as not to reflect rays of light as required by this rule.

RULE 23. MOTOR TRUCKS TO BE OPERATED CAREFULLY. All motor trucks operated by truck operators shall be operated at all times in a careful and prudent manner and in accordance with the laws of Iowa.

RULE 24. DRIVERS TO KNOW LAW AND RULES. Truck operators shall see that all prospective drivers are familiar with the provisions of Chapter 129, Laws of the 43rd General Assembly of Iowa, all other laws applying to truck operators, and these rules and regulations, before being allowed to operate a motor truck.

RULE 25. HOURS OF SERVICE FOR DRIVERS. No truck operator shall cause or allow any driver or operator of any of his motor trucks to work as a driver or operator for more than twelve (12) driving hours in any twenty-four (24) hour period and such driver or operator shall have at least eight (8) consecutive hours' rest in each twenty-four (24) hour period.

SALE, TRANSFER, LEASE OR ASSIGNMENT OF PERMIT

RULE 26. MANNER OF MAKING APPLICATION FOR BOARD'S APPROVAL. Application for the Board's approval of a proposed sale, transfer, lease or assignment of a permit must be typewritten, must be signed and sworn to by the holder of the permit and the person proposing to take over or lease the permit and contain:

1. The name and address of the holder of the permit and the number of the permit.
2. The name and address of the person proposing to take over or lease the permit.
3. A statement as to whether it is proposed to sell, transfer, lease or assign the permit.
4. A statement that the person proposing to take over or lease the permit will adopt the Rate Schedule then in effect under the permit or a statement that a copy of the Rate Schedule proposed to be placed in effect, is attached to the application, as the case may be.
5. The proposed consideration or amount to be paid for the permit.
6. A description of all property proposed to be sold, transferred, leased or assigned and the amount to be paid therefor.
7. A statement that a copy of the proposed lease is attached to the application, if it is proposed to lease the permit.
8. A statement that copies of all contracts, agreements and other stipulations between the parties to the application are attached to the application.
9. The following information regarding each motor truck to be operated by the person proposing to take over or lease the permit; license number; make; factory number; engine number; maximum

capacity in pounds; year built; weight, empty, in pounds, and whether equipped with solid or pneumatic tires.

10. A statement that the proposed sale, transfer, lease or assignment is not for the purpose of hindering, delaying or defrauding creditors.
11. The date on which it is desired that such proposed sale, transfer, lease or assignment shall become effective. This date should be at least five days after the application is filed.
12. A statement that an insurance policy, policies or surety bond, providing the required coverage on the motor trucks to be operated by the person proposing to take over or lease the permit, is attached to the application or that an endorsement or endorsements, providing for the transfer of policies from the holder of the permit to the person proposing to take over or lease the permit, is attached to the application, as the case may be. The policy, policies, surety bond, endorsement or endorsements should be made effective at 12:01 A. M. on the date that it is desired to have the proposed transfer, sale, lease or assignment of the permit become effective.
13. A statement that there is attached to the application, a certified check, postal money order, bank draft or express money order, payable to the Board, in such an amount as to pay the annual permit fee for each motor truck to be operated by the person proposing to take over or lease the permit, on which the permit fee has not been paid for the then current year.
14. A request that the Board approve the proposed sale, transfer, lease or assignment.

TRUCK OPERATOR PERMITS ISSUED

Pursuant to the provisions of this law, the Board, during the period July 4, 1929, to and including December 2, 1929, issued 337 permits to truck operators.

Bonded Warehouses

No. J-5—1929. Western Grain Corporation, Sioux City. Application for license to conduct a bonded warehouse for storage of agricultural products at Sioux City.

The applicant having filed the required bond in the sum of $50,000, the Board, on November 30, 1928, issued License No. 5 to operate as a bonded warehouse for agricultural products as applied for.

Filed November 27, 1928. Closed November 30, 1928.

No. J-8—1929. A. Sterner & Company, Jordan. Application for license to conduct a bonded warehouse for storage of agricultural products at Jordan.

The applicant, having filed the required bond in the sum of $50,000, the Board on September 28, 1929, issued License No. 8 to operate as a bonded warehouse for agricultural products as applied for.

Filed September 25, 1929. Closed September 28, 1929.

Cases Investigated and Adjusted By Signal Engineering Department

No. K-192—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Wires over M. & St. L., north of depot, Abbott. Satisfactorily adjusted.

Filed April 24, 1928. Closed Feb. 1, 1929.

No. K-200—1929. Board of Railroad Commissioners v. Western Electric Telephone System. Wires over C., M., St. P. & P., east of depot, Whittemore. Satisfactorily adjusted.

Filed May 5, 1928. Closed March 15, 1929.

No. K-202—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C., M., St. P. and P., near elevator, Whittemore. Satisfactorily adjusted.

Filed May 5, 1928. Closed March 4, 1929.

No. K-203—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C., M., St. P. and P., east of depot, Hutchins. Satisfactorily adjusted.

Filed May 5, 1928. Closed March 4, 1929.

No. K-205—1929. Board of Railroad Commissioners v. Forest Township Mutual Telephone Co., Forest City. Wires over M. & St. L., 2½ miles north of Forest City. Satisfactorily adjusted.

Filed May 5, 1928. Closed January 31, 1929.

No. K-206—1929. Board of Railroad Commissioners v. Hayfield Telephone Co., Hayfield. Wires over M. & St. L., one mile south of Hawley. Satisfactorily adjusted.

Filed May 5, 1928. Closed May 3, 1929.

No. K-207—1929. Board of Railroad Commissioners v. Hayfield Telephone Co. Wires over M. & St. L., 300 feet north of Hawley. Satisfactorily adjusted.

Filed May 5, 1928. Closed May 31, 1929.

No. K-210—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha. Wires over C., M., St. P. & P., east of depot, Hobarton. Satisfactorily adjusted.

Filed May 5, 1928. Closed March 4, 1929.

No. K-211—1929. Board of Railroad Commissioners v. Ruthven Telephone Co., Ruthven. Wires over C., M., St. P. & P., one block east of depot, Ruthven. Satisfactorily adjusted.

Filed May 5, 1928. Closed March 15, 1929.

No. K-215—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C., M., St. P. & P. and M. & St. L. at Ruthven. Satisfactorily adjusted

Filed May 5, 1928. Closed March 4, 1929.

No. K-219—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad, near depot, Wesley. Satisfactorily adjusted.

Filed May 21, 1928. Closed March 15, 1929.

No. K-220—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad, near stock yards, Wesley. Satisfactorily adjusted.

Filed May 21, 1928. Closed March 15, 1929.

No. K-221—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad, east of depot, Wesley. Satisfactorily adjusted.

Filed May 21, 1928. Closed March 15, 1929.

No. K-226—1929. Board of Railroad Commissioners v. C., M., St. P. & P. R. R. Wires over railroad at Mason City Brick & Tile Plant, Mason City. Satisfactorily adjusted.
Filed May 21, 1928. Closed March 15, 1929.

K-230—1929. Board of Railroad Commissioners v. C., M., St. P. & P. R. R. Wires over railroad, west of depot, Cylinder. Satisfactorily adjusted.
Filed May 21, 1928. Closed March 15, 1929.

No. K-231—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Wires over M. & St. L., east of depot, Livermore. Satisfactorily adjusted.
Filed May 29, 1928. Closed December 3, 1928.

No. K-235—1929. Board of Railroad Commissioners v. Mutual Telephone Co., Jefferson. Cable crossing over C., M., St. P. & P., at depot, Jefferson. Satisfactorily adjusted.
Filed May 29, 1928. Closed October 3, 1929.

No. K-236—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Brace wire over tracks at Bayard. Satisfactorily adjusted.
Filed May 29, 1929. Closed January 4, 1929.

No. K-248—1929. Board of Railroad Commissioners v. C. & N. W. Wires over tracks, east of stock yards, Clinton. Satisfactorily adjusted.
Filed June 11, 1928. Closed April 25, 1929.

No. K-250—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad, west of Mill Creek Bridge, Clinton. Satisfactorily adjusted.
Filed June 14, 1928. Closed June 14, 1929.

No. K-256—1929. Board of Railroad Commissioners v. C. & N. W. Wires over track West Clinton. Satisfactorily adjusted.
Filed June 14, 1928. Closed May 9, 1929.

No. K-260—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad at Clarence. Satisfactorily adjusted.
Filed June 16, 1928. Closed May 16, 1929.

No. K-266—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad at Calamus. Closed without prejudice.
Filed June 16, 1928. Closed November 21, 1929.

No. K-267—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad, west of depot, Calamus. Closed without prejudice.
Filed June 16, 1928. Closed November 21, 1929.

No. K-268—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Grand Mound. Wires over railroad. Adjusted.
Filed June 16, 1928. Closed January 18, 1929.

No. K-269—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Grand Mound. Wires over railroad, west of depot, Grand Mound. Adjusted.
Filed June 16, 1928. Closed November 21, 1929.

No. K-271—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad at Clinton, De Witt and Grand Mound. Adjusted.
Filed June 21, 1928. Closed May 13, 1929.

No. K-281—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad east of Stanwood. Satisfactorily adjusted.
Filed July 2, 1929. Closed January 5, 1929.

No. K-288—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Humboldt. Wires over C., R. I. & P., at depot, Bode. Satisfactorily adjusted.
Filed July 13, 1928. Closed February 11, 1929.

No. K-289—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Humboldt. Wires over C., R. I. & P. south of Bode. Satisfactorily adjusted.
Filed July 13, 1928. Closed February 11, 1929.

No. K-291—1929. Board of Railroad Commissioners v. West Bend Electric Co., West Bend. Wires over C., R. I. & P., at depot, West Bend. Satisfactorily adjusted.
Filed July 13, 1928. Closed July 29, 1929.

No. K-292—1929. Board of Railroad Commissioners v. West Bend Telephone Co. Wires over C., R. I. & P., at light plant, West Bend. Satisfactorily adjusted.
Filed July 13, 1928. Closed July 29, 1929.

No. K-293—1929. Board of Railroad Commissioners v. West Bend Telephone Co. Wires over C., R. I. & P., at depot, West Bend. Satisfactorily adjusted.
Filed July 13, 1928. Closed December 31, 1928.

No. K-294—1929. Board of Railroad Commissioners v. West Bend Telephone Co. Wires over C., R. I. & P., at light plant, West Bend. Satisfactorily adjusted.
Filed July 13, 1928. Closed December 31, 1928.

No. K-295—1929. Board of Railroad Commissioners v. West Bend Telephone Co. Wires over C., R. I. & P., at depot Rodman. Satisfactorily adjusted.
Filed July 13, 1928. Closed December 31, 1928.

No. K-300—1929. Board of Railroad Commissioners v. West Bend Telephone Co. Wires over C., R. I. & P. one mile north of Ottosen. Satisfactorily adjusted.
Filed July 13, 1928. Closed December 31, 1928.

No. K-304—1929. Board of Railroad Commissioners v. Western Electric Telephone Co., Estherville. Wires over M. & St. L., south of depot, Estherville. Satisfactorily adjusted.
Filed July 13, 1928. Closed May 2, 1929.

No. K-322—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Humboldt. Wires over M. & St. L., one-half mile south of depot, Arnold. Satisfactorily adjusted.
Filed July 27, 1928. Closed August 12, 1929.

No. K-331—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C. & N. W., one-half mile north of La Verne. Satisfactorily adjusted.
Filed July 28, 1928. Closed January 12, 1929.

No. K-332—1929. Board of Railroad Commissioners v. Badger Telephone Co., Badger. Wires over M. & St. L., one and one-half miles north of depot, Badger. Satisfactorily adjusted.
Filed July 28, 1928. Closed May 29, 1929.

No. K-333—1929. Board of Railroad Commissioners v. Badger Telephone Co. Wires over M. & St. L., at depot, Badger. Satisfactorily adjusted.
Filed July 28, 1928. Closed May 29, 1929.

No. K-334—1929. Board of Railroad Commissioners v. Ft. Dodge Gas & Electric Co. Wires over M. & St. L. one mile south of Badger. Satisfactorily adjusted.
Filed July 28, 1928. Closed July 1, 1929.

No. K-335—1929. Board of Railroad Commissioners v. Ft. Dodge Gas & Electric Co. Wires over tracks, two miles south of Badger. Satisfactorily adjusted.
Filed July 28, 1928. Closed July 1, 1929.

No. K-336—1929. Board of Railroad Commissioners v. Badger Telephone Co. Wires over M. & St. L., one mile north of Badger. Satisfactorily adjusted.
Filed July 28, 1928. Closed May 29, 1929.

No. K-339—1929. Board of Railroad Commissioners v. Town of Badger. Wires over track at grain elevator. Satisfactorily adjusted.
Filed July 28, 1928. Closed June 1, 1929.

No. K-341—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Humboldt. Wires over M. & St. L. one mile north of Humboldt. Satisfactorily adjusted.
Filed July 28, 1928. Closed January 4, 1929.

No. K-344—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Wires over C. & N. W. west of Mt. Vernon. Satisfactorily adjusted.
Filed August 13, 1928. Closed September 26, 1929.

No. K-347—1929. Board of Railroad Commissioners v. Town of Livermore. Wires over M. & St. L., one mile north of Humboldt. Satisfactorily adjusted.
Filed August 13, 1928. Closed September 12, 1929.

No. K-348—1929. Board of Railroad Commissioners v. C. & N. W. Wires over track, west of depot, Lisbon. Satisfactorily adjusted.
Filed August 13, 1928. Closed January 5, 1929.

No. K-356—1929. Board of Railroad Commissioners v. Ft. D., D. M. & S. R. R., Boone. Wires over C & N. W. at Gowrie. Satisfactorily adjusted.
Filed August 25, 1928. Closed December 21, 1928.

No. K-357—1929. Board of Railroad Commissioners v. Moorland Mutual Telephone Co. Wires over M. & St. L., south of depot, at Moorland. Satisfactorily adjusted.
Filed August 27, 1928. Closed January 18, 1929.

No. K-358—1929. Board of Railroad Commissioners v. L. L. Ferguson and Carter Williams, Dana. Wires over M. & St. L., one and one-half miles south of Paton. Satisfactorily adjusted.
Filed August 27, 1928. Closed January 15, 1929.

No. K-363—1929. Board of Railroad Commissioners v. Paton Mutual Telephone Co. Wires over M. & St. L. at grain elevator, Paton. Satisfactorily adjusted.
Filed August 27, 1928. Closed January 14, 1929.

No. K-365—1929. Board of Railroad Commissioners v. Paton Light Co., Paton. Wires over M. & St. L., south of depot, Paton. Satisfactorily adjusted.
Filed August 27, 1928. Closed April 5, 1929.

No. K-371—1929. Board of Railroad Commissioners v. Central States Electric Co. Wires over C., B. & Q., west of depot, Harvey. Satisfactorily adjusted.
Filed August 28, 1928. Closed May 11, 1928.

No. K-378—1929. Board of Railroad Commissioners v. Pershing Coal Co., Pershing. Wires over tracks at depot, Tracy. Satisfactorily adjusted.
Filed August 28, 1928. Closed January 12, 1929.

No. K-385—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. G. W., So. Center St., Marshalltown. Satisfactorily adjusted.
Filed August 31, 1928. Closed January 23, 1929.

No. K-386-B—Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. G. W., So. Center St., Marshalltown. Satisfactorily adjusted.
Filed September 1, 1928. Closed December 3, 1928.

No. K-387-A—1929. Board of Railroad Commissioners v. Webb Telephone Co., Webb. Wires over C., M., St. P. & P. Satisfactorily adjusted.
Filed September 10, 1928. Closed January 10, 1929.

No. K-387-B—1929—Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. G. W., between So. Center and So. 1st Ave., Marshalltown. Satisfactorily adjusted.
Filed September 1, 1928. Closed December 3, 1928.

No. K-388-A—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. G. W., So. 1st Ave., Marshalltown. Satisfactorily adjusted.
Filed September 1, 1928. Closed December 3, 1928.

No. K-388-B—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C., R. I. & P. at Greenville. Satisfactorily adjusted.
Filed September 10, 1928. Closed March 9, 1929.

No. K-389—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Cornell. Wires over C., R. I. & P. two miles south of Greenville. Satisfactorily adjusted.
Filed September 10, 1928. Closed October 21, 1929.

No. K-390—1929. Board of Railroad Commissioners v. Spencer Electric Co. Wires over C., M., St. P. & P. at Spencer. Satisfactorily adjusted.
Filed September 10, 1928. Closed March 20, 1929.

No. K-391—1929. Board of Railroad Commissioners v. Spencer Electric Co. Wires over C., M., St. P. & P., at Tuttle's Pop Corn Plant, Spencer. Satisfactorily adjusted.
Filed September 10, 1928. Closed March 20, 1929.

No. K-392—1929. Board of Railroad Commissioners v. Western Electric Telephone System, Mason City. Wires over C., M., St. P. & P., at Spencer. Satisfactorily adjusted.
Filed September 10, 1928. Closed April 4, 1929.

No. K-393—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad at Spencer. Satisfactorily adjusted.
Filed September 10, 1928. Closed March 12, 1929.

No. K-394—1929. Board of Railroad Commissioners v. Spencer Electric Co., Spencer. Wires over C., M., St. P. & P., one block north of depot, Spencer. Satisfactorily adjusted.
Filed September 10, 1928. Closed March 20, 1929.

No. K-396—1929. Board of Railroad Commissioners v. Western Electric Telephone System, Mason City. Wires over C., M., St. P. & P., ¾ mile north of depot, Spencer.
Filed September 10, 1928. Closed April 4, 1929.

No. K-399—1929. Board of Railroad Commissioners v. C. & N. W. Ry. Wires over C. G. W., at interlocking plant, Lohrville. Satisfactorily adjusted.
Filed September 11, 1928. Closed November 26, 1929.

No. K-400—1929. Board of Railroad Commissioners v. C. & N. W. Ry. Co. Wires over C., M., St. P. & P. at Lohrville interlocking. Satisfactorily adjusted.
Filed September 11, 1928. Closed November 26, 1929.

No. K-409—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over M. & St. L. at Grand Junction. Satisfactorily adjusted.
Filed September 17, 1928. Closed December 20, 1928.

No. K-410—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad at Ogden. Satisfactorily adjusted.
Filed September 17, 1928. Closed March 12, 1929.

No. K-411—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad at 4th Street, Ogden. Satisfactorily adjusted.
Filed September 17, 1928. Closed March 12, 1929.

No. K-417—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over transfer track, M. & St. L., Perry. Satisfactorily adjusted.
Filed September 17, 1928. Closed May 27, 1929.

No. K-418—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C., M., St. P. & P., at Perry. Satisfactorily adjusted.
Filed September 17, 1928. Closed May 27, 1929.

No. K-425—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Cable over M. & St. L. at 4th road crossing south of depot, Perry. Satisfactorily adjusted.
Filed September 18, 1928. Closed March 20, 1929.

No. K-430—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. G. W., at depot, Gladbrook. Satisfactorily adjusted.
Filed September 18, 1928. Closed February 7, 1929.

No. K-432—1929. Board of Railroad Commissioners v. Iowa Railway and Light Corporation, Cedar Rapids. Wires over C. & N. W., at depot, Gladbrook. Satisfactorily adjusted.
Filed September 18, 1928. Closed February 7, 1929.

No. K-433—1929. Board of Railroad Commissioners v. Central Iowa Telephone Co., Gladbrook. Wires over C. & N. W., at depot, Gladbrook. Satisfactorily adjusted.
Filed September 18, 1928. Closed February 7, 1929.

No. K-438—1929. Board of Railroad Commissioners v. C. & N. W. Wires over railroad, east of interlocking, Tama. Satisfactorily adjusted.
Filed September 24, 1928. Closed April 25, 1929.

No. K-441—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation. Service wires over C. & N. W. Ry. at 9th Avenue, Belle Plaine. Satisfactorily taken care of.
Filed September 24, 1928. Closed November 21, 1929.

No. K-444—1929. Board of Railroad Commissioners v. Iowa Electric Company. Wires over C., B. & Q. tracks at Libertyville. Satisfactorily remedied.
Filed October 1, 1928. Closed January 31, 1929.

No. K-445—1929. Board of Railroad Commissioners v. C., B. & Q. R. R. Co. Telegraph line over C., R. I. & P. at Libertyville. Reconstructed to comply with Board's requirements.
Filed October 1, 1928. Closed January 4, 1929.

No. K-448—1929. Board of Railroad Commissioners v. Western Union Telegraph Company. Wires over M. & St. L. at Dallas Center. Crossing reconstructed to conform to the Board's requirements.
Filed October 4, 1928. Closed August 9, 1929.

No. K-449—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Telegraph wires over M. & St. L. south of depot, Minburn. Crossing rebuilt to standard requirements.
Filed October 4, 1928. Closed January 7, 1929.

No. K-450—1929. Board of Railroad Commissioners v. Minburn Electric Company. Electric light wires over M. & St. L. tracks at depot, Minburn. Satisfactorily adjusted.
Filed October 4, 1928. Closed September 9, 1929.

No. K-451—1929. Board of Railroad Commissioners v. C., B. & Q. R. R. Co. Hand throw derail on C., B. & Q. transfer track, Libertyville. Installation made.
Filed October 5, 1928. Closed January 4, 1929.

No. K-454—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Telephone wire crossing C., R. I. & P. tracks one mile north of Swanwood. Wire removed.
Filed October 12, 1928. Closed February 7, 1929.

No. K-455—1929. Board of Railroad Commissioners v. Bondurant Mutual Telephone Co. Telephone Wires over C., R. I. & P. Underground crossing substituted for overhead construction.
Filed October 12, 1928. Closed February 15, 1929.

No. K-456—1929. Board of Railroad Commissioners v. Elkhart Mutual Telephone Co. Telephone line over C., R. I. & P. tracks two miles south of Elkhart. Satisfactorily adjusted.
Filed October 12, 1928. Closed February 16, 1929.

No. K-457—1929. Board of Railroad Commissioners v. Elkhart Mutual Telephone Co., Elkhart. Wires over C., R. I. & P., south of depot, Elkhart. Satisfactorily adjusted.
Filed October 12, 1928. Closed February 16, 1929.

No. K-458—1929. Board of Railroad Commissioners v. Story County Independent Telephone Co., Nevada. Wires over C., R. I. & P., 3 miles south of Cambridge. Satisfactorily adjusted.
Filed October 12, 1928. Closed June 14, 1929.

No. K-459—1929. Board of Railroad Commissioners v. Story County Independent Telephone Co., Nevada. Wires over C., R. I. & P. one mile south of Cambridge. Satisfactorily adjusted.
Filed October 12, 1928. Closed June 14, 1929.

No. K-460—1929. Board of Railroad Commissioners v. Central States Electric Co., Cedar Rapids. Wires over C., R. I. & P., at depot, Cambridge. Satisfactorily adjusted.
Filed October 12, 1928. Closed July 31, 1929.

No. K-461—1929. Board of Railroad Commissioners v. Story County Independent Telephone Co., Nevada. Wires over C., R. I. & P., at depot, Cambridge. Satisfactorily adjusted.
Filed October 12, 1928. Closed September 12, 1929.

No. K-463—1929. Board of Railroad Commissioners v. Story County Independent Telephone Co., Nevada. Wires over C., R. I. & P., one mile north of Shipley. Satisfactorily adjusted.
Filed October 12, 1928. Closed February 22, 1929.

No. K-464—1929. Board of Railroad Commissioners v. Story County Independent Telephone Co., Nevada. Wires over C., R. I. & P., 1½ miles north of Shipley. Satisfactorily adjusted.
Filed October 12, 1928. Closed February 22, 1929.

No. K-465—1929. Board of Railroad Commissioners v. Story County Independent Telephone Co., Nevada. Wires over C., R. I. & P., south of depot, Nevada. Satisfactorily adjusted.
Filed October 12, 1928. Closed February 22, 1929.

No. K-467—1929. Board of Railroad Commissioners v. Colo Telephone Co., Colo. Wires over C., R. I. & P., south of depot, Fernald. Satisfactorily adjusted.
Filed October 12, 1928. Closed May 18, 1929.

No. K-469—1929. Board of Railroad Commissioners v. Buckeye Mutual Telephone Co., Buckeye. Wires over C., R. I. & P., north of depot, Buckeye. Satisfactorily adjusted.
Filed October 12, 1928. Closed January 21, 1929.

No. K-470—1929. Board of Railroad Commissioners v. Iowa Falls and Ellis Telephone Co., Iowa Falls. Wires over C., R. I. & P., three miles south of Iowa Falls. Satisfactorily adjusted.
Filed October 12, 1928. Closed September 26, 1929.

No. K-471—1929. Board of Railroad Commissioners v. Iowa Falls and Ellis Telephone Co., Iowa Falls. Wires over C., R. I. & P., one and one-half miles south of Iowa Falls. Satisfactorily adjusted.
Filed October 12, 1928. Closed September 26, 1929.

No. K-476—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Iowa Falls. Wires over C., R. I. & P., north of depot, Bradford. Satisfactorily adjusted.
Filed October 12, 1928. Closed September 26, 1929.

No. K-477—1929. Board of Railroad Commissioners v. Pleasant Ridge Telephone Co., Hampton. Wires over C., R. I. & P., three miles south of Hampton. Satisfactorily adjusted.
Filed October 12, 1928. Closed May 17, 1929.

No. K-479—1929. Board of Railroad Commissioners v. Farmers Telephone Co., Rockwell. Wires over C., R. I. & P., two miles south of Hurley. Satisfactorily adjusted.
Filed October 12, 1928. Closed January 25, 1929.

No. K-480—1929. Board of Railroad Commissioners v. Farmers Telephone Co., Rockwell. Wires over C., R. I. & P., one mile south of Hurley. Satisfactorily adjusted.
Filed October 12, 1928. Closed January 25, 1929.

No. K-481—1929. Board of Railroad Commissioners v. C. H. Sears, Mason City. Wires over C., R. I. & P., one-half mile south of I. O. O. F. Home, Mason City. Satisfactorily adjusted.
Filed October 12, 1928. Closed June 1, 1929.

No. K-482—1929. Board of Railroad Commissioners v. C. H. Sears, Mason City. Wires over C., R. I. & P., at Hawkeye Supply Co., Mason City. Satisfactorily adjusted.
Filed October 12, 1928. Closed October 3, 1929.

No. K-483—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over track of M. & St. L., at Lake Mills depot. Satisfactorily adjusted.
Filed October 12, 1928. Closed January 7, 1929.

No. K-485—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over track, at depot, Waukee. Satisfactorily adjusted.
Filed October 22, 1928. Closed May 2, 1929.

No. K-488—1929. Board of Railroad Commissioners v. Grimes Mutual Telephone Co., Grimes. Wires over M. & St. L., 300 feet west of railroad crossing, Waukee. Satisfactorily adjusted.
Filed October 22, 1928. Closed May 3, 1929.

No. K-490—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over C., M., St. P. & P., at Waukee. Satisfactorily adjusted.
Filed October 22, 1928. Closed June 6, 1929.

No. K-493—1929. Board of Railroad Commissioners v. Grimes Mutual Telephone Co., Grimes. Wires over C., M., St. P. & P. at Ortonville. Satisfactorily adjusted.
Filed October 22, 1928. Closed January 28, 1929.

No. K-494—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Grimes. Wires over M. & St. L., two and one-half miles east of Waukee. Satisfactorily adjusted.
Filed October 22, 1928. Closed January 28, 1929.

No. K-495—1929. Board of Railroad Commissioners v. Wabash Railway Co. Condition of frame bent bridge at Albia. Temporary repairs made; permanent structure to be constructed later.
Filed October 26, 1928. Closed February 2, 1929.

No. K-496—1929. Board of Railroad Commissioners v. C. & N. W. Cable over tracks at Des Moines Street, Des Moines. Satisfactorily adjusted.
Filed October 29, 1928. Closed May 3, 1929.

No. K-497—1929. Board of Railroad Commissioners v. Postal Telegraph Co., Des Moines. Wires over C. & N. W. at Des Moines. Satisfactorily adjusted. Investigation developed that the wires were alarm circuit wires belonging to the city.
Filed October 29, 1928. Closed February 2, 1929.

No. K-503—1929. Board of Railroad Commissioners v. C. G. W. Wires over I. C. and C. G. W. Transfer at Gypsum. Satisfactorily adjusted.
Filed October 29, 1928. Closed December 14, 1928.

No. K-504—1929. Board of Railroad Commissioners v. C. G. W. Telegraph line over I. C. R. R. at Gypsum. Satisfactorily adjusted.
Filed October 29, 1928. Closed January 26, 1929.

No. K-505—1929. Board of Railroad Commissioners v. C. G. W. Wires over C. G. W. at Ft. Dodge. Satisfactorily adjusted.
Filed October 29, 1928. Closed December 14, 1928.

No. K-508—1929. Board of Railroad Commissioners v. Sylvester Bowery and Cecil Hart, Beech. Wires over C., R. I. & P., north of depot, Beech. Satisfactorily adjusted.
Filed November 1, 1928. Closed August 9, 1929.

No. K-510—1929. Board of Railroad Commissioners v. Albion Mutual Telephone Co., Albion. Wires over M. & St. L., at depot, Albion. Satisfactorily adjusted.
Filed November 9, 1928. Closed January 31, 1929.

No. K-511—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. G. W., west of 3rd Ave., Marshalltown. Satisfactorily adjusted.
Filed November 9, 1928. Closed February 7, 1929.

No. K-513—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C. & N. W., at freight house, Tama. Satisfactorily adjusted.
Filed November 9, 1928. Closed December 28, 1928.

No. K-516—1929. Board of Railroad Commissioners v. Slater Mutual Telephone Co., Slater. Wires over C. & N. W., south of depot, Slater. Satisfactorily adjusted.
Filed November 9, 1928. Closed January 25, 1929.

No. K-517—1929. Board of Railroad Commissioners v. Sheldahl Telephone Co., Sheldahl. Wires over C. & N. W., near depot, Sheldahl. Satisfactorily adjusted.
Filed November 19, 1928. Closed January 31, 1929.

No. K-518—1929. Board of Railroad Commissioners v. Casper Rimathe, Slater. Wires over C. & N. W., one and three-fourth miles north of Slater. Satisfactorily adjusted.
Filed November 19, 1928. Closed February 22, 1929.

No. K-519—1929. Board of Railroad Commissioners v. Western Union

Telegraph Co. Wires over C. & N. W. at railroad crossing, Wright. Satisfactorily adjusted.
Filed November 19, 1928. Closed March 18, 1929.

No. K-520—1929. Board of Railroad Commissioners v. Citizens Mutual Telephone Co., Jefferson. Wires over C., M., St. P. & P., 1,000 feet north of railroad crossing, Jefferson. Satisfactorily adjusted.
Filed November 22, 1928. Closed June 6, 1929.

No. K-521—1929. Board of Railroad Commissioners v. Citizens Mutual Telephone Co., Jefferson. Wires over C., M., St. P. & P., 500 feet north of depot, Jefferson. Satisfactorily adjusted.
Filed November 22, 1928. Closed June 6, 1929.

No. K-522—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Perry. Wires over M. & St. L., one-half mile south of Berkeley. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 16, 1929.

No. K-523—1929. Board of Railroad Commissioners v. Marcy Mutual Telephone Co., Ogden, and Northwestern Bell Telephone Co., Perry. Wires over M. & St. L., 200 feet north of depot, Berkeley. Satisfactorily adjusted.
Filed November 23, 1928. Closed December 14, 1928.

No. K-524—1929. Board of Railroad Commissioners v. Marcy Mutual Telephone Co., Ogden. Wires over M. & St. L., one mile north of Berkeley. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 1, 1929.

No. K-528—1929. Board of Railroad Commissioners v. Marcy Mutual Telephone Co., Ogden. Wires over M. & St. L., one and one-half miles south of Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 1, 1929.

No. K-530—1929. Board of Railroad Commissioners v. Marcy Mutual Telephone Co., Ogden. Wires over M. & St. L., 600 feet south of grain elevator, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 1, 1929.

No. K-531—1929. Board of Railroad Commissioners v. Ogden Municipal Light Co., Ogden. Wires over M. & St. L., 400 feet north of grain elevator, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 11, 1929.

No. K-532—1929. Board of Railroad Commissioners v. Marcy Mutual Telephone Co., Ogden. Wires over M. & St. L., 200 feet south of grain elevator, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 1, 1929.

No. K-534—1929. Board of Railroad Commissioners v. Ogden Municipal Light Co., Ogden. Wires over M. & St. L., at interlocking, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 11, 1929.

No. K-536—1929. Board of Railroad Commissioners v. Ogden Municipal Light Co., Ogden. Wires over M. & St. L., at grain elevator, north of railroad crossing, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 1, 1929.

No. K-537—1929. Board of Railroad Commissioners v. Ogden Municipal Light Co., Ogden. Wires over M. & St. L., at grain elevator, north of railroad crossing, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 1, 1929.

No. K-538—1929. Board of Railroad Commissioners v. Ogden Municipal Light Co., Ogden. Wires over M. & St. L., first road crossing south of depot, Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 24, 1929.

No. K-539—1929. Board of Railroad Commissioners v. J. M. Brennan, Ogden. Radio wire over M. & St. L., Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed January 28, 1928.

No. K-542—1929. Board of Railroad Commissioners v. Ft. D., D. M. & S. R. R., Boone. Wires over M. & St. L., at coal mine, two and one-fourth miles north of Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed March 20, 1929.

No. K-544—1929. Board of Railroad Commissioners v. Ft. D., D. M. & S. Transmission line crossing M. & St. L., two and one-fourth miles north of Ogden. Satisfactorily adjusted.
Filed November 23, 1928. Closed March 20, 1929.

No. K-546—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Pilot Mound. Wires over M. & St. L., at Wolf. Satisfactorily adjusted.
Filed November 23, 1928. Closed June 14, 1929.

No. K-547—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co. Wires over M. & St. L., north of Wolf. Satisfactorily adjusted.
Filed November 23, 1928. Closed June 14, 1929.

No. K-548—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Pilot Mound. Wires over M. & St. L., one-half mile south of Pilot Mound. Satisfactorily adjusted.
Filed November 23, 1928. Closed June 14, 1929.

No. K-549—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Pilot Mound. Wires over M. & St. L., at depot, Pilot Mound. Satisfactorily adjusted.
Filed November 23, 1928. Closed June 14, 1929.

No. K-550—1929. Board of Railroad Commissioners v. Town of Pilot Mound. Wires over M. & St. L., north of Pilot Mound. Satisfactorily adjusted.
Filed November 23, 1928. Closed May 23, 1929.

No. K-551—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Pilot Mound. Wires over M. & St. L., first road crossing north of Pilot Mound. Satisfactorily adjusted.
Filed November 23, 1928. Closed June 14, 1929.

No. K-552—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Pilot Mound. Wires of M. & St. L., one and one-half miles south of South Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed June 14, 1929.

No. K-533—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., at Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 25, 1929.

No. K-554—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., one and three-fourths miles south of Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 25, 1929.

No. K-555—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., one mile south of Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 25, 1929.

No. K-556—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., at water tank, south of depot, Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed January 24, 1929.

No. K-557—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., one and one-half miles north of Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 25, 1929.

No. K-558—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., two miles north of Dayton. Satisfactorily adjusted.
Filed November 23, 1928. Closed January 24, 1929.

No. K-559—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., two and one-half miles south of Burnside. Satisfactorily adjusted.
Filed November 23, 1928. Closed January 24, 1929.

No. K-560—1929. Board of Railroad Commissioners v. Dayton Mutual Telephone Co., Dayton. Wires over M. & St. L., one and one-half miles south of Burnside. Satisfactorily adjusted.
Filed November 23, 1928. Closed January 24, 1929.

No. K-561—1929. Board of Railroad Commissioners v. Ft. Dodge Telephone Co., Ft. Dodge. Wires over M. & St. L., north of depot, Otho. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 18, 1929.

No. K-562—1929. Board of Railroad Commissioners v. Central States Electric Co., Cedar Rapids. Wires over M. & St. L., first road crossing north of Otho. Satisfactorily adjusted.
Filed November 23, 1928. Closed December 14, 1928.

No. K-563—1929. Board of Railroad Commissioners v. Ft. Dodge Telephone Co., Ft. Dodge. Wires over M. & St. L., one-fourth miles south of clay works, Ft. Dodge. Satisfactorily adjusted.
Filed November 23, 1928. Closed April 18, 1929.

No. K-564—1929. Board of Railroad Commissioners v. Johnston Clay Works, Inc., Ft. Dodge. Wires over M. & St. L., at Johnston Clay Works, Inc., Ft. Dodge. Satisfactorily adjusted.
Filed November, 1928. Closed March 7, 1929.

No. K-565—1929. Board of Railroad Commissioners v. Johnston Clay Works, Inc., Ft. Dodge. Wires over M. & St. L., north of Johnston Clay Works, Inc., Ft. Dodge. Satisfactorily adjusted.
Filed November 23, 1928. Closed March 7, 1929.

No. K-566—1929. Board of Railroad Commissioners v. F. D., D. M. & S., Boone. Transmission line over M. & St. L., near Vincent Clay Works, Ft. Dodge. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 10, 1929.

No. K-567—1929. Board of Railroad Commissioners v. Ft. D., D. M. & S., Boone. Wires over M. & St. L., near Vincent Clay Works, Ft. Dodge. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 10, 1929.

No. K-568—1929. Board of Railroad Commissioners v. Vincent Clay Products Co., Ft. Dodge. Wires over M. & St. L. Satisfactorily adjusted.
Filed November 23, 1928. Closed February 26, 1929.

No. K-569—1929. Board of Railroad Commissioners v. M. & St. L. Derail at Angus. Satisfactorily adjusted.
Filed November 26, 1928. Closed February 2, 1929.

No. K-570—1929. Board of Railroad Commissioners v. M. & St. L. Derail at Burnside. Satisfactorily adjusted.
Filed November 26, 1928. Closed February 2, 1929.

No. K-571—1929. Board of Railroad Commissioners v. C., R. I. & P. Rear end collision between trains 441 and 17, three-fourth mile east of Enterprise, December 1, 1928. Proper investigation made.
Filed December 1, 1928. Closed January 26, 1929.

No. K-572—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., M., St. P. & P., 600 ft. west of brick plant, Adel. Satisfactorily adjusted.
Filed December 4, 1928. Closed January 4, 1929.

No. K-573—1929. Board of Railroad Commissioners v. Des Moines Electric Co., Des Moines. Service wires over C., M., St. P. & P., ¼ mile west of Adel. Satisfactorily adjusted.
Filed December 4, 1928. Closed May 3, 1929.

No. K-574—1929. Board of Railroad Commissioners v. Des Moines Electric Co., Des Moines. Wires over C., M., St. P. & P., west of depot, Adel. Satisfactorily adjusted.
Filed December 4, 1928. Closed May 3, 1929.

No. K-575—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over tracks at Adel. Satisfactorily adjusted.
Filed December 4, 1928. Closed February 4, 1929.

No. K-576—1929. Board of Railroad Commissioners v. Des Moines Electric Co., Des Moines. Wires over C., M., St. P. & P., second road crossing east of depot, Adel. Satisfactorily adjusted.
Filed December 4, 1928. Closed May 3, 1929.

No. K-577—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad, east of Redfield. Satisfactorily adjusted.
Filed December 4, 1928. Closed February 4, 1929.

No. K-578—1929. Board of Railroad Commissioners v. C. G. W. R. R. Wires over track—East 20th and Grand, Des Moines. Satisfactorily adjusted.
Filed December 4, 1928. Closed February 7, 1929.

No. K-579—1929. Board of Railroad Commissioners v. Des Moines Electric Co., Des Moines. Wires over C., R. I. & P., C. G. W., and Ft. D., D. M. & S., between East Grand Ave. and Capital Ave., Des Moines. Satisfactorily adjusted.
Filed December 4, 1928. Closed March 7, 1929.

No. K-580—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Bad condition of warning whips for bridge east of Adel. Satisfactorily adjusted.
Filed December 7, 1928. Closed February 18, 1929.

No. K-581—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Hampton. Wires over M. & St. L., two miles west of Hampton. Satisfactorily adjusted.
Filed December 14, 1928. Closed July 15, 1929.

No. K-582—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Hampton. Wires over M. & St. L., three miles west of Hampton. Satisfactorily adjusted.
Filed December 14, 1928. Closed July 15, 1929.

No. K-584—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Sioux City. Wires over M. & St. L., east of depot, Latimer. Satisfactorily adjusted.
Filed December 24, 1928. Closed February 11, 1929.

No. K-585—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Sioux City. Wires over M. & St. L., west of depot, Latimer. Satisfactorily adjusted.
Filed December 14, 1928. Closed April 12, 1929.

No. K-588—1929. Board of Railroad Commissioners v. Central States Electric Co., Cedar Rapids. Wires over M. & St. L., at Alexander. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 29, 1929.

No. K-590—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha. Wires over M. & St. L., at Alexander. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 9, 1929.

No. K-592—1929. Board of Railroad Commissioners v. C., R. I. & P. Ry. Co. Telegraph line over M. & St. L., Belmond. Satisfactorily adjusted.
Filed December 14, 1928. Closed January 14, 1929.

No. K-594—1929. Board of Railroad Commissioners v. C. G. W. Telegraph line over M. & St. L., west of Belmond. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 2, 1929.

No. K-598—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha. Telegraph line over M. & St. L., at Olaf. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 9, 1929.

No. K-599—1929. Board of Railroad Commissioners v. Norway Rural Telephone Co., Kanawha. Telephone line over M. & St. L., ½ mile west of Olaf. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 9, 1929.

No. K-600—1929. Board of Railroad Commissioners v. Norway Rural Telephone Co., Kanawha. Wires over M. & St. L., at beet loading chute, west of Olaf. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 9, 1929.

No. K-601—1929. Board of Railroad Commissioners v. Norway Rural Telephone Co., Kanawha. Wires over M. & St. L., two miles east of Kanawha. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 9, 1929.

No. K-602—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha, Nebraska. Wires over M. & St. L., east of depot, Kanawha. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 9, 1929.

No. K-603—1929. Board of Railroad Commissioners v. Central States Electric Co., Cedar Rapids. Wires over M. & St. L. at Kanawha. Satisfactorily adjusted.
Filed December 14, 1928. Closed January 28, 1929.

No. K-604—1929. Board of Railroad Commissioners v. Norway Rural Telephone Co., Kanawha. Wires over M. & St. L., one mile west of Kanawha. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 9, 1929.

No. K-605—1929. Board of Railroad Commissioners v. Norway Rural Telephone Co., Kanawha. Wires over M. & St. L., one mile west of Kanawha. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 9, 1929.

No. K-606—1929. Board of Railroad Commissioners v. Norway Rural Telephone Co., Kanawha. Wires over M. & St. L., 1½ miles east of Denhart. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 9, 1929.

No. K-608—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha. Wires over M. & St. L., at Denhart. Satisfactorily adjusted.
Filed December 14, 1928. Closed August 31, 1929.

No. K-609—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha. Wires over M. & St. L., west side track, Denhart. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 9, 1929.

No. K-610—1929. Board of Railroad Commissioners v. Corwith Telephone Co., Corwith. Wires over M. & St. L., ¾ mile west of Corwith. Satisfactorily adjusted.
Filed December 14, 1928. Closed April 20, 1929.

No. K-611—1929. Board of Railroad Commissioners v. St. Benedict Telephone Co., St. Benedict. Wires over M. & St. L., 1½ miles east of St. Benedict. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 24, 1929.

No. K-612—1929. Board of Railroad Commissioners v. St. Benedict Telephone Co., St. Benedict. Wires over M. & St. L. at St. Benedict. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 24, 1929.

No. K-613—1929. Board of Railroad Commissioners v. Western Union Telegraph Co., Omaha. Wires over M. & St. L., east of depot, St. Benedict. Satisfactorily adjusted.
Filed December 14, 1928. Closed May 9, 1929.

No. K-615—1929. Board of Railroad Commissioners v. Irvington Center Telephone Co., Algona. Wires over M. & St. L., one mile west of Rich Point. Satisfactorily adjusted.
Filed December 14, 1928. Closed July 26, 1929.

No. K-616—1929. Board of Railroad Commissioners v. Paton Mutual Telephone Co., Paton. Wires over M. & St. L., one mile north of Paton. Satisfactorily adjusted.
Filed December 21, 1928. Closed January 4, 1929.

No. K-617—1929. Brotherhood of Railroad Trainmen v. C., M., St. P. & P. R. R. Handling cars in freight trains with air inoperative. Satisfactorily adjusted. Complaint due to misinterpretation of rules.
Filed December 19, 1928. Closed February 2, 1929.

No. K-618—1929. Board of Railroad Commissioners v. Hayfield Telephone Co., Hayfield. Wires over C., R. I. & P., 300 feet west of depot, Hayfield. Satisfactorily adjusted.
Filed January 4, 1929. Closed May 31, 1929.

No. K-619—1929. Board of Railroad Commissioners v. Hayfield Telephone Co., Hayfield. Wires over C., R. I. & P., 150 feet west of depot, Hayfield. Satisfactorily adjusted.
Filed January 4, 1929. Closed May 31, 1929.

No. K-620—1929. Board of Railroad Commissioners v. Central States Electric Co., Cedar Rapids. Wires over C., R. I. & P., west of depot, Hayfield. Satisfactorily adjusted.
Filed January 4, 1929. Closed November 6, 1929.

No. K-621—1929. Board of Railroad Commissioners v. Central States Electric Co., Cedar Rapids. Wires over C., R. I. & P., east of depot, Hayfield. Satisfactorily adjusted.
Filed January 4, 1929. Closed November 6, 1929.

No. K-622—1929. Board of Railroad Commissioners v. Ft. D., D. M. & S. R. R. and C. G. W. R R. Crossing protection on Lehigh Branch of C. G. W. R. R., Ft. Dodge. Satisfactorily adjusted.
Filed January 4, 1929. Closed February 1, 1929.

No. K-623—1929. Board of Railroad Commissioners v. Warren Snyder, Carroll. Wires over C. & N. W., one mile west of Glidden. Satisfactorily adjusted.
Filed January 14, 1929. Closed April 20, 1929.

No. K-624—1929. Board of Railroad Commissioners v. C., R. I. & P. Investigation of accident at Bridge 4122, south of Monteith.
Filed January 17, 1929. Closed February 18, 1929.

No. K-625—1929. Board of Railroad Commissioners v. C. G. W. R. R. Crossing protection at 17th and 18th Ave., Ft. Dodge. Pilot lights. Satisfactorily adjusted.
Filed January 10, 1929. Closed January 31, 1929.

No. K-626—1929. Board of Railroad Commissioners v. Brooklyn Mutual Telephone Co., Brooklyn. Wires over C., R. I. & P., at Brooklyn. Satisfactorily adjusted.
Filed February 1, 1929. Closed April 18, 1929.

No. K-627—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Accident in Cedar Rapids Yards, January 30, 1929. Proper investigation made.
Filed January 31, 1929. Closed February 7, 1929.

No. K-628—1929. Order of Railway Conductors v. C. G. W. R. R. Use of combination mail and baggage car in lieu of caboose on freight trains. Satisfactorily adjusted.
Filed February 22, 1929. Closed March 18, 1929.

No. K-629—1929. Order of Railway Conductors v. C., M., St. P. & P. R. R. Alleged unsafe manner of handling of motor cars and equipment at Sioux City. Investigation and report made.
Filed February 22, 1929. Closed April 12, 1929.

No. K-630—1929. Order of Railway Conductors v. C., M., St. P. & P. R. R. Alleged unsafe operating conditions for light engines from Sioux City to West Yard. Investigation and report made. Company advised change would be made which would eliminate some of conditions complained of.
Filed February 22, 1929. Closed May 18, 1929.

No. K-631—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Crossing protection, Military Road, Sioux City. Satisfactorily adjusted.
Filed February 22, 1929. Closed November 1, 1929.

No. K-632—1929. Board of Railroad Commissioners v. C. R. & I. C. Ry. Co., Cedar Rapids. Investigation of collision of interurban cars, north of Iowa City, February 8, 1929. Investigation disclosed motorman on train No. 3 responsible.
Filed February 9, 1929. Closed March 3, 1929.

No. K-634—1929. C., M., St. P. & P. R. R. Co., Sioux City, v. Thos. B. Huff, Mayor, Sioux City. Removal of sign board obstructions. Satisfactorily adjusted.
Filed February 25, 1929. Closed April 12, 1929.

No. K-636—1929. Board of Railroad Commissioners v. Des Moines Union Railway Co. Wires over railroad west of Southwest Eleventh, between Vine and Cherry Streets, Des Moines. Satisfactorily adjusted.
Filed March 15, 1929. Closed September 7, 1929.

No. K-637—1929. Board of Railroad Commissioners v. Des Moines Union Railway Co., Des Moines. Private telephone line over C., R. I. & P., at Vine Street, west of 11th Street, Des Moines. Satisfactorily adjusted.
Filed March 15, 1929. Closed September 7, 1929.

No. K-638—1929. Board of Railroad Commissioners v. Des Moines Union Ry Co. Telephone line over D. M. U. and M. & St. L., near Independent Sand & Gravel Co. Satisfactorily adjusted.
Filed March 15, 1929. Closed September 7, 1929.

No. K-639—1929. Board of Railroad Commissioners v. Des Moines Union Railway. Telephone line over D. M. U. West of Pittsburgh-Des Moines Steel Co., Des Moines. Satisfactorily adjusted.
Filed March 15, 1929. Closed September 7, 1929.

No. K-640—1929. Board of Railroad Commissioners v. C., B. & Q. Wires over Des Moines Terminal Railway at Raccoon River bridge, Des Moines. Satisfactorily adjusted.
Filed March 15, 1929. Closed April 15, 1929.

No. K-644—1929. Board of Railroad Commissioners v. Mutual Telephone Co., Diagonal. Wires over C. G. W. and C., B. & Q. tracks, at Diagonal. Satisfactorily adjusted.
Filed March 20, 1929. Closed September 3, 1929.

No. K-645—1929. Board of Railroad Commissioners v. C. R. I. & P. Investigation of accident at Bridge 279.7, near Fairfield. Fireman leaning too far out of engine cab struck bridge and was killed.
Filed March 7, 1929. Closed March 22, 1929.

No. K-646—1929. Board of Railroad Commissioners v. Town of Fonda. Wires over Illinois Central Railroad—Fonda. Satisfactorily adjusted.
Filed March 22, 1929. Closed November 27, 1929.

No. K-647—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad at Fonda. Satisfactorily adjusted.
Filed March 22, 1929. Closed April 29, 1929.

No. K-648—1929. Board of Railroad Commissioners v. Town of Fonda. Wires over C., M., St. P. & P., north of depot, at Fonda. Satisfactorily adjusted.
Filed March 22, 1929. Closed November 14, 1929.

No. K-649—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Sioux City, and C., M., St. P. & P. R. R. Wires over C., M., St. P. & P, at Rockwell City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 25, 1929.

No. K-650—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Sioux City. Wires over C., M., St. P. & P., at Rockwell City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 25, 1929.

No. K-651—1929. Board of Railroad Commissioners v. Central Mutual Telephone Co., Rockwell City. Wires over C., M., St. P. & P., at Rockwell City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 19, 1929.

No. K-652—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Sioux City, and Central Mutual Telephone Co., Rockwell City. City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 25, 1929.

No. K-653—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Telegraph line over C., M., St. P. & P., at Rockwell City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 22, 1929.

No. K-654—1929. Board of Railroad Commissioners v. Iowa Public Service Co., Sioux City, and Central Mutual Telephone Co., Rockwell City. Service and telephone wires over C., M., St. P. & P., at Lohrville. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 25, 1929.

No. K-655—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad, at Rockwell City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 22, 1929.

No. K-656—1929. Board of Railroad Commissioners v. Central Mutual Telephone Co., Rockwell City. Wires over C., M., St. P. & P., 2½ miles north of Rockwell City. Satisfactorily adjusted.
Filed March 23, 1929. Closed April 19, 1929.

No. K-657—1929. Board of Railroad Commissioners v. Cedar Mutual Telephone Co., Lohrville. Wires over C., M., St. P. & P., one mile north of Lohrville. Satisfactorily adjusted.
Filed Mar. 23, 1929. Closed June 6, 1929.

No. K-658—1929. Board of Railroad Commissioners v. C., B. & Q. In-

No. K-696—1929. Board of Railroad Commissioners v. Iowa Railway & Light Co., Cedar Rapids. Wires over M. & St. L., So. 5th Street, Marshalltown. Satisfactorily adjusted.
Filed May 18, 1929. Closed August 1, 1929.

No. K-697—1929. Board of Railroad Commissioners v. Iowa Railway & Light Co., Cedar Rapids. Wires over M. & St. L., So. 6th St., Marshalltown. Satisfactorily adjusted.
Filed May 18, 1929. Closed August 1, 1929.

No. K-698—1929. Board of Railroad Commissioners v. Iowa Railway & Light Co., Cedar Rapids. Wires over M. & St. L., So. 9th St., Manchester. Satisfactorily adjusted.
Filed May 18, 1929. Closed August 1, 1929.

No. K-699—1929. Board of Railroad Commissioners v. Iowa Railway & Light Co., Cedar Rapids. Wires over M. & St. L., at Brick Plant, Marshalltown. Satisfactorily adjusted.
Filed May 18, 1929. Closed August 1, 1929.

No. K-700—1929. Board of Railroad Commissioners v. Marshall Telephone Co., Marshalltown. Wires over M. & St. L., two miles west of depot, Marshalltown. Satisfactorily adjusted.
Filed May 18, 1929. Closed September 26, 1929

No. K-702—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., B. & Q., one mile east of depot, St. Charles. Satisfactorily adjusted.
Filed May 25, 1929. Closed July 25, 1929.

No. K-703—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., B. & Q., 1¾ miles east of depot, St. Charles. Satisfactorily adjusted.
Filed May 25, 1929. Closed July 25, 1929.

No. K-704—1929. Board of Railroad Commissioners v. C., B. & Q. Wires over railroad at New Virginia. Satisfactorily adjusted.
Filed May 25, 1929. Closed June 8, 1929.

No. K-705—1929. Board of Railroad Commissioners v. Bellamy Telephone Co., Knoxville. Wires over C., B. & Q., ½ mile south of depot, Pleasantville. Satisfactorily adjusted.
Filed May 25, 1929. Closed September 27, 1929.

No. K-706—1929. Board of Railroad Commissioners v. Bellamy Telephone Co., Knoxville. Wires over C., B. & Q., Pleasantville. Satisfactorily adjusted.
Filed May 25, 1929. Closed September 27, 1929.

No. K-708—1929. Board of Railroad Commissioners v. C., B. & Q. Wires over railroad at Pleasantville. Satisfactorily adjusted.
Filed May 25, 1929. Closed June 29, 1929.

No. K-709—1929. Board of Railroad Commissioners v. Des Moines Electric Light Co. Wires over C., B. & Q. and C., R. I. & P. at Hawkeye Cement Plant, Des Moines. Satisfactorily adjusted.
Filed May 25, 1929. Closed July 11, 1929.

No. K-710—1929. Board of Railroad Commissioners v. Eureka Telephone Co., Harvey. Wires over C., B. & Q., at Durham. Satisfactorily adjusted.
Filed May 25, 1929. Closed August 15, 1929.

No. K-711—1929. Board of Railroad Commissioners v. Iowa Power & Light Co., Des Moines. Wires over C., B. & Q., east of depot, Knoxville. Satisfactorily adjusted.
Filed May 25, 1929. Closed September 30, 1929.

No. K-712—1929. Board of Railroad Commissioners v. C. R. I. & P. Telegraph wires over C., B. & Q., at Knoxville. Satisfactorily adjusted.
Filed May 25, 1929. Closed June 14, 1929.

No. K-716—1929. Board of Railroad Commissioners v. Station Agent, C., M., St. P. & P., Spirit Lake. Radio wire over railroad at depot. Satisfactorily adjusted.
Filed May 31, 1929. Closed June 7, 1929.

No. K-717—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Wires over C., M., St. P. & P., south of depot, Spirit Lake. Satisfactorily adjusted.
Filed May 31, 1929. Closed October 3, 1929.

No. K-718—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Cornell. Wires over M. & St. L., south of Cornell. Satisfactorily adjusted.
Filed May 31, 1929. Closed October 21, 1929.

No. K-719—1929. Board of Railroad Commissioners v. Spencer Electric Light Co., Spencer. Wires over M. & St. L. at depot. Satisfactorily adjusted.
Filed May 31, 1929. Closed July 19, 1929.

No. K-720—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co. Wires over M. & St. L., at depot, Spencer. Satisfactorily adjusted.
Filed May 31, 1929. Closed September 6, 1929.

No. K-721—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over M. & St. L., south of depot, Spencer. Satisfactorily adjusted.
Filed May 31, 1929. Closed July 12, 1929.

No. K-722—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over M. & St. L., south of depot, Spencer. Satisfactorily adjusted.
Filed May 31, 1929. Closed July 12, 1929.

No. K-724—1929. Board of Railroad Commissioners v. Western Union Telegraph Co. Wires over M. & St. L., north of depot, Spencer. Satisfactorily adjusted.
Filed May 31, 1929. Closed July 12, 1929.

No. K-726—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Grimes. Wires over C., M., St. P. & P., two and one-fourth miles west of Waukee. Satisfactorily adjusted.
Filed June 7, 1929. Closed June 17, 1929.

No. K-727—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Grimes. Wires over C. M. St. P. & P. one mile west of Campbell. Satisfactorily adjusted.
Filed June 7, 1929. Closed July 26, 1929.

No. K-728—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over C., R. I. & P., at Nichols. Closed without prejudice.
Filed June 7, 1929. Closed July 13, 1929.

No. K-729—1929. Board of Railroad Commissioners v. Des Moines Union Railway Co., Des Moines. Wires over railroad at West 8th Street. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 7, 1929.

No. K-730—1929. Board of Railroad Commissioners v. Des Moines Union Ry. Co. Wires over repair tracks, W. 16th St., Des Moines. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 7, 1929.

No. K-731—1929. Board of Railroad Commissioners v. Des Moines Union Railway Co., Des Moines. Wires over repair tracks, W. 16th St., Des Moines. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 7, 1929.

No. K-733—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., M., St. P. & P. tracks, W. 28th St., Des Moines. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 20, 1929.

No. K-734—1929. Board of Railroad Commissioners v. Middle States Utility Co., Leon. Wires over C., B. & Q., east of depot, Leon Satisfactorily adjusted.
Filed June 15, 1929. Closed September 21, 1929.

No. K-735—1929. Board of Railroad Commissioners v. Iowa Southern Utilities Co., Centerville. Wires over C., B. & Q., near depot, Leon. Satisfactorily adjusted.
Filed June 15, 1929. Closed July 11, 1929.

No. K-736—1929—Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., B., & Q., south of Leslie. Satisfactorily adjusted.
Filed June 15, 1929. Closed July 31, 1929.

No. K-737—1929. Board of Railroad Commissioners v. C., B. & Q. Wires over track, Decatur City. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 30, 1929.

No. K-738—1929. Board of Railroad Commissioners v. Middle States Utilities Co., Leon. Wires over C., B. & Q., ½ mile north of Decatur City. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 21, 1929.

No. K-740—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., B. & Q., three blocks south of depot, Osceola. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 21, 1929.

No. K-741—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., B. & Q., 1½ blocks south of depot, Osceola. Satisfactorily adjusted.
Filed June 15, 1929. Closed September 21, 1929.

No. K-742—1929. Board of Railroad Commissioners v. Churdan Mutual Telephone Co., Churdan. Wires over C., M., St. P. and P., north of depot, Adaza. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 2, 1929.

No. K-743—1929. Board of Railroad Commissioners v. R. L. Canady, Adaza. Wires over C., M., St. P. & P. Satisfactorily adjusted.
Filed June 22, 1929. Closed August 15, 1929.

No. K-745—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad at depot, Okoboji. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 20, 1929.

No. K-746—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad south of depot, Okoboji. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 20, 1929.

No. K-748—1929. Board of Railroad Commissioners v. C., M., St. P. & P. Wires over railroad, Okoboji. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 20, 1929.

No. K-751—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., M., St. P. & P., at Milford. Satisfactorily adjusted.
Filed June 22, 1929. Closed August 9, 1929.

No. K-754—1929. Board of Railroad Commissioners v. M. & St. L. Wires over railroad at Granville. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 31, 1929.

No. K-755—1929. Board of Railroad Commissioners v. Iowa Railway & Light Corporation, Cedar Rapids. Wires over M. & St. L., at Greenville. Satisfactorily adjusted.
Filed June 22, 1929. Closed July 2, 1929.

No. K-756—1929. Board of Railroad Commissioners v. Farmers Mutual Telephone Co., Cornell. Wires over M. & St. L. at Greenville. Satisfactorily adjusted.
Filed June 22, 1929. Closed October 21, 1929.

No. K-758—1929. Board of Railroad Commissioners v. Wabash Railway Co. Derailment of mixed train on Ottumwa-Moulton Line, June 17, 1929. Proper investigation made.
Filed June 22, 1929. Closed August 26, 1929.

No. K-759—1929. B. of R. T., Des Moines, v. Des Moines Terminal Co. Horizonal clearance at Way-Helms Co. for industry track. Satisfactorily adjusted.
Filed June 24, 1929. Closed August 15, 1929.

No. K-760—1929. Board of Railroad Commissioners v. C. G. W. Wires over railroad, at ice house, Oelwein. Satisfactorily adjusted.
Filed June 28, 1929. Closed July 8, 1929.

No. K-761—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C. G. W., ½ mile west of Stanley. Satisfactorily adjusted.
Filed June 28, 1929. Closed September 6, 1929.

No. K-764—1929. Board of Railroad Commissioners v. Aurora Mutual Telephone Co., Aurora. Wires over C. G. W., three blocks west of depot, Aurora. Satisfactorily adjusted.
Filed June 28, 1929. Closed November 27, 1929.

No. K-767—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester. Wires over C. G. W., one mile east of Lamont. Satisfactorily adjusted.
Filed June 28, 1929. Closed October 9, 1929.

No. K-768—1929. Board of Railroad Commissioners v. Northeastern Iowa Power & Light Co., Dubuque. Wires over C. G. W., one mile east of depot, Lamont. Satisfactorily adjusted.
Filed June 28, 1929. Closed August 29, 1929.

No. K-769—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester. Wires over C. G. W., 1½ miles west of Dundee. Satisfactorily adjusted.
Filed June 28, 1929. Closed October 9, 1929.

No. K-770—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester. Wires over C. G. W., one block west of depot, Dundee. Satisfactorily adjusted.
Filed June 28, 1929. Closed October 9, 1929.

No. K-771—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester. Wires over C. G. W., one mile west of Thorpe. Satisfactorily adjusted.
Filed June 28, 1929. Closed October 9, 1929.

No. K-772—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester. Wires over C. G. W., one mile east of Thorpe. Satisfactorily adjusted.
Filed June 29, 1929. Closed October 9, 1929.

No. K-773—1929. Board of Railroad Commissioners v. Eastern Iowa

Telephone & Telegraph Co., Manchester. Telephone line over C. G. W., east of depot, Oneida. Satisfactorily adjusted.
Filed October 28, 1929. Closed October 9, 1929.

No. K-774—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester, and Interstate Power Co., Dubuque. Telephone and electric service wires over C. G. W., ½ mile west of Dyersville. Satisfactorily adjusted.
Filed June 28, 1929. Closed August 10, 1929.

No. K-777—1929. Board of Railroad Commissioners v. Interstate Power Co., Dubuque. Wires over C. G. W., at 14th St., Dubuque. Satisfactorily adjusted.
Filed June 28, 1929. Closed August 9, 1929.

No. K-778—1929. Board of Railroad Commissioners v. Iowa Electric Co., Cedar Rapids. Wires over I. C. transfer track, Manchester. Satisfactorily adjusted.
Filed June 28, 1929. Closed November 1, 1929.

No. K-779—1929. Board of Railroad Commissioners v. Eastern Iowa Telephone and Telegraph Co., Manchester, and Iowa Electric Co., Cedar Rapids. Wires over I. C., at South Wayne St., Manchester. Satisfactorily adjusted.
Filed June 28, 1929. Closed October 9, 1929.

No. K-780—1929. Board of Railroad Commissioners v. Illinois Central Railroad. Wires over tracks one mile north of Hinton. Satisfactorily adjusted.
Filed July 6, 1929. Closed October 3, 1929.

No. K-781—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Sioux City. Wires over I. C. tracks, west of Wall Street, Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed August 23, 1929.

No. K-785—1929. Board of Railroad Commissioners v. Sioux City service Co., Sioux City, and Postal Telegraph Co., Des Moines. Telephone and service wires over tracks at Third and Iowa Sts., Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed October 8, 1929.

No. K-786—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Sioux City. Wires over C., St. P., M. & O., at Sibley. Satisfactorily adjusted.
Filed July 8, 1929. Closed October 5, 1929.

No. K-787—1929. Board of Railroad Commissioners v. Sioux City Gas & Electric Co., Sioux City. Wires over I. C. R. R., at 22nd Street, Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed August 23, 1929.

No. K-788—1929. Board of Railroad Commissioners v. C., St. P., M. & O. Wires over track, ½ mile north of depot, Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed October 24, 1929.

No. K-789—1929. Board of Railroad Commissioners v. C., St. P., M. & O. Wires over track at coal chute, north of depot, Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed October 24, 1929.

No. K-790—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Sioux City. Wires over tracks at 17th Street, Sioux City, Iowa. Satisfactorily adjusted.
Filed July 8, 1929. Closed October 17, 1929.

No. K-793—1929. Board of Railroad Commissioners v. Northwestern

Bell Telephone Co., Sioux City. Wires over C. & N. W., at Virginia St., Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed September 26, 1929.

No. K-794—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Sioux City. Wires over C. & N. W., N. Court Street, Sioux City. Satisfactorily adjusted.
Filed July 8, 1929. Closed September 26, 1929.

No. K-795—1929. Board of Railroad Commissioners v. C. G. W. R. R. Wires over east end sidetrack, Rinard. Satisfactorily adjusted.
Filed July 14, 1929. Closed October 3, 1929.

No. K-796—1929. Board of Railroad Commissioners v. C. G. W. Wires over track, Rinard. Satisfactorily adjusted.
Filed July 14, 1929. Closed October 3, 1929.

No. K-799—1929. Board of Railroad Commissioners v. Ft. D., D. M. & S. Wires over C. G. W. and Ft. D., D. M. & S., at Rinard. Satisfactorily adjusted.
Filed July 14, 1929. Closed September 26, 1929.

No. K-800—1929. Board of Railroad Commissioners v. C., R. I. & P. Accident, train No. 13, near Metz, July 2, 1929. Investigation made.
Filed July 5, 1929. Closed November 1, 1929.

No. K-801—1929. Board of Railroad Commissioners v. C. & N. W. Telegraph line over C., M., St. P. and P. and C. & N. W. Rys., at Ute. Satisfactorily adjusted.
Filed July 20, 1929. Closed October 8, 1929.

No. K-805—1929. Board of Railroad Commissioners v. Northwestern Bell Telephone Co., Des Moines. Wires over C., R. I. & P., east of Valley Junction. Satisfactorily adjusted.
Filed September 3, 1929. Closed November 4, 1929.

No. K-808—1929. Board of Railroad Commissioners v. Monroe Telephone Co., Monroe. Wires over C., R. I. & P. Satisfactorily adjusted.
Filed September 3, 1929. Closed September 12, 1929.

No. K-810—1929. Board of Railroad Commissioners v. Iowa Power & Light Co., Des Moines. Wires over C., R. I. & P. depot, at Monroe. Satisfactorily adjusted.
Filed September 3, 1929. Closed September 12, 1929.

No. K-811—1929. C. & N. W. Ry. Co. v. Iowa State Telephone Co., Newton. Wires over C. & N. W, 2½ miles east of Mechanicsville. Satisfactorily adjusted.
Filed September 9, 1929. Closed November 18, 1929.

No. K-813—1929. Board of Railroad Commissioners v. C., B. & Q. Wires over Indianola Branch C., B. & Q., at Des Moines Junction. Satisfactorily adjusted.
Filed September 16, 1929. Closed October 3, 1929.

No. K-814—1929. Board of Railroad Commissioners v. C., B. & Q. Wires over railroad, north of depot, Van Wert. Satisfactorily adjusted.
Filed September 16, 1929. Closed October 3, 1929.

No. K-815—1929. Board of Railroad Commissioners v. Iowa Southern Utilities Co., Centerville. Wires over C., B. & Q., second crossing south of depot, Van Wert. Satisfactorily adjusted.
Filed September 16, 1929. Closed October 3, 1929.

No. K-816—1929. Board of Railroad Commissioners v. Iowa Southern Utilities Co., Centerville. Wires over C., B. & Q., at third crossing south of Van Wert. Satisfactorily adjusted.
Filed September 16, 1929. Closed October 3, 1929.

No. K-817—1929. Board of Railroad Commissioners v. Van Wert Rural

Telephone Co., Van Wert. Wires over C., B. & Q. Satisfactorily adjusted.
Filed September 16, 1929. Closed November 4, 1929.

No. K-818—1929. Board of Railroad Commissioners v. Iowa Southern Utilities Co., Centerville. Wires over C., B. & Q., Van Wert. Satisfactorily adjusted.
Filed September 16, 1929. Closed October 3, 1929.

No. K-819—1929. Board of Railroad Commissioners v. Beaconsfield Light Co., Beaconsfield, Iowa. Wires over C., B. & Q., ¼ mile west of depot, Beaconsfield. Satisfactorily adjusted.
Filed September 16, 1929. Closed November 21, 1929.

No. K-826—1929. Board of Railroad Commissioners v. L. Carpenter, Ackley. Wires over M. & St. L., 3 miles north of Faulkner. Satisfactorily adjusted.
Filed September 20, 1929. Closed November 4, 1929.

No. K-827—1929. Board of Railroad Commissioners v. Ackley Heat, Light & Power Co., Ackley. Wires over I. C. R. R. at Ackley. Satisfactorily adjusted.
Filed September 20, 1929. Closed October 16, 1929.

Airports

No. M-1—1929. City of Des Moines. Application for approval of plans and specifications of Des Moines Municipal Airport.
Filed April 11, 1929. Approved April 12, 1929.

No. M-2—1929. Council Bluffs Aero Club, Council Bluffs, by J. R. Leverett. Application for approval of plans and specifications of the Council Bluffs Airport.
Filed May 18, 1929. Approved July 1, 1929.

No. M-3—1929. Airport Committee, Iowa City, by W. L. Bywater, Chairman. Application for approval of plans and specifications of Iowa City Airport.
Filed July 1, 1929. Approved October 10, 1929.

No. M-4—1929. Davenport Airways, Inc., Davenport, by Louis E. Roddewig, Atty. Application for approval of plans and specifications of Davenport Airport.
Filed August 13, 1929. Approved October 2, 1929.

Interlocking, Signal and Other Safety Devices

Plans for the original construction of, or for changes to be made in, the following interlocking plants, were approved, subject to inspection:

Name of Plant	Kind	Participating Companies
Albia	Remote Control	C. B. & Q.—Wabash
Alton	Special Interlocked Protection	C. & N. W.—C. St. P., M. & O.
Atwood	Automatic	C. & N. W.—C., R. I. & P.
Belknap	Mechanical	C., R. I. & P.—Wabash
Belle Plaine "B"	Mechanical	C. & N. W.—Junction—Yard
Boone "BU"	Mechanical	C. & N. W.—Yard
Britt	Automatic	C., M., St. P. & P.—M. & St. L.
Cedar Rapids	Electric	C., R. I. & P.—C., M., St. P. & P.—C. & N. W.
Centerville	Mechanical	C., R. I. & P.—C., B. & Q.
Clarksville	Mechanical	C. G. W.—C., R. I. & P.
Council Bluffs	Electric	I. C.—Drawbridge
Council Bluffs	Mechanical	C., B. & Q.—O. & C. B. St. Ry.
Culver	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Davenport Jct.	Mechanical	C., R. I. & P.—Junction
Des Moines—20th St.	Electric	C., R. I. & P.—C. G. W.
Dumont	Automatic	C. & N. W.—C. G. W.
Eldora	Mechanical	M. & St. L.—C. & N. W.
Estherville	Automatic	C., R. I. & P.—M. & St. L.
Fairfield	Mechanical	C., R. I. & P.—C., B. & Q.
Goldfield	Automatic	C., R. I. & P.—C. & N. W.
Gowrie	Mechanical	Ft. D., D. M. & S.—M. & St. L.—C. & N. W.
Gridley	Automatic	C. & N. W.—C., R. I. & P.
Herndon	Mechanical	C., M., St. P. & P.—Crossing
Hicks	Mechanical	C. & N. W.—C. G. W.
Libertyville	Mechanical	C., R. I. & P.—C., B. & Q.
Moravia	Automatic	Wabash—C., M., St. P. & P.
Oelwein	Mechanical	C. G. W.—C., R. I. & P.
Ottumwa	Mechanical	C. B. & Q.—C., M., St. P. & P.—C., R. I. & P.—Wabash
Rodney	Automatic	C., M., St. P. & P.—I. C.
Slater	Mechanical	C., M., St. P. & P.—C. & N. W.
Webster City	Mechanical	I. C.—C. & N. W.

Telephone Co., Van Wert. Wires over C., B. & Q. Satisfactorily adjusted.
Filed September 16, 1929. Closed November 4, 1929.

No. K-818—1929. Board of Railroad Commissioners v. Iowa Southern Utilities Co., Centerville. Wires over C., B. & Q., Van Wert. Satisfactorily adjusted.
Filed September 16, 1929. Closed October 3, 1929.

No. K-819—1929. Board of Railroad Commissioners v. Beaconsfield Light Co., Beaconsfield, Iowa. Wires over C., B. & Q., ¼ mile west of depot, Beaconsfield. Satisfactorily adjusted.
Filed September 16, 1929. Closed November 21, 1929.

No. K-826—1929. Board of Railroad Commissioners v. L. Carpenter, Ackley. Wires over M. & St. L., 3 miles north of Faulkner. Satisfactorily adjusted.
Filed September 20, 1929. Closed November 4, 1929.

No. K-827—1929. Board of Railroad Commissioners v. Ackley Heat, Light & Power Co., Ackley. Wires over I. C. R. R. at Ackley. Satisfactorily adjusted.
Filed September 20, 1929. Closed October 16, 1929.

Airports

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No. M-2—1929. Council Bluffs Aero Club, Council Bluffs, by J. R. Leverett. Application for approval of plans and specifications of the Council Bluffs Airport.
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No. M-3—1929. Airport Committee, Iowa City, by W. L. Bywater, Chairman. Application for approval of plans and specifications of Iowa City Airport.
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No. M-4—1929. Davenport Airways, Inc., Davenport, by Louis E. Roddewig, Atty. Application for approval of plans and specifications of Davenport Airport.
Filed August 13, 1929. Approved October 2, 1929.

Interlocking, Signal and Other Safety Devices

Plans for the original construction of, or for changes to be made in, the following interlocking plants, were approved, subject to inspection:

Name of Plant	Kind	Participating Companies
Albia	Remote Control	C. B. & Q.—Wabash
Alton	Special Interlocked Protection	C. & N. W.—C. St. P., M. & O.
Atwood	Automatic	C. & N. W.—C., R. I. & P.
Belknap	Mechanical	C., R. I. & P.—Wabash
Belle Plaine "B"	Mechanical	C. & N. W.—Junction—Yard
Boone "BU"	Mechanical	C. & N. W.—Yard
Britt	Automatic	C., M., St. P. & P.—M. & St. L.
Cedar Rapids	Electric	C., R. I. & P.—C., M., St. P. & P.—C. & N. W.
Centerville	Mechanical	C., R. I. & P.—C., B. & Q.
Clarksville	Mechanical	C. G. W.—C., R. I. & P.
Council Bluffs	Electric	I. C.—Drawbridge
Council Bluffs	Mechanical	C., B. & Q.—O. & C. B. St. Ry.
Culver	Mechanical	C., R. I. & P.—C., M., St. P. & P.
Davenport Jct.	Mechanical	C., R. I. & P.—Junction
Des Moines—20th St.	Electric	C., R. I. & P.—C. G. W.
Dumont	Automatic	C. & N. W.—C. G. W.
Eldora	Mechanical	M. & St. L.—C. & N. W.
Estherville	Automatic	C., R. I. & P.—M. & St. L.
Fairfield	Mechanical	C., R. I. & P.—C., B. & Q.
Goldfield	Automatic	C., R. I. & P.—C. & N. W.
Gowrie	Mechanical	Ft. D., D. M. & S.—M. & St. L.—C. & N. W.
Gridley	Automatic	C. & N. W.—C., R. I. & P.
Herndon	Mechanical	C., M., St. P. & P.—Crossing
Hicks	Mechanical	C. & N. W.—C. G. W.
Libertyville	Mechanical	C., R. I. & P.—C., B. & Q.
Moravia	Automatic	Wabash—C., M., St. P. & P.
Oelwein	Mechanical	C. G. W.—C., R. I. & P.
Ottumwa	Mechanical	C. B. & Q.—C., M., St. P. & P.—C., R. I. & P.—Wabash
Rodney	Automatic	C., M., St. P. & P.—I. C.
Slater	Mechanical	C., M., St. P. & P.—C. & N. W.
Webster City	Mechanical	I. C.—C. & N. W.

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:

Kind of Plant	Kind	Participating Companies	Date of Certificate
Albia	Remote Contr'l	C., B. & Q.—Wabash	
Atwood	Auto.	C. & N. W.—C., R. I. & P.	4-18-29
Belknap	Mech.	C., R. I. & P.—Wabash	6-14-29
Belle Plaine "B"	Mech.	C. & N. W.—Jct.—Yard	4-18-29
Boone "BU"	Mech.	C. & N. W.—Yard	7-11-29
Britt	Auto.	C., M., St. P. & P.—M. & St. L.	8- 1-29
Centerville	Mech.	C., R. I. & P.—C., B. & Q.	1-10-29
Clarksville	Mech.	C. G. W.—C., R. I. & P.	4-18-29
Council Bluffs	Mech.	C., B. & Q.—O. & C. B. St. Ry.	12-14-28
Culver	Mech.	C., R. I. & P.—C., M., St. P. & P.	2-14-29
Davenport "Jct."	Mech.	C., R. I. & P.—Jct.	9- 6-29
Des Moines "E. 20th St."	Elec.	C., R. I. & P.—C. G. W.	2- 1-29
Des Moines "E. 20th St."	Elec.	C., R. I. & P.—C. G. W.	12-14-28
Dumont	Auto.	C. & N. W.—C. G. W.	8-17-29
Estherville	Auto.	C., R. I. & P.—M. & St. L.	11- 9-29
Fairfield	Mech.	C., R. I. & P.—C., B. & Q.	10-11-29
Fairfield	Mech.	C., R. I. & P.—C., B. & Q.	3-29-29
Gridley	Auto.	C. & N. W.—C., R. I. & P.	6-14-29
Herndon	Mech.	C., M., St. P. & P.—Crossing	6-28-29
Oelwein	Mech.	C. G. W.—C., R. I. & P.	2- 1-29
Slater	Mech.	C., M., St. P. & P.—C. & N. W.	12-20-28 8-29-29

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		
Ackley	Mech.	24	18	I. C.—M. & St. L.	9-13-28
Albia	Remote Contr'l	4	4	C., B. & Q.—Wabash	
Altoona	Mech.	4	4	C., R. I. & P.—End of double track	4-18-29
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	6-14-18
Arion	Mech.	56	55	C. & N. W.—I. C.—C., M., St. P. & P.	6- 6-24
Atwood	Auto.	0	0	C. & N. W.—C., R. I. & P.	5-12-09
Aurora	Mech.	8	8	C. G. W.—End of double track	6-14-29
Balfour	Mech.	16	14	C., B. & Q.—End of double track	8-27-17
Belknap	Mech.	28	21	C., R. I. & P.—Wabash	5-19-26
Belle Plaine "BA"	Mech.	20	20	C. & N. W.—East end of yard	4-18-29
Belle Plaine "B"	Mech.	32	32	C. & N. W.—Jct.—Yard	12-18-22
Bettendorf	Mech.	8	4	D., R. I. & N. W.—C., D. & M.	7-11-29
Beverly	Elec.	43	38	C. & N. W.—C., M., St. P. & P.	2- 7-25
Boone—"8th St."	Mech.	40	28	C. & N. W.—West end of yard	7-23-24
Boone—"BU"	Mech.	20	14	C. & N. W.—East end of yard	2-12-27
Britt	Auto.	0	0	C., M., St. P. & P.—M. & St. L.	8- 1-29
Browns	Special Prot.	0	0	C., M., St. P. & P.—Jct.	1-10-29
Burlington	Elec.	16	16	C., B. & Q.—Drawbridge	12-16-26
California Jct.	Elec.	3	3	C. & N. W.—Jct.	2-21-18
Carnsforth	Mech.	28	23	C., R. I. & P.—C. & N. W.	8-18-26
Cedar Falls	Mech.	18	15	I. C.—C., R. I. & P.	4-30-27
Cedar Rapids	Elec.	6	6	C., R. I. & P.—C. & N. W.—C., M., St. P. & P.	3- 8-26
Cedar River	Remote Contr'l	12	7	C. & N. W.—Gauntlet Bridge	4-23-26
Centerville	Mech.	28	27	C., R. I. & P.—C., B. & Q.	7-13-25
Clarion	Mech.	32	27	C. G. W.—C., R. I. & P.	4-18-29 1-19-30

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Clarksville	Mech.	24	21	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	Elec.	128	126	U. P. Transfer	11-29-24
Council Bluffs	Elec.	15	12	U. P. Bridge Approach	2-17-22
Council Bluffs	Elec.			I. C.—Drawbridge	
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.	1-12-25
Davenport "Jct."	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"	Elec.	56	46	C., R. I. & P.—C. G. W.	8-17-29
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.	1-30-20
Elberon	Mech.	32	26	C. & N. W.—C., M., St. P. & P.	9-27-18
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.	6-14-29
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
Gladbrook	Mech.	24	21	C. G. W.—C. & N. W.	11- 6-19
Goldfield	Mech.	2	2	C., R. I. & P.—C. & N. W.	1-14-28
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	Mech.	28	28	C., B. & Q.—Jct.	9- 9-27
Hampton "A"	Mech.	20	17	C. G. W.—M. & St. L.	5- 2-23
Hampton "B"	Elec.	32	26	C. G. W.—M. & St. L.—C., R. I. & P.	7-22-20
Harcourt	Mech.	20	19	Ft. D., D. M. & S.—C. & N. W.	6-29-27
Harrison	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.	1-30-28
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 Contr'l	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	Mech.	20	19	C. G. W.—Junction	8-27-17
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 Contr'l	2	2	I. C.—C., St. P., M. & O.	6-21-28
Libertyville	Mech.	12	9	C., R. I. & P.—C., B. & Q.	12- 6-29
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
Manly	Mech.	48	27	C. G. W.—C., R. I. & P.—M. & St. L.	12-11-26

Name of Plant	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
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	20	C. G. W.—C. & N. W.	12-11-26
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-30-17
Mason City	Auto.	0	6	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.	4-19-19
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
Otis	Mech.	28	19	C. & N. W.—Junction	5- 1-26
Ottumwa	Mech.	5	5	C., B. & Q.—C., M., St. P. & P.—Wabash	5-27-26
Paralta	Mech.	24	15	C., M., St. P. & P.—Junction	3-22-28
Red Oak	Mech.	20	16	C., B. & Q.—End of double track	1- 3-25
Rinard	Mech.	20	17	Ft. D., D. M. & S.—C. G. W.	12-29-19
Rockwell City	Mech.	40	36	I. C.—C., M., St. P. & P.—Ft. D., D. M. & S.	4-21-09
Rodney	Auto.	0	0	C., M., St. P. & P.—I. C.	7-31-26
Rowan	Mech.	24	22	C. G. W.—C., R. I. & P.	5- 2-23
Sabula	Elec.	24	21	C., M., St. P. & P.—Drawbridge	8-10-28
Sargents Bluff	Auto.	0	0	C. & N. W.—C., M., St. P. & P.	1-22-27
Seymour	Mech.	20	19	C., R. I. & P.—C., M., St. P. & P.	1- 6-22
Shannon	Elec.	4	4	C., B. & Q.—End of double track	12-23-25
Shopton "East"	Mech.	20	20	A., T. & S. F.—Yard	1-27-26
Shopton "West"	Mech.	24	22	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- 1-20
Tama	Mech.	60	42	C. & N. W.—C., M., St. P. & P.	7-16-27
Tracy	Mech.	4	4	C., B. & Q.—Wabash	7-28-26
Ute	Mech.	12	12	C. & N. W.—C., M., St. P. & P.	10-19-18
Washington	Auto.	0	0	C., 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	Mech.	4	4	C., R. I. & P.—W., C. F. & N.	5-17-11
Waverly	Auto.	0	0	C. G. W.—I. C.	11-17-27
Webb	Mech.	16	8	C., R. I. & P.—C., M., St. P. & P.	6-11-18
Webster City	Mech.	24	21	I. C.—C. & N. W.	3- 6-26
Wheatland	Mech.	20	20	C. & N. W.—C., M., St. P. & 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

The following crossings have been protected by automatic signals and certificates of approval issued:

Location	Participating Companies	Date of Certificate
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
Gridley	C. & N. W.—C., R. I. & P.	6-28-29
Hartley	C., R. I. & P.—C., M., St. P. & P.	1-20-28
Laurens	C., R. I. & P.—C. & N. W.	3-26-26
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
Rodney	C., M., St. P. & P.—I. C.	7-31-26
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
Goldfield	C. & N. W.—C., R. I. & P.
Moravia	C., M., St. P. & P.—Wabash
Alton	C. & N. W.—C., St. P., M. & O.

A number of railroad grade crossings have been protected by crossing gates. Inspections were made by this department before these installations were authorized, in order to determine the safety of such devices at the particular locations. One railroad is required to bring all trains on its line to a full stop before crossing the tracks of the conflicting line, while trains on the other railroad may proceed over such crossing without stopping, but at a speed of not to exceed ten miles per hour, all movements being dependent on the position of the gate. The gate is provided with light indications. These crossings are particularly beneficial at points where minor tracks cross lines of more importance. Crossings so protected are as follows:

Location	Participating Companies	Date of Certificate
Cedar Falls	C., R. I. & P.—C. G. W.	9-18-25
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. & N. W.—C., R. I. & P.	8-11-26
Des Moines—W. 11th St.	C., R. I. & P.—D. M. U. Ry.	5-21-23
Des Moines (South)	C., B. & Q.—Terminal	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.

The mechanical interlocking located at Dumont, Iowa, was abandoned during the year on account of substitution of automatic signal protection for the railroad grade crossing between the C. & N. W. Ry and the C. G. W. R. R. at that location.

The interlocking plant located at Estherville was out of service the greater part of the year due to the interlocking tower having been destroyed by fire. The mechanical interlocking was finally abandoned and automatic signal protection substituted for the crossing between the C., R. I. & P. Ry. and the M. & St. L. R. R. at that location.

Three railroad grade crossings which were formerly unprotected were provided with automatic signal protection during the year.

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 plant inspected and certificate issued to cover, after changes have been made and before the plant is again placed in operation. Twenty-one interlockings were so changed during the fiscal year, requiring special inspection by this department.

There are 141 authorized interlocking plants now in operation; 97 are manually operated mechanical plants; 19 are manually controlled and electrically operated; 19 are automatic signal protection; 2 are special protection and 4 are remote control. The mechanical plants have a machine frame capacity of 2,242 levers with 1,848 working levers. The manually controlled and electrically operated have a machine frame capacity of 619 levers with 539 working levers.

Automatic signal protection for railroad grade crossings has gradually grown in favor in this territory within the last few years. These installations have been tested in other parts of the country, and have proven satisfactory. Such installations as have been made in this state are operating 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. The circuits are so arranged and operated that they are presumed to check any unsafe condition in 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 twenty miles an hour has been provided for all such protection.

The authorities issued for the establishment of special gated crossings at Marquette, Iowa, and Belmond, Iowa, were automatically cancelled on account of the expiration of the one year time limitation of approval.

There were a total of 34 derailments at interlocking plants, 17 of which were ascribed to disregarding danger signals, and 17 were attributed to other omissions than that named above; viz., failure of train equipment, cause not definitely determined, improper use of hand signals, etc. The total number of derailments is 20% greater than for any year since 1924. The number due to disregarding danger signals is more than twice that for 1928 and has been exceeded only once in the past five years. In 1926 there were 18 derailments chargeable to this cause.

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 or under the tracks of steam and electrified railroads. There were a total of 313 such cases opened during the fiscal year. A total of 362 cases were satisfactorily concluded.

Report of Commerce Counsel

The report this year will not show the conclusion of many cases which have been heard by the Interstate Commerce Commission. The year has been the busiest one this office has had. Docket No. 17,000, ordered after the passage of the Hoch-Smith Resolution, continued over in the hearings upon the several divisions during the entire year. It was divided into twelve parts, and each of them constituted a very large case in itself. Special attention and service was rendered by this department in the divisions more particularly affecting the Iowa interests, such as the Class Rates in Western Trunk Line Territory, I. C. C. No. 17,000, Part II; Grain, Part VII; Live Stock, Part IX. Some time was devoted to Iron and Steel, Part VI. Some attention was given to each part, except insofar as applied to Cotton and Petroleum. Briefs had to be prepared in each of the cases, and under the co-operative hearing a general brief was filed by the western states, especially in the Western Class Rate Case. Oral argument was had for several days at different times during the year at Washington, in which this office participated. The shortest time in any one year was five days, and approximately ten or twelve days was given to the grain case. Tentative reports of the Examiners were had. Exceptions thereto had to be prepared and filed, and in some instances a reply brief was required; then the oral argument. None of these cases have been as yet fully determined.

We also appeared and assisted in the argument in I. C. C. No. 15,879, the Eastern Class Rate Investigation, which affected the Iowa interests.

In addition there was the trial and argument in the District and in the Supreme Court, in the case of the State of Iowa, ex rel, v. J. Albert Martin, to restrain the operation of the bus lines, interstate, until they had complied with the Iowa law and received a certificate of convenience, made reports, and paid the taxes. At this time the case has not been determined by the Supreme Court.

There has been considerable attention required in looking after the cases arising under the regulation of transmission lines, and as to bus and truck operators. Not so many cases before the Board or in Court, but matters requiring the attention of the office, such as collection of taxes when certified by the superintendent of the Motor Carrier Department.

Then there was the usual, and even more than the usual, number of cases of abandonment of stations, station service, crossings, viaducts, etc., all of which has required the constant attention of the office of Commerce Counsel. We show a few of the cases determined as follows:

I. C. C. No. 18,787, Board of Railroad Commissioners of the State of Iowa v. A., T. & S. F. Ry. Co., et al. This case was consolidated with, and heard at the same time as, the case before the Interstate Commerce Commission, Board of Railroad Commissions of the State of South Dakota v. A., T. & S. F. Ry. Co., et al., I. C. C. No. 18,730, which attacked the rates from South Dakota to destinations in Colorado, Utah, California, and other western states. The Iowa case only attacked the rates from points in Iowa to Colorado. The case was fully tried, argued in brief and in oral argument, and on January 29, 1929, the Commission filed its opinion, finding that the rates on corn and other coarse grains, from points in Iowa to destinations in Colorado, were unreasonable, and the rates were reduced. The full relief asked by the complainants was granted. The opinion of the Commission is found in 151 I. C. C., page 431.

The Iowa Soap Company v. C., B. & Q. R. R. Co., et al., I. C. C. No.

18158. This action was begun by interests at Burlington, Iowa, and on request this office assisted in the trial and presentation of the case. The case was then heard, and the first opinion was filed June 19, 1928, 144 I. C. C., page 158, in which it was held that the rates, with certain exceptions, were not unreasonable or unduly prejudicial, but wherein found unreasonable or prejudicial a basis of rates was prescribed. The case was further considered by the Commission, and on February 16, 1929, an opinion was filed by the Commission modifying the previous opinion and prescribing rates, which opinion is found in 152 I. C. C., page 47. The case is now entirely disposed of.

Swift & Company, et al., v. A., T. & S. F. Ry Co., et al., I. C. C. No. 21769. The complaintants in this case were Swift & Company and a number of others, seeking to change the rate on live stock to Chicago. Objection was seriously made by the Iowa interests and preparation was made for the trial of the case. Some dates had been assigned for the hearing but afterwards cancelled; and on June 3, 1929, the Commission, upon further consideration of the record, and at complainants' request, ordered that the proceeding be, and it was, dismissed.

Officers and Directors of Companies

For the year ended December 31, 1928

OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors: James G. Harbord, New York; S. T. Bledsoe, Chicago; Warren E. Brown, Wichita, Kansas; Edward J. Berwind, New York; William C. Potter, New York; Andrew C. Jobes, Merriam, Kansas; Joseph E. Otis, Chicago; William B. Storey, Chicago; Myron C. Taylor, New York; Arthur T. Hadley, New Haven, Conn.; Charles Steele, New York; Henry S. Pritchett, New York; Edward L. Copeland, Topeka, Kansas; Myer Hurley, New York; Edward J. Engel, Chicago.

General Officers: President, W. B. Storey, Chicago; Vice President, E. J. Engel, Chicago; Vice President, F. B. Houghton, Chicago; Vice President, A. G. Wells, Chicago; Vice President, W. E. Hodges, Los Angeles, California; Secretary and Treasurer, E. L. Copeland, Topeka, Kansas; General Counsel, S. T. Bledsoe, Chicago; General Solicitor, E. E. McInnis, Chicago; Comptroller, L. C. Deming, New York; General Auditor, J. E. Baxter, Chicago; General Mgr., J. R. Hitchcock, Amarillo, Texas; General Mgr., F. A. Lehman, Topeka, Kansas; General Mgr., W. K. Etter, Los Angeles, California; Chief Engineer, G. W. Harris, Chicago.

ATLANTIC NORTHERN RAILWAY COMPANY

Directors: John Liestad, Elk Horn, Iowa; Bertel Christensen, Kimballton, Iowa; S. C. Pederson, Kimballton, Iowa; L. H. Lauritzen, Kimballton, Iowa; Niels A. Hansen, Kimballton, Iowa; Andrew Kroman, Elk Horn, Iowa; Thomas Christiansen, Elk Horn, Iowa.

General Officers: President, John Liestad, Elk Horn, Iowa; Vice President, S. C. Pederson, Kimballton, Iowa; Secretary, C. E. Spar, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; General Manager, C. E. Spar, Atlantic, Iowa.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors: Steven Birch, New York; Edward P. Bracken, Chicago; Wm. W. Baldwin, Chicago; Ralph Budd, St. Paul, Minn.; Frederick E. Williamson, Chicago; Charles Donnelly, St. Paul, Minn.; Walker D. Hines, New York; Granville Kane, New York; Charles O. Jenks, St. Paul, Minn.; Hale Holden, Chicago; Arthur Curtiss James, New York; Charles E. Perkins, Burlington, Iowa; Frederick H. Rawson, Chicago; Bruce Scott, Chicago; Conrad E. Spens, Chicago; Charles I. Sturgis, Chicago; Edward M. Shelton, Chicago.

General Officers: President, Hale Holden, Chicago; Executive Vice President, Frederick E. Williamson, Chicago; Assistant to President, Thomas J. Thomas, Chicago; Vice President, William W. Baldwin, Chicago; Vice President, Edward P. Bracken, Chicago; Vice President, Conrad E. Spens, Chicago; Vice President, Secretary and Treasurer, Charles I. Sturgis, Chicago; General Counsel, Bruce Scott, Chicago;

General Solicitors, Kenneth F. Burgess and James Charles James, Chicago; Assistant to General Counsel, Edward M. Shelton, Chicago; Comptroller, Herbert W. Johnson, Chicago; General Auditor, Harry D. Foster, Chicago; General Manager, Wm. F. Thiehoff, Chicago; General Manager, Edward Flynn, Omaha, Neb.; Chief Engineer, Albert W. Newton, Chicago.

CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors: E. C. Finkbine, Des Moines, Iowa; H. M. Dawes, Chicago; Milton Tootle, Jr., St. Joseph, Mo.; C. T. Jaffray, Minneapolis, Minn.; N. L. Howard, Chicago; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago; B. E. Sunny, Chicago; Geo. H. Prince, St. Paul, Minn.; S. M. Felton, Chairman, Chicago; Charles Steele, New York; E. N. Hurley, Chicago; J. E. Davidson, Omaha, Neb.; G. W. Wattles, Omaha, Neb.; S. L. Avery, Chicago.

General Officers: President, N. L. Howard, Chicago; Vice President and Secretary, W. G. Lerch, Chicago; Treasurer, C. A. Cook, Chicago; General Counsel, Ralph M. Shaw, Chicago; General Solicitor, W. H. Jacobs, Chicago; Comptroller, Con. F. Krebs, Chicago; General Manager, C. L. Hinkle, Chicago; Chief Engineer, C. G. Delo, Chicago; Assistant to President, W. W. Sullivan, Chicago.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

(January 1 to 13)

Directors: M. N. Buckner, New York; Donald G. Geddes, New York; John McHugh, New York; Franklin M. Crosby, Minneapolis, Minn.; Samuel McRoberts, New York; C. H. McNider, Mason City, Iowa; H. E. Byram, Chicago; W. E. S. Griswold, New York; Edward S. Harkness, New York; G. G. Mason, New York; A. L. Gates, New York.

General Officers: Receivers, H. E. Byram, Mark W. Potter, Edward J. Brundage, Chicago; Chief Traffic Officer, H. E. Pierpont, Chicago; Chief Operating Officers, J. T. Gillick, Chicago; Western Representative, H. B. Earling, Seattle, Wash.; Chief Finance and Accounting Officer, W. W. K. Sparrow, Chicago; Chief Purchasing Officer, D. C. Curtis, Chicago; New York Financial Representative, R. J. Marony, New York; Assts. to Receiver, Lee W. Spratlen, F. H. Johnson and R. M. Calkins, Chicago; Secretary, T. W. Burtness, Milwaukee, Wis.; Treasurer, John Dickie, Chicago; General Counsel, H. H. Field, Chicago; General Solicitor, O. W. Dynes, Chicago; Comptroller, Walter V. Wilson, Chicago; General Managers, O. N. Harstad, Chicago, and C. H. Buford, Seattle, Wash.; Chief Engineer, C. F. Loweth, Chicago.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

(January 14 to 31)

Directors: Mortimer N. Buckner, Harry E. Byram, Walter P. Chrysler, Walter W. Colpitts, Frederick H. Ecker, Samuel H. Fisher, Donald G. Geddes, Mark W. Potter, George E. Roosevelt, 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. Dunes, 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, Milwaukee; 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., John D. Caldwell, Marshall Field, Samuel A. Lynde of New York City; Cyrus H. McCormick, Chauncey Keep, Fred W. Sargent, Ray N. Van Doren, Albert A. Sprague, all of Chicago; Walter W. Head, Omaha, Neb.; Gordon Abbott, Oliver Ames, of Boston, Mass.; Henry C. McEldowney, Pittsburgh, Pa.; Charles W. Nash, Kenosha, Wis.

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, Alex C. Johnson, Chicago; Vice President and General Counsel, Ray N. Van Doren, Chicago; Vice President in charge of Personnel, William Walliser, Chicago; Secretary, John D. Caldwell, Chicago; Treasurer, Arthur S. Pierce, New York; General Solicitor, Samuel H. Cady, Chicago; Comptroller, Lewis A. Robinson, Chicago; General Auditor, Charles D. Brandriff, Chicago; General Manager, Geo. B. Villas, Chicago; Chief Engineer, Walter J. Towne, Chicago; General Superintendents, Bert E. Terpning, Chicago; Harry E. Dickinson, Omaha, and Edred B. Hall, Chicago.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.

Directors: Walter W. Head, Omaha, Neb.; Henry C. McEldowney, Pittsburgh; Harold S. Vanderbilt, New York; Edson S. Woodworth, Minneapolis, Minn.; Fred W. Sargent, Chicago; Oliver Ames, Boston, Mass.; Albert A. Sprague, Chicago; Gordon Abbott, Boston, Mass.; Frederick W. Vanderbilt, New York; W. Seward Webb, Jr., New York; Chauncey Keep, Chicago; Samuel A. Lynde, New York.

General Officers: President, Fred W. Sargent, Chicago; Vice President and Assistant Secretary, Samuel A. Lynde, New York; Vice President, Alex C. Johnson, Chicago; Vice President and General Counsel, Ray N. Van Doren, Chicago; Secretary, John D. Caldwell, Chicago; Treasurer and Assistant Secretary, Arthur S. Pierce, New York; General Solicitor, Richard L. Kennedy, St. Paul, Minn.; General Manager, Frank R. Pechin, St. Paul, Minn.; Superintendent Motive Power and Machinery, Eugene R. Gorman, St. Paul, Minn.; Master Car Builder,

William H. Thorn, Hudson, Wis.; Comptroller, Charles Jensch, St. Paul, Minn.; Local Treasurer, Charles P. Nash, St. Paul, Minn.; General Freight Agent, Albion M. Fenton, St. Paul, Minn.; General Passenger Agent, Edward L. Pardee, St. Paul, Minn.; Chief Engineer, Harry E. Barlow, St. Paul, Minn.; General Purchasing Agent, Eugene A. Clifford, Chicago; Tax Comm'r, William Mueller, St. Paul, Minn.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

Directors: N. L. Amster, Boston, Mass.; M. L. Bell, New York; E. N. Brown, New York; Alfred A. Cook, New York; G. Watson French, Davenport, Iowa; J. E. Gorman, Chicago; Charles Hayden, New York; Jesse Hirschman, New York; A. C. Rearick, New York; Wm. Z. Ripley, Newton Centre, Mass.; F. W. Scott, Richmond, Virginia; P. G. Ten Eyck, Albany; J. M. Kurn, St. Louis, Mo.

General Officers: President, J. E. Gorman, Chicago; Vice President and General Counsel, M. L. Bell, New York; General Solicitor, W. F. Dickinson, Chicago; Assistant General Counsel, W. F. Peter, Chicago; Vice President, Secretary and Treasurer, Carl Nyquist; Vice President and General Auditor, W. H. Burns, Chicago; Vice President and Purchasing Agent, F. D. Reed, Chicago; Vice President-Operations, L. C. Fritch, Chicago; Vice President and Passenger Traffic Manager, L. M. Allen, Chicago; General Manager, D. Coughlin, Des Moines, Iowa; General Manager, A. B. Warner, El Reno, Okla.; Chief Engineer, C. A. Morse, 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. Harstad, Chicago; Hale Holden, Chicago; C. G. Burnham, Chicago; E. P. Bracken, Chicago; J. R. Lane, Davenport, Iowa.

General Officers: President, E. P. Bracken, Chicago; Vice President, J. T. Gillick, Chicago; Secretary and Treasurer, P. L. Hinrichs, Davenport, Iowa; Assistant Secretary, A. T. Williams, Chicago; Auditor and Assistant Treasurer, J. P. Harrison, Davenport, Iowa; General Manager, 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.; Jos. Chapman, Minneapolis, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; Arthur Curtis James, New York; Wm. Vincent Astor, New York.

General Officers: Chairman of Board, L. W. Hill, St. Paul, Minn.; President, Ralph Budd, St. Paul, Minn.; Vice President, G. R. Martin, St. Paul, Minn.; Vice President, L. C. Gilman, Seattle, Wash.; Vice President, E. T. Nichols, New York; Vice President, F. G. Dorety, St. Paul, Minn.; Vice President, W. P. Kenney, St. Paul, Minn.; Vice President, C. O. Jenks, St. Paul, Minn.; Secretary, F. L. Paetzold, St. Paul, Minn.; Treasurer, F. L. Paetzold, St. Paul, Minn.; General Counsel, F. G. Dorety, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, V. P. Turnburke, St. Paul, Minn.; General Manager, Frank Bell, Lines East, St. Paul, Minn.; General Manager, J. H. O'Neil, Lines West, Seattle, Wash.; Chief Engineer, J. R. W. Davis, St. Paul, Minn.; Consulting Engineer, A. H. Hogeland, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD COMPANY

Directors: Len Small, Springfield, Ill.; Stanley Field, Chicago; David R. Burbank, New York; Robert Walton Goelet, Newport, R. I.; Charles A. Peabody, New York; Lawrence A. Downs, Chicago, Ill.; William Averill Harriman, New York; John W. Auchincloss, New York; Robert S. Lovett, New York; Vincent Astor, New York; Cornelius Vanderbilt, New York; Henry W. DeForest, New York; Charles H. Markham, Chicago.

General Officers: Chairman of Board, C. H. Markham, Chicago; President, L. A. Downs, Chicago; Senior Vice President, A. E. Clift, Chicago; Vice President, J. L. Beven, Chicago; Vice President, G. J. Bunting, Chicago; Vice President, A. C. Mann, Chicago; Vice President, F. L. Thompson, Chicago; Secretary, D. R. Burbank, New York; Treasurer, R. E. Connolly, New York; General Counsel, R. V. Fletcher, Chicago; General Solicitors, E. C. Craig, Chicago, and C. N. Burch, Memphis, Tenn.; General Auditor, L. A. Harkness, Chicago; General Manager, G. E. Patterson, Chicago; Chief Engineer, A. F. Blaess, Chicago.

DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors: John W. Auchincloss, New York; D. R. Burbank, New York; Henry DeForest, New York; R. W. Goelet, New York; W. A. Harriman, New York; C. E. Kuck, New York; R. E. Connolly, New York; Chas. A. Peabody, New York; H. M. Riseley, New York; Cornelius Vanderbilt, New York; Blewett Lee, New York; C. H. Markham, Chicago; John L. Adams, Dubuque, Iowa; A. E. Clift, Chicago; L. A. Downs, Chicago.

General Officers: President, L. A. Downs; Senior Vice President, A. E. Clift; Vice Presidents, G. J. Bunting, D. W. Longstreet, A. C. Mann, F. L. Thompson, J. L. Beven, all of Chicago; Secretary, F. E. Couch, Dubuque, Iowa; Asst. Secretaries, D. R. Burbank, New York, and Burt A. Beck, Chicago; Treasurer, R. E. Connally, New York; Asst. Treasurer, F. E. Couch, Dubuque.

MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors: G. H. Dunham, Lafe Mathews, Hubert Carr, Jos. Hutchinson, C. J. Hockaday, F. B. Wilson, A. B. Hutchinson, J. S. Jones, Chas. McCormick, Chas. Seeds, E. M. Carr, Geo. W. Dunham, W. H. Hutchinson and Clarence Brown of Manchester, Iowa, and A. R. Le Roy, Los Angeles, Calif.

General Officers: President, Jos. Hutchinson; Secretary, Chas. McCormick; Treasurer, F. B. Wilson; Auditor, Chas. J. Seeds; Attorney or General Counsel, Geo. W. Dunham; Traffic Manager, C. J. Boardway; Superintendent, J. S. Jones; General Freight Agent, A. B. Hutchinson; General Passenger Agent, Hubert Carr; Chairman General Managing Board, E. M. Carr, all of Manchester, Iowa.

MINNEAPOLIS AND ST. LOUIS RAILROAD

Directors: W. H. 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: Oliver Ames, Boston, Mass.; F. W. Charske, New York; Newcomb Carlton, New York; Robert W. Goelet, New York; Heber J. Grant, Salt Lake City, Utah; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York; W. A. Harriman, New York; Robert A. Lovett, New York; R. S. Lovett, New York; Chas. A. Peabody, New York; C. B. Seger, New York; Charles A. Stone, Boston, Mass.; James H. Perkins, New York; Paul M. Warburg, New York.

General Officers: 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; J. Horace Harding, New York; Geo. W. Davison, New York; Robert Goelet, Chester, N. Y.; 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.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, H. R. Winthrop, New York; Vice President, W. C. Maxwell, St. Louis, Mo.; Asst. Secretary and Asst. Treasurer, E. C. Mann, New York; Vice President and General Solicitor, N. S. Brown, St. Louis, Mo.; Vice President and General Manager, S. E. Cotter, St. Louis, Mo.; General Auditor, G. E. Bramon, St. Louis, Mo.; General Counsel, W. S. Pierce, New York; Vice President, J. W. Newell, 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, Frank Riley, F. P. Dunne, of Chicago.

General Officers: President, E. L. Tobie, Muscatine, Iowa; Vice President, Frank H. Collins, Chicago; Secretary, J. M. Kemble, Muscatine, 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; Homer A. Miller, Des Moines, Iowa; J. T. Gillick, Chicago; J. N. Hughes, Des Moines, Iowa; B. F. Van Vliet, Des Moines, Iowa.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, J. T. Gillick, Chicago; 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. Flenniken, all of Des Moines, Iowa.

IOWA TRANSFER RAILWAY COMPANY

Directors: D. Coughlin, F. C. Hubbell, J. A. Wagner, J. G. Gamble, of Des Moines, 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: C. F. Morrison, Sioux City, Iowa; L. F. Swift, Chicago; William Milchrist, Sioux City, Iowa; G. F. Silknitter, Sioux City, Iowa; W. H. Benn, 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, C. F. Morrison, Sioux City, Iowa; Purchasing Agent, E. Evans, Sioux City, Iowa; Traffic Manager, W. H. Benn, 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, B. A. Beck, L. A. Downs, all of Chicago.

General Officers: President, L. A. Downs, Chicago; Vice President, A. E. Clift, Chicago; Vice President, J. L. Beven, Chicago; Vice President, 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: Louis H. Bean, New York; James Bertram, New York; Edwin F. Gailey, Philadelphia, Pa.; Theodore Gilman, New York; Theodore Gilman, Jr., New York; Samuel S. Hall, Jr., New York; W. Heyward Myers, Jr., Philadelphia, Pa.; John C. Wallace, Philadelphia, Pa.

General Officers: President, Royal D. Edsell; Vice President, Samuel S. Hall, Jr.; Secretary, Theodore Gilman, Jr.; Treasurer, Theodore Gilman, Jr., all of New York.

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors: C. H. Markham, L. A. Downs, G. J. Bunting, A. E. Clift, J. L. Beven, R. V. Fletcher, Burt A. Beck, all of Chicago.

General Officers: President, L. A. Downs, Chicago; Vice President, A. E. Clift, Chicago; Vice President, J. L. Beven, Chicago; Vice President, G. J. Bunting, Chicago; Secretary, John R. Webster, Omaha, Neb.; Treasurer, Otto F. Nau, Chicago; Assistant Secretary, Burt A. Beck, Chicago.

SIOUX CITY BRIDGE COMPANY

Directors: Ray N. Van Doren, Chicago; Marvin Hughitt, Jr., Chicago; Fred W. Sargent, Chicago; Charles Jensch, St. Paul, Minn.; William H. Dalton, Chicago; John D. Caldwell, Chicago; Barret Conway, Chicago.

General Officers: President, Fred W. Sargent, Chicago; Vice President, Charles Jensch, St. Paul, Minn.; Secretary, John D. Caldwell, Chicago; Treasurer, Arthur B. Jones, Chicago; Assistant Treasurer, Frederick Mates, Chicago; General Counsel, Ray N. Van Doren, Chicago; Comptroller, Lewis A. Robinson, Chicago.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES

CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Iowa; William Chamberlain, Chicago; Richard Schaddelee, Chicago; B. J. Denman, Chicago; S. G. Armstrong, Cedar Rapids, Iowa; Beldin Hill, Cedar Rapids, Iowa; E. C. Allen, Cedar Rapids, Iowa.

General Officers: President, Glenn M. Averill, Cedar Rapids, Iowa; Vice President, Richard Schaddelee, Chicago; Vice President, B. J. Denman, Chicago; Vice President, William Chamberlain, Chicago; 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; R. J. Smith, Charles City, Iowa; Frank Brunner, Charles City, Iowa.

General Officers: President, E. M. Sherman, Charles City, Iowa; Vice President, C. D. Ellis, Charles City, Iowa; Secretary, W. H. Fairbanks, Charles City, Iowa; Treasurer, M. W. Ellis, Charles City, Iowa; General Manager, J. F. Christiansen, Charles City, Iowa.

CLINTON, DAVENPORT AND MUSCATINE RAILWAY CO.

Directors: B. J. Denman, Chicago, Illinois; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; R. B. MacDonald, Moline, Illinois; R. J. Smith, Davenport, Iowa.

General Officers: President, B. J. Denman, Chicago, Ill.; Vice President, J. G. Huntoon, Davenport, Iowa; Vice President, R. B. MacDonald, Moline, Ill.; Vice President, R. J. Smith, Davenport, Iowa; Secretary, H. E. Littig, Davenport, Iowa; Treasurer, H. E. Weeks, Davenport, Iowa; General Manager, R. J. Smith, Davenport, Iowa.

COLFAX SPRINGS RAILWAY COMPANY

Directors: James P. Donahue, E. S. H. Donahue, Dick R. Lane, all of Davenport, Iowa.

General Officers: President, James P. Donahue, Vice President, E. S. H. Donahue, Secretary, E. S. H. Donahue, Treasurer, James P. Donahue, all of Davenport, Iowa.

DES MOINES AND CENTRAL IOWA RAILROAD

Directors: A. W. Harris, Chicago; M. H. MacLean, Chicago; F. C. Chambers, Des Moines, Iowa; H. A. Benjamin, Des Moines, Iowa; O. H. Bernd, Des Moines, Iowa; Homer A. Miller, Des Moines, Iowa; E. B. Bieghler, Des Moines, Iowa.

General Officers: President, F. C. Chambers, Des Moines, Iowa; Vice President, H. A. Benjamin, Des Moines, Iowa; Vice President, M. H. MacLean, Chicago; Treasurer and Auditor, E. B. Bieghler, Des Moines, Iowa; Secretary and General Auditor, O. H. Bernd, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Superintendent of Transportation, C. T. Baker, Des Moines, Iowa; Attorney, C. R. Bennett, Des Moines, Iowa.

FORT DODGE, DES MOINES & SOUTHERN R. R. CO.

Directors: C. Sidney Shepard, New Haven, N. Y.; Homer Loring, Boston, Mass.; J. J. Bodell, Providence, R. I.; Parley Sheldon, Ames, Iowa; C. H. Crooks, Boone, Iowa.

General Officers: President and General Manager, C. H. Crooks; Secretary, Treasurer and Auditor, F. M. Johnston; General Counsel, 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; F. K. George, 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; Auditor, F. E. Wells, Mason City, Iowa; Superintendent, J. H. Seisseger, Mason City, Iowa.

TAMA AND TOLEDO RAILROAD COMPANY

Directors: Isaac B. Smith, Cedar Rapids, Iowa; Sutherland Dows, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; J. P. Walters, Toledo, Iowa; G. H. Struble, Toledo, Iowa; F. L. Whitford, Toledo, Iowa.

General Officers: President, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, Sutherland Dows, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Solicitor, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager, J. P. Walters, Toledo, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

WATERLOO, CEDAR FALLS AND NORTHERN RY.

Directors: C. M. Cheney, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; J. B. Knowles, Waterloo, Iowa; R. E. Wilsey, Chicago; G. E. Hise, Des Moines, Iowa; E. V. Kane, Philadelphia, Pa.

General Officers: President and General Manager, C. M. Cheney, Waterloo, Iowa; Vice President, C. D. Cass, Waterloo, Iowa; Vice President, R. E. Wilsey, Chicago; Secretary-Treasurer and Auditor, J. B. Knowles, Waterloo, Iowa; General Counsel, C. E. Pickett, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa; Superintendent, M. A. Welsh, Waterloo, Iowa; Purchasing Agent, F. McDonald, Waterloo, Iowa.

AMERICAN RAILWAY EXPRESS COMPANY

Directors: J. S. Alexander, W. M. Barrett, Newcomb Carlton, R. E. M. Cowie, J. H. Harding, 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, J. H. Harding; President, R. E. M. Cowie, New York; Vice Presidents in Charge of Operations, C. W. Robie, New York, E. A. Stedman, Chicago, C. D. Summy, St. Louis, Mo., W. G. Smith, Atlanta, Georgia, and L. O. Head, San Francisco, Cal.; Vice President in Charge of Traffic, F. S. Holbrook, New York; Vice President in Charge of Accounts, Chas. A. Lutz, New York; Vice President in Charge of Personnel, L. R. Gwyn, New York; Secretary, E. R. Merry, Jr., New York; Vice President and Treasurer, 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.

STATISTICS

OF

Steam Railway Companies

For the Year Ended December 31, 1928

STATISTICS OF STEAM RAILWAY COMPANIES

In the following tables all names indented are of lesser companies, with the exception of the Chicago, St. Paul, Minneapolis & Omaha Railway Company which is controlled by the Chicago & North Western Railway Company through the ownership of 93.66 per cent of the stock.

TABLE 1—CAPITAL STOCK

PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: In Treasury		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: In Sinking or Other Funds		Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A., T. & S. F. Ry.	$ 250,000,000	$ 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.	150,000		111,225						111,225.00	
3	C., B. & Q. R. R.	170,839,100		170,839,100						170,839,100.00	
4	C. G. W. R. R.	46,000,000	50,000,000	45,246,913	47,173,902	36,400.00	41,200			45,210,513.00	47,132,702
5	C., M. & St. P. R. R.	233,725,100	116,274,900	117,411,300	116,274,900		343,000	$ 5,300	$ 86,100	117,406,000.00	115,845,800
6	C., M., St. P. & P. R. R.		211,282,700		119,175,000						119,175,000
7	C. & N. W. Ry.	160,411,950	22,395,000	158,438,200	22,395,000					158,438,200.00	22,395,000
8	O., St. P., M., & O. Ry.	18,559,000	11,259,900	18,556,700	11,259,300					18,556,700.00	11,259,300
9	C., R. I. & P. Ry.	75,000,000	65,000,000	75,000,000	54,549,489	640,277.50				74,359,722.50	54,549,489
10	St. P. & K. C. S. L. R. R.	232,200		232,300						232,200.00	
11	D., R. I. & N. W. Ry.	3,000,000		3,000,000						3,000,000.00	
12	Great Northern Ry.		250,000,000		249,740,550		735,900				249,004,650
13	Illinois Central Ry.	154,445,480	34,144,880	134,455,500	19,992,900	208.33				134,452,291.67	19,992,900
14	D. & S. C. R. R.	15,000,000		11,759,500						11,759,500.00	
15	Manchester & Oneida Ry.	100,000		62,745						62,745.00	
16	M. & St. L. R. R.	26,000,000		25,792,600		562,225.80				25,230,374.20	
17	Tabor & Northern Ry.	120,000		32,200						32,200.00	
18	Union Pacific R. R.	296,178,700	200,000,000	222,291,600	99,543,100					222,291,600.00	99,543,100
19	Wabash Ry.	70,423,050	73,036,950	66,697,775	71,795,192	115,661.00	256,607			66,582,114.00	71,538,585
	Total	$1,520,184,580	$1,157,566,830	$1,291,607,358	$936,008,833	$ 1,408,272.63	$1,403,407	$ 5,300	$ 86,100	$1,290,193,785.37	$934,609,326

TABLE 1—CAPITAL STOCK—Continued

PART 2—STOCK REACQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par Value of Amount Nominally But Not Actually Issued at 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%		$ 241,626,675	$124,172,800	$ 30,371,307.50	
2	Atlantic Northern Ry.												
3	C., B. & Q. R. R.					10%				170,838,200		17,083,820.00	
4	C. G. W. R. R.	36,400.00	38,000		3,200.00								
5	C., M. & St. P. R. R.		343,000	$ 5,000.00	86,100.00								
6	C., M., St. P. & P. R. R.												
7	C. & N. W. Ry.					4%	½%	7%		158,437,967	23,396,000	8,697,355.00	
8	C., St. P., M., & O. Ry.												
9	C., R. I. & P. Ry.	122,800.00		517,477.50		6%		7%		74,358,000	29,422,100	8,028,665.00	
10	St. P. & K. C. S. L. R. R.							6%			25,127,300		
11	D., R. I. & N. W. Ry.												
12	Great Northern Ry.		1,100		734,800.00			5%			248,984,100	12,449,205.00	
13	Illinois Central Ry.				208.33	6%		6%		133,941,050	20,419,100		$10,601,005.50
14	D. & S. C. R. R.												
15	Manchester & Oneida Ry.												
16	M. & St. L. R. R.	562,225.80											
17	Tabor & Northern Ry.												
18	Union Pacific R. R.					10%		4%		222,291,600	99,543,100	26,210,884.00	
19	Wabash Ry.			115,661.00	256,607.00			5%		71,538,400			3,576,920.00
	Total	$774,925.80	$ 408,800	$638,138.50	$1,080,915.33					$1,073,031,892	$570,027,500	$102,841,236.50	$14,177,925.50

TABLE 1—CAPITAL STOCK—Continued

PART 3—PURPOSE OF ISSUE AND CONSIDERATION RECEIVED FOR STOCKS ISSUED DURING YEAR

Number	Railway Companies	Par Value		Cash Received as Consideration for Issue		Cash Value of Other Property Acquired or Services Received as Consideration for Issue	
		Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Ry.	$ 9,219,800.00		$ 9,219,800.00			
2	Atlantic Northern Ry.						
3	Chicago, Burlington & Quincy R. R.						$ 250.00
4	Chicago Great Western R. R.		$ 250.00				
5	Chicago, Milwaukee, St. Paul & Pacific R. R.						
6	Chicago & North Western Railway						
7	Chicago, St. Paul, Minn. & Omaha Ry.						
8	Chicago, Rock Island & Pacific Railway						
9	St. Paul & Kansas City Short Line R. R.						
10	Davenport, Rock Island & N. W. Ry.						
11	Great Northern Railway		59,900.00		$ 59,900.00		
12	Illinois Central Railroad	2,444,300.00		2,444,300.00			
13	Dubuque & Sioux City Railroad						
14	Manchester & Oneida Railway						
15	Minneapolis & St. Louis Railroad	16,550.00	9,800.00				
16	Tabor & Northern Railway						
17	Union Pacific Railroad						
18	Wabash Railway						
	Total	$ 2,460,850.00	$ 69,950.00	$ 11,664,100.00	$ 59,900.00		$ 250.00

TABLE 2—UNMATURED FUNDED DEBT

PART 1—TOTAL UNMATURED FUNDED DEBT

Number	Railway Companies	Total value of extent of indebtedness authorized	Total 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.	$ 410,151,500	$ 284,280,400	$ 2,528,599		$ 281,751,801	$ 11,027,299.30	$ 10,811,946.97	$ 2,514,000	$ 14,599.50
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.	254,474,000	248,407,000	10,448,000	$ 18,287,000	219,672,000	9,177,555.00	9,283,922.50	28,160,000	575,000.00
4	C. G. W. R. R.	80,060,611	66,805,611	21,260,000	5,001,000	40,544,611	1,705,782.49	1,702,568.84	26,022,500	238,500.00
5	C. M., St. P. & P. R. R.	508,170,289	485,648,289	6,270,000	*20,000,000	459,378,289	21,313,916.88	16,977,913.50	25,453,000	817,000.00
6	C. & N. W. Ry.	343,481,300	343,481,300	15,290,000	48,360,000	279,831,300	13,325,256.32	13,300,282.58	63,522,000	128,000.00
7	C., St. P., M. & O. Ry.	50,884,000	48,663,600			48,663,600	2,601,164.27	2,585,767.50		
8	C., R. I. & P. Ry.	337,342,250	297,789,000	11,417,000	45,035,000	241,337,000	10,218,957.00	10,252,280.00	50,339,000	113,000.00
9	St. P. & K. C. S. L. R. R.	30,000,000	16,019,235			16,019,235	449,140.56	449,087.97		
10	D., R. I. & N. W. Ry.									
11	Great Northern Ry.	987,824,489	396,233,009	5,005,000	51,145,394	340,082,615	18,397,673.48	18,119,139.42	52,860,000	3,219,394.00
12	Illinois Central R. R.	532,591,700	382,468,443	4,802,000	12,195,000	365,471,443	15,764,622.94	15,892,318.00	16,860,000	137,000.00
13	D. & S. C. R. R.	9,798,075	8,023,075			8,023,075	360,222.96	360,222.96		
14	Manchester & Oneida Ry.	128,480	65,000			65,000	3,900.00	3,900.00		
15	M. & St. L. R. R.	151,933,000	49,847,820	318,044	4,662,000	44,867,776	2,005,738.00	103,817.50	4,980,000	44.12
16	Tabor & Northern Ry.									
17	Union Pacific R. R.	372,322,000	266,353,720	14,098,000		252,255,720	10,999,753.29	11,525,948.10	14,098,000	
18	Wabash Ry.	171,462,428	127,705,188	627,138	1,037,924	126,040,126	5,932,979.50	5,758,676.75	508,938	1,156,124.00
	Total	$ 4,240,624,122	$3,021,790,690	$92,063,781	$205,723,318	$2,724,003,591	$123,283,971.99	$117,226,792.59	$285,317,438	$6,398,661.62

*Includes $1,930,700 in sinking or other funds.

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 2—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Unmatured Funded Debt at Close of Year — Amount Bearing Interest Rate Per Annum of: 3%	3½%	4%	4¼%	4½%	4¾%	5%	5½%	Amount which no interest rate is given and in which interest is included
1	A., T. & S. F. Ry.			$ 237,326,500		$ 33,215,301		$ 11,210,000		
2	Atlantic Northern Ry.									
3	C., B. & Q. R. R.		$ 50,449,000	99,223,000		30,000,000		40,000,000		
4	C. G. W. R. R.		500,000	35,484,000					$ 1,806,811	
5	C. M., St. P. & P. R. R.		8,950,000	48,241,000		82,697,000		302,821,789	9,000,000	
6	C. & N. W. Ry.		45,994,000	45,554,000		33,155,000	$ 18,632,000	85,950,000		
7	C., St. P., M. & O. Ry.		3,734,000				2,005,000	16,500,000		
8	C., R. I. & P. Ry.			166,051,000		52,835,000		18,671,000		
9	St. P. & K. C. S. L. R. R.					16,019,235				
10	D., R. I. & N. W. Ry.			56,085,515	$ 35,668,000	62,215,000		28,375,000	30,000,000	
11	Great Northern Ry.	$ 15,733,000	57,874,000	103,862,700		55,179,000	35,000,000	74,869,885	1,953,000	$ 6,000
12	Illinois Central R. R.			4,093,075				3,930,000		
13	D. & S. C. R. R.									
14	Manchester & Oneida Ry.			23,472,000				16,936,956		796,220
15	M. & St. L. R. R.									
16	Tabor & Northern Ry.			185,851,720		35,005,000		25,564,000		
17	Union Pacific R. R.			8,355,000		23,665,000		71,519,000	13,840,000	
18	Wabash Ry.		3,173,000							
	Total	$ 15,733,000	$170,674,000	$1,013,599,510	$ 35,668,000	$423,985,536	$ 55,727,000	$696,347,630	$ 56,599,811	$ 802,220

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 3—ACTUALLY OUTSTANDING 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 6%	6½%	7%	Total unmatured funded debt actually outstanding at close of year	Miles of road owned—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 common and preferred stock per mile of road owned—Single track	Amount of receiver certificates actually outstanding at close of year
1	Atchison, Topeka & Santa Fe Ry				$ 281,751,801	7,113.03	$ 39,611	$ 365,802,100	$ 51,427	
2	Atlantic Northern Ry					17.07		111,225	6,516	
3	Chicago, Burlington & Quincy R. R.				219,672,000	8,962.88	24,509	170,839,100	19,061	
4	Chicago Great Western R. R.	$ 2,753,800			40,544,611	1,034.11	39,207	93,343,215	90,264	
5	Chicago, Milwaukee, St. Paul & Pacific R. R.	7,668,500			459,378,289	10,180.55	45,123	119,175,000	11,706	
6	Chicago & North Western Railway	16,922,300	$ 18,624,000	$ 15,000,000	279,831,300	8,389.01	33,357	180,833,200	21,556	
7	Chicago, St. Paul, Minn. & Omaha Ry.	26,049,600		285,000	48,663,600	1,673.97	29,071	29,816,000	17,812	
8	Chicago, Rock Island & Pacific Railway	3,780,000			241,337,000	5,344.54	45,156	128,909,212	24,120	
9	St. Paul & Kansas City Short Line R. R.				16,019,235	345.27	46,396	232,200	673	
10	Davenport, Rock Island & N. W. Ry.					46.80		3,000,000	64,103	
11	Great Northern Railway	21,577,100	303,000	105,859,000	340,082,615	7,499.28	45,349	249,004,650	33,204	
12	Illinois Central Railroad	5,242,868	10,592,000	5,159,000	365,471,443	2,258.67	117,534	154,445,192	68,379	
13	Dubuque & Sioux City Railroad				8,023,075	760.89	10,544	11,759,500	15,455	
14	Manchester & Oneida Railway	65,000			65,000	8.03	8,096	62,745	7,814	
15	Minneapolis & St. Louis Railroad	3,662,600			44,867,776	1,514.99	29,616	25,230,374	16,654	$1,950,000
16	Tabor & Northern Railway					8.79		32,200	3,663	
17	Union Pacific Railroad			5,835,000	252,255,720	3,753.45	67,206	321,834,700	85,744	
18	Wabash Railway	5,488,126			126,040,126	1,952.68	64,547	138,120,699	70,734	
	Total	$ 96,209,884	$ 29,519,000	$132,138,000	$2,724,003,591	60,864.01	$ 44,755	$1,992,551,312	$ 32,738	$1,950,000
	Average unmatured funded debt and capital stock per mile of road—Single track								$ 77,493	

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 1—TOTAL EXPENDITURES DURING YEAR AND TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Total Expenditures During Year—1928: Road	Equipment	General	Total	Total Investment in Road and Equipment at Close of Year, 1928: Leased Lines	Owned Lines	Total	Road Owned—Single Track: Miles	Average Investment Per Mile
1	A., T. & S. F. Ry.	$ 12,311,755.08	$ 8,902,057.20	$ *52,028.20	$ 21,161,784.08	$ 2,282,715.20	$ 847,470,127.60	$ 849,752,842.80	7,113.03	$ 119,663.95
2	Atlantic Northern Ry.	469.64	208.50		678.14		149,703.96	149,703.96	17.07	8,770.00
3	C., B. & Q. R. R.	6,976,214.77	*2,270,817.32	*284,345.97	4,420,551.48		595,822,810.53	595,822,810.53	8,962.88	66,476.71
4	C. G. W. R. R.	225,701.99	104,781.29		330,483.28	61,516.28	127,890,361.87	127,951,878.15	1,034.11	123,671.91
5	C. M., St. P. & P. R. R.	548,717,765.34	134,141,408.98	6,597.64	682,865,771.96	161,720.24	708,522,387.19	708,684,107.43	10,180.55	69,581.20
6	C. & N. W. Ry.	8,578,429.66	2,748,433.68	138,217.80	11,465,081.14	150,003.01	540,979,253.27	541,129,306.28	8,389.01	64,485.59
7	C., St. P., M. & O. Ry.	913,735.65	1,137,725.62		2,051,461.27		92,187,112.77	92,187,112.77	1,673.97	55,070.95
8	C., R. I. & P. Ry.	5,665,327.86	*2,425,476.67	*926.99	3,238,924.20	14,186,780.50	334,300,895.56	348,487,676.06	5,344.54	62,549.98
9	St. P. & K. C. S. L. R. R.	180,024.72	48,592.71	1,649.00	230,266.43		16,786,190.23	16,786,190.23	345.27	48,617.57
10	D., R. I. & N. W. Ry.	6,491.61	*10,559.49		*4,067.88		3,767,999.30	3,767,999.30	46.80	80,940.00
11	Great Northern Ry.	31,333,670.25	*2,145,681.90	382,250.17	29,570,238.52	147,874.21	524,046,065.67	524,193,939.88	7,499.28	69,879.50
12	Illinois Central R. R.	1,841,341.53	*1,208,373.70	49,927.58	682,895.41		378,069,565.75	378,069,565.75	2,258.67	167,385.92
13	D. & S. C. R. R.	251,096.53		72.26	251,168.79		39,146,914.48	39,746,914.48	760.89	52,237.40
14	Manchester & Oneida Ry.	3,422.34	1,553.40		4,975.74		140,277.89	140,277.89	8.03	17,469.23
15	M. & St. L. R. R.	139,786.98	*161,706.33		*21,919.35	49,613.00	65,290,738.00	65,340,351.00	1,514.99	43,096.48
16	Tabor & Northern Ry.	1,138.18	1,653.22		2,791.40		96,421.53	96,421.53	8.79	10,969.46
17	Union Pacific R. R.	4,923,956.66	3,154,978.00	.80	8,078,935.46		424,653,181.82	424,653,181.82	3,753.45	113,136.76
18	Wabash Ry.	4,305,489.39	*177,843.08		4,127,646.31		281,230,395.75	281,230,395.75	1,952.68	144,022.78
	Total	$636,375,818.18	$141,840,934.11	$ 240,914.09	$768,457,666.38	$17,040,272.44	$4,981,141,423.17	$4,998,181,695.61	60,864.01	$ 82,120.48

*Credit.

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 1—EXPENDITURES DURING YEAR AND AVERAGE PER MILE OF ROAD

Number	Railway Companies	Expenditures During Year				Road Owned—Single Track	
		Road	Equipment	General	Total	Miles—Iowa	Average Expenditures During Year Per Mile—Iowa
1	Atchison, Topeka & Santa Fe Ry	$ 101,926.57			$ 101,926.57	19.99	$ 5,098.88
2	Atlantic Northern Ry	469.64	$ 208.50		678.14	17.07	39.73
3	Chicago, Burlington & Quincy R. R.	918,179.71		$ *12,762.85	905,416.86	1,371.36	660.23
4	Chicago Great Western R. R.	109,825.61			109,825.61	770.59	142.52
5	Chicago, Milwaukee, St. Paul and Pac. R. R.	3,189.43		*20.74	3,168.69	1,858.01	1.70
6	Chicago & North Western Ry	1,210,117.84		8,747.11	1,218,864.95	1,617.10	753.74
7	Chicago, St. P., Minn. & O. Ry	52,569.08	50,515.02		103,084.10	74.26	1,388.15
8	Chicago, Rock Island & Pacific Ry	887,361.41			887,361.41	1,830.37	484.80
9	St. P. & K. C. Short Line R. R.	180,024.72	48,592.71	1,649.00	230,266.43	345.27	666.92
10	Davenport, R. I. & N. W. Ry	6,958.26	*7,039.66		*81.40	34.54	*2.36
11	Great Northern Ry	21,938.49			21,938.49	77.86	281.64
12	Illinois Central R. R.						
13	Dubuque & Sioux City R. R.	249,309.24		72.26	249,381.50	715.78	348.41
14	Manchester & Oneida Ry	3,422.34	1,553.40		4,975.74	8.03	619.64
15	Minneapolis & St. Louis R. R.	49,872.85	*143,478.66		*93,605.81	790.34	*118.44
16	Tabor & Northern Ry	1,138.18	1,653.22		2,791.40	8.79	317.57
17	Union Pacific R. R.	28,253.66	10,614.29		38,867.95	2.48	15,672.56
18	Wabash Railway						
	Total	$ 3,824,557.03	$ *37,381.18	$ *2,315.22	$ 3,784,860.63	9,541.84	$ 396.66

*Credit.

TABLE 4—INCOME FOR THE YEAR—ENTIRE LINE

PART 1—OPERATING INCOME

Number	Railway Companies	Railway Operating		Net revenue from railway operations	Railway tax accruals	Uncollected railway revenues	Railway operating income	Miscellaneous operating income	Total operating income
		Revenues	Expenses						
1	A., T. & S. F. Ry	$ 206,277,069.77	$142,764,799.07	$ 63,512,270.70	$15,922,552.50	$ 40,595.73	$ 47,549,122.47		$ 47,549,122.47
2	Atlantic Northern Ry	38,509.12	33,453.07	5,056.05	2,109.36		2,946.69		2,946.69
3	C., B. & Q. R. R.	162,891,409.34	114,191,158.82	48,700,250.52	11,192,209.54	33,783.52	37,474,257.46		37,474,257.46
4	C. G. W. R. R.	24,871,023.46	19,426,521.09	5,444,502.37	1,076,255.21	3,847.08	4,364,400.08		4,364,400.08
5	C. M., St. P. & P. R. R.	170,554,899.39	125,240,631.34	45,314,268.05	10,239,433.48	4,697.05	35,070,137.52		35,070,137.52
6	C. & N. W. Ry	152,089,755.45	116,638,908.11	35,450,847.34	9,608,224.72	22,762.84	25,819,859.78		25,819,859.78
7	C., St. P., M. & O. Ry	27,063,051.67	22,988,962.99	4,074,088.68	1,391,513.72	3,223.54	2,679,351.42		2,679,351.42
8	C., R. I. & P. Ry	134,316,610.70	98,853,863.05	35,462,747.65	8,063,528.71	73,521.42	27,335,697.52		27,335,697.52
9	St. P. & K. C. S. L. R. R.				61,226.19		*61,226.19		*61,226.19
10	D., R. I. & N. W. Ry					13,916.21	33,190,061.83		33,190,061.83
11	Great Northern Ry	126,737,090.70	83,235,115.56	43,501,975.14	10,297,997.10	29,541.27	25,852,912.06		25,852,912.06
12	Illinois Central R. R.	152,569,583.43	116,433,631.10	36,135,952.33	10,253,499.00				
13	D. & S. C. R. R.						11,276.78		11,276.78
14	Manchester & Oneida Ry	43,494.91	30,496.31	12,998.60	1,721.82		1,274,926.83		1,274,926.83
15	M. & St. L. R. R.	14,450,531.12	12,381,982.60	2,068,548.52	789,788.40	3,833.29	9,087.40		9,087.40
16	Tabor & Northern Ry	39,242.47	28,931.52	10,310.95	1,223.55				
17	Union Pacific R. R.	121,971,610.92	77,711,571.34	44,260,039.58	8,591,008.23	3,645.34	35,665,386.11	$*21,289.94	35,644,096.17
18	Wabash Ry	71,072,991.07	52,411,567.67	18,661,423.40	3,062,356.85	13,667.03	15,595,399.52		15,595,399.52
	Total	$1,364,986,873.52	$982,371,593.64	$382,615,279.88	$90,534,648.38	$247,034.22	$291,833,597.28	$*21,289.94	$ 291,812,307.34

*Deficit.

TABLE 4—INCOME FOR THE YEAR—ENTIRE LINE—Continued

PART 2—NON-OPERATING AND GROSS INCOME, NET INCOME AND NET RAILWAY OPERATING INCOME

Number	Railway Companies	Total non-operating income	Gross income	Total deductions from gross income	Net income	Total appropriations of income	Income transferred to profit and loss account	Net railway operating income
1	Atchison, Topeka & Santa Fe Ry	$15,770,629.87	$ 63,319,752.34	$ 14,975,666.26	$ 48,344,086.08	$ 30,416,794.54	$17,927,291.54	$ 47,553,762.66
2	Atlantic Northern Ry	186.40	3,133.09	1,385.62	1,747.47		1,747.47	1,561.37
3	Chicago, Burlington & Quincy R. R.	4,208,592.04	41,682,849.50	15,404,597.57	26,278,251.93	17,083,820.00	9,194,431.93	32,912,367.02
4	Chicago Great Western R. R.	361,550.76	4,725,950.84	3,818,139.25	907,811.59		907,811.59	2,510,393.60
5	Chicago, Milwaukee, St. Paul & Pacific R. R.	3,421,829.55	38,491,967.07	29,772,612.52	8,719,354.55	19,653.00	8,699,701.55	29,119,053.52
6	Chicago & North Western Railway	3,294,369.21	29,114,228.99	17,055,658.59	12,058,590.40	8,697,355.00	3,361,235.40	23,225,682.91
7	Chicago, St. Paul, Minn. & Omaha Ry	602,270.79	3,281,622.21	3,876,217.41	*594,595.20		*594,595.20	1,857,815.05
8	Chicago, Rock Island & Pacific Railway	3,337,581.70	30,673,279.22	18,368,050.45	12,305,228.77	8,028,665.00	4,276,563.77	22,395,774.30
9	St. Paul & Kansas City Short Line R. R.	449,140.56	449,140.56	449,140.56				
10	Davenport, Rock Island & N. W. Ry	83,437.92	22,211.73	20,903.24	1,308.49		1,308.49	8,064.77
11	Great Northern Railway	14,597,532.86	47,787,594.69	22,619,365.18	25,168,229.51	12,464,655.93	12,703,573.58	31,294,069.14
12	Illinois Central Railroad	8,978,909.05	34,831,821.11	21,581,323.47	13,250,497.64		13,250,497.64	25,761,834.57
13	Dubuque & Sioux City Railroad	877,531.18	877,531.18	653,288.37	224,242.81	224,242.81		
14	Manchester & Oneida Railway	921.90	12,198.68	5,617.15	6,581.53		6,581.53	9,559.63
15	Minneapolis & St. Louis Railroad	265,256.32	1,540,183.15	3,260,591.27	*1,720,408.12		*1,720,408.12	522,276.50
16	Tabor & Northern Railway	69.00	9,156.40	8,042.66	1,113.74		1,113.74	3,717.17
17	Union Pacific Railroad	25,859,108.92	61,503,205.09	17,439,033.49	44,064,171.60	26,210,884.00	17,853,287.60	31,071,695.93
18	Wabash Railway	2,330,862.80	17,926,262.32	11,524,985.31	6,401,277.01		6,401,277.01	11,960,039.36
	Total	$84,439,780.83	$ 376,252,088.17	$ 180,834,598.37	$ 195,417,489.80	$ 103,146,070.28	$92,271,419.52	$ 260,197,067.50

*Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IOWA

AND PER MILE OF ROAD OWNED, YEARS ENDED DECEMBER 31, 1927, AND DECEMBER 31, 1928

Number	Railway Companies	Amount Charged to "Railway Tax Accruals" in Income: Other than U. S. government taxes	Amount Charged to "Railway Tax Accruals" in Income: U. S. Government taxes	Amount Charged to "Railway Tax Accruals" in Income: Total	Railway tax accruals excluding U. S. government taxes—Iowa	Mileage owned—single track—Iowa	Mileage owned—single track—Entire line	Taxes per mile of road owned—single track—excluding U. S. government taxes—Iowa: 1928	Taxes per mile of road owned—single track—excluding U. S. government taxes—Iowa: 1927	Taxes per mile of road owned—single track—including U. S. government taxes—Entire line: 1928	Taxes per mile of road owned—single track—including U. S. government taxes—Entire line: 1927
1	A., T. & S. F. Ry	$11,690,642.33	$ 4,231,910.17	$15,922,552.50	$ 81,768.03	19.99	7,101.16	$ 4,087.45	$ 3,381.31	$ 2,242.25	$ 2,497.55
2	Atlantic Northern Ry	2,109.36		2,109.36	2,109.36	17.07	17.07	123.57	127.37	123.57	127.37
3	C., B. & Q. R. R.	8,506,034.20	2,686,175.34	11,192,209.54	1,113,008.66	1,371.36	8,960.91	811.61	809.37	1,249.00	1,306.85
4	C. G. W. R. R.	957,639.33	118,615.89	1,076,255.21	447,942.30	770.59	1,409.34	581.30	570.82	763.66	739.96
5	C. M., St. P. & P. R. R.	9,302,794.19	936,639.29	10,239,433.48	1,283,877.66	1,858.01	10,105.56	691.00	689.95	1,022.86	871.30
6	C. & N. W. Ry	8,373,700.13	1,234,524.59	9,608,224.72	1,443,932.27	1,617.10	8,387.74	892.91	882.20	1,145.51	1,166.23
7	C., St. P., M. & O. Ry	1,363,811.85	27,701.87	1,391,513.72	76,452.42	74.26	1,676.71	1,029.52	965.11	829.95	792.45
8	C., R. I. & P. Ry	6,210,839.19	1,842,699.52	8,053,528.71	1,456,097.00	2,175.64	5,664.18	669.27	656.82	1,421.83	1,342.83
9	St. P. & K. C. S. L. R. R.				3,607.34	34.54	46.80	1,044.39	968.34	1,308.25	1,257.53
10	D., R. I. & N. W. Ry	61,226.19		61,226.19	57,590.56	77.86	7,500.84	739.67	691.53	1,372.91	1,268.01
11	Great Northern Ry	8,481,574.43	1,816,422.67	10,297,997.10			3,024.48			3,390.17	3,315.76
12	Illinois Central R. R.	8,783,865.00	1,469,634.00	10,253,499.00	530,000.00	715.78		740.45	676.18		
13	D. & S. C. R. R.				1,721.82	8.03	8.03	214.42	158.92	214.42	158.92
14	Manchester & Oneida Ry	1,721.82		1,721.82	355,491.79	790.34	1,513.54	449.80	426.45	521.82	468.35
15	M. & St. L. R. R.	790,924.48	*1,136.08	789,788.40	1,223.55	8.79	8.79	139.20	128.91	139.20	128.91
16	Tabor & Northern Ry	1,223.55		1,223.55	80,022.63	2.48	3,745.46	32,349.31	35,060.06	2,226.71	2,343.83
17	Union Pacific R. R.	4,613,737.38	3,977,270.85	8,591,008.23	89,338.92	203.31	1,945.56	439.42	529.35	1,568.88	1,427.62
18	Wabash Ry	2,351,790.91	700,565.94	3,052,356.85							
	Total	$71,493,624.33	$19,041,024.05	$90,534,648.38	$7,024,124.21	9,745.15	61,116.17	$ 720.78	$ 711.51	$ 1,481.35	$ 1,470.36

*Credit.

TABLE 5—PROFIT AND LOSS ACCOUNT

PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.	$ 263,482,688.83	$17,927,291.54	$ 18,273.02		$ 6,053.83	$ 64,473.46	$ 1,156,616.44		$ 282,655,397.12
2	Atlantic Northern Ry.		1,747.47					2,197.33	$ 17,571.47	21,516.29
3	C., B. & Q. R. R.	155,534,296.15	9,194,431.93	128,683.89	$ 3,571,633.43		3,728.65	56,968.46		168,489,742.51
4	C. G. W. R. R.	9,586,393.09	907,811.59	12,594.21		6,523.37	3,154.81	3,146.79		10,519,623.86
5	C., M. & St. P. R. R.[a]			75.00		812.15	67,593.89	1,586.22	2,721,871.06	2,791,938.35
6	C., M., St. P. & P. R. R.[b]		9,250,332.91	25,573.00		6,173.57	100,858.62	6,934.19		9,389,872.29
7	C. & N. W. Ry.	65,791,762.56	3,361,235.40	2,803,917.19		73,688.18	134,210.89	286,112.62		72,450,926.84
8	C., St. P., M., & O. Ry.	5,209,803.74		1,126.81		5,688.82	6,216.73	22,737.03		5,245,573.13
9	C., R. I. & P. Ry.	26,900,820.97	4,276,563.77	11,235.81		3,605.92	18,908.35	14,999.49		31,226,134.31
10	St. P. & K. C. S. L. R. R.						207.92		471,132.18	471,340.10
11	D., R. I. & N. W. Ry.		1,308.49	649.80					6,532.54	8,490.83
12	Great Northern Ry.	115,886,888.62	12,703,573.58	87,498.16		23.40	59,640.24	81,588.10		128,819,212.10
13	Illinois Central Ry.	70,461,639.99	13,250,497.64	33,229.35			19,812.81	3,135,787.44		86,900,967.23
14	D. & S. C. R. R.						4,652.98		379,552.50	384,205.48
15	Manchester & Oneida Ry.	8,411.72	6,581.53			1.50				14,994.75
16	M. & St. L. R. R.			5,377.60		5,118.12	2,996.50	2,912.11	13,145,163.36	13,161,567.69
17	Tabor & Northern Ry.	10,472.20	1,113.74							11,585.94
18	Union Pacific R. R.	170,252,219.35	17,853,287.60	15,467.16		9,323.72	19,342.07	538,577.20		188,688,217.10
19	Wabash Ry.	39,537,449.94	6,401,277.01	241.40			114,217.56	59,475.26		46,112,661.17
	Total	$ 922,662,847.16	$95,137,054.20	$ 3,143,942.40	$ 3,571,633.43	$ 117,012.58	$ 620,015.48	$ 5,369,638.73	$16,741,823.11	$ 1,047,363,967.09

[a]For period January 1st to January 13, 1928 inclusive.
[b]Period January 14th to December 31, 1928 inclusive.

TABLE 5—PROFIT AND LOSS ACCOUNT—Continued

PART 2—DEBITS

Number	Railway Companies	Debit balance at 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	A., T. & S. F. Ry.			$ 64,473.46		$ 220,365.00	$ 968,334.47	$ 558,789.08	$ 280,843,435.11	$ 282,655,397.12
2	Atlantic Northern Ry.	$ 21,516.29								21,516.29
3	C., B. & Q. R. R.				$ 3,728.65		1,088,365.87	196,311.39	167,201,336.60	168,489,742.51
4	C. G. W. R. R.				3,154.81	21,850.94	36,347.51	926.75	10,457,343.85	10,519,623.86
5	C., M. & St. P. R. R.[a]	1,257,418.28	$ 550,631.36		67,593.89		158,679.12	757,615.70		2,791,938.35
6	C., M., St. P. & P. R. R.[b]				100,858.62	250,875.81	256,597.84	399,467.58	8,382,072.44	9,389,872.29
7	C. & N. W. Ry.				132,936.83	8,135.39	1,028,682.77	17,299.66	71,263,872.19	72,450,926.84
8	C., St. P., M., & O. Ry.		594,595.20		6,216.73		197,456.92	27,542.66	4,419,761.62	5,245,573.13
9	C., R. I. & P. Ry.				18,908.35	53,311.76	829,517.19	222,272.84	30,102,124.17	31,226,134.31
10	St. P. & K. C. S. L. R. R.	468,481.85			207.92		2,650.33			471,340.10
11	D., R. I. & N. W. Ry.	6,201.54					2,289.29			8,490.83
12	Great Northern Ry.				103,128.93	[c]15,425.00	539,637.53	4,280,653.12	123,880,367.52	128,819,212.10
13	Illinois Central Ry.			10,601,005.50	19,812.81		880,916.66	237,274.92	75,161,957.34	86,900,967.23
14	D. & S. C. R. R.	379,552.50			4,652.98					384,205.48
15	Manchester & Oneida Ry.							210.87	14,783.88	14,994.75
16	M. & St. L. R. R.	11,382,373.23	1,720,408.12		2,996.50		47,222.95	8,566.89		13,161,567.69
17	Tabor & Northern Ry.								11,585.94	11,585.94
18	Union Pacific R. R.				19,342.07	1,927,500.27	61,739.62	6,130.06	186,673,505.09	188,688,217.10
19	Wabash Ry.			3,576,920.00	114,217.56		89,010.16	7,642.44	42,324,871.01	46,112,661.17
	Total	$13,515,543.69	$2,865,634.68	$14,242,398.96	$597,756.65	$2,497,464.17	$6,187,448.20	$6,720,703.95	$1,000,737,016.76	$1,047,363,967.09

[a]For period January 1st to January 13, 1928 inclusive.
[b]Period January 14th to December 31, 1928 inclusive.
[c]Includes $15,000.00 miscellaneous appropriation of surplus.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 1—RAIL LINE TRANSPORTATION REVENUES

Number	Railway Companies	Revenue from: Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train
1	A., T. & S. F. Ry.	$ 153,908,887.98	$ 34,683,536.99	$ 361,202.79		$ 76,706.61	$ 5,119,507.44	$ 6,386,951.97	$ 1,311,762.08
2	Atlantic Northern Ry.	34,428.51	1,600.64	9.51			1,325.42	767.80	
3	C., B. & Q. R. R.	126,952,879.55	19,715,276.10	158,934.25		3,575.45	4,181,409.98	4,348,682.17	619,114.94
4	C. G. W. R. R.	19,891,568.46	2,935,709.54	21,645.52		17,367.71	440,358.74	609,910.59	47,441.99
5	C., M., St. P. & Pac. R. R.	136,226,421.58	18,090,530.67	146,732.09	$ 963,599.33	81,610.04	3,194,858.69	4,088,563.24	198,792.88
6	C. & N. W. Ry.	111,417,796.55	23,579,049.77	157,808.39		204,979.76	2,877,889.47	4,537,601.01	624,966.24
7	C., St. P., Minn. & O. Ry.	20,607,221.94	4,190,125.62	41,329.41		15,576.59	539,841.22	735,406.13	90,003.66
8	C., R. I. & P. Ry.	103,184,181.44	19,290,338.25	149,340.11		39,562.66	2,685,008.51	3,294,195.65	511,964.77
9	D., R. I. & N. W. Ry.								
10	Great Northern Ry.	103,980,330.63	11,505,351.53	106,649.00	8,221.23	84,997.09	3,064,975.72	2,323,370.78	67,414.84
11	Illinois Central R. R.	119,938,546.55	21,431,834.89	100,359.63		59,555.24	2,313,163.85	3,761,161.20	522,109.32
12	Manchester & Oneida Ry.	39,717.79	1,075.48	12.93			1,113.70	1,101.94	
13	Minneapolis & St. Louis R. R.	12,774,023.05	872,628.17	6,431.79			312,083.81	249,548.98	4,789.29
14	Tabor & Northern Ry.	29,530.25	28.75	.88			1,000.31	904.17	
15	Union Pacific R. R.	90,869,869.30	14,986,960.03	185,929.80		2,157.00	2,968,060.58	2,563,367.97	740,186.89
16	Wabash Railway	58,840,270.65	7,194,968.17	55,069.32		4,268.30	853,779.83	1,553,661.48	65,921.58
	Total	$ 1,064,695,673.09	$ 178,479,034.60	$ 1,491,455.42	$ 971,820.56	$ 590,356.45	$28,594,377.27	$34,455,195.08	$ 4,808,457.36

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue, Revenue from: Milk	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
1	A., T. & S. F. Ry.	$ 504,860.58	$ 1,603,321.02	$ 110,340.82	$ 5,439.22	$ 204,072,517.45			$ 351,367.19
2	Atlantic Northern Ry.	274.80				38,406.68			
3	C., B. & Q. R. R.	992,439.04	2,564,574.65	66,955.47	7,776.48	159,611,617.88	$ 854,648.48	$ 110,698.68	49,956.90
4	C. G. W. R. R.	177,020.33	307,952.52	5,563.00	1,395.18	24,455,933.58	94,757.81	3,919.59	5,777.90
5	C., M., St. P. & Pac. R. R.	1,119,385.32	3,679,036.33	55,763.01	19,420.04	167,859,703.22	842,132.70	19,260.21	81,080.90
6	C. & N. W. Ry.	2,113,156.42	3,397,049.41	72,410.42	91,312.66	149,074,019.10	790,776.10		169,478.81
7	C., St. P., Minn. & O. Ry.	258,347.13	208,498.55	11,195.25	552.70	26,698,098.20	107,275.27	8,544.69	8,906.70
8	C., R. I. & P. Ry.	532,798.06	1,427,510.56	49,830.13	7,662.50	131,172,377.64	792,964.16	29,263.98	179,948.02
9	D., R. I. & N. W. Ry.		127,418.97			127,418.97			1,150.02
10	Great Northern Ry.	512,279.33	1,020,433.12	47,636.80	11,572.62	122,753,232.69	743,724.64	78,822.17	14,442.50
11	Illinois Central R. R.	453,602.98	1,800,853.81	51,613.57		150,432,801.04	723,739.16	234,987.40	231,508.02
12	Manchester & Oneida Ry.		240.00			43,261.84			
13	Minneapolis & St. Louis R. R.		154,609.04	1,425.00		14,375,539.13	2,635.17	2,571.56	2,638.59
14	Tabor & Northern Ry.	282.99	7,024.50			38,771.85			
15	Union Pacific R. R.	360,471.87	548,262.73	20,558.76	1,446.29	119,276,270.21	995,739.96	961,594.62	57,966.62
16	Wabash Railway	120,323.31	1,338,410.97	11,338.25	9,694.38	70,047,726.24	311,474.31	5,199.20	19,236.51
	Total	$ 7,145,237.16	$18,185,186.18	$ 504,630.48	$ 156,272.07	$ 1,340,077,695.72	$ 6,259,867.76	$ 1,454,862.08	$ 1,172,828.68

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued

PART 3—INCIDENTAL OPERATING REVENUE—Continued

Number	Railway Companies	Incidental Operating Revenues							
			Storage						
		Parcel room	Freight	Baggage	Demurrage	Telegraph and telephone	Grain elevators	Stock yards	Power
1	A., T. & S. F. Ry.	$ 3,968.35	$ 61,905.32	$ 27,609.48	$ 355,714.21	$ 380,544.43		$ 196,206.45	$ 4,035.20
2	Atlantic Northern Ry.		4.44		98.00				
3	C., B. & Q. R. R.	9,694.81	52,064.19	9,554.52	290,444.96	255,688.00		389,434.84	33,013.48
4	C. G. W. R. R.	198.50	22,570.60	804.75	47,296.00	1,126.07			4,035.19
5	C., M., St. P. & Pac. R. R.	399.10	69,841.00	11,390.21	487,714.53	90,811.99		62,445.78	34,089.43
6	C. & N. W. Ry.	49,260.80	83,730.96	15,311.23	441,956.06				
7	C., St. P., Minn. & O. Ry.	1,617.12	17,081.20	607.28	86,346.00				
8	C., R. I. & P. Ry.	26,622.63	51,331.25	12,609.33	260,931.74	28,206.79		60,640.48	4,035.20
9	D., R. I. & N. W. Ry.	287.90	500.23		4,164.75				
10	Great Northern Ry.	27,326.45	62,539.14	15,514.50	194,213.55	186,316.43			
11	Illinois Central R. R.	37,159.40	85,355.38	11,076.85	327,218.00				
12	Manchester & Oneida Ry.		3.07		230.00				
13	Minneapolis & St. Louis R. R.	.80	4,919.24	79.80	34,100.46	1,150.86			
14	Tabor & Northern Ry.		17.56		99.00	332.16			
15	Union Pacific R. R.	701.46	18,248.64	11,072.50	142,021.00	154,461.20			3,985.20
16	Wabash Railway	1,269.40	18,775.26	741.14	206,043.01				4,035.19
	Total	$ 158,585.92	$ 548,887.48	$ 116,371.59	$ 2,878,591.27	$ 1,098,637.93		$ 658,727.55	$ 87,228.89

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued

PART 4—INCIDENTAL OPERATING REVENUES—Concluded—JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenues			Joint Facility Revenue			Total railway operating revenues
		Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total joint facility operating revenue	
1	A., T. & S. F. Ry.	$ 80,746.77	$ 602,368.57	$ 2,064,465.97	$ 253,641.32	$ 113,554.97	$ 140,086.35	$ 206,277,069.77
2	Atlantic Northern Ry.			102.44				38,509.12
3	C., B. & Q. R. R.	158,727.13	307,100.13	2,471,026.12	835,363.88	26,598.54	808,765.34	162,891,409.34
4	C. G. W. R. R.	14,415.90	42,899.77	237,802.08	193,474.21	16,186.41	177,287.80	24,871,023.46
5	C., M., St. P. & Pac. R. R.	120,413.92	381,003.50	2,200,583.27	495,736.60	1,123.70	494,612.90	170,554,899.39
6	C. & N. W. Ry.	344,553.06	1,100,749.20	2,995,816.22	41,521.61	21,601.48	19,920.13	152,089,755.45
7	C., St. P., Minn. & O. Ry.	7,208.67	37,184.94	274,171.87	117,114.41	26,332.81	90,781.60	27,063,051.67
8	C., R. I. & P. Ry.	88,325.44	145,619.96	1,680,498.96	1,487,892.40	24,158.30	1,463,734.10	134,316,610.70
9	D., R. I. & N. W. Ry.	2,248.56	1,362.10	9,713.56		137,132.53	*137,132.53	
10	Great Northern Ry.	195,865.87	2,358,427.60	3,877,192.85	181,640.11	74,974.95	106,665.16	126,737,090.70
11	Illinois Central R. R.	104,656.95	348,586.92	2,104,288.08	100,529.26	68,034.95	32,494.31	152,569,583.43
12	Manchester & Oneida Ry.			233.07				43,494.91
13	Minneapolis & St. Louis R. R.	1,219.42	12,087.88	61,403.78	13,600.20	11.99	13,588.21	14,450,531.12
14	Tabor & Northern Ry.		21.90	470.62				39,242.47
15	Union Pacific R. R.	49,115.40	105,458.30	2,500,334.90	224,783.89	29,778.08	195,005.81	121,971,610.92
16	Wabash Railway	19,126.46	145,097.47	730,997.95	294,451.76	184.88	294,266.88	71,072,991.07
	Total	$ 1,186,623.55	$ 5,587,968.24	$ 21,209,101.74	$ 4,239,749.65	$ 539,673.59	$ 3,700,076.06	$ 1,364,986,873.52

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE

PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Revenue from: Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train	Milk
1	A., T. & S. F. Ry.	$ 1,092,693.00	$ 269,106.08	$ 2,634.80		$ 859.29	$ 45,707.98	$ 59,217.92	$ 10,083.49	$ 3,134.28
2	Atlantic Northern Ry.	34,428.51	1,600.64	9.51			1,325.42	767.80		274.80
3	C., B. & Q. R. R.	13,765,766.67	2,504,050.69	21,496.89		3.75	984,303.90	831,902.90	72,885.81	208,599.90
4	C. G. W. R. R.	10,491,915.45	1,589,416.19	12,897.40		6,302.55	233,620.63	322,475.97	22,549.98	59,764.68
5	C., M., St. P. & Pac. R. R.	25,349,942.02	2,114,976.28	18,496.02	$ 157,175.31	1,165.33	431,020.99	731,698.09	7,618.44	111,778.79
6	C. & N. W. Ry.	24,738,304.63	5,224,983.57	48,495.53		19,023.53	876,892.74	1,260,355.71	181,960.29	101,919.85
7	C., St. P., Minn. & O. Ry.	1,877,534.43	328,062.82	3,239.31		1,284.60	42,525.88	51,051.00	7,425.98	28,608.96
8	C., R. I. & P. Ry.	22,136,599.53	4,545,015.04	45,291.43		1,731.64	732,364.59	804,300.94	102,934.19	146,617.78
9	D., R. I. & N. W. Ry.									
10	Great Northern Ry.	823,001.33	26,949.07	249.76			19,433.80	5,825.13	117.33	7,121.53
11	Illinois Central R. R.	8,755,026.07	1,244,016.37	6,935.39		2,303.92	234,377.40	310,581.59	14,902.40	38,610.56
12	Manchester & Oneida Ry.	39,717.79	1,075.48	12.93			1,113.70	1,101.94		
13	Minneapolis & St. Louis R. R.	6,028,411.96	385,893.98	3,650.21			154,381.42	112,524.58	1,639.31	
14	Tabor & Northern Ry.	29,530.25	28.75	.88			1,000.31	904.17		282.99
15	Union Pacific R. R.	146,223.37	19,457.73	221.44			5,305.57	2,563.37	219.85	13.30
16	Wabash Railway	1,119,776.10	208,674.73	1,599.63		.10	63,256.75	29,180.44	4,667.69	17,036.10
	Total	$ 116,428,871.11	$18,553,307.42	$ 165,231.13	$ 157,175.31	$32,674.71	$ 3,826,630.08	$ 4,524,460.55	$ 427,004.76	$ 723,763.52

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued

PART 2—RAIL LINE TRANSPORTATION REVENUE—Concluded—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation: 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	Storage: Baggage
1	A., T. & S. F. Ry.	$ 813.15		$ 50.74	$ 1,484,300.73			$ 2,119.07	$ 157.60	$ 82.52	$ 92.52
2	Atlantic Northern Ry.				38,406.68					4.44	
3	C., B. & Q. R. R.	150,801.34	$ 12,707.21	168.00	18,642,687.06	$ 89,297.13		7,551.11	891.25	7,489.25	1,087.49
4	C. G. W. R. R.	86,872.24	3,177.33	945.18	12,829,937.60	42,666.44		3,757.77	142.00	4,510.29	463.10
5	C., M., St. P. & Pac. R. R.	165,709.08	10,859.03	572.75	29,101,012.13	58,647.99		12,014.68	116.71	9,405.70	542.82
6	C. & N. W. Ry.	179,089.91	8,407.53	78,546.40	32,717,979.69	286,362.56		12,339.96	344.60	11,179.53	1,615.27
7	C., St. P., Minn. & O. Ry.	9,105.26	2,358.25	25.35	2,351,221.84	8,253.75		361.48		627.34	51.98
8	C., R. I. & P. Ry.	129,691.80	13,247.68		28,657,803.62	172,024.96		33,545.46	66.19	15,296.92	3,222.11
9	D., R. I. & N. W. Ry.	58,342.68			58,342.68			640.42	284.20	354.82	
10	Great Northern Ry.	37,743.38	248.40		920,689.73			98.73	229.80	251.17	35.64
11	Illinois Central R. R.	108,205.46	990.00		10,715,958.16	44,258.44		8,286.61	57.20	5,199.13	369.44
12	Manchester & Oneida Ry.	240.00			43,261.84					3.07	
13	Minneapolis & St. Louis R. R.	55,100.89	1,271.30		6,742,873.65			1,269.77	.80	2,235.21	65.82
14	Tabor & Northern Ry.	7,024.50			38,771.85					17.56	
15	Union Pacific R. R.	548.26	18.35	1.96	174,573.20	995.74	$ 961.60	57.94	.70	18.25	11.07
16	Wabash Railway	9,518.53	1,261.00	1,157.29	1,456,127.36	4,837.45		1,319.75	20.95	382.97	3.91
	Total	$ 998,806.48	$ 54,555.06	$ 81,467.67	$ 145,973,947.82	$ 707,344.46	$ 961.60	$83,362.75	$ 2,311.91	$57,058.17	$ 7,561.17

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued

PART 3—INCIDENTAL OPERATING REVENUE—Continued—JOINT FACILITY REVENUE AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue						Joint Facility Revenue			Total railway operating revenues
		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.	$ 481.00	$ 297.91		$ 361.08	$ 40,779.43	$ 44,371.13				$ 1,528,671.86
2	Atlantic Northern Ry.	98.00					102.44				38,509.12
3	C., B. & Q. R. R.	39,722.81	33,099.60		11,869.82	40,437.52	231,445.98	$ 48,057.11	$ 19,325.39	$ 28,731.72	18,902,864.76
4	C. G. W. R. R.	15,019.00	814.61		3,227.56	17,774.61	88,375.38	101,844.82	8,520.53	93,324.29	13,011,637.27
5	C., M., St. P. & Pac. R. R.	46,157.30	11,926.21	$ 503.15	5,000.87	18,206.82	162,522.25	173,121.62	252.98	172,868.64	29,436,403.02
6	C. & N. W. Ry.	32,770.00			34,260.14	63,399.40	442,271.46	20,189.62	10,795.65	9,393.97	33,169,645.12
7	C., St. P., Minn. & O. Ry.	3,055.00			10.00	7,394.33	19,753.88	8,200.85	2,853.16	5,347.69	2,376,323.41
8	C., R. I. & P. Ry.	55,191.00	8,535.44	13,248.70	15,089.17	25,285.34	341,505.20	2,720.82	4,026.23	*1,305.41	28,998,003.41
9	D., R. I. & N. W. Ry.	2,573.75			2,248.56	1,192.00	7,293.75		65,636.43	*65,636.43	
10	Great Northern Ry.	1,371.00	416.61		5,245.24	1,392.45	9,040.64		22,253.63	*22,253.63	907,476.74
11	Illinois Central R. R.	17,536.20			2,516.11	7,210.22	85,433.35	803.24	110.09	693.15	10,802,084.66
12	Manchester & Oneida Ry.	230.00					233.07				43,494.91
13	Minneapolis & St. Louis R. R.	11,985.00	983.99		403.42	5,563.09	22,507.10	22.48	29.54	*7.06	6,765,373.69
14	Tabor & Northern Ry.	99.00	332.16			21.90	470.62				39,242.47
15	Union Pacific R. R.	142.02	154.46	*3.98	49.12	105.46	2,500.34	224.78	29.78	195.00	177,268.54
16	Wabash Railway	5,294.55			4.79	1,614.35	13,478.72	40,364.74		40,364.74	1,509,970.82
	Total	$231,725.63	$56,560.99	$13,755.83	$80,285.88	$230,376.92	$1,471,305.31	$395,550.08	$133,833.41	$261,716.67	$147,706,969.80

*Debit.
*Power.

TABLE 7—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—ENTIRE LINE

Number	Railway Companies	Maintenance of		Traffic	Transportation—Rail line	Miscellaneous	General	Transportation for investment—Credit	Grand total railway operating expenses	Operating ratio—per cent
		Way and structures	Equipment							
1	A., T. & S. F. Ry.	$ 34,557,888.91	$ 39,994,345.70	$ 4,825,145.63	$ 59,068,283.87	$ 175,624.67	$ 5,068,304.99	$ 944,794.70	$142,764,799.07	69.21
2	Atlantic Northern Ry.	13,062.71	3,140.17	613.26	14,718.00		1,913.93		33,453.07	86.88
3	C., B. & Q. R. R.	25,515,421.87	27,197,585.87	3,275,344.86	52,922,444.94	1,496,193.19	4,411,170.29	627,002.20	114,191,158.82	70.10
4	C. G. W. R. R.	3,294,815.25	4,357,830.77	974,842.25	9,969,367.79	159,845.37	690,241.63	20,421.97	19,426,521.09	78.11
5	C., M., St. P. & Pac. R. R.	27,403,671.88	29,955,411.25	3,677,750.88	58,889,167.10	1,309,385.27	4,422,224.86	416,979.99	125,240,631.34	73.43
6	C. & N. W. Ry.	23,461,938.70	28,382,395.24	3,049,508.60	56,763,999.12	1,076,373.99	4,435,318.56	530,626.10	116,638,908.11	76.69
7	C., St. P., Minn. & O. Ry.	4,878,658.16	5,170,012.22	489,510.35	11,408,480.03	159,329.32	937,942.82	54,969.91	22,988,962.99	84.95
8	C., R. I. & P. Ry.	18,317,069.55	25,867,470.68	2,903,804.23	47,854,233.67	1,066,636.03	3,929,864.68	1,085,215.79	98,853,863.05	73.60
9	D., R. I. & N. W. Ry.	113,879.27	23,290.16		282,822.73		9,677.57		429,660.73	281.73
10	Great Northern Ry.	18,319,756.77	18,991,651.15	2,897,158.48	39,374,519.45	1,588,362.82	2,807,921.29	744,254.40	83,235,115.56	65.68
11	Illinois Central R. R.	18,009,351.10	35,982,691.59	3,149,971.76	54,056,107.04	1,198,448.37	4,279,963.37	222,902.13	116,433,631.10	76.32
12	Manchester & Oneida Ry.	12,088.39	2,355.12	1,173.00	13,185.86		1,688.94		30,496.31	70.11
13	Minneapolis & St. Louis R. R.	2,108,292.77	2,816,750.19	428,780.16	6,503,965.74	7,988.59	526,938.44	10,733.29	12,381,982.60	85.69
14	Tabor & Northern Ry.	9,967.96	5,254.18	451.40	12,371.45		886.53		28,931.52	73.72
15	Union Pacific R. R.	13,035,402.23	23,992,948.40	2,139,242.82	32,445,176.99	2,183,655.59	3,967,837.95	42,692.64	77,711,571.34	63.71
16	Wabash Railway	9,496,663.03	11,815,468.66	2,037,900.66	26,784,642.81	421,650.43	2,223,050.89	367,808.81	52,411,567.67	73.74
	Total	$198,547,919.55	$254,538,601.35	$29,851,208.34	$456,363,486.59	$10,843,493.64	$37,724,946.74	$5,068,401.84	$982,801,254.37	72.00

TABLE 7A—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—WITHIN 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.	$ 245,400.04	$ 375,946.96	$ 38,996.85	$ 692,423.44		$ 49,238.32	$ 4,567.55	$ 1,397,438.08	91.42
2	Atlantic Northern Ry.	13,062.71	3,140.17	618.26	14,718.00		1,913.93		33,453.07	86.88
3	C., B. & Q. R. R.	3,759,248.40	3,484,797.81	492,990.05	6,939,415.43	$ 143,362.04	636,536.47	82,074.59	15,374,275.61	81.33
4	C. G. W. R. R.	1,734,390.75	2,292,962.11	513,156.96	5,247,875.21	84,142.60	363,343.19	10,750.12	10,226,120.70	78.59
5	C., M., St. P. & Pac. R. R.	4,613,140.66	5,727,439.87	666,441.13	9,861,700.51	84,226.83	801,795.72	35,677.36	21,719,067.36	73.78
6	C. & N. W. Ry.	4,519,828.22	6,992,035.95	731,547.86	11,255,094.43	387,566.24	943,210.36	137,639.01	24,691,644.05	74.44
7	C., St. P., Minn. & O. Ry.	211,616.67	369,340.11	35,401.50	888,829.96	11,724.90	63,992.42	3,612.50	1,577,226.06	66.38
8	C., R. I. & P. Ry.	4,440,242.33	5,994,498.52	712,890.21	10,734,296.33	227,279.72	966,560.55	215,532.88	22,850,234.78	78.80
9	D., R. I. & N. W. Ry.*									
10	Great Northern Ry.	153,268.32	147,322.66	29,587.29	317,361.89	5.24	28,800.90	1,308.60	675,037.70	74.39
11	Illinois Central R. R.	1,745,899.98	2,944,472.26	313,022.87	4,708,456.35	83,127.78	465,778.69	11,284.64	10,244,473.29	94.84
12	Manchester & Oneida Ry.	12,088.39	2,355.12	1,178.00	13,185.86		1,688.94		30,496.31	70.11
13	Minneapolis & St. Louis R. R.	1,075,977.16	1,474,226.45	217,410.56	3,061,983.75		240,829.67	4,035.76	6,066,391.83	89.52
14	Tabor & Northern Ry.	9,967.96	5,254.18	451.40	12,371.45		886.53		28,931.52	73.72
15	Union Pacific R. R.	39,797.08	73,250.47	6,531.11	99,055.13	6,666.70	12,083.28	130.34	237,253.43	133.84
16	Wabash Railway	423,868.51	395,923.38	92,347.10	1,105,257.96	6,584.57	111,501.18	594.86	2,134,887.84	141.39
	Total	$22,997,797.18	$30,283,966.04	$ 3,852,571.15	$54,937,025.70	$ 1,034,686.62	$4,678,160.15	$ 507,208.21	$117,276,998.63	79.40

*Total operating expenses of $216,098.32 which was offset by joint maintenance of yards and equipment and joint facility in each primary account is not included in above table.

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 1—SECURITIES OF NON-CARRIER AND 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	A. T. & S. F. Ry.	$ 4,198,000.00	$ 200,000.00	$10,213,402.69	$ 4,900,680.72	$ 67,452,600.00	$ 63,117,206.45	$ 129,081,549.50	$ 113,198,683.07
2	C., B. & Q. R. R.			4,731,787.33	4,999,072.91	36,007,066.66	22,924,187.16	12,064,941.34	9,149,864.05
3	C. G. W. R. R.	48,700.00	160,001.00	720,600.00	860,000.00	45,030,285.00	12,198,824.42	356,525.27	411,426.08
4	C., Mil., St. P. & Pac. R. R.			11,912,277.18	11,737,577.18	12,692,386.16	5,897,601.73	526,477.80	525,416.30
5	C. & N. W. Ry.			4,360,000.00	260,000.00			31,475,400.00	25,551,599.37
6	C., St. P., M. & O. Ry.							118,000.00	118,000.00
7	C., R. I. & P. Ry.	442,838.08	392,839.08	1,466,473.34	1,804,496.10	37,113,691.67	38,382,011.81	22,543,144.85	12,635,046.23
8	Great Northern Ry.			5,425,500.00	5,240,997.25	112,299,900.00	137,835,826.82	69,490,106.00	57,706,865.34
9	Illinois Central R. R.			15,947,675.00	16,680,802.00	42,682,000.00	34,698,402.48	64,475,508.12	57,064,432.11
10	Dubuque & Sioux City R. R.							6,000,000.00	2,836,440.63
11	Minneapolis & St. Louis R. R.	40,700.00	265,834.82			306,500.00	.02	103,600.00	103,600.00
12	Union Pacific R. R.			12,783,169.18	2,414,126.00			250,813,451.57	218,197,380.94
13	Wabash Railway					10,575,733.00	5,187,036.00	4,779,900.00	2,415,166.00
	Total	$ 4,730,238.08	$ 1,018,674.90	$67,560,884.72	$48,897,752.16	$ 364,160,162.49	$ 320,241,095.89	$ 591,778,604.45	$ 499,913,920.12

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS IN SECURITIES MADE DURING YEAR

Number	Railway Companies	Non-affiliated Companies				Investment Securities Made During the Year		
		Pledged		Unpledged				
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of securities acquired	Book value at close of year	Cost
1	A. T. & S. F. Ry.	$ 3,204.90	$ 1,001.00	$ 3,756,869.41	$ 3,600,730.27	$ 26,783,573.34	$ 40,840,971.80	$ 40,840,971.80
2	C., B. & Q. R. R.			9,877,049.69	9,864,767.62	11,767,772.88	11,767,160.06	11,767,160.06
3	C. G. W. R. R.	12,500.00	1.00	2,179,960.27	2,213,548.93	142,800.00	141,300.00	139,051.12
4	C., Mil., St. P. & Pac. R. R.	541,250.00	541,250.00	177,734.37	175,628.62	2,119,998.48	2,041,975.98	2,041,975.98
5	C. & N. W. Ry.			7,429,418.00	7,131,893.98	2,588,418.00	2,569,873.70	2,588,372.76
6	C., St. P., M. & O. Ry.			5,100.00	5,092.03	4,000.00	1,492.03	3,527.23
7	C., R. I. & P. Ry.			1,067,042.27	644,511.27	205,056.54	201,045.06	203,055.54
8	Great Northern Ry.	1,625,000.00	1,619,761.25	3,001,679.03	3,170,095.72	3,567,171.64	2,784,148.99	2,788,157.96
9	Illinois Central R. R.			3,836,229.76	3,861,642.66	2,504,804.28	2,504,804.28	2,504,804.28
10	Dubuque & Sioux City R. R.			670.00	1.00	241,000.00	224,490.75	224,490.75
11	Minneapolis & St. Louis R. R.							
12	Union Pacific R. R.			124,266,314.50	140,299,936.72	16,206,200.00	15,711,528.70	15,711,528.70
13	Wabash Railway	4,915,950.00	10,502,784.00	7,068,587.00	13,170,177.00	343,806.00	343,649.00	343,589.00
	Total	$ 7,097,904.90	$ 12,664,797.25	$ 172,666,654.30	$ 184,138,025.85	$ 66,474,601.16	$ 79,132,440.35	$ 79,156,685.17

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 3—SECURITIES DISPOSED OF DURING YEAR AND SECURITIES OWNED OR CONTROLLED AND LONG TERM DEBT CANCELLED

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled			Stocks and Long Term Debt Retired or Cancelled During Year	
		Par value	Book value	Selling price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which carried on respondent or subsidiary's books at close of year	Date acquired	Par value
1	A. T. & S. F. Ry.	$32,759,917.82	$32,002,879.37	$32,935,723.47	$25,322,387.61	$22,900,874.33	$31,325,875.35	April, 1928	$ 47,000.00
2	C., B. & Q. R. R.	17,313,626.37	17,334,576.61	17,212,501.84	10,580.00	10,580.00	10,580.00	Various	3,151,000.00
3	C. G. W. R. R.	21,341.31	18,942.31	18,941.31	100,000.00	100,000.00	100,000.00	Various	290,398.84
4	C., Mil., St. P. & Pac. R. R.	894,083.93	894,062.88	544,062.88	1,325,361.17	300,600.00	1,292,061.17	Various	16,597,500.00
5	C. & N. W. Ry.	595,082.64	594,390.76	594,382.64				Various	4,287,910.00
6	C., St. P., M. & O. Ry.	4,559.27	4,560.51	4,505.93				Various	386,800.00
7	C., R. I. & P. Ry.	2,822,642.25	118,566.77	63,066.56	35,000.00	35,000.00	35,000.00	Various	16,837,000.00
8	Great Northern Ry.	18,128,170.77	18,309,874.35	14,239,378.35	9,311,853.00	5,072,858.70	5,072,904.25	Various	1,547,300.00
9	Illinois Central R. R.	2,462,951.08	2,476,463.79	2,388,823.76	36,046,052.63	25,091,733.40	25,287,857.49	Various	9,706,477.42
10	Dubuque & Sioux City R. R.								
11	Minneapolis & St. Louis R. R.							Various	206,950.00
12	Union Pacific R. R.	15,903,616.17	8,564,835.09	9,142,944.70	19,925,650.00	22,768,051.06	17,958,140.35	Various	22,089,780.00
13	Wabash Railway	10,823.00	10,823.00	10,823.00				Various	2,202,820.00
	Total	$90,916,814.61	$80,329,975.44	$77,155,154.44	$92,076,884.41	$76,279,697.49	$81,082,418.61		$77,350,936.26

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE

PART 1—INVESTMENTS, CURRENT AND DEFERRED ASSETS

Number	Railway Companies	Total Investments			Total Current Assets			Total deferred assets December 31, 1928
		December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928	
1	Atchison, Topeka & Santa Fe Ry	$1,110,136,767.54	$1,073,901,829.52	$ 36,234,938.02	$ 65,317,994.21	$ 65,734,033.36	$ *416,039.15	$ 376,990.28
2	Atlantic Northern Ry	149,703.96	149,025.82	678.14	6,895.99	4,246.16	2,649.83	
3	Chicago, Burlington & Quincy R. R.	651,518,757.65	651,966,143.52	*447,385.87	36,260,910.81	34,039,711.22	2,221,199.59	215,519.79
4	Chicago Great Western R. R.	144,279,394.33	143,753,530.62	525,863.71	4,344,747.84	4,411,511.34	*66,763.50	58,708.56
5	Chicago, Milwaukee & St. Paul Ry.[a]	739,450,390.79	740,353,978.76	*903,587.97	36,496,281.07	36,972,722.43	*476,441.36	236,689.04
6	Chicago, Milwaukee, St. Paul & Pac. R. R.[b]	713,621,660.17	700,500,746.52	13,120,913.65	50,251,005.70	36,405,491.61	13,845,514.09	2,722,746.07
7	Chicago & North Western Ry	575,132,215.84	560,939,654.96	14,192,560.88	29,801,071.09	33,064,993.32	*3,263,922.23	33,404.77
8	Chicago, St. Paul, Minn. & Omaha Ry	93,095,634.54	91,041,671.33	2,053,963.21	4,498,970.76	4,577,475.09	*78,504.33	11,249.35
9	Chicago, Rock Island & Pacific Ry	433,739,382.55	425,808,004.49	7,931,378.06	22,855,778.86	41,585,801.32	*18,730,022.46	92,344.71
10	St. Paul & Kansas City Short Line R. R.	16,786,190.23	16,555,923.80	230,266.43	187,078.35	187,019.92	58.43	
11	Davenport, Rock Island & N. W. Ry	3,767,999.30	3,772,067.18	*4,067.88	203,524.42	182,200.07	21,324.35	111,142.41
12	Great Northern Railway	762,768,770.51	743,879,381.74	18,889,388.77	54,795,608.19	60,552,380.56	*5,756,772.37	15,259,176.85
13	Illinois Central Railroad	667,679,143.25	665,374,919.44	2,304,223.81	37,913,557.53	39,600,294.37	*1,686,736.84	212,972.16
14	Dubuque & Sioux City Railroad	47,025,942.68	46,283,402.88	742,539.80	243.82	243.82		
15	Manchester & Oneida Railway	140,277.89	135,302.15	4,975.74	19,926.85	17,126.55	2,800.30	
16	Minneapolis & St. Louis Railroad	65,959,433.95	65,976,987.50	*17,553.55	5,088,663.78	4,910,087.99	178,575.79	38,564.31
17	Tabor & Northern Railway	96,421.53	93,630.13	2,791.40	11,828.26	6,561.36	5,266.90	
18	Union Pacific Railroad	854,846,107.98	837,866,934.33	16,979,173.65	54,054,479.34	49,767,467.85	4,287,011.49	357,021.24
19	Wabash Railway	316,488,967.14	311,939,910.38	4,549,056.76	12,261,615.28	14,815,615.21	*2,553,999.93	272,161.94
	Total	$7,196,683,161.83	$7,080,293,045.07	$116,390,116.76	$414,370,182.15	$426,834,983.55	$*12,464,801.40	$19,998,691.48

*Decrease.
[a]January 1st to 13, 1928 inclusive.
[b]January 14th to December 31, 1928, inclusive.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—ENTIRE LINE—Continued

PART 2—DEFERRED ASSETS—Continued—UNADJUSTED DEBITS, AND GRAND TOTAL ASSETS

Number	Railway Companies	Deferred Assets		Total Unadjusted Debits			Grand Total Assets		
		December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	A., T. & S. F. Ry	$ 672,914.23	$ *295,923.95	$ 1,455,525.99	$ 1,274,659.33	$ 180,866.66	$1,177,287,278.02	$1,141,583,436.44	$ 35,703,841.58
2	Atlantic Northern Ry				326.41	*326.41	156,599.95	153,508.39	3,001.56
3	C., B. & Q. R. R.	157,101.66	58,418.13	8,819,052.93	10,493,151.68	*1,674,098.75	696,814,241.18	696,656,108.08	158,133.10
4	C. G. W. R. R.	90,600.70	*31,892.14	2,700,275.81	3,897,387.14	*1,197,111.33	151,383,126.54	152,153,029.80	*769,903.26
5	C., M. & St. P. Ry.[a]	497,964.14	*261,275.10	2,827,644.81	4,243,142.27	*1,415,497.46	779,011,005.71	782,067,807.60	3,056,801.89
6	C., M., St. P. & P. R. R.[b]	199,455.82	2,523,290.25	4,198,460.98	12,218,899.13	*8,020,438.15	770,793,872.92	749,324,593.09	21,469,279.84
7	C. & N. W. Ry	34,549.16	*1,144.39	2,346,257.47	2,275,445.77	70,811.70	607,312,949.17	596,314,643.21	10,998,305.96
8	C., St. P., M., & O. Ry	6,249.35	5,000.00	418,381.90	502,953.11	*84,571.21	98,024,236.55	96,128,348.88	1,895,887.67
9	C., R. I. & P. Ry	72,864.61	19,480.10	1,954,550.67	2,292,327.24	*337,776.57	458,642,056.79	469,758,997.66	*11,116,940.87
10	St. P. & K. C. S. L. R. R.						16,973,268.58	16,742,943.72	230,324.86
11	D., R. I. & N. W. Ry	108,361.30	2,781.11	2,555.57	1,629.82	925.75	4,085,221.70	4,064,258.37	20,963.33
12	Great Northern Ry	14,260,694.39	998,482.46	16,042,009.03	17,048,382.38	*1,006,373.35	848,865,564.58	835,740,839.07	13,124,725.51
13	Illinois Central Ry	170,436.87	42,535.29	10,134,116.68	10,338,600.31	*204,543.63	715,939,789.62	715,484,310.99	455,478.63
14	D. & S. C. R. R.						47,026,186.50	46,283,646.70	742,539.80
15	Manchester & Oneida Ry						160,204.74	152,428.70	7,776.04
16	M. & St. L. R. R.	5,439.74	33,124.57	14,269,520.96	14,220,524.34	48,996.62	85,356,183.00	85,113,039.57	243,143.43
17	Tabor & Northern Ry			2,909.17	2,909.17		111,158.96	103,100.66	8,058.30
18	Union Pacific R. R.	416,060.30	*59,039.06	2,187,162.71	2,044,215.67	142,947.04	911,444,771.27	890,094,678.15	21,350,093.12
19	Wabash Ry	267,760.08	4,401.86	5,099,367.99	3,110,197.98	1,989,170.01	341,122,112.35	330,133,483.65	10,988,628.70
	Total	$16,960,452.35	$ 3,038,239.13	$72,457,792.67	$83,964,811.75	$ *11,507,019.08	$7,710,509,828.13	$7,608,053,292.72	$102,456,535.41

*Decrease.
[a] and [b] see note on part 1 of table 9.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE

PART 3—CAPITAL STOCK AND GOVERNMENT GRANTS

Number	Railway Companies	Total Capital Stock			Total Government Grants		
		December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Atchison, Topeka & Santa Fe Ry	$ 365,802,100.00	$ 356,582,300.00	$ 9,219,800.00			
2	Atlantic Northern Ry	111,225.00	111,225.00				
3	Chicago, Burlington & Quincy R. R.	170,839,100.00	170,839,100.00				
4	Chicago Great Western R. R.	92,343,215.00	92,343,515.00	*300.00	$ 40,544,611.49	$ 41,129,410.33	*584,798.84
5	Chicago, Milwaukee & St. Paul Ry.[a]	233,287,983.87	233,287,983.87		40,045.90	40,025.90	20.00
6	Chicago, Milwaukee, St. Paul & Pac. R. R.[b]	256,884,450.19	260,280,317.24	*3,395,867.05	2,810.80		2,810.80
7	Chicago & North Western Ry	180,869,693.00	180,869,703.00	*10.00			
8	Chicago, St. Paul, Minn. & Omaha Ry	29,818,945.78	29,818,945.78				
9	Chicago, Rock Island & Pacific Ry	129,032,011.50	129,032,011.50		132.60		132.60
10	St. Paul & Kansas City Short Line R. R.	423,862.85	423,862.85		2,078.83		2,078.83
11	Davenport, Rock Island & N. W. Ry	3,000,000.00	3,000,000.00				
12	Great Northern Railway	249,085,918.44	249,048,518.44	37,400.00	343,716.05	335,151.89	8,564.16
13	Illinois Central Railroad	154,583,946.20	154,583,946.20		6,294.83	6,294.83	
14	Dubuque & Sioux City Railroad	11,759,500.00	11,759,500.00		2,471.14	2,471.14	
15	Manchester & Oneida Railway	62,745.00	62,745.00				
16	Minneapolis & St. Louis Railroad	25,792,600.00	25,792,600.00		2,321.66	2,236.73	84.93
17	Tabor & Northern Railway	32,200.00	32,200.00				
18	Union Pacific Railroad	321,834,700.00	321,835,100.00	*400.00	468,593.76	113,634.95	354,958.81
19	Wabash Railway	138,120,699.51	138,120,699.51				
	Total	$ 2,362,684,896.34	$ 2,356,824,273.39	$ 5,860,622.95	$ 41,413,077.06	$ 41,629,225.77	$ *216,148.71

*Decrease.
[a] and [b] see note on part 1 of table 9.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued

PART 4—LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Companies	Total Long Term Debt			Total Current Liabilities		
		December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Atchison, Topeka & Santa Fe Ry	$ 281,751,800.80	$ 277,125,919.70	$ 4,625,881.10	$ 30,362,818.80	$ 31,677,317.05	$ *1,314,498.25
2	Atlantic Northern Ry				1,517.24	1,853.82	*336.58
3	Chicago, Burlington & Quincy R. R.	219,672,000.00	222,904,000.00	*3,232,000.00	13,877,183.42	17,958,063.71	*4,080,880.29
4	Chicago Great Western R. R.	40,606,561.77	41,206,914.64	*600,352.87	2,664,984.25	2,961,313.07	*296,328.82
5	Chicago, Milwaukee & St. Paul Ry.[a]	366,139,600.00	366,139,600.00		125,743,103.40	126,347,759.06	*604,655.66
6	Chicago, Milwaukee, St. Paul & Pac. R. R.[b]	459,378,289.00	443,747,789.00	15,630,500.00	27,137,123.12	33,234,136.10	*6,097,012.98
7	Chicago & North Western Ry	279,831,300.00	277,977,200.00	1,854,100.00	13,897,739.97	14,066,682.07	*168,942.10
8	Chicago, St. Paul, Minn. & Omaha Ry	48,663,600.00	46,919,400.00	1,744,200.00	5,928,632.70	4,923,552.01	1,005,080.69
9	Chicago, Rock Island & Pacific Ry	245,102,134.46	261,277,351.69	*16,175,217.23	13,652,067.99	14,369,157.23	*717,089.24
10	St. Paul & Kansas City Short Line R. R.	16,812,286.87	16,581,656.86	230,630.01	187,078.35	187,019.92	58.43
11	Davenport, Rock Island & N. W. Ry	920,691.61	908,197.17	12,494.44	64,821.79	46,889.89	17,931.90
12	Great Northern Railway	341,845,471.41	343,162,769.67	*1,317,298.26	24,065,587.47	23,906,194.41	159,393.06
13	Illinois Central Railroad	365,471,442.98	371,652,672.02	*6,181,229.04	30,278,334.24	31,803,199.93	*1,524,865.69
14	Dubuque & Sioux City Railroad	30,799,314.73	30,285,670.72	513,644.01	610,371.39	610,371.39	
15	Manchester & Oneida Railway	65,000.00	65,000.00		12,683.46	12,749.58	*66.12
16	Minneapolis & St. Louis Railroad	46,817,775.79	47,024,725.79	*206,950.00	19,433,360.99	17,587,114.75	1,846,246.24
17	Tabor & Northern Railway				63,603.94	56,320.29	7,283.65
18	Union Pacific Railroad	252,255,720.00	254,220,000.00	*1,964,280.00	54,031,908.92	51,510,786.05	2,521,122.87
19	Wabash Railway	126,040,125.00	110,339,064.62	15,701,060.38	9,557,680.47	11,358,929.76	*1,801,249.29
	Total	$ 3,122,173,114.42	$ 3,111,537,931.88	$ 10,635,182.54	$ 371,570,601.91	$ 382,619,410.09	$ *11,048,808.18

*Decrease.
[a] and [b] see note on part 1 of table 9.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued

PART 5—DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Railway Companies	Total Deferred Liabilities			Total Unadjusted Credits		
		December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Atchison, Topeka & Santa Fe Ry	$ 900,235.58	$ 802,947.37	$ 97,288.21	$ 130,231,083.74	$ 124,647,189.27	$ 5,583,894.47
2	Atlantic Northern Ry				5,826.71	6,433.39	*606.68
3	Chicago, Burlington & Quincy R. R.	91,608.64	65,276.43	26,332.21	80,586,736.68	84,812,824.60	*4,226,087.92
4	Chicago Great Western R. R.	14,317.19	14,170.23	146.96	5,222,164.05	5,969,338.15	*747,174.10
5	Chicago, Milwaukee & St. Paul Ry.[a]	2,031,244.35	2,034,301.81	*3,057.46	52,560,740.70	53,613,415.03	*1,052,674.33
6	Chicago, Milwaukee, St. Paul & Pac. R. R.[b]	1,020,417.09	1,812,715.24	*792,298.15	17,874,829.24	10,249,635.50	7,625,193.74
7	Chicago & North Western Ry	152,212.54	114,109.58	38,102.96	58,397,787.39	54,727,778.75	3,670,008.64
8	Chicago, St. Paul, Minn. & Omaha Ry	5,320.83	6,073.09	*752.26	7,997,603.85	8,066,419.22	*68,815.37
9	Chicago, Rock Island & Pacific Ry	359,344.36	541,222.34	*181,877.98	39,557,619.72	36,820,720.29	2,736,899.43
10	St. Paul & Kansas City Short Line R. R.						
11	Davenport, Rock Island & N. W. Ry				106,240.84	115,372.85	*9,132.01
12	Great Northern Railway	15,256,090.54	14,301,893.46	954,197.08	55,769,254.56	50,596,559.33	5,172,695.23
13	Illinois Central Railroad	426,548.47	391,176.26	35,372.21	81,826,399.89	78,420,328.90	3,406,070.99
14	Dubuque & Sioux City Railroad						
15	Manchester & Oneida Railway				2,145.00	675.00	1,470.00
16	Minneapolis & St. Louis Railroad	3,896.89	2,110.39	1,786.50	6,362,873.42	6,001,104.03	361,769.39
17	Tabor & Northern Railway				3,769.08	4,108.17	*339.09
18	Union Pacific Railroad	187,055.35	220,753.55	*33,698.20	55,718,639.94	51,686,878.11	4,031,761.83
19	Wabash Railway	7,150,422.17	15,208,272.81	*8,057,850.64	16,974,820.56	14,729,790.94	2,245,029.62
	Total	$ 27,598,714.00	$ 35,515,022.56	*7,916,308.56	$ 609,198,535.37	$ 580,468,571.53	$ 28,729,963.84

*Decrease.
[a] and [b] see note on part 1 of table 9.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—ENTIRE LINE—Continued

PART 6—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Railway Companies	Total Corporate Surplus			Grand Total Liabilities		
		December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Atchison, Topeka & Santa Fe Ry	$ 368,239,239.10	$ 350,747,763.06	$ 17,491,476.05	$ 1,177,287,278.02	$ 1,141,583,436.44	$ 35,703,841.58
2	Atlantic Northern Ry	38,031.00	34,086.18	3,944.82	156,599.95	153,598.39	3,001.56
3	Chicago, Burlington & Quincy R. R.	211,747,612.44	200,076,843.34	11,670,769.10	696,814,241.18	696,656,108.08	158,133.10
4	Chicago Great Western R. R.	10,531,884.28	9,657,778.71	874,105.57	151,383,126.54	152,153,029.80	*769,903.26
5	Chicago, Milwaukee & St. Paul Ry.[a]	*791,712.51	604,721.93	*1,396,434.44	779,011,005.71	782,067,807.60	*3,056,801.89
6	Chicago, Milwaukee, St. Paul & Pac. R. R.[b]	8,495,953.48		8,495,953.48	770,793,872.92	749,324,593.08	21,469,279.84
7	Chicago & North Western Ry	74,164,216.27	68,559,169.81	5,605,046.46	607,312,949.17	596,314,643.21	10,998,305.96
8	Chicago, St. Paul, Minn. & Omaha Ry	5,610,133.39	6,393,958.78	*783,825.39	98,024,236.55	96,128,348.88	1,895,887.67
9	Chicago, Rock Island & Pacific Ry	30,938,746.16	27,718,534.61	3,220,211.55	458,642,056.79	469,758,997.66	*11,116,940.87
10	St. Paul & Kansas City Short Line R. R.[a]	†452,038.32	†449,595.91	*2,442.41	16,973,268.58	16,742,943.72	230,324.86
11	Davenport, Rock Island & N. W. Ry	†6,532.54	†6,201.54	*331.00	4,085,221.70	4,064,258.37	20,963.33
12	Great Northern Railway	162,499,526.11	154,389,751.87	8,109,774.24	848,865,564.58	835,740,839.07	13,124,725.51
13	Illinois Central Railroad	83,346,823.01	78,626,692.85	4,720,130.16	715,939,789.62	715,484,310.99	455,478.63
14	Dubuque & Sioux City Railroad	3,854,529.24	3,625,633.45	228,895.79	47,026,186.50	46,283,646.70	742,539.80
15	Manchester & Oneida Railway	17,631.28	11,259.12	6,372.16	160,204.74	152,428.70	7,776.04
16	Minneapolis & St. Louis Railroad	†13,066,645.75	†11,296,852.12	*1,759,793.63	85,356,183.00	85,113,039.57	243,143.43
17	Tabor & Northern Railway	11,585.94	10,472.20	1,113.74	111,158.96	103,100.66	8,058.30
18	Union Pacific Railroad	226,948,153.30	210,507,525.49	16,440,627.81	911,444,771.27	890,094,678.15	21,350,093.12
19	Wabash Railway	43,278,364.64	40,376,726.01	2,901,638.63	341,122,112.35	330,133,483.65	10,988,628.70
	Total	$ 1,215,415,500.52	$ 1,139,588,267.83	$ 75,827,232.69	$ 7,710,509,828.13	$ 7,608,053,292.72	$ 102,456,535.41

*Decrease.
[a] and [b] see note on part 1 of table 9.
†Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 1—AVERAGE MILES OPERATED AND TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles							
			Freight			Passenger	Mixed	Special	Total transportation service	Work service
			Ordinary	Light	Total					
1	Atchison, Topeka & Santa Fe Ry.	9,428.45	16,799,210	85,549	16,884,759	20,837,378	2,088,523	25,633	39,836,293	990,886
2	Chicago, Burlington & Quincy R. R.	9,375.44	17,463,184	82,095	17,545,279	17,869,446	715,745	18,067	36,148,537	741,181
3	Chicago Great Western R. R.	1,495.27	3,145,951	2,240	3,148,191	2,977,855	96,194	2,386	6,224,626	48,332
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	11,251.31	18,851,394	65,311	18,916,705	16,706,279	1,494,763	15,608	37,132,355	1,326,924
5	Chicago & North Western Ry.	8,463.21	16,458,698	88,829	16,547,527	17,446,574	975,026	16,000	34,985,127	712,313
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,746.53	3,420,012	38,535	3,458,547	3,575,865	470,362	3,878	7,508,652	23,330
7	Chicago, Rock Island & Pacific Ry.	7,566.20	15,944,579	85,373	16,029,952	14,843,879	1,155,132	12,981	32,041,944	560,666
8	Great Northern Ry.	8,276.64	10,188,957	79,204	10,268,161	10,705,204	697,308	17,806	21,688,479	985,207
9	Illinois Central R. R.	5,001.86	20,045,327	194,042	20,239,369	15,536,104	405,503	11,871	36,192,847	504,110
10	Minneapolis & St. Louis R. R.	1,627.80	2,565,916	7,055	2,572,971	1,736,179	238,322	311	4,537,783	32,489
11	Union Pacific R. R.	3,731.81	12,804,560	220,577	13,025,137	11,816,469	787,439	5,014	25,634,059	607,669
12	Wabash Railway	2,524.20	8,953,567	157,303	9,110,870	5,627,798	548,984	3,224	15,290,876	218,370
	Total	70,488.72	146,041,355	1,106,113	147,747,468	139,668,030	9,673,301	132,779	297,221,578	6,851,477

*Chicago, Milwaukee & St. Paul Ry. January 1 to 13. Chicago, Milwaukee, St. Paul and Pacific R. R., January 14 to December 31.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	16,889,112	1,802,446	1,179,704	19,871,262	20,627,767	562,440	486,872	21,677,079
2	Chicago, Burlington & Quincy R. R.	17,547,555	650,526	728,799	18,926,880	16,051,257	143,261	346,522	16,541,040
3	Chicago Great Western R. R.	3,148,957	499,575	192,476	3,841,008	2,659,412	3,391	32,504	2,695,307
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	18,929,239	1,402,424	1,265,610	21,597,273	15,800,671	233,642	314,456	16,348,769
5	Chicago & North Western Ry.	16,553,920	841,525	303,652	17,699,097	16,673,046	180,945	227,491	17,081,482
6	Chicago, St. Paul, Minn. & Omaha Ry.	3,579,017	149,278	169,560	3,897,855	3,505,757	17,509	77,452	3,600,718
7	Chicago, Rock Island & Pacific Ry.	16,029,952	780,802	170,871	16,981,625	14,040,240	219,231	170,407	14,429,878
8	Great Northern Ry.	10,268,161	348,028	714,200	11,330,389	9,143,415	60,624	251,076	9,455,115
9	Illinois Central R. R.	20,239,369	177,207	393,970	20,810,546	12,690,976	80,576	167,313	12,938,865
10	Minneapolis & St. Louis R. R.	2,572,971	266,935	124,188	2,964,094	1,736,179	1,976	11,297	1,739,452
11	Union Pacific R. R.	13,028,691	351,115	690,885	14,070,691	10,362,905	61,039	252,837	10,676,781
12	Wabash Railway	9,110,870	415,093	147,356	9,673,319	5,486,465	71,607	86,930	5,645,002
	Total	147,897,814	7,684,954	6,081,271	161,664,039	128,768,090	1,636,241	2,425,157	132,829,488

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles								
		Mixed Train				Special Train				Train switching
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	
1	Atchison, Topeka & Santa Fe Ry	2,088,523	6,391	36,298	2,131,212	25,633	1,996	1,890	29,519	1,131,092
2	Chicago, Burlington & Quincy R. R.	715,809	2,528	8,384	726,721	18,067	1,451	1,301	20,819	1,249,037
3	Chicago Great Western R. R.	96,194	----------	1,406	97,600	2,386	36	1,177	3,599	300,708
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	1,494,775	26,012	26,772	1,547,559	15,608	3,447	816	19,871	2,979,053
5	Chicago & North Western Ry	975,079	7,307	4,245	986,631	16,021	2,316	2,049	20,386	802,295
6	Chicago, St. Paul, Minn. & Omaha Ry	471,640	183	15,511	487,334	5,013	1,068	283	6,364	324,936
7	Chicago, Rock Island & Pacific Ry	1,155,132	13,220	23,009	1,191,361	12,981	1,282	----------	14,263	1,291,896
8	Great Northern Ry	697,308	1,481	13,806	712,596	17,806	670	2,485	20,961	1,368,078
9	Illinois Central R. R.	406,503	----------	2,504	408,007	11,871	----------	----------	11,871	1,376,166
10	Minneapolis & St. Louis R. R.	238,322	670	6,546	245,538	311	14	35	360	345,251
11	Union Pacific R. R.	787,455	1,649	14,225	803,329	5,014	97	1,736	6,847	612,516
12	Wabash Railway	548,984	265	8,166	557,415	3,224	771	----------	3,995	342,283
	Total	9,674,724	59,706	160,872	9,896,302	133,935	13,148	11,772	158,855	12,123,311

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 4—LOCOMOTIVE MILES—Concluded—AND CAR MILES

Number	Railway Companies	Locomotive Miles					Car Miles			
		Yard Switching			Total transportation service	Work service	Freight Train			
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty	Caboose
1	Atchison, Topeka & Santa Fe Ry	7,006,285	644,852	7,650,137	52,490,301	1,082,893	599,649,162	332,031,120	931,680,282	17,729,382
2	Chicago, Burlington & Quincy R. R.	7,632,419	675,557	8,307,976	45,772,472	1,375,520	567,139,481	330,660,286	897,799,767	16,874,135
3	Chicago Great Western R. R.	1,360,406	93,828	1,454,234	8,392,456	66,418	102,243,506	58,950,469	161,193,975	3,433,785
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	9,860,168	732,329	10,592,497	53,085,022	1,726,845	591,688,761	342,346,961	934,035,722	19,853,896
5	Chicago & North Western Ry	8,847,968	822,575	9,670,543	46,260,434	1,083,189	438,319,609	262,393,075	700,712,684	17,189,336
6	Chicago, St. Paul, Minn. & Omaha Ry	1,683,752	151,123	1,834,875	10,152,082	132,400	79,237,680	39,762,175	118,999,855	3,467,968
7	Chicago, Rock Island & Pacific Ry	6,250,408	512,688	6,763,096	40,672,119	892,721	421,724,870	256,636,297	678,361,167	16,352,813
8	Great Northern Ry	4,312,855	283,781	4,596,636	27,483,774	1,033,497	389,801,843	202,325,298	592,127,141	10,667,052
9	Illinois Central R. R.	7,483,723	770,990	8,254,713	43,800,168	942,015	563,265,000	344,689,000	907,954,000	21,337,000
10	Minneapolis & St. Louis R. R.	816,785	25,699	842,484	6,137,179	32,489	53,339,572	27,931,473	81,271,045	2,572,971
11	Union Pacific R. R.	3,651,880	298,822	3,950,702	30,120,866	633,093	500,832,194	258,821,016	759,653,210	12,759,028
12	Wabash Railway	4,134,323	139,980	4,274,303	20,496,317	281,377	286,896,615	161,831,324	448,727,939	9,255,236
	Total	63,039,972	5,152,224	68,192,196	384,863,191	9,282,457	4,594,138,293	2,618,378,494	7,212,516,787	151,492,602

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Freight Train		Passenger Train					Mixed Train—Freight	
		Exclusive work equipment	Total	Passenger	Sleeping, parlor and observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry	1,985,028	951,394,692	31,732,859	80,478,303	6,532,067	52,490,236	171,233,465	16,549,691	9,636,874
2	Chicago, Burlington & Quincy R. R.	2,851,667	917,525,569	36,143,122	30,588,495	5,194,050	41,513,641	113,439,308	2,493,773	1,354,238
3	Chicago Great Western R. R.	147,537	164,775,297	5,381,598	5,873,005	397,233	4,873,793	16,525,629	1,107,407	335,546
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	2,663,899	956,553,517	27,820,552	36,061,639	5,587,412	35,077,788	104,517,391	6,733,120	3,919,397
5	Chicago & North Western Ry	1,023,030	718,925,050	39,260,551	33,344,844	3,792,025	40,849,310	117,246,730	5,523,316	3,644,289
6	Chicago, St. Paul, Minn. & Omaha Ry	305,434	122,773,257	6,498,629	6,192,197	573,695	7,693,533	20,958,054	1,404,042	769,270
7	Chicago, Rock Island & Pacific Ry	764,728	695,478,708	29,548,884	33,910,039	5,230,701	27,256,271	95,935,895	6,072,296	3,068,419
8	Great Northern Ry	1,381,524	604,175,717	17,366,876	17,499,098	3,961,891	27,909,671	66,737,536	3,226,063	1,811,184
9	Illinois Central R. R.	1,087,000	990,378,000	36,682,062	26,219,338	3,853,131	34,184,585	100,939,116	1,257,815	645,510
10	Minneapolis & St. Louis R. R.	----------	88,844,016	2,708,709	659,592	1,852	2,656,890	6,027,043	914,059	539,441
11	Union Pacific R. R.	870,490	773,282,728	15,757,069	42,398,473	5,931,125	34,550,576	98,632,243	6,716,380	4,600,397
12	Wabash Railway	592,163	458,575,338	12,818,827	10,585,129	2,128,166	8,800,240	34,392,362	1,962,992	1,033,706
	Total	13,672,500	7,377,681,889	261,719,738	323,775,152	43,173,348	317,016,534	946,584,772	53,060,064	31,348,181

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Mixed Train							Special Train	
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry	73,045	130,902	2,103,214	9,780	26	789,581	29,293,113	362,550	30,203
2	Chicago, Burlington & Quincy R. R.	3,606	80,471	804,391	3,414	18	224,950	4,964,861	243,166	29,055
3	Chicago Great Western R. R.	5,896	----------	103,612	----------	----------	4,702	1,557,163	34,770	1,312
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	121,187	161,067	1,493,960	904	----------	799,070	13,228,615	215,496	233
5	Chicago & North Western Ry	64,856	78,797	1,059,813	----------	----------	86,845	10,457,916	241,909	----------
6	Chicago, St. Paul, Minn. & Omaha Ry	----------	19,598	693,437	----------	----------	156,010	3,042,357	62,450	----------
7	Chicago, Rock Island & Pacific Ry	146,566	16,332	1,064,075	3,868	----------	572,656	10,934,212	201,257	94
8	Great Northern Ry	51,348	44,523	753,738	794	----------	323,147	6,210,797	195,175	2,892
9	Illinois Central R. R.	83,979	10,867	516,853	388	34	346,988	2,862,434	160,060	----------
10	Minneapolis & St. Louis R. R.	----------	----------	235,487	----------	----------	85,636	1,774,623	4,906	----------
11	Union Pacific R. R.	18,027	109,841	778,417	72	----------	116,971	12,340,105	76,967	135
12	Wabash Railway	63,879	36,192	712,588	7,300	----------	521,736	4,338,393	45,582	270
	Total	632,389	688,590	10,319,585	26,520	78	4,028,292	101,004,589	1,844,277	64,194

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 7—CAR MILES—Concluded

Number	Railway Companies	Car Miles								
		Special Train							Total transportation service	Work service
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Ry	23,648		126,698	3,556	302	3,226	550,183	1,152,471,453	10,506,492
2	Chicago, Burlington & Quincy R. R.	17,360		77,968			635	368,154	1,036,297,892	3,239,778
3	Chicago Great Western R. R.	2,386		10,288				48,756	182,906,845	371,739
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	15,578		1,240	71,824	320	1,973	306,664	1,014,606,187	10,380,991
5	Chicago & North Western Ry	13,326		89,448	2,120		2,942	349,745	846,979,441	3,084,686
6	Chicago, St. Paul, Minn. & Omaha Ry	3,878		323	19,495		325	86,471	146,860,139	988,182
7	Chicago, Rock Island & Pacific Ry	12,981		57,307	8,460		1,980	282,079	802,630,894	2,875,780
8	Great Northern Ry	15,059	996	59,823			1,839	275,784	677,399,834	5,944,560
9	Illinois Central R. R.	11,434		51,332				222,816	1,034,402,366	4,616,765
10	Minneapolis & St. Louis R. R.	311			1,422			6,638	91,652,320	79,889
11	Union Pacific R. R.	5,882		30,416			395	113,795	884,368,871	13,470,555
12	Wabash Railway	3,224		14,305				63,381	497,369,474	1,104,103
	Total	125,067	996	519,118	106,877	622	13,315	2,674,466	8,427,945,716	56,613,520

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton Miles				
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total	Passengers carried—revenue	Passenger miles—revenue
1	Atchison, Topeka & Santa Fe Ry	38,310,583	10,926,826	49,237,409	11,718,909,822	1,605,734,944	13,324,644,766	3,699,600	1,111,280,470
2	Chicago, Burlington & Quincy R. R.	46,009,515	10,080,990	56,090,505	12,931,723,281	2,345,551,019	15,277,274,300	13,896,397	730,969,834
3	Chicago Great Western R. R.	7,289,091	1,351,894	8,640,985	2,093,964,819	124,613,456	2,218,578,275	743,621	95,684,763
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	49,948,773	7,124,156	57,072,929	13,142,634,520	1,805,171,442	14,947,805,962	7,497,534	611,062,432
5	Chicago & North Western Ry	57,795,428	7,342,845	65,138,273	8,794,028,562	1,629,665,568	10,423,694,130	26,846,604	925,657,202
6	Chicago, St. Paul, Minn. & Omaha Ry	10,702,664	1,122,746	11,825,410	1,691,668,567	170,975,037	1,862,643,604	1,314,906	126,856,395
7	Chicago, Rock Island & Pacific Ry	34,119,178	5,876,273	39,995,451	8,771,246,389	957,804,211	9,729,050,600	12,915,139	664,769,966
8	Great Northern Ry	35,593,173	4,721,568	40,314,741	10,127,253,509	1,131,266,421	11,258,519,930	2,512,026	368,238,758
9	Illinois Central R. R.	53,516,129	7,775,968	61,292,097	14,003,457,706	1,527,152,294	15,530,610,000	38,405,279	813,159,605
10	Minneapolis & St. Louis R. R.	7,083,614	715,270	7,798,884	1,272,642,682	166,265,213	1,438,907,895	476,940	28,706,901
11	Union Pacific R. R.	20,771,465	5,009,733	25,781,198	8,988,855,614	1,521,874,128	10,510,729,742	1,709,402	516,228,431
12	Wabash Railway	22,481,434	3,326,197	25,807,631	5,558,198,633	495,528,188	6,053,726,821	2,145,524	242,161,413
	Total	383,621,047	65,374,466	448,995,513	99,094,584,104	13,481,601,921	112,576,186,025	112,162,972	6,232,776,177

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Freight revenue	Passenger revenue	Passenger service train	Operating revenue	Operating expenses	Net operating revenues
1	Atchison, Topeka & Santa Fe Ry.	$ 153,908,887.98	$ 34,683,536.99	$ 48,444,528.41	$ 206,277,069.77	$ 142,764,799.07	$ 63,512,270.70
2	Chicago, Burlington & Quincy R. R.	126,952,879.35	19,715,276.10	30,019,431.93	162,891,409.34	114,191,158.82	48,700,250.52
3	Chicago Great Western R. R.	19,891,568.46	2,935,709.54	4,249,454.42	24,871,023.46	19,426,521.09	5,444,502.37
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	136,226,421.58	18,082,855.43	27,868,816.71	170,544,643.84	125,223,099.47	45,321,544.37
5	Chicago & North Western Ry.	111,417,795.55	23,579,049.77	34,095,451.06	152,089,755.45	116,638,908.11	35,450,847.34
6	Chicago, St. Paul, Minn. & Omaha Ry.	20,607,221.94	4,190,125.62	5,870,629.76	27,063,051.67	22,988,962.99	4,074,088.68
7	Chicago, Rock Island & Pacific Ry.	103,184,181.44	19,290,338.25	26,508,193.01	134,316,610.70	98,853,863.05	35,462,747.65
8	Great Northern Ry.	103,980,301.27	11,505,351.53	17,693,259.52	126,737,061.34	83,234,025.91	43,503,035.43
9	Illinois Central R. R.	119,938,546.55	21,431,834.89	28,641,787.11	152,569,583.43	116,433,631.10	36,135,952.33
10	Minneapolis & St. Louis R. R.	12,774,023.05	872,628.17	1,445,482.04	14,450,531.12	12,381,982.60	2,068,548.52
11	Union Pacific R. R.	96,869,869.36	14,986,960.03	21,836,133.07	121,971,610.92	77,711,571.34	44,260,039.58
12	Wabash Railway	58,840,270.65	7,194,988.17	9,848,011.99	71,072,991.07	52,411,567.67	18,661,423.40
	Total	$ 1,064,591,967.18	$ 178,468,654.49	$ 256,516,179.03	$ 1,364,855,342.11	$ 982,260,091.22	$ 382,595,250.89

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.	1,791	2,210	221	3	4,225	105	5,567	103,750	18,483	$16,323.88	$ 5,138.12
2	Chicago, Burlington & Quincy R. R.	2,006	2,067	679	2	3,856	79	4,882	98,921	12,452	13,624.52	3,263.27
3	Chicago Great Western R. R.	2,158	2,119	64	2	4,163	32	5,613	113,950	11,844	13,632.95	3,024.03
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	1,681	1,485	133	1	3,300	118	4,718	86,009	9,500	12,107.61	2,476.94
5	Chicago & North Western Ry.	1,955	2,062	115	2	4,134	84	5,466	86,077	14,000	13,164.96	4,028.67
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,980	2,048	269	2	4,299	71	5,813	71,589	12,455	11,798.95	3,361.31
7	Chicago, Rock Island & Pacific Ry.	2,119	1,962	152	2	4,235	74	5,376	93,176	12,905	13,637.52	3,502.84
8	Great Northern Ry.	1,430	1,553	550	-------	2,620	119	3,321	73,795	8,587	12,588.87	2,238.43
9	Illinois Central R. R.	4,046	3,106	81	3	7,236	101	8,757	186,440	20,363	23,978.79	5,726.23
10	Minneapolis & St. Louis R. R.	1,581	1,104	146	-------	2,788	20	3,770	52,404	4,060	7,847.42	924.20
11	Union Pacific R. R.	3,490	3,167	211	1	6,869	163	8,071	210,303	26,678	25,957.88	5,851.35
12	Wabash Railway	3,610	2,230	217	1	6,058	87	8,120	182,918	14,123	23,310.46	3,901.44
	Total	2,096	1,981	137	2	4,217	97	5,460	104,665	13,642	$15,108.01	$ 3,639.11

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 11—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road						Averages Per Train Mile					
					Ton Miles			Loaded Freight Car Miles		Empty Freight Car Miles		Ton Miles	
		Operating revenues	Operating expenses	Net operating revenues	Revenue freight	All freight	Passenger miles revenue	Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight
1	Atchison, Topeka & Santa Fe Ry.	$21,878.15	$15,141.91	$ 6,736.24	1,242,931	1,413,238	117,865	35.51	7.92	19.66	4.61	626.84	712.73
2	Chicago, Burlington & Quincy R. R.	17,374.27	12,179.82	5,194.45	1,387,826	1,639,550	79,469	32.32	3.48	18.85	1.89	714.67	844.29
3	Chicago Great Western R. R.	16,633.13	12,991.98	3,641.15	1,435,127	1,520,532	66,669	32.48	11.51	18.73	3.49	647.86	686.41
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	15,157.76	11,129.65	4,028.11	1,168,098	1,328,539	54,316	31.28	4.50	18.10	2.62	652.17	741.74
5	Chicago & North Western Ry.	17,970.69	13,781.87	4,188.82	1,939,089	1,231,648	109,374	26.49	5.08	15.86	3.74	504.95	588.52
6	Chicago, St. Paul, Minn. & Omaha Ry.	15,495.33	13,162.65	2,332.68	968,588	1,066,482	72,633	22.91	2.99	11.59	1.64	445.46	490.48
7	Chicago, Rock Island & Pacific Ry.	17,752.19	13,065.19	4,687.00	1,159,267	1,285,857	87,860	26.31	5.26	16.01	2.65	517.09	573.56
8	Great Northern Ry.	15,312.62	10,056.50	5,256.12	1,226,104	1,363,066	46,587	37.96	4.63	19.70	2.60	993.94	1,038.27
9	Illinois Central R. R.	30,502.57	23,278.07	7,224.50	2,799,650	3,104,967	162,571	27.83	3.10	17.03	1.59	685.32	760.05
10	Minneapolis & St. Louis R. R.	8,877.34	7,606.58	1,270.76	781,818	883,959	18,354	20.73	3.84	10.86	2.26	459.74	519.81
11	Union Pacific R. R.	32,684.30	20,824.09	11,860.21	2,408,712	2,816,523	138,332	38.45	8.53	19.87	5.84	653.50	764.12
12	Wabash Railway	28,156.65	20,763.64	7,393.01	2,201,964	2,398,275	95,936	31.49	3.58	17.76	1.88	584.99	637.14
	Total	$19,362.75	$13,935.00	$ 5,427.75	1,405,822	1,597,061	88,422	31.09	5.58	17.72	3.24	638.51	725.38

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 12—AVERAGES PER TRAIN MILE—Concluded—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile								Averages Per Locomotive Mile							
		Passenger Train Car Miles					Operating										
		Passenger trains	Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Revenues	Expenses	Net operating revenue	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains
1	Atchison, Topeka & Santa Fe Ry.	8.22	1.39	52.63	$ 8.23	$ 2.29	$ 5.17	$ 3.58	$ 1.59	.85	47.88	.95	7.88	.98	13.74	.87	18.64
2	Chicago, Burlington & Quincy R. R.	6.35	1.44	40.53	7.02	1.66	4.51	3.16	1.35	.93	48.48	.97	6.70	.98	6.83	.87	17.68
3	Chicago Great Western R. R.	5.55	1.13	31.33	6.15	1.42	4.00	3.12	.88	.82	42.90	.99	5.91	.99	15.95	.66	13.55
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	6.26	1.53	36.02	6.76	1.64	4.59	3.37	1.22	.88	44.29	1.02	6.39	.97	8.55	.79	15.43
5	Chicago & North Western Ry.	6.72	1.18	52.73	6.40	1.94	4.34	3.33	1.01	.93	40.62	.98	6.80	.99	10.60	.78	17.16
6	Chicago, St. Paul, Minn. & Omaha Ry.	5.86	1.81	34.22	5.43	1.58	3.60	3.06	.54	.89	31.50	.97	5.82	.97	6.24	.61	13.59
7	Chicago, Rock Island & Pacific Ry.	6.46	1.42	44.12	6.08	1.76	4.19	3.08	1.11	.94	40.95	.97	6.54	.97	9.18	.91	19.78
8	Great Northern Ry.	6.23	1.55	34.01	9.59	1.63	5.84	3.84	2.00	.91	53.32	.97	6.75	.98	8.72	.85	13.16
9	Illinois Central R. R.	6.50	2.13	51.64	5.87	1.82	4.22	3.22	1.00	.97	44.71	.98	7.03	.99	7.02	1.00	18.77
10	Minneapolis & St. Louis R. R.	3.49	1.35	16.22	4.61	.82	3.18	2.73	.45	.87	28.29	.99	3.46	.97	7.23	.86	18.44
11	Union Pacific R. R.	8.35	1.14	43.48	7.04	1.84	4.76	3.03	1.73	.93	54.96	.97	9.00	.98	15.36	.73	16.62
12	Wabash Railway	6.11	2.26	41.85	6.19	1.70	4.65	3.43	1.22	.94	47.41	1.00	6.09	.98	7.78	.81	15.87
	Total	6.78	1.49	43.93	$ 6.86	$ 1.81	$ 4.59	$ 3.30	$ 1.29	.91	45.64	1.05	7.13	.98	10.21	.84	16.84

*See note on part one.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued

PART 13—AVERAGES PER LOADED FREIGHT CAR MILE AND PER CAR MILE PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Loaded Freight Car-Mile: Ton Miles: Revenue freight	Averages Per Loaded Freight Car-Mile: Ton Miles: All freight	Averages Per Loaded Freight Car-Mile: Freight revenue	Averages Per Car-Mile Passenger: Passenger per 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 Fe Ry.	19.02	21.62	$ .24977	9.72	$ .30838	305.89	146.95	270.62	300.38	$4.01740	$ .01313	$9.37494	$ .03121	69.21
2	Chicago, Burlington & Quincy R. R.	22.70	26.82	.22287	10.82	.29191	281.07	232.67	272.37	52.60	2.75927	.00982	1.41873	.02697	70.10
3	Chicago Great Western R. R.	20.36	21.47	.19247	8.25	.25847	287.27	92.18	256.75	125.96	2.72895	.00950	3.94786	.03134	78.11
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	21.96	24.98	.22764	9.35	.27671	263.12	253.39	261.91	81.50	2.72732	.01036	2.41184	.02959	73.42
5	Chicago & North Western Ry.	19.81	23.49	.25103	12.57	.32008	152.16	221.94	160.02	34.48	1.92780	.01267	.87829	.02547	76.69
6	Chicago, St. Paul, Minn. & Omaha Ry.	20.98	23.10	.25554	9.48	.31306	158.06	152.28	157.57	96.48	1.92543	.01218	3.18664	.03303	84.95
7	Chicago, Rock Island & Pacific Ry.	20.50	22.74	.24120	10.30	.29895	257.08	163.00	243.25	51.47	3.02423	.01176	1.49362	.02901	73.60
8	Great Northern Ry.	25.77	28.54	.26456	10.34	.32300	284.53	239.60	279.27	146.59	2.92136	.01027	4.58011	.03124	65.67
9	Illinois Central R. R.	24.81	27.51	.21246	12.82	.33794	261.67	196.39	253.39	21.17	2.24117	.00856	.55804	.02636	76.32
10	Minneapolis & St. Louis R. R.	23.46	26.52	.23545	7.97	.24214	179.66	232.45	184.50	60.19	1.80332	.01004	1.82964	.03040	85.69
11	Union Pacific R. R.	17.71	20.71	.19086	8.76	.25432	432.75	303.78	407.69	301.99	4.66360	.01078	8.76737	.02903	63.71
12	Wabash Railway	19.24	20.96	.20370	10.04	.29825	247.23	148.98	234.57	112.87	2.61728	.01059	3.35349	.02971	73.74
	Total	21.32	24.22	$ .22904	10.46	$ .29952	258.31	206.22	250.73	55.57	$2.77511	$ .01074	$1.59115	$ .02863	71.97

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—WITHIN IOWA

PART 1—AVERAGE MILES OF ROAD 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 Miles: Special	Train Miles: Total transportation service	Train Miles: Work service
1	Atchison, Topeka & Santa Fe Ry.	19.96	108,139	810	108,949	140,062	7,316	-------	256,327	3,966
2	Chicago, Burlington & Quincy R. R.	1,445.20	2,286,081	9,207	2,295,288	3,010,838	138,140	3,433	5,447,699	127,208
3	Chicago Great Western R. R.	776.41	1,677,708	1,338	1,679,046	1,500,237	95,962	1,410	3,276,655	24,195
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	1,929.96	4,564,627	7,628	4,572,255	2,960,370	238,534	2,921	7,774,080	256,860
5	Chicago & North Western Ry.	1,634.09	439,040	8,525	447,565	3,899,141	312,749	1,538	8,460,993	84,494
6	Chicago, St. Paul, Minn. & Omaha Ry.	101.76	233,687	1,529	235,216	290,702	14,380	617	540,924	1,998
7	Chicago, Rock Island & Pacific Ry.	2,254.38	4,029,405	33,519	4,062,924	3,714,722	513,226	3,562	8,294,434	123,628
8	Great Northern Ry.	77.86	108,801	80	108,881	107,550	----------	150	216,581	2,919
9	Illinois Central R. R.	718.04	2,314,266	7,088	2,321,354	1,351,475	----------	142	3,672,971	46,389
10	Minneapolis & St. Louis R. R.	877.17	1,403,586	3,442	1,407,028	830,377	155,690	267	2,393,362	13,259
11	Union Pacific R. R.	2.48	23,428	451	23,879	12,650	----------	7	365.36	43,581
12	Wabash Railway	208.87	336,748	8,973	345,721	283,592	26,352	262	655,927	19,344
	Total	10,046.21	21,325,516	82,590	21,408,106	18,101,716	1,502,358	14,309	41,026,489	747,841

*Chicago, Milwaukee & St. Paul Ry. January 1 to 13. Chicago, Milwaukee, St. Paul and Pacific R. R., January 14 to December 31.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry	108,949	6,678	33,018	148,645	140,062	4,174	21,731	165,967
2	Chicago, Burlington & Quincy R. R.	2,295,688	166,536	95,745	2,557,969	2,545,193	12,213	46,121	2,603,527
3	Chicago Great Western R. R.	1,679,234	209,506	99,957	1,988,747	1,320,036	2,094	15,443	1,337,573
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	4,572,358	234,191	205,383	5,011,932	2,707,683	22,144	38,053	2,767,880
5	Chicago & North Western Ry	4,247,561	239,158	27,483	4,514,202	3,762,656	72,021	21,867	3,856,544
6	Chicago, St. Paul, Minn. & Omaha Ry	233,390	9,538	7,354	250,282	262,221	260	7,554	270,035
7	Chicago, Rock Island & Pacific Ry	4,062,924	192,728	57,587	4,313,239	3,370,413	33,874	20,892	3,425,179
8	Great Northern Ry	108,881	1,653	2,225	112,759	63,648	----------	2,706	66,354
9	Illinois Central R. R.	2,321,354	7,413	7,341	2,336,108	1,351,475	6,070	16,134	1,373,679
10	Minneapolis & St. Louis R. R.	1,407,028	199,844	53,042	1,659,914	830,397	49	966	831,392
11	Union Pacific R. R.	23,879	6,243	17,109	47,231	12,650	----------	21,669	34,319
12	Wabash Railway	345,721	142,450	5,767	493,938	283,592	9,994	8,748	302,334
	Total	21,407,017	1,415,988	612,011	23,434,966	16,650,006	162,893	221,884	17,034,783

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles								
		Mixed Train				Special Train				Train Switching
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	
1	Atchison, Topeka & Santa Fe Ry	7,316	----------	755	8,071	----------	----------	----------	----------	157,342
2	Chicago, Burlington & Quincy R. R.	138,149	162	286	138,597	3,433	237	160	3,830	142,787
3	Chicago Great Western R. R.	95,962	----------	1,376	97,338	1,410	----------	651	2,061	428,446
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	238,534	3,083	7,123	248,740	2,921	840	158	3,919	106,492
5	Chicago & North Western Ry	312,761	613	329	313,703	1,559	261	288	2,108	1,362
6	Chicago, St. Paul, Minn. & Omaha Ry	13,890	----------	1,714	15,604	795	158	109	1,062	537,262
7	Chicago, Rock Island & Pacific Ry	513,226	6,260	18,342	537,828	3,562	426	----------	3,988	6,722
8	Great Northern Ry	----------	----------	----------	----------	150	----------	----------	150	133,087
9	Illinois Central R. R.	----------	----------	----------	----------	142	----------	----------	142	189,120
10	Minneapolis & St. Louis R. R.	155,690	670	5,604	161,964	267	14	35	316	
11	Union Pacific R. R.	----------	----------	39	39	7	----------	13	20	21,817
12	Wabash Railway	26,352	----------	----------	26,352	262	130	----------	392	
	Total	1,501,880	10,788	35,568	1,548,236	14,508	2,066	1,414	17,988	1,724,437

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 4—LOCOMOTIVE MILES—Concluded—AND CAR MILES

Number	Railway Companies	Locomotive Miles					Car-Miles			
		Yard Switching					Freight Train			
		Freight	Passenger	Total	Total transportation service	Work service	Loaded	Empty	Sum of loaded and empty	Caboose
1	Atchison, Topeka & Santa Fe Ry	169,025	7,936	176,961	499,644	4,487	5,012,561	3,194,499	8,207,060	112,048
2	Chicago, Burlington & Quincy R. R.	820,928	91,916	912,844	6,374,109	174,715	61,479,575	36,605,677	98,085,252	2,075,495
3	Chicago Great Western R. R.	533,984	31,842	565,826	4,134,332	40,934	52,737,475	30,836,837	83,574,312	1,826,923
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	1,186,309	56,031	1,242,340	9,703,257	256,860	123,650,566	88,319,712	211,970,278	4,781,006
5	Chicago & North Western Ry	1,066,951	99,916	1,166,867	9,959,916	169,626	124,369,713	78,461,498	202,831,211	4,458,189
6	Chicago, St. Paul, Minn. & Omaha Ry	222,327	36,892	259,219	797,564	2,036	4,931,808	3,034,649	7,966,457	235,285
7	Chicago, Rock Island & Pacific Ry	1,138,695	126,467	1,265,162	10,082,658	175,492	96,938,387	53,625,398	150,563,785	4,166,861
8	Great Northern Ry	105,564	8,826	114,390	300,375	2,949	2,909,885	2,157,904	5,067,789	80,700
9	Illinois Central R. R.	506,320	47,916	554,236	4,397,252	75,634	46,226,000	34,437,000	80,663,000	2,350,000
10	Minneapolis & St. Louis R. R.	301,439	18,750	320,189	3,162,896	13,259	27,769,913	15,299,016	43,068,929	1,407,028
11	Union Pacific R. R.	462,306	58,168	520,474	602,083	2,912	705,118	408,173	1,113,291	23,496
12	Wabash Railway	71,867	1,464	73,331	918,164	19,344	5,269,696	2,976,299	8,245,995	346,806
	Total	6,585,715	586,124	7,171,839	50,932,249	938,248	552,000,697	349,356,662	901,357,359	21,872,837

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 5—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Freight Train		Passenger Train					Mixed Train—Freight	
		Exclusive work equipment	Total	Passenger,	Sleeping parlor and observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry	9,057	8,328,165	202,429	652,368	84,006	468,924	1,407,819	52,976	5,349
2	Chicago, Burlington & Quincy R. R.	320,222	100,480,969	4,826,940	3,939,701	622,179	7,956,330	17,345,150	370,891	217,807
3	Chicago Great Western R. R.	86,309	85,487,544	2,788,275	3,016,285	163,002	2,498,043	8,460,605	1,105,551	333,458
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	455,160	217,206,444	3,788,798	4,557,294	390,643	4,975,083	13,711,818	787,910	555,774
5	Chicago & North Western Ry	238,002	207,527,402	5,392,034	13,431,091	1,688,212	11,302,902	31,814,239	1,796,914	1,304,712
6	Chicago, St. Paul, Minn. & Omaha Ry	16,834	8,218,576	573,069	603,427	61,646	592,570	1,830,712	11,539	5,120
7	Chicago, Rock Island & Pacific Ry	171,660	154,902,306	6,893,436	7,695,667	1,073,550	7,089,802	22,752,455	3,135,287	1,300,322
8	Great Northern Ry	----------	5,148,489	150,138	624	----------	115,029	265,791	----------	----------
9	Illinois Central R. R.	57,000	83,079,000	3,460,089	1,266,370	122,742	2,359,296	7,208,447	----------	----------
10	Minneapolis & St. Louis R. R.	----------	44,475,957	1,135,278	283,392	864	1,214,148	2,633,682	523,602	347,548
11	Union Pacific R. R.	328	1,137,115	23,391	14,601	9,699	48,316	96,007	----------	----------
12	Wabash Railway	31,331	8,624,132	476,418	243,443	6,878	386,788	1,113,527	87,680	78,817
	Total	1,385,903	924,616,099	29,710,245	35,704,263	4,223,513	39,002,231	108,640,252	7,872,350	4,148,907

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Mixed Train							Special Train	
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.	50	157	7,616	23		16,101	82,272		
2	Chicago, Burlington & Quincy R. R.	447	5,787	138,770	632	18	21,023	755,375	39,989	
3	Chicago Great Western R. R.	5,554		103,380			4,702	1,552,645	19,278	1,312
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	4,593	18,459	261,069	82		48,688	1,676,575	41,973	40
5	Chicago & North Western Ry.	10,781	33,266	313,860			62,706	3,522,239	26,332	
6	Chicago, St. Paul, Minn. & Omaha Ry.		383	18,139				35,181	10,241	
7	Chicago, Rock Island & Pacific Ry.	60,393	6,140	436,054			235,914	5,174,110	62,419	77
8	Great Northern Ry.								1,125	
9	Illinois Central R. R.								2,610	
10	Minneapolis & St. Louis R. R.			152,456				1,023,606	4,260	
11	Union Pacific R. R.								66	2
12	Wabash Railway		1,199	52,776	72		144	220,688	2,509	
	Total	81,818	65,391	1,484,120	809	18	389,278	14,042,691	210,802	1,431

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 7—CAR MILES—Concluded

Number	Railway Companies	Car Miles								
		Special Train							Total transportation service	Work service
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Ry.								9,818,256	34,960
2	Chicago, Burlington & Quincy R. R.	3,312		12,760			3	56,064	118,637,558	568,941
3	Chicago Great Western R. R.	1,410		5,464				27,464	95,528,258	196,360
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	2,917		256	14,238	40	485	59,949	232,654,786	1,441,475
5	Chicago & North Western Ry.	1,588		11,335	1,660		166	41,081	242,904,961	768,349
6	Chicago, St. Paul, Minn. & Omaha Ry.	617			3,576		79	14,513	10,098,982	5,966
7	Chicago, Rock Island & Pacific Ry.	3,626		19,716	150		318	86,306	182,915,177	668,892
8	Great Northern Ry.	150		450				1,725	5,416,005	3,821
9	Illinois Central R. R.	142		999				3,751	90,291,198	752,629
10	Minneapolis & St. Louis R. R.	267			1,250			5,777	48,139,022	41,252
11	Union Pacific R. R.	7		28				103	1,233,225	43,375
12	Wabash Railway	262		728				3,499	9,961,846	33,369
	Total	14,298		51,736	20,874	40	1,051	300,232	1,047,599,274	4,559,389

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton Miles				
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total	Passengers carried —revenue	Passenger miles —revenue
1	Atchison, Topeka & Santa Fe Ry	4,453,634	769,556	5,223,190	88,376,101	9,070,576	97,446,677	435,012	8,430,722
2	Chicago, Burlington & Quincy R. R.	10,013,708	2,043,343	12,057,051	1,170,556,339	307,035,261	1,477,591,600	1,213,067	81,432,754
3	Chicago Great Western R. R.	6,107,766	1,011,746	7,119,512	1,098,528,501	84,639,635	1,183,168,136	509,102	48,804,438
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	13,742,859	1,880,119	15,622,978	2,542,100,993	231,379,574	2,773,480,567	842,845	64,305,210
5	Chicago & North Western Ry	10,908,671	1,619,101	12,527,772	2,205,363,695	276,657,326	2,482,021,021	1,041,561	159,402,430
6	Chicago, St. Paul, Minn. & Omaha Ry	1,761,512	116,844	1,878,356	134,633,924	8,006,719	142,640,643	192,289	9,958,328
7	Chicago, Rock Island & Pacific Ry	13,443,998	----------	13,443,998	1,922,196,663	----------	1,922,196,663	1,566,643	139,104,717
8	Great Northern Ry	833,340	46,814	880,154	64,642,003	2,604,309	67,246,312	15,944	783,453
9	Illinois Central R. R.	4,978,386	827,009	5,805,395	945,474,228	103,972,330	1,049,446,558	489,173	37,028,984
10	Minneapolis & St. Louis R. R.	4,580,487	591,677	5,172,164	687,681,546	97,033,178	784,714,724	243,996	12,085,086
11	Union Pacific R. R.	5,401,238	247,408	5,648,646	12,142,636	592,612	12,735,248	311,131	684,464
12	Wabash Railway	1,796,584	119,538	1,916,122	113,001,901	4,249,225	117,251,126	123,588	6,783,946
	Total	78,022,183	9,273,155	87,295,338	10,984,698,530	1,125,240,745	12,109,939,275	6,984,351	568,804,532

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Freight revenue	Passenger revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenue
1	Atchison, Topeka & Santa Fe Ry	$ 1,092,693.00	$ 269,106.08	$ 390,743.84	$ 1,528,671.86	$ 1,397,438.08	$ 131,233.78
2	Chicago, Burlington & Quincy R. R.	13,755,766.67	2,594,060.69	4,713,243.84	18,902,864.76	15,374,275.61	3,528,589.15
3	Chicago Great Western R. R.	10,491,915.45	1,589,416.19	2,247,027.40	13,011,637.27	10,236,120.70	2,785,516.57
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	25,349,942.02	2,114,976.28	3,573,929.25	29,436,403.02	21,719,067.36	7,717,335.66
5	Chicago & North Western Ry	24,738,304.63	5,224,983.57	7,713,631.22	33,169,645.12	24,691,644.05	8,478,001.07
6	Chicago, St. Paul, Minn. & Omaha Ry	1,577,534.43	328,062.82	462,198.55	2,376,323.41	1,577,293.06	799,030.35
7	Chicago, Rock Island & Pacific Ry	22,136,599.53	4,545,015.04	6,378,264.61	28,998,003.41	22,850,234.78	6,147,768.63
8	Great Northern Ry	823,001.33	26,949.07	59,696.62	907,476.74	675,037.70	232,439.04
9	Illinois Central R. R.	8,755,026.07	1,244,016.37	1,851,727.63	10,802,084.66	10,244,473.29	557,611.37
10	Minneapolis & St. Louis R. R.	6,028,411.96	385,893.98	658,089.50	6,765,373.69	6,066,391.83	708,981.86
11	Union Pacific R. R.	146,223.37	19,457.73	27,781.26	177,268.54	237,253.43	†59,984.89
12	Wabash Railway	1,119,776.10	208,674.73	324,414.44	1,509,970.82	2,134,887.84	†624,917.02
	Total	$ 116,325,194.56	$ 18,550,602.55	$ 28,400,748.16	$ 147,585,723.30	$ 117,184,117.73	$ 30,401,605.57

†Deficit.
*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Averages Per Mile of Road: Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—Transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry	5,450	7,007	366	-------	12,823	196	24,995	419,545	71,614	$54,661.98	$19,546.97
2	Chicago, Burlington & Quincy R. R.	1,609	2,296	632	2	3,770	88	4,411	70,114	12,122	9,544.85	3,261.31
3	Chicago Great Western R. R.	2,162	1,932	124	2	4,220	31	5,325	111,995	11,043	13,513.37	2,894.12
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	2,362	1,534	124	2	4,022	133	5,027	113,276	7,273	13,134.96	1,851.82
5	Chicago & North Western Ry	2,599	2,386	192	1	5,178	52	6,096	128,941	19,708	15,138.89	4,720.44
6	Chicago, St. Paul, Minn. & Omaha Ry	2,311	2,858	141	6	5,316	20	7,838	81,038	17,924	18,450.61	4,542.05
7	Chicago, Rock Island & Pacific Ry	1,802	1,648	228	1	3,679	55	4,472	70,738	10,400	9,819.37	2,829.28
8	Great Northern Ry	1,398	1,381	-------	2	2,781	37	3,858	66,141	3,419	10,570.27	766.72
9	Illinois Central R. R.	3,233	1,882	-------	-------	5,115	65	6,124	115,706	10,040	12,192.95	2,578.86
10	Minneapolis & St. Louis R. R.	1,604	1,021	177	-------	2,729	15	3,606	51,702	3,427	6,872.57	809.06
11	Union Pacific R. R.	9,628	5,101	-------	3	14,732	17,573	242,775	458,544	38,724	58,961.04	11,202.12
12	Wabash Railway	1,655	1,358	126	1	3,140	93	4,396	42,106	5,588	5,361.12	1,553.19
	Total	2,131	1,801	150	1	4,085	74	5,070	93,270	11,008	$11,579.01	$ 2,827.01

*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 11—AVERAGES PER MILE OF ROAD—Continued—AND AVERAGES PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road: Operating revenues	Operating expenses	Net operating revenue	Ton Miles: Revenue freight	Ton Miles: All freight	Passenger miles revenue	Averages Per Train Mile: Loaded Freight Car Miles: Freight trains	Loaded Freight Car Miles: Mixed trains	Empty Freight Car Miles: Freight trains	Empty Freight Car Miles: Mixed trains	Ton Miles: Revenue freight	Ton Miles: All freight
1	Atchison, Topeka & Santa Fe Ry	$76,471.83	$69,906.86	$ 6,564.97	4,421,016	4,874,771	421,747	46.01	7.24	29.32	.73	778.19	858.06
2	Chicago, Burlington & Quincy R. R.	13,079.76	10,638.16	2,441.59	811,635	1,024,526	56,347	26.79	2.68	15.96	1.58	487.31	615.13
3	Chicago Great Western R. R.	16,758.72	13,171.03	3,587.69	1,414,882	1,523,896	62,859	31.41	11.52	18.37	3.47	623.17	671.19
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	15,252.34	11,253.64	3,998.70	1,317,178	1,437,066	33,319	27.04	3.30	19.32	2.33	533.15	581.68
5	Chicago & North Western Ry	20,298.54	15,110.33	5,188.21	1,349,597	1,518,901	97,548	29.28	5.75	18.47	4.17	487.17	548.29
6	Chicago, St. Paul, Minn. & Omaha Ry	23,352.23	15,500.12	7,852.11	1,323,063	1,401,736	97,861	20.97	.80	12.90	.36	548.21	580.81
7	Chicago, Rock Island & Pacific Ry	12,862.96	10,135.93	2,727.03	852,650	-------	61,704	23.86	6.11	13.20	2.53	427.01	-------
8	Great Northern Ry	11,655.24	8,669.89	2,985.35	830,224	863,682	10,062	26.72	-------	19.81	-------	593.69	617.61
9	Illinois Central R. R.	15,043.85	14,267.27	776.58	1,316,743	1,461,543	51,570	19.91	-------	14.83	-------	407.29	452.08
10	Minneapolis & St. Louis R. R.	7,712.73	6,904.47	808.26	783,978	894,598	14,857	19.74	3.36	10.87	2.23	447.48	510.62
11	Union Pacific R. R.	71,479.25	95,666.71	†24,187.46	4,896,224	5,135,181	275,994	29.53	-------	17.09	-------	508.51	533.32
12	Wabash Railway	7,229.24	10,221.13	†2,991.89	541,015	561,359	32,479	15.24	3.33	8.61	2.99	308.99	320.61
	Total	$14,690.69	$11,664.51	$ 3,026.18	1,093,417	1,205,424	56,619	25.78	5.24	16.32	2.76	485.21	536.67

†Deficit.
*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 12—AVERAGES PER TRAIN MILE—Concluded—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile—Concluded: Passenger Train Car Miles: Passenger trains	Passenger Train Car Miles: Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating: Revenues	Operating: 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
1	Atchison, Topeka & Santa Fe Ry.	10.05	3.24	59.05	$ 9.62	$ 2.74	$ 5.96	$ 5.45	$ .51	.73	56.08	.84	8.48	.91	10.19	------	------
2	Chicago, Burlington & Quincy R. R.	5.76	1.16	36.77	5.73	1.55	3.47	2.82	.65	.90	39.28	1.16	6.66	1.00	5.45	.90	14.64
3	Chicago Great Western R. R.	5.64	1.13	32.27	5.95	1.49	3.97	3.12	.85	.84	42.99	.99	6.07	.99	15.95	.68	13.33
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	4.63	1.30	21.42	5.32	1.19	3.79	2.79	.99	.91	43.34	1.07	4.95	.96	6.74	.75	15.30
5	Chicago & North Western Ry.	8.16	1.20	40.53	5.46	1.96	3.92	2.92	1.00	.94	45.97	.96	8.21	1.00	11.23	.73	19.49
6	Chicago, St. Paul, Minn. & Omaha Ry.	6.30	1.26	33.78	7.65	1.57	4.39	2.92	1.48	.94	32.84	.97	6.78	.93	2.25	.58	13.66
7	Chicago, Rock Island & Pacific Ry.	6.12	1.31	36.71	4.92	1.68	3.49	2.75	.74	.94	35.91	.98	6.44	.96	9.62	.89	21.64
8	Great Northern Ry.	2.47	------	7.28	7.56	.56	4.19	3.12	1.07	.97	45.66	1.62	4.01	------	------	1.00	11.50
9	Illinois Central R. R.	5.33	------	27.40	3.77	1.37	2.94	2.79	.15	.99	35.56	.98	5.25	------	------	1.00	26.42
10	Minneapolis & St. Louis R. R.	3.17	.98	14.17	3.92	.77	2.83	2.53	.30	.85	26.79	1.00	3.17	.96	6.32	.84	18.28
11	Union Pacific R. R.	7.59	------	54.11	6.12	2.20	4.85	6.49	†1.64	.51	24.08	.37	2.80	------	------	.35	5.15
12	Wabash Railway	3.93	2.01	23.40	3.06	1.12	2.30	3.25	†.95	.70	17.46	.94	3.68	1.00	8.37	.67	8.93
	Total	6.00	1.25	30.83	$ 5.16	$ 1.54	$ 3.60	$ 2.86	$ .74	.91	39.45	1.06	6.38	.97	9.07	.80	16.69

†Deficit.
*See note on part one.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS WITHIN IOWA—Continued

PART 13—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE—PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Loaded Freight Car Mile: Ton Miles: Revenue freight	Ton Miles: All freight	Freight revenue	Averages Per Car Mile—Passenger: Passenger miles—Revenue	Passenger—Revenue	Miscellaneous Averages: Miles Hauled: Revenue freight	Non-revenue freight	All freight	Miles carried—revenue passengers	Revenue Per: Ton of freight	Ton miles of freight	Passenger	Passenger mile	Operating ratio %
1	Atchison, Topeka & Santa Fe Ry.	17.45	19.24	$ .21571	9.78	$ .31203	19.84	11.79	18.66	19.38	$ .24535	$ .01236	$ .61862	$ .03191	91.42
2	Chicago, Burlington & Quincy R. R.	18.93	23.89	.22259	9.14	.29127	116.90	150.26	122.55	67.13	1.37469	.01176	2.13842	.03186	81.33
3	Chicago Great Western R. R.	20.04	21.97	.19486	8.26	.26903	179.86	83.66	166.19	95.86	1.71780	.00955	3.12200	.03257	78.50
4	Chicago, Milwaukee, St. Paul & Pac. R. R.*	20.43	22.29	.20371	7.47	.24572	184.98	123.07	177.53	76.30	1.84459	.00997	2.50933	.03289	73.78
5	Chicago & North Western Ry.	17.48	19.67	.19008	8.33	.27303	202.17	170.87	198.12	153.04	2.26777	.01122	5.01649	.03278	74.44
6	Chicago, St. Paul, Minn. & Omaha Ry.	27.24	28.86	.37879	8.34	.27461	76.45	68.52	75.94	51.79	1.06586	.01395	1.70609	.03295	66.38
7	Chicago, Rock Island & Pacific Ry.	19.21	------	.22120	9.26	.30249	142.98	------	------	88.79	1.64658	.01152	2.90112	.03267	78.80
8	Great Northern Ry.	22.21	23.11	.28283	5.20	.17872	77.57	55.63	76.40	49.14	.98759	.01273	1.69023	.03440	74.39
9	Illinois Central R. R.	20.45	22.70	.18940	7.85	.26321	189.92	125.72	180.77	75.70	1.75861	.00926	2.54310	.03360	94.84
10	Minneapolis & St. Louis R. R.	24.31	27.73	.21307	7.69	.24562	150.13	164.00	151.72	49.53	1.31611	.00877	1.58156	.03193	89.52
11	Union Pacific R. R.	17.22	18.06	.20737	18.02	.51215	2.25	2.40	2.25	2.20	.02707	.01204	.06254	.02843	133.84
12	Wabash Railway	21.09	21.89	.30902	8.78	.27006	62.90	35.55	61.19	54.89	.62328	.00991	1.68847	.03076	141.39
	Grand average	19.62	21.63	$ .20777	8.50	$ .27729	140.79	121.34	138.72	81.44	$1.49092	$ .01059	$2.65602	$ .03261	79.40

*See note on part one.

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE

PART 1—TOTAL PRODUCTS OF AGRICULTURE

Number	Class 1 Steam Railway Companies	Revenue Freight Originating on Respondents Road				Revenue Freight Received From Connecting Carriers				Total Revenue Freight Carried		
		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.)	Freight revenue —Dollars
1	Atchison, Topeka & Santa Fe Ry	132,916	4,078,737	125,838	2,697,793	35,104	871,866	15,274	331,308	309,132	7,979,704	$ 45,739,186
2	Chicago, Burlington & Quincy R. R.	134,096	5,121,606	64,909	1,973,130	66,931	1,668,910	41,324	789,151	307,200	9,552,797	26,789,010
3	Chicago Great Western R. R.	10,971	326,049	14,315	376,185	15,841	463,416	20,237	438,860	61,364	1,604,510	3,877,859
4	Chicago, Milwaukee & St. Paul Ry	5,184	170,472	1,661	43,040	1,148	26,010	440	7,864	8,433	247,386	752,832
5	Chicago, Mil., St. Paul & Pac. R. R.	147,201	5,182,986	46,277	1,222,784	39,740	879,136	23,755	383,371	256,973	7,668,277	24,854,580
6	Chicago, & North Western R. R.	87,235	2,817,090	54,771	1,665,151	85,206	2,203,109	57,249	1,064,491	284,461	7,749,841	17,800,174
7	Chicago, St. P., Minn. & O. Ry	20,691	702,901	40,633	1,282,685	26,187	853,999	15,159	321,970	102,670	3,161,555	4,828,139
8	Chicago, Rock Island & Pacific Ry	101,763	3,470,461	81,859	2,195,348	45,364	980,810	67,094	1,170,951	296,080	7,817,570	25,532,666
9	Great Northern Ry	135,966	5,148,272	51,471	1,152,691	15,395	432,879	2,739	60,616	205,571	6,794,458	34,320,193
10	Illinois Central R. R.	88,598	2,321,598	77,310	1,474,376	70,224	1,420,986	69,327	1,281,076	305,459	6,498,031	23,854,221
11	Minneapolis & St. Louis R. R.	20,037	703,623	35,127	1,041,404	9,703	299,022	12,024	231,691	76,891	2,275,740	4,084,250
12	Union Pacific R. R.	76,940	3,252,694	43,061	1,240,714	20,894	498,163	148,766	2,492,363	289,661	7,483,934	35,247,009
13	Wabash Railway	35,553	1,097,504	20,262	540,516	38,447	819,168	53,099	977,716	145,361	3,434,904	9,194,075
	Total	995,091	34,398,988	657,494	16,905,817	479,184	11,417,474	526,487	9,551,428	2,649,256	72,268,707	$256,574,194

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 2—TOTAL ANIMALS AND PRODUCTS

Number	Class 1 Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		
		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.)	Freight revenue —Dollars
1	Atchison, Topeka & Santa Fe Ry	67,437	798,456	25,859	314,803	30,612	340,224	6,523	73,159	130,431	1,526,642	$ 9,917,410
2	Chicago, Burlington & Quincy R. R.	160,570	1,677,295	43,368	541,784	29,629	345,899	9,179	122,015	242,746	2,686,993	14,965,138
3	Chicago Great Western R. R.	22,508	253,117	14,769	199,339	4,322	54,559	123	1,698	8,761	99,394	549,729
4	Chicago, Milwaukee & St. Paul Ry	6,205	65,403	1,901	24,938	532	7,355	6,375	82,802	211,208	2,448,017	14,788,923
5	Chicago, Mil., St. Paul & Pac. R. R.	145,124	1,581,296	44,147	577,557	15,562	206,362	12,686	169,085	233,763	2,712,952	14,492,104
6	Chicago, & North Western R. R.	134,603	1,501,642	49,399	602,150	37,075	440,075	5,004	62,814	60,310	683,392	2,134,653
7	Chicago, St. P., Minn. & O. Ry	24,441	257,159	19,761	242,366	11,104	121,053	9,089	106,250	144,827	1,609,435	9,308,180
8	Chicago, Rock Island & Pacific Ry	84,704	894,309	35,849	441,207	15,185	167,669	773	9,767	49,445	553,824	4,335,802
9	Great Northern Ry	34,052	364,871	10,390	133,062	4,230	46,124	11,480	168,040	98,934	1,209,429	6,373,017
10	Illinois Central R. R.	45,699	511,702	27,283	355,970	14,472	173,717	295	4,639	32,317	355,061	1,213,082
11	Minneapolis & St. Louis R. R.	14,458	148,203	15,669	181,254	1,895	20,965	16,815	227,909	106,287	1,233,682	7,901,557
12	Union Pacific R. R.	50,223	546,618	19,416	224,079	19,833	235,076	17,637	237,432	80,352	1,039,187	6,540,104
13	Wabash Railway	23,495	304,858	23,508	328,386	13,712	168,511					
	Total	815,519	8,904,929	331,319	4,166,895	198,163	2,327,589	99,015	1,311,041	1,444,016	16,710,454	$ 95,343,834

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 3—TOTAL PRODUCTS OF MINES

Number	Class 1 Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		
		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.)	Freight revenue —Dollars
1	Atchison, Topeka & Santa Fe Ry	168,449	8,611,865	43,763	2,014,652	55,445	2,612,907	12,654	534,671	280,311	13,774,095	$ 15,173,925
2	Chicago, Burlington & Quincy R. R.	186,415	9,319,590	109,475	5,102,828	91,150	4,133,403	15,571	671,750	402,611	19,227,571	27,412,798
3	Chicago Great Western R. R.	10,479	487,237	1,807	87,029	22,532	1,036,657	4,002	174,685	38,820	1,785,608	2,323,102
4	Chicago, Milwaukee & St. Paul Ry.	4,400	184,336	2,025	89,816	4,352	204,749	199	8,526	10,976	487,427	750,401
5	Chicago, Mil., St. Paul & Pac. R. R.	186,662	9,095,451	62,305	2,926,431	112,372	5,417,363	4,731	211,785	365,970	17,651,030	20,681,744
6	Chicago, & North Western R. R.	346,510	18,864,297	23,670	1,165,220	131,769	6,041,755	12,964	576,422	514,913	26,647,694	23,971,285
7	Chicago, St. P., Minn. & O. Ry.	24,483	1,038,230	10,758	358,180	12,969	575,458	1,012	34,746	49,222	2,006,614	2,880,880
8	Chicago, Rock Island & Pacific Ry.	87,436	4,063,978	61,415	2,594,231	91,117	4,198,802	15,312	684,797	255,280	11,541,808	14,433,697
9	Great Northern Ry.	273,809	16,126,304	6,166	269,208	77,310	2,988,003	13,335	479,473	370,620	19,812,988	19,128,731
10	Illinois Central R. R.	221,572	11,658,971	184,593	9,417,196	93,309	4,457,727	48,263	2,214,130	547,737	27,748,024	35,283,656
11	Minneapolis & St. Louis R. R.	14,952	715,399	5,519	264,117	21,706	961,659	3,607	169,129	45,784	2,110,304	2,408,324
12	Union Pacific R. R.	59,678	2,561,643	32,579	1,440,084	21,472	903,113	8,559	318,185	122,288	5,223,025	8,515,371
13	Wabash Railway	38,262	1,919,910	13,108	590,212	85,368	4,253,802	33,154	1,468,622	169,892	8,232,546	8,278,133
	Total	1,623,107	84,647,211	557,083	26,319,264	820,871	37,735,398	173,363	7,546,921	3,174,424	156,248,734	$181,242,047

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 4—TOTAL PRODUCTS OF FORESTS

Number	Class 1 Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		
		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.)	Freight revenue —Dollars
1	Atchison, Topeka & Santa Fe Ry.	23,294	593,463	7,549	185,270	23,930	611,256	10,482	271,320	65,255	1,661,309	$ 5,540,823
2	Chicago, Burlington & Quincy R. R.	6,794	135,786	3,712	94,641	40,481	1,061,465	46,012	1,155,231	96,999	2,447,123	6,816,883
3	Chicago Great Western R. R.	586	12,575	708	18,709	4,998	127,373	10,844	265,543	17,136	424,200	854,500
4	Chicago, Milwaukee & St. Paul Ry.	4,558	155,828	1,127	31,312	1,531	45,739	296	7,858	7,512	240,737	525,961
5	Chicago, Mil., St. Paul & Pac. R. R.	125,625	4,369,637	43,938	1,306,189	52,863	1,461,300	14,691	376,417	237,117	7,513,543	19,065,470
6	Chicago, & North Western R. R.	90,063	3,276,431	18,587	516,892	67,622	1,929,919	17,766	457,271	194,038	6,180,513	8,108,202
7	Chicago, St. P., Minn. & O. Ry.	20,252	579,097	11,109	309,297	9,570	254,966	25,732	709,513	66,663	1,852,863	1,923,588
8	Chicago, Rock Island & Pacific Ry.	14,643	409,541	13,824	369,367	24,405	618,163	18,425	474,264	71,297	1,871,335	4,581,724
9	Great Northern Ry.	70,005	2,324,108	35,480	893,250	9,797	296,148	17,187	455,420	132,469	3,968,926	14,463,202
10	Illinois Central R. R.	42,344	1,194,168	35,707	956,659	60,904	1,644,728	77,218	1,990,771	216,173	5,786,326	15,287,758
11	Minneapolis & St. Louis R. R.	1,411	50,578	558	17,816	5,763	161,056	10,404	257,402	18,136	486,852	578,811
12	Union Pacific R. R.	948	23,967	668	16,545	11,870	323,194	59,900	1,580,978	73,406	1,944,684	8,705,394
13	Wabash Railway	3,068	68,235	3,907	98,012	16,512	437,374	19,554	493,853	43,041	1,097,474	2,281,052
	Total	403,591	13,193,414	176,864	4,813,969	330,246	8,973,671	328,541	8,495,841	1,239,242	35,475,885	$ 88,733,458

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 5—TOTAL MANUFACTURES AND MISCELLANEOUS

Number	Class 1 Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		
		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.)	Freight revenue —Dollars
1	Atchison, Topeka & Santa Fe Ry.	165,328	4,639,159	146,907	4,311,068	98,617	2,215,210	45,613	1,086,280	456,465	12,251,717	$ 39,363,861
2	Chicago, Burlington & Quincy R. R.	112,123	2,694,584	123,922	3,075,164	129,883	3,269,947	61,500	1,536,844	427,518	10,576,539	40,720,210
3	Chicago Great Western R. R.	15,188	356,619	19,299	438,723	33,909	817,864	49,060	1,086,438	117,456	2,699,644	9,163,968
4	Chicago, Milwaukee & St. Paul Ry.	3,424	82,605	2,808	57,707	5,376	141,303	1,104	26,057	12,712	307,672	1,040,585
5	Chicago, Mil., St. Paul & Pac. R. R.	129,442	3,038,156	104,695	2,122,162	209,001	5,568,220	46,719	1,049,019	489,857	11,777,557	41,887,314
6	Chicago, & North Western R. R.	130,876	3,280,985	158,680	2,969,473	209,555	5,956,174	50,397	1,145,375	549,508	13,352,007	36,906,350
7	Chicago, St. P., Minn. & O. Ry.	10,841	269,024	21,211	520,253	44,273	980,440	30,725	755,373	107,050	2,525,090	5,889,968
8	Chicago, Rock Island & Pacific Ry.	86,360	2,102,353	118,193	3,082,647	129,435	3,213,039	71,578	1,635,055	405,566	10,033,094	39,349,343
9	Great Northern Ry.	43,468	1,114,338	24,224	783,751	65,750	1,603,083	14,127	366,192	147,569	3,867,364	22,742,980
10	Illinois Central R. R.	75,567	1,890,936	92,521	2,267,328	146,379	3,645,036	109,306	2,627,640	423,773	10,430,940	31,725,330
11	Minneapolis & St. Louis R. R.	9,702	261,918	13,464	345,243	23,808	581,429	20,415	466,442	67,389	1,655,032	3,546,707
12	Union Pacific R. R.	19,187	519,414	19,608	548,517	49,094	1,108,263	99,888	2,184,768	187,777	4,360,962	30,472,327
13	Wabash Railway	41,096	1,025,758	81,738	1,579,875	111,572	2,578,719	126,809	2,562,332	361,215	7,746,684	24,820,037
	Total	842,602	21,275,849	927,270	22,101,911	1,256,652	31,678,727	727,331	16,527,815	3,753,855	91,584,302	$347,627,980

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—ENTIRE LINE—Continued

PART 6—GRAND TOTAL CARLOAD TRAFFIC

Number	Class 1 Steam Railway Companies	Revenue Freight Originating on Respondent's Road				Revenue Freight Received from Connecting Carriers				Total Revenue Freight Carried		
		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.)	Freight revenue —Dollars
1	Atchison, Topeka & Santa Fe Ry.	557,424	18,721,680	349,916	9,523,586	243,708	6,651,463	90,546	2,296,738	1,241,594	37,193,467	$135,735,205
2	Chicago, Burlington & Quincy R. R.	599,938	18,948,861	345,386	10,787,547	358,074	10,479,624	173,676	4,274,991	1,477,074	44,491,023	116,704,039
3	Chicago Great Western R. R.	59,732	1,435,597	50,898	1,119,985	81,602	2,499,869	87,179	2,010,957	279,411	7,066,408	19,043,653
4	Chicago, Milwaukee & St. Paul Ry.	23,771	658,644	9,522	246,813	12,939	425,156	2,162	52,003	48,394	1,382,616	3,619,508
5	Chicago, Mil., St. Paul & Pac. R. R.	734,654	23,267,526	391,262	8,155,123	429,538	13,532,381	96,271	2,109,394	1,561,125	47,068,424	120,978,031
6	Chicago, & North Western R. R.	789,287	29,740,445	306,197	6,918,886	531,227	16,571,032	151,062	3,412,644	1,776,683	56,643,007	101,277,115
7	Chicago, St. P., Minn. & O. Ry.	100,708	2,846,411	103,472	2,712,781	104,103	2,785,906	77,632	1,884,416	385,915	10,229,514	17,657,228
8	Chicago, Rock Island & Pacific Ry.	374,906	10,940,642	311,140	8,682,800	306,506	9,178,483	181,498	4,071,317	1,173,050	32,873,242	93,205,610
9	Great Northern Ry.	557,300	25,077,893	127,731	3,231,962	172,482	5,316,237	48,161	1,371,468	905,674	34,997,560	94,990,909
10	Illinois Central R. R.	473,780	17,577,370	417,414	14,471,529	385,288	11,342,194	315,594	8,281,657	1,592,076	51,672,750	112,523,982
11	Minneapolis & St. Louis R. R.	60,560	1,879,721	70,337	1,849,834	62,875	2,024,131	46,745	1,129,303	240,517	6,882,989	11,831,174
12	Union Pacific R. R.	206,976	6,904,336	115,322	3,469,939	123,163	3,067,809	333,958	6,804,203	779,419	20,246,287	90,841,658
13	Wabash Railway	141,474	4,416,265	142,223	3,137,001	265,611	8,257,574	250,253	5,739,955	799,861	21,550,796	51,113,401
	Total	4,679,910	162,415,391	2,650,030	74,397,786	3,076,116	92,131,859	1,854,737	43,433,046	12,260,793	372,288,082	$969,521,513

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 1. Steam Railway Companies	L. C. L. Freight Traffic (Tons): Revenue Freight Originating on Respondents' Road: Terminating on Line Tons (2,000 Lbs.)	Revenue Freight Originating on Respondents' Road: Delivered to Connecting Carriers Tons (2,000 Lbs.)	Revenue Freight Received from Connecting Carriers: Terminating on Line Tons (2,000 Lbs.)	Revenue Freight Received from Connecting Carriers: Delivered to Connecting Carriers Tons (2,000 Lbs.)	Total L.C.L. Freight Carried Tons (2,000 Lbs.)	Freight Revenue (Dollars)	Grand Total Carload and L. C. L. Traffic (Tons): Revenue Freight Originating on Respondents' Road: Terminating on Line Tons (2,000 Lbs.)	Revenue Freight Originating on Respondents' Road: Delivered to Connecting Carriers Tons (2,000 Lbs.)	Revenue Freight Received from Connecting Carriers: Terminating on Line Tons (2,000 Lbs.)	Revenue Freight Received from Connecting Carriers: Delivered to Connecting Carriers Tons (2,000 Lbs.)	Total Revenue Freight Carried Tons (2,000 Lbs.)	Grand Total Freight Revenue (Dollars)
1	A., T. & S. F. Ry.	677,385	174,917	220,315	44,499	1,117,116	$ 19,599,194	19,399,065	9,608,503	6,871,778	2,341,237	38,310,583	$ 155,334,399
2	C., B. & Q. R. R.	643,897	371,111	357,357	146,127	1,518,492	15,028,658	19,592,758	11,158,658	10,836,981	4,421,118	46,009,515	131,732,697
3	C. G. W. R. R.	132,994	51,368	48,190	11,463	244,015	2,077,292	1,568,591	1,171,353	2,548,059	2,022,420	7,310,423	21,120,945
4	C., M. & St. P. Ry.	24,544	8,227	8,410	704	41,885	445,441	683,188	255,040	433,566	52,707	1,424,501	4,064,949
5	C., M., St. P. & P. R. R.	869,403	283,218	286,671	26,556	1,465,848	16,201,962	24,136,929	8,438,341	13,819,052	2,129,950	48,524,272	137,179,993
6	C. & N. W. Ry.	854,279	489,816	493,833	146,454	1,984,382	16,513,585	30,594,724	7,408,702	17,064,865	3,559,098	58,627,389	117,700,700
7	C., St. P., M. & O. Ry.	163,522	139,336	133,717	36,575	473,150	3,244,078	3,009,933	2,852,117	2,919,623	1,920,991	10,702,664	29,901,306
8	C., R. I. & P. Ry.	684,455	227,070	270,528	63,883	1,345,936	14,760,743	11,625,097	8,909,870	9,449,011	4,135,200	34,119,178	107,966,353
9	Great Northern Ry.	431,797	60,693	95,938	7,185	595,613	8,989,393	25,509,690	3,292,655	5,412,175	1,378,653	35,593,173	103,980,302
10	Illinois Central R. R.	614,762	383,208	316,647	275,945	1,590,562	13,895,285	18,192,132	14,854,737	11,658,841	8,557,602	53,263,312	126,419,267
11	Minn. & St. L. R. R.	100,305	36,463	47,528	16,329	200,625	1,351,973	1,980,026	1,886,397	2,071,659	1,145,632	7,083,614	13,183,147
12	Union Pacific R. R.	227,421	39,972	92,591	165,194	525,178	9,562,318	7,131,757	3,509,911	3,160,400	6,969,397	20,771,465	100,403,976
13	Wabash Ry.	201,099	294,033	279,578	155,929	930,639	7,726,870	4,617,364	3,431,034	8,537,152	5,895,884	22,481,434	58,840,271
	Total	5,625,863	2,559,432	2,651,308	1,096,843	11,933,441	$129,396,792	168,041,254	76,867,218	94,783,162	44,529,889	384,221,523	$1,098,918,305

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA

PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat: Originating on Road: Carloads	Wheat: Originating on Road: Tons	Wheat: All Other Revenue Freight Carried: Carloads	Wheat: All Other Revenue Freight Carried: Tons	Wheat: Total: Carloads	Wheat: Total: Tons	Corn: Originating on Road: Carloads	Corn: Originating on Road: Tons	Corn: All Other Revenue Freight Carried: Carloads	Corn: All Other Revenue Freight Carried: Tons	Corn: Total: Carloads	Corn: Total: Tons
1	Atchison, Topeka & Santa Fe Ry.	2	95	2,670	114,961	2,672	115,056	------	------	1,263	48,876	1,263	48,876
2	Chicago, Burlington & Quincy R. R.	4,505	190,910	4,038	164,070	8,543	354,980	9,130	356,092	6,602	257,243	15,732	613,335
3	Chicago Great Western R. R.	146	5,350	4,676	198,776	4,822	204,126	2,391	85,888	1,690	62,820	4,081	148,708
4	Chicago, Milwaukee & St. Paul Ry.	11	417	111	5,225	122	5,642	647	25,264	570	22,954	1,217	48,218
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1,065	46,306	5,716	253,176	6,781	299,481	13,597	536,504	11,849	478,021	25,446	1,014,525
5	Chicago & North Western Ry.	3,413	146,858	1,296	56,835	4,709	203,693	17,675	717,788	7,676	295,032	25,351	1,012,820
6	Chicago, St. Paul, Minn. & Omaha Ry.	32	1,166	3,187	140,066	3,219	141,232	833	32,052	1,927	78,778	2,760	110,830
7	Chicago, Rock Island & Pacific Ry.	8,364	356,336	9,810	387,342	4,656	182,334	14,466	569,676			14,466	569,676
8	Great Northern Ry.	2,074	85,441	6,290	270,895	8,364	356,336	9,810	387,342			9,810	387,342
9	Illinois Central R. R.	2	64	------	------	2	64	1,159	42,714	------	------	1,159	42,714
10	Minneapolis & St. Louis R. R.	583	24,253	785	34,507	1,368	58,760	6,212	247,859	2,174	85,952	8,386	333,811
11	Union Pacific R. R.	181	6,879	3,721	158,984	3,902	165,863	6,056	231,787	763	29,131	6,819	260,918
12	Wabash Railway	112	5,022	------	------	112	5,022	796	30,764	------	------	796	30,764
	Total	416	16,616	1,683	72,226	2,099	88,842	2,422	88,756	3,116	119,541	5,538	208,297
		12,542	529,376	34,173	1,469,721	46,715	1,999,097	70,725	2,782,810	42,286	1,660,682	113,011	4,443,492

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Barley and Rye					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			44	1,225	44	1,225			23	825	23	825
2	Chicago, Burlington & Quincy R. R.	2,002	60,737	3,263	105,156	5,265	165,893	478	18,110	323	12,210	801	30,320
3	Chicago Great Western R. R.	1,463	46,514	788	24,542	2,251	71,056	242	8,639	820	32,732	1,062	41,371
4	Chicago, Milwaukee & St. Paul Ry	252	8,054	130	4,287	382	12,341	19	648	50	1,958	69	2,606
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	6,029	204,360	4,081	142,285	10,110	346,645	1,277	50,262	1,685	67,578	2,962	117,840
5	Chicago & North Western Ry	10,401	351,310	4,803	159,623	15,204	510,933	1,819	71,763	820	31,468	2,639	103,231
6	Chicago, St. Paul, Minn. & Omaha Ry	443	14,032	469	16,217	912	30,249	144	5,687	91	3,461	235	9,148
7	Chicago, Rock Island & Pacific Ry	8,451	279,155	921	94,996	9,372	374,151	2,193	86,285	993	40,537	3,186	126,822
8	Great Northern Ry	234	7,936			234	7,936	80	3,143			80	3,143
9	Illinois Central R. R.	3,873	127,607	2,256	69,835	6,129	197,442	643	26,573	250	10,064	893	36,637
10	Minneapolis & St. Louis R. R.	6,029	194,352	3,058	93,978	9,087	288,330	637	23,816	454	17,637	1,091	41,453
11	Union Pacific R. R.	99	3,265			99	3,265	11	425			11	425
12	Wabash Railway	710	20,887	1,180	36,647	1,890	57,534	57	2,282	329	12,861	386	15,143
	Total	39,966	1,318,209	20,993	748,791	60,979	2,067,000	7,600	297,633	5,838	231,331	13,438	528,964

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Rice						Grain N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			29	1,088	29	1,088			8	166	8	166
2	Chicago, Burlington & Quincy R. R.			33	732	33	732	20	448	38	983	58	1,431
3	Chicago Great Western R. R.			53	1,123	53	1,123	6	135	52	1,588	58	1,723
4	Chicago, Milwaukee & St. Paul Ry									8	293	8	293
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	4	29	59	1,875	63	1,904	44	1,098	158	5,678	202	6,776
5	Chicago & North Western Ry	2	40	25	664	27	704	470	11,749	39	1,151	509	12,900
6	Chicago, St. Paul, Minn. & Omaha Ry			10	214	10	214	4	90	46	1,125	50	1,215
7	Chicago, Rock Island & Pacific Ry	8	166	253	5,136	261	5,302	14	342	61	2,119	75	2,461
8	Great Northern Ry							5	100			5	100
9	Illinois Central R. R.	2	13	52	1,812	54	1,825	49	1,075	60	1,590	109	2,665
10	Minneapolis & St. Louis R. R.			34	890	34	890	16	288	69	2,424	85	2,712
11	Union Pacific R. R.									61	2,162	61	2,162
12	Wabash Railway			43	1,053	43	1,053						
	Total	16	248	591	14,537	607	14,785	628	15,325	600	19,279	1,228	34,604

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour, Wheat						Meal, Corn					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			12,495	344,952	12,495	344,952			12	355	12	355
2	Chicago, Burlington & Quincy R. R.	304	7,236	2,347	55,679	2,651	62,915	5	109	70	1,823	75	1,932
3	Chicago Great Western R. R.	170	4,892	9,678	257,081	9,848	261,973			36	926	36	926
4	Chicago, Milwaukee & St. Paul Ry.	85	2,249	272	6,785	357	9,034	2	46			2	46
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	2,850	74,820	8,392	217,990	11,242	292,810	33	700	14	324	47	1,024
5	Chicago & North Western Ry.	686	16,543	1,287	30,700	1,973	47,243	177	4,625	6	140	183	4,765
6	Chicago, St. Paul, Minn. & Omaha Ry.	117	2,452	329	8,354	446	10,806			7	186	7	186
7	Chicago, Rock Island & Pacific Ry.	1,597	41,868	13,231	360,598	14,828	402,466	136	3,310	38	851	174	4,161
8	Great Northern Ry.	14	277			14	277	2	45			2	45
9	Illinois Central R. R.	144	3,641	921	23,602	1,065	27,243	67	1,586	52	1,120	119	2,706
10	Minneapolis & St. Louis R. R.	21	547	13,228	347,135	13,249	347,682			19	478	19	478
11	Union Pacific R. R.	5	122			5	122						
12	Wabash Railway	49	1,247	2,535	67,160	2,584	68,407			32	774	32	774
	Total	6,042	155,894	64,715	1,720,036	70,757	1,875,930	422	10,421	286	6,977	708	17,398

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal, Edible, N. O. S.						Cereal Food Preparations, Edible, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			26	613	26	613			547	8,782	547	8,782
2	Chicago, Burlington & Quincy R. R.	165	3,951	971	23,387	1,136	27,338	131	2,675	338	7,097	469	9,772
3	Chicago Great Western R. R.	16	415	1,480	39,916	1,496	40,331	58	1,252	1,424	27,496	1,482	28,748
4	Chicago, Milwaukee & St. Paul Ry.	5	110	74	1,836	79	1,946	30	635	8	130	38	765
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	22	541	172	4,288	194	4,829	1,479	31,033	707	10,961	2,186	41,994
5	Chicago & North Western Ry.	82	2,069	133	3,303	215	5,372	1,753	42,792	403	6,348	2,156	49,140
6	Chicago, St. Paul, Minn. & Omaha Ry.			6	206	6	206	15	308	57	1,212	72	1,520
7	Chicago, Rock Island & Pacific Ry.	59	1,452	196	5,004	255	6,456	3,207	73,061	1,375	24,448	4,582	97,499
8	Great Northern Ry.	2	31			2	31	2	11			2	11
9	Illinois Central R. R.	252	5,498	2,079	50,595	2,331	56,093	1,284	29,375	526	11,751	1,810	41,126
10	Minneapolis & St. Louis R. R.	1	10	105	2,546	106	2,556	615	16,761	357	7,627	972	24,388
11	Union Pacific R. R.												
12	Wabash Railway	2	60	99	2,299	101	2,359	2	30	238	5,173	240	5,203
	Total	606	14,137	5,341	133,993	5,947	148,130	8,576	197,923	5,980	111,025	14,556	308,948

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Mill Products, N. O. S.						Hay and Alfalfa					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	3	52	2,461	56,134	2,464	56,186	9	108	295	3,772	304	3,880
2	Chicago, Burlington & Quincy R. R.	833	18,824	2,802	62,754	3,637	81,578	455	5,683	1,124	14,471	1,579	20,154
3	Chicago Great Western R. R.	124	2,837	2,730	66,125	2,854	68,962	101	1,317	757	9,602	858	10,919
4	Chicago, Milwaukee & St. Paul Ry	252	5,790	208	4,862	460	10,652	29	379	100	1,388	129	1,767
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	6,398	145,071	5,168	121,140	11,566	266,211	519	6,592	2,211	29,064	2,730	35,656
5	Chicago & North Western Ry	6,008	138,296	1,846	40,650	7,854	178,946	531	6,684	1,781	23,280	2,312	29,964
6	Chicago, St. Paul, Minn. & Omaha Ry	54	1,179	254	6,131	308	7,310	58	746	1,489	19,061	1,547	19,807
7	Chicago, Rock Island & Pacific Ry	6,215	141,118	8,087	184,471	14,302	325,589	376	4,712	1,168	14,578	1,544	19,290
8	Great Northern Ry	6	113			6	113	18	213			18	213
9	Illinois Central R. R.	2,195	50,579	1,099	24,569	3,294	75,148	133	1,679	601	7,796	739	9,475
10	Minneapolis & St. Louis R. R.	533	12,867	3,430	81,595	3,963	94,462	66	813	192	2,496	258	3,306
11	Union Pacific R. R.	41	858			41	858						
12	Wabash Railway	50	1,020	1,009	31,351	1,059	32,371	17	211	363	4,763	380	4,974
	Total	22,714	518,604	29,094	679,782	51,808	1,198,386	2,317	29,137	10,081	130,268	12,398	159,405

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Straw						Tobacco, Leaf					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,345	18,828	1,345	18,828						
2	Chicago, Burlington & Quincy R. R.	196	2,462	1,628	21,659	1,823	24,121			4	52	4	52
3	Chicago Great Western R. R.	100	1,277	104	1,841	213	3,118			3	55	3	55
4	Chicago, Milwaukee & St. Paul Ry	12	151	5	76	17	227			8	89	8	89
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	152	1,782	124	1,572	276	3,354	3	44	73	1,158	76	1,202
5	Chicago & North Western Ry	396	4,846	141	1,749	537	6,595			40	230	40	230
6	Chicago, St. Paul, Minn. & Omaha Ry			18	233	18	233						
7	Chicago, Rock Island & Pacific Ry	166	2,097	60	1,004	226	3,101						
8	Great Northern Ry												
9	Illinois Central R. R.	27	317	13	176	40	493			15	218	15	218
10	Minneapolis & St. Louis R. R.	142	1,703	45	732	187	2,435						
11	Union Pacific R. R.												
12	Wabash Railway	18	261	14	340	32	601						
	Total	1,217	14,896	3,497	48,210	4,714	63,106	3	44	143	1,802	146	1,846

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton in Bales						Cotton Linters, Nolls and Resin					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			358	3,844	358	3,844			148	2,245	148	2,245
2	Chicago, Burlington & Quincy R. R.			8	114	8	114	4	48	55	788	59	836
3	Chicago Great Western R. R.			146	2,848	146	2,848			189	3,045	189	3,045
4	Chicago, Milwaukee & St. Paul Ry			1	14	1	14			8	120	8	120
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			46	1,065	46	1,065	4	205	179	2,506	183	2,711
5	Chicago & North Western Ry	1	36	4	52	5	88			32	427	32	427
6	Chicago, St. Paul, Minn. & Omaha Ry									15	206	15	206
7	Chicago, Rock Island & Pacific Ry	2	27	528	6,597	530	6,624			904	14,783	904	14,783
8	Great Northern Ry												
9	Illinois Central R. R.			13	221	13	221			32	447	32	447
10	Minneapolis & St. Louis R. R.									36	497	36	497
11	Union Pacific R. R.												
12	Wabash Railway			7	112	7	112			20	289	20	289
	Total	3	63	1,111	14,887	1,114	14,950	8	253	1,618	25,353	1,626	25,606

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 9—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton Seed						Cotton Seed Meal and Cake					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			17	446	17	446			81	1,858	81	1,858
2	Chicago, Burlington & Quincy R. R.			15	411	15	411	4	78	282	6,768	286	6,846
3	Chicago Great Western R. R.			3	58	3	58	1	20	546	13,678	547	13,698
4	Chicago, Milwaukee & St. Paul Ry			1	27	1	27			23	570	23	570
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	2	31	11	311	13	342	5	119	586	15,104	591	15,223
5	Chicago & North Western Ry			2	40	2	40	3	87	300	7,737	303	7,824
6	Chicago, St. Paul, Minn. & Omaha Ry				5		5			44	1,160	44	1,160
7	Chicago, Rock Island & Pacific Ry			37	709	37	709	9	182	425	10,572	434	10,754
8	Great Northern Ry												
9	Illinois Central R. R.			10	224	10	224	13	344	102	2,547	115	2,891
10	Minneapolis & St. Louis R. R.			3	77	3	77			21	406	21	406
11	Union Pacific R. R.												
12	Wabash Railway			4	61	4	61			50	1,271	50	1,271
	Total	2	31	103	2,369	105	2,400	35	830	2,460	61,671	2,495	62,501

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 10—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oranges and Grape Fruit						Lemons, Limes and Citrus Fruits, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			10,869	196,078	10,869	196,078			1,927	28,504	1,927	28,504
2	Chicago, Burlington & Quincy R. R.	2	16	860	14,845	862	14,861	1	10	58	867	59	877
3	Chicago Great Western R. R.	5	55	2,727	48,615	2,732	48,670	1	12	240	3,569	241	3,581
4	Chicago, Milwaukee & St. Paul Ry.			122	2,193	122	2,193			7	98	7	98
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	6	3,506	61,773	3,507	61,779			729	10,928	729	10,928
5	Chicago & North Western Ry.	3	28	1,997	36,093	2,000	36,121			207	3,105	207	3,105
6	Chicago, St. Paul, Minn. & Omaha Ry.			693	12,283	693	12,283			97	1,483	97	1,483
7	Chicago, Rock Island & Pacific Ry.	6	65	5,089	90,675	5,095	90,740	2	23	1,283	18,820	1,285	18,843
8	Great Northern Ry.	2	24			2	24						
9	Illinois Central R. R.	28	280	1,936	34,262	1,964	34,542			324	4,819	324	4,819
10	Minneapolis & St. Louis R. R.	8	104	89	1,419	97	1,523			4	63	4	63
11	Union Pacific R. R.												
12	Wabash Railway			277	4,858	277	4,858			21	307	21	307
	Total	55	578	28,165	503,094	28,220	503,672	4	45	4,897	72,563	4,901	72,608

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 11—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Apples, Fresh						Bananas					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			252	4,322	252	4,322			542	5,771	642	5,771
2	Chicago, Burlington & Quincy R. R.	56	701	863	14,017	919	14,718			541	5,819	541	5,819
3	Chicago Great Western R. R.	4	54	3,791	68,919	3,795	68,973			73	788	73	788
4	Chicago, Milwaukee & St. Paul Ry.			75	1,318	75	1,318			3,529	40,175	3,529	40,175
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	24	346	2,259	40,914	2,283	41,260	1	10	172	1,848	173	1,858
5	Chicago & North Western Ry.	7	88	3,410	60,644	3,417	60,732			37	406	37	406
6	Chicago, St. Paul, Minn. & Omaha Ry.	2	27	421	7,308	423	7,335			649	7,239	657	7,318
7	Chicago, Rock Island & Pacific Ry.	48	661	2,468	43,458	2,516	44,119	8	79			2	20
8	Great Northern Ry.							2	20				
9	Illinois Central R. R.	21	249	2,943	53,329	2,964	53,578	10	96	5,403	57,162	5,413	57,258
10	Minneapolis & St. Louis R. R.	5	58	1,331	24,057	1,336	24,115			55	966	55	966
11	Union Pacific R. R.												
12	Wabash Railway			1,038	18,342	1,038	18,342			238	2,541	238	2,541
	Total	167	2,184	18,851	336,628	19,018	338,812	21	206	11,239	122,715	11,260	122,920

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 12—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Berries, Fresh						Cantaloupes and Melons, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			89	775	89	775			3,965	43,569	3,965	43,569
2	Chicago, Burlington & Quincy R. R.	15	128	123	1,202	138	1,330	9	101	498	5,810	507	5,911
3	Chicago Great Western R. R.			229	2,223	229	2,223	1	12	153	1,824	154	1,836
4	Chicago, Milwaukee & St. Paul Ry.												
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	2	61	404	4,739	406	4,800	3	36	826	9,799	829	9,835
5	Chicago & North Western Ry.	1	25	132	2,625	133	2,650	2	24	2,241	25,548	2,243	25,572
6	Chicago, St. Paul, Minn. & Omaha Ry.			29	255	29	255			86	1,010	86	1,010
7	Chicago, Rock Island & Pacific Ry.	3	26	235	2,047	238	2,073	141	1,699	3,353	48,278	3,494	49,977
8	Great Northern Ry.												
9	Illinois Central R. R.	1	10	28	708	29	718	6	63	433	5,083	439	5,146
10	Minneapolis & St. Louis R. R.			39	397	39	397	3	36	58	757	61	793
11	Union Pacific R. R.												
12	Wabash Railway			59	955	59	955			75	869	75	869
	Total	22	250	1,367	15,926	1,389	16,176	165	1,971	11,688	142,547	11,853	144,518

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 13—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Grapes, Fresh						Peaches, Fresh					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	10	22,248	352,386	22,249	352,396			156	2,012	156	2,012
2	Chicago, Burlington & Quincy R. R.	128	1,433	807	12,391	935	13,824	4	41	411	4,678	415	4,719
3	Chicago Great Western R. R.	14	172	2,464	37,615	2,478	37,787			262	3,006	262	3,006
4	Chicago, Milwaukee & St. Paul Ry.			10	142	10	142			1	27	1	27
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	9	90	8,168	126,862	8,177	126,952			725	9,160	725	9,160
5	Chicago & North Western Ry.	33	382	12,798	201,500	12,831	201,882	4	31	574	7,652	578	7,683
6	Chicago, St. Paul, Minn. & Omaha Ry.			727	11,073	727	11,073			701	8,930	701	8,930
7	Chicago, Rock Island & Pacific Ry.	34	401	1,874	28,405	1,908	28,806	8	77	460	5,214	468	5,291
8	Great Northern Ry.												
9	Illinois Central R. R.	4	35	4,993	81,479	4,997	81,514	2	23	385	4,770	387	4,793
10	Minneapolis & St. Louis R. R.	3	11	49	582	51	593	3	32	75	810	78	842
11	Union Pacific R. R.	20	246			20	246						
12	Wabash Railway	1	13	351	5,583	352	5,596			112	1,255	112	1,255
	Total	246	2,793	54,489	858,018	54,735	860,811	21	204	3,862	47,513	3,883	47,717

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 14—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Watermelons						Fruits, Fresh, Domestic, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			49	567	49	567			837	11,115	837	11,115
2	Chicago, Burlington & Quincy R. R.			292	3,971	292	3,971	22	247	351	4,974	373	5,221
3	Chicago Great Western R. R.			620	8,358	620	8,358	7	71	1,326	17,729	1,333	17,800
4	Chicago, Milwaukee & St. Paul Ry									9	120	9	120
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	4	48	205	2,731	209	2,779	7	112	3,701	50,545	3,708	50,657
5	Chicago & North Western Ry	1	13	88	1,181	89	1,194	63	770	6,397	85,222	6,460	85,992
6	Chicago, St. Paul, Minn. & Omaha Ry			77	1,057	77	1,057	1	6	519	8,207	520	8,213
7	Chicago, Rock Island & Pacific Ry	114	1,354	446	5,929	560	7,283	16	198	1,190	16,386	1,206	16,584
8	Great Northern Ry	1	13			1	13	1	17			1	17
9	Illinois Central R. R.	3	41	64	867	67	908	24	236	3,830	50,676	3,854	50,912
10	Minneapolis & St. Louis R. R.			15	203	15	203	15	153	121	1,730	136	1,883
11	Union Pacific R. R.												
12	Wabash Railway			54	730	54	730			193	2,534	193	2,534
	Total	123	1,469	1,910	25,594	2,033	27,063	156	1,810	18,474	249,238	18,630	251,048

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 15—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Fruits, Fresh Tropical, N. O. S.						Potatoes, Other Than Sweet					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			15	238	15	238	1	18	1,030	16,012	1,031	16,030
2	Chicago, Burlington & Quincy R. R.			28	485	28	485	13	204	2,141	37,977	2,154	38,181
3	Chicago Great Western R. R.			34	475	34	475	16	288	2,552	43,997	2,568	44,285
4	Chicago, Milwaukee & St. Paul Ry					2	51			62	1,127	62	1,127
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	18	1	33	73	1,602	59	990	1,787	31,348	1,846	32,338
5	Chicago & North Western Ry	7	153	66	1,449	88	1,429	57	1,079	7,720	136,807	7,777	137,886
6	Chicago, St. Paul, Minn. & Omaha Ry	1	12	87	1,417	17	382	4	78	866	15,614	870	15,692
7	Chicago, Rock Island & Pacific Ry			17	382	33	432	167	3,013	5,736	101,402	5,893	104,415
8	Great Northern Ry	1	10	32	422			1	18			1	18
9	Illinois Central R. R.							170	3,097	1,731	30,174	1,901	33,271
10	Minneapolis & St. Louis R. R.	3	23	114	1,667	117	1,690	61	1,114	4,964	88,272	5,025	89,386
11	Union Pacific R. R.			15	314	15	314						
12	Wabash Railway			24	377	24	377	4	71	1,462	26,280	1,466	26,351
	Total	15	216	433	7,259	446	7,475	558	9,970	30,041	529,010	30,594	538,980

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 16—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cabbage						Onions					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			194	2,504	194	2,504			595	8,355	595	8,355
2	Chicago, Burlington & Quincy R. R.	2	28	183	2,364	185	2,392	192	2,446	218	3,311	410	5,757
3	Chicago Great Western R. R.	1	14	382	4,890	383	4,904	6	80	308	4,355	314	4,435
4	Chicago, Milwaukee & St. Paul Ry	1	9	55	700	56	709			12	161	12	161
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	190	2,565	838	10,777	1,028	13,342	128	1,645	377	5,170	505	6,815
5	Chicago & North Western Ry	4	76	235	3,035	239	3,111	63	800	993	14,597	1,056	15,397
6	Chicago, St. Paul, Minn. & Omaha Ry	1	13	176	2,577	177	2,590			101	1,450	101	1,450
7	Chicago, Rock Island & Pacific Ry	254	3,377	314	4,035	568	7,412	108	1,413	798	11,136	906	12,549
8	Great Northern Ry							2	33			2	33
9	Illinois Central R. R.	128	1,673	286	3,609	414	5,282	683	8,664	230	3,299	913	11,963
10	Minneapolis & St. Louis R. R.	2	29	161	2,170	163	2,199	17	250	90	1,306	107	1,556
11	Union Pacific R. R.							1	13			1	13
12	Wabash Railway			135	2,822	135	2,822			113	1,650	113	1,650
	Total	583	7,784	2,959	39,483	3,542	47,267	1,200	15,344	3,835	54,790	5,035	70,134

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 17—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Tomatoes						Vegetables, Fresh, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			344	3,671	344	3,671			4,140	46,848	4,140	46,848
2	Chicago, Burlington & Quincy R. R.	1	20	116	1,416	117	1,436	27	321	4,479	55,525	4,506	55,846
3	Chicago Great Western R. R.			130	1,493	130	1,493	11	181	2,068	23,850	2,079	24,031
4	Chicago, Milwaukee & St. Paul Ry			1	18	1	18			141	1,659	141	1,659
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	5	71	328	4,597	333	4,668	23	329	4,272	56,535	4,295	56,864
5	Chicago & North Western Ry	1	12	229	2,502	230	2,514	15	351	7,920	95,100	7,935	95,451
6	Chicago, St. Paul, Minn. & Omaha Ry			35	581	35	581	2	26	368	5,037	370	5,063
7	Chicago, Rock Island & Pacific Ry	117	1,589	1,167	14,462	1,284	16,051	10	148	7,771	92,346	7,781	92,494
8	Great Northern Ry							1	10			1	10
9	Illinois Central R. R.	1	10	247	2,752	248	2,762	56	797	2,767	33,402	2,823	34,199
10	Minneapolis & St. Louis R. R.	1	19	113	1,265	114	1,284	51	967	499	6,598	550	7,565
11	Union Pacific R. R.									706	8,645	706	8,645
12	Wabash Railway			133	1,441	133	1,441						
	Total	126	1,721	2,843	34,198	2,969	35,919	196	3,130	35,131	425,545	35,327	428,675

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 18—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Beans and Peas, Dried						Fruits, Dried or Evaporated					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			170	4,951	170	4,951			800	28,817	800	28,817
2	Chicago, Burlington & Quincy R. R.	7	99	199	5,708	206	5,807	5	43	282	8,836	287	8,879
3	Chicago Great Western R. R.			140	4,994	140	4,994	4	75	383	13,050	387	13,125
4	Chicago, Milwaukee & St. Paul Ry			20	572	20	572			27	935	27	935
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	4	113	1,522	14,899	1,526	15,012	4	66	791	23,457	795	23,523
5	Chicago & North Western Ry	4	92	384	13,471	388	13,563	6	111	758	26,249	764	26,360
6	Chicago, St. Paul, Minn. & Omaha Ry			60	2,187	60	2,187			209	7,019	209	7,019
7	Chicago, Rock Island & Pacific Ry	3	58	242	7,718	245	7,776	3	40	328	10,224	331	10,264
8	Great Northern Ry												
9	Illinois Central R. R.			192	6,067	192	6,067	7	61	557	11,259	564	11,320
10	Minneapolis & St. Louis R. R.			32	934	32	934	3	37	73	2,372	76	2,409
11	Union Pacific R. R.												
12	Wabash Railway			42	1,226	42	1,226			66	1,519	66	1,519
	Total	18	362	3,003	62,727	3,021	63,089	32	433	4,274	133,737	4,306	134,170

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 19—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Vegetables, Dry, N. O. S.						Vegetable—Oil Cake and Meal, Except Cottonseed					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			19	290	19	290			27	746	27	746
2	Chicago, Burlington & Quincy R. R.	2	38	33	535	35	573	71	1,452	431	10,023	502	11,475
3	Chicago Great Western R. R.	2	48	111	1,761	113	1,809	36	781	1,097	25,764	1,133	26,545
4	Chicago, Milwaukee & St. Paul Ry			1	18	1	18						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	25	489	203	3,611	228	4,100	134	3,079	639	14,199	773	17,278
5	Chicago & North Western Ry	9	145	20	343	29	488	76	1,705	456	10,409	532	12,114
6	Chicago, St. Paul, Minn. & Omaha Ry			18	284	18	284	3	56	245	5,266	248	5,322
7	Chicago, Rock Island & Pacific Ry	50	766	216	2,879	266	3,645	626	14,440	1,010	25,161	1,636	39,601
8	Great Northern Ry							1	20			1	20
9	Illinois Central R. R.	5	66	54	838	59	904	21	531	236	5,059	257	5,590
10	Minneapolis & St. Louis R. R.	2	41	16	464	18	505	18	404	549	13,178	567	13,582
11	Union Pacific R. R.												
12	Wabash Railway	1	12	29	449	30	461	4	96	192	4,529	196	4,625
	Total	96	1,605	720	11,472	816	13,077	990	22,564	4,882	114,334	5,872	136,898

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 20—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Peanuts						Flaxseed					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			36	633	36	633						
2	Chicago, Burlington & Quincy R. R.			65	952	65	952			6	131	6	131
3	Chicago Great Western R. R.			64	937	64	937	6	131	27	865	33	996
4	Chicago, Milwaukee & St. Paul Ry.			5	97	5	97						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	20	162	2,672	163	2,692	5	193	20	687	25	880
5	Chicago & North Western Ry.			71	1,076	71	1,076	44	1,636	165	6,727	209	8,363
6	Chicago, St. Paul, Minn. & Omaha Ry.			14	220	14	220	5	145	42	1,513	47	1,658
7	Chicago, Rock Island & Pacific Ry.	1	30	61	892	62	922	49	1,702	231	8,233	280	9,935
8	Great Northern Ry.												
9	Illinois Central R. R.	2	17	52	783	54	800	2	59	4	109	6	168
10	Minneapolis & St. Louis R. R.			70	1,147	70	1,147			6	114	6	114
11	Union Pacific R. R.												
12	Wabash Railway			24	477	24	477			1	20	1	20
	Total	4	67	624	9,886	628	9,953	111	3,866	502	18,399	613	22,265

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 21—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Sugar Beets						Products of Agriculture, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			1	32	1	32	1	20	1,412	21,023	1,413	21,043
2	Chicago, Burlington & Quincy R. R.	1	35	8	183	9	218	549	9,297	1,136	20,338	1,685	29,635
3	Chicago Great Western R. R.	106	3,921	160	6,140	266	10,061	332	6,885	1,525	40,641	1,857	47,526
4	Chicago, Milwaukee & St. Paul Ry.							12	253	112	2,091	124	2,344
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	246	9,069	564	21,206	810	30,275	502	11,855	2,391	51,433	2,893	63,288
5	Chicago & North Western Ry.	251	10,931	825	36,162	1,076	47,093	189	3,446	1,347	26,766	1,536	30,212
6	Chicago, St. Paul, Minn. & Omaha Ry.							9	137	336	6,415	345	6,552
7	Chicago, Rock Island & Pacific Ry.	980	39,390	458	19,222	1,438	58,612	564	12,504	1,968	39,343	2,532	51,847
8	Great Northern Ry.							4	71			4	71
9	Illinois Central R. R.	40	1,617	2	99	42	1,716	44	848	839	13,867	883	14,715
10	Minneapolis & St. Louis R. R.	397	15,335	153	5,853	550	21,188	131	3,110	669	18,198	800	21,308
11	Union Pacific R. R.							3	56			3	56
12	Wabash Railway			2	35	2	35	195	1,972	355	5,732	550	7,704
	Total	2,021	80,298	2,173	88,932	4,194	169,230	2,535	50,454	12,090	245,847	14,625	296,301

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 22—PRODUCTS OF AGRICULTURE—Concluded

Number	Railway Companies	Total Products of Agriculture							
		Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	17	1.6	303	1.4	70,997	1,382,368	71,014	1,382,671
2	Chicago, Burlington & Quincy R. R.	19,340	21.5	684,023	33.9	38,071	951,707	57,411	1,635,730
3	Chicago Great Western R. R.	5,379	13.0	171,316	15.8	46,509	1,115,140	51,888	1,286,456
4	Chicago, Milwaukee & St. Paul Ry.	1,358	25.6	44,023	38.1	2,311	62,711	3,669	106,734
4a	Chicago, Milwaukee, St. Paul and Pac. R. R.	34,866	23.5	1,130,832	29.8	79,243	1,953,782	114,109	3,084,614
5	Chicago & North Western Ry.	44,252	32.5	1,537,253	44.2	69,830	1,459,508	114,082	2,996,761
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,727	25.7	58,200	45.0	13,823	377,172	15,550	435,372
7	Chicago, Rock Island & Pacific Ry.	37,630	22.5	1,189,611	26.8	76,592	1,823,558	114,222	3,013,169
8	Great Northern Ry.	1,539	40.2	54,873	58.1			1,539	54,873
9	Illinois Central R. R.	16,743	24.7	538,895	33.4	38,690	733,165	55,433	1,272,060
10	Minneapolis & St. Louis R. R.	15,016	24.6	511,523	28.2	34,781	919,799	49,797	1,431,322
11	Union Pacific R. R.	1,085	63.2	40,771	79.2			1,085	40,771
12	Wabash Railway	3,948	32.7	133,534	34.4	16,485	451,259	20,433	584,793
	Total	182,900		6,005,157		487,332	11,230,169	670,232	17,325,326
13	Atlantic Northern Ry.			2,850			426		3,276
14	Manchester & Oneida Ry.			92			3,668		3,760
15	Tabor & Northern Ry.			7,760			44		7,804
	Total 13 to 15 inclusive			10,702			4,138		14,840
	Total Tons—Products of Agriculture			6,105,859			11,234,307		17,340,166

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 23—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses, Mules, Ponies and Asses						Cattle and Calves, Single Deck					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	10	120	454	5,402	464	5,522	38	416	5,712	69,632	5,750	70,048
2	Chicago, Burlington & Quincy R. R.	661	7,634	343	4,080	1,004	11,714	8,549	98,281	4,946	59,221	13,495	157,502
3	Chicago Great Western R. R.	86	996	93	1,094	179	2,090	3,325	37,437	3,633	42,563	6,958	80,000
4	Chicago, Milwaukee & St. Paul Ry.	23	288	36	431	59	719	617	7,072	461	5,257	1,078	12,329
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	491	5,690	761	8,863	1,252	14,553	14,691	169,461	15,720	181,394	30,411	350,855
5	Chicago & North Western Ry.	374	4,375	435	5,142	809	9,517	12,300	140,467	9,263	107,394	21,563	247,861
6	Chicago, St. Paul, Minn. & Omaha Ry.	32	356	140	1,572	172	1,928	1,613	19,318	4,915	56,781	6,528	76,099
7	Chicago, Rock Island & Pacific Ry.	538	6,170	321	3,722	859	9,892	12,499	140,831	1,602	88,546	14,101	229,377
8	Great Northern Ry.							440	4,909			440	4,909
9	Illinois Central R. R.	198	2,311	111	1,258	309	3,569	5,420	64,144	1,668	19,773	7,088	83,917
10	Minneapolis & St. Louis R. R.	114	1,370	81	960	195	2,330	2,616	29,310	885	10,710	3,501	40,020
11	Union Pacific R. R.												
12	Wabash Railway	39	458	313	3,854	352	4,312	570	6,638	864	10,372	1,434	17,010
	Total	2,566	29,768	3,088	36,378	5,654	66,146	62,678	718,284	49,669	651,643	112,347	1,369,927

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 24—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Calves, Double Deck						Sheep and Goats, Single Deck					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			2	22	2	22	7	42	224	1,629	231	1,671
2	Chicago, Burlington & Quincy R. R.	1	10	33	278	34	288	946	5,824	108	707	1,054	6,531
3	Chicago Great Western R. R.	8	91	8	91	16	182	224	1,422	130	947	354	2,369
4	Chicago, Milwaukee & St. Paul Ry	2	18			2	18	14	109	31	205	45	314
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	15	174	15	188	30	362	608	4,506	1,018	9,146	1,626	13,652
5	Chicago & North Western Ry	26	321	50	588	76	909	424	2,973	402	3,263	826	6,236
6	Chicago, St. Paul, Minn. & Omaha Ry			61	661	61	661	58	455	191	1,531	249	1,986
7	Chicago, Rock Island & Pacific Ry	8	103	12	130	20	233	905	5,758	306	2,013	1,211	7,771
8	Great Northern Ry							21	118			21	118
9	Illinois Central R. R.	29	369	28	347	57	716	235	1,613	95	800	330	2,413
10	Minneapolis & St. Louis R. R.							204	1,511	103	963	307	2,474
11	Union Pacific R. R.												
12	Wabash Railway			3	18	3	18	75	569	144	1,427	219	1,996
	Total	89	1,086	212	2,323	301	3,409	3,721	24,900	2,752	22,631	6,473	47,531

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 25—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Sheep and Goats, Double Deck						Hogs, Single Deck					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	13	524	6,041	525	6,054	32	300	534	5,127	566	5,427
2	Chicago, Burlington & Quincy R. R.	275	3,008	687	7,719	962	10,727	20,270	172,918	2,248	19,961	22,518	192,879
3	Chicago Great Western R. R.	63	680	270	3,083	333	3,763	5,827	50,001	1,333	11,920	7,160	61,921
4	Chicago, Milwaukee & St. Paul Ry	33	340	42	434	75	774	1,291	11,087	477	4,261	1,768	15,348
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	625	6,831	1,320	14,768	1,945	21,599	21,177	182,860	10,655	93,151	31,832	276,011
5	Chicago & North Western Ry	297	3,217	1,359	15,593	1,656	18,810	22,410	202,546	4,700	41,579	27,110	244,125
6	Chicago, St. Paul, Minn. & Omaha Ry	23	267	191	2,121	214	2,388	1,184	10,887	6,193	56,838	7,377	67,725
7	Chicago, Rock Island & Pacific Ry	265	2,940	537	5,852	802	8,792	24,508	215,318	5,278	47,059	29,786	262,377
8	Great Northern Ry	2	22			2	22	1,042	8,835			1,042	8,835
9	Illinois Central R. R.	126	1,405	123	1,372	249	2,777	10,859	97,187	2,956	26,362	13,815	123,549
10	Minneapolis & St. Louis R. R.			4	22	4	22	9,433	83,728	618	5,456	10,051	89,184
11	Union Pacific R. R.												
12	Wabash Railway	13	129	83	922	96	1,051	1,322	12,023	1,624	13,671	2,946	25,694
	Total	1,723	18,852	5,140	57,927	6,863	76,779	119,355	1,047,690	36,616	325,385	155,971	1,373,075

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 26—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hogs, Double Deck						Fresh Meats, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	2	24	117	1,544	119	1,568	1	15	6,293	75,706	6,294	75,721
2	Chicago, Burlington & Quincy R. R.	2,193	26,620	243	2,854	2,436	29,474	4,489	62,381	792	9,788	5,281	72,169
3	Chicago Great Western R. R.	709	8,217	1,906	23,405	2,615	31,622	473	6,358	8,187	101,735	8,660	108,093
4	Chicago, Milwaukee & St. Paul Ry	147	1,913	130	1,483	277	3,396	457	5,825	403	5,324	860	11,149
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	6,643	75,825	3,737	45,384	10,380	121,209	10,116	126,537	8,969	117,670	19,085	244,207
5	Chicago & North Western Ry	9,593	119,323	594	7,587	10,187	126,910	5,798	71,140	912	11,814	6,710	82,954
6	Chicago, St. Paul, Minn. & Omaha Ry	116	1,543	338	4,009	454	5,552	425	5,489	213	3,038	638	8,527
7	Chicago, Rock Island & Pacific Ry	5,428	66,834	493	6,427	5,921	73,261	1,277	15,087	8,418	98,861	9,695	113,948
8	Great Northern Ry	1	9			1	9	147	1,838			147	1,838
9	Illinois Central R. R.	2,424	29,950	1,771	22,332	4,195	52,282	6,355	82,459	5,315	63,013	11,670	145,472
10	Minneapolis & St. Louis R. R.	9	116	1	12	10	128	1,555	22,216	317	4,329	1,872	26,545
11	Union Pacific R. R.												
12	Wabash Railway	39	369	3,955	48,581	3,994	48,950	170	2,268	1,469	19,201	1,639	21,469
	Total	27,804	330,743	13,285	163,618	40,589	494,361	31,263	401,613	41,288	510,479	72,551	912,092

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 27—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Meats, Cured, Dried or Smoked						Butterine and Margarine					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			776	12,748	776	12,748			17	225	17	225
2	Chicago, Burlington & Quincy R. R.	753	11,857	111	1,796	864	13,653	6	122	68	629	74	751
3	Chicago Great Western R. R.	347	5,085	1,521	23,902	1,868	28,987			56	625	56	625
4	Chicago, Milwaukee & St. Paul Ry	2	26	14	218	16	244						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	669	9,660	623	10,449	1,292	20,109	12	238	27	390	39	628
5	Chicago & North Western Ry	819	13,380	168	3,636	987	17,016	9	156	42	519	51	675
6	Chicago, St. Paul, Minn. & Omaha Ry	229	3,600	83	1,315	312	4,915	1	16	1	12	2	28
7	Chicago, Rock Island & Pacific Ry	1,261	21,054	1,440	22,958	2,701	44,012	17	199	29	295	46	494
8	Great Northern Ry	5	67			5	67						
9	Illinois Central R. R.	1,694	22,718	371	5,627	2,065	28,345	36	579	22	348	58	927
10	Minneapolis & St. Louis R. R.	103	1,611	61	1,006	164	2,617			2	23	2	23
11	Union Pacific R. R.												
12	Wabash Railway	192	2,751	1,129	17,994	1,321	20,745	1	9	17	238	18	247
	Total	6,074	91,809	6,297	101,649	12,371	193,458	82	1,319	281	3,304	363	4,623

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 28—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Packing House Products, Edible, N. O. S., Not Including Canned Meats						Poultry, Live					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			626	12,415	626	12,415			1,103	10,146	11,03	10,146
2	Chicago, Burlington & Quincy R. R.	942	14,823	397	6,073	1,339	20,896	322	3,151	58	572	380	3,723
3	Chicago Great Western R. R.	469	8,471	2,796	52,066	3,265	60,537	135	1,529	113	1,068	248	2,597
4	Chicago, Milwaukee & St. Paul Ry	56	1,136	197	3,525	253	4,661	21	238	28	332	49	570
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1,239	19,524	3,703	67,709	4,942	87,233	267	2,886	789	8,705	1,056	11,591
5	Chicago & North Western Ry	780	14,713	183	3,138	963	17,851	195	1,971	256	2,545	451	4,516
6	Chicago, St. Paul, Minn. & Omaha Ry	77	1,096	65	1,146	142	2,242	11	114	19	180	30	294
7	Chicago, Rock Island & Pacific Ry	1,775	34,284	1,459	27,947	3,234	62,231	263	2,604	609	5,752	872	8,356
8	Great Northern Ry	11	174			11	174						
9	Illinois Central R. R.	2,250	41,743	776	15,786	3,026	57,529	83	884	87	886	170	1,770
10	Minneapolis & St. Louis R. R.	1,218	24,802	136	1,689	1,354	26,491	99	999	21	237	120	1,236
11	Union Pacific R. R.	11	205			11	205						
12	Wabash Railway	190	3,332	1,457	25,175	1,647	28,507	75	711	21	189	96	900
	Total	9,018	164,303	11,795	216,669	20,813	380,972	1,471	15,087	3,104	30,612	4,575	45,699

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 29—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry, Dressed						Eggs					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	11	1,220	14,606	1,221	14,617	1	10	2,588	29,132	2,589	29,142
2	Chicago, Burlington & Quincy R. R.	969	11,233	45	561	1,014	11,794	1,560	17,391	265	3,138	1,825	20,529
3	Chicago Great Western R. R.	103	1,320	154	1,869	257	3,189	502	5,717	944	11,340	1,446	17,057
4	Chicago, Milwaukee & St. Paul Ry			4	47	4	47	5	59	58	761	63	820
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	319	3,665	504	6,118	823	9,783	1,040	11,391	2,806	33,532	3,846	44,923
5	Chicago & North Western Ry	860	10,701	584	7,243	1,444	17,944	1,751	20,219	1,741	22,534	3,492	42,753
6	Chicago, St. Paul, Minn. & Omaha Ry	7	82	32	343	39	425	18	211	81	839	99	1,050
7	Chicago, Rock Island & Pacific Ry	886	10,274	1,715	20,052	2,601	30,326	1,591	17,560	1,959	21,426	3,550	38,986
8	Great Northern Ry							36	400			36	400
9	Illinois Central R. R.	384	4,583	183	2,334	567	6,917	832	9,439	527	6,508	1,359	15,947
10	Minneapolis & St. Louis R. R.	257	3,079	114	1,457	371	4,536	451	5,146	105	1,225	556	6,371
11	Union Pacific R. R.												
12	Wabash Railway	5	53	9	109	14	162	127	1,528	64	775	191	2,303
	Total	3,791	45,001	4,564	54,739	8,355	99,740	7,914	89,071	11,138	131,210	19,052	220,281

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 30—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter						Cheese					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	223	2,936	474	5,400	697	8,336			180	2,590	180	2,590
2	Chicago, Burlington & Quincy R. R.	561	6,532	96	1,174	657	7,706	8	111	75	904	83	1,015
3	Chicago Great Western R. R.	408	5,303	664	8,082	1,072	13,385	7	98	310	3,915	317	4,008
4	Chicago, Milwaukee & St. Paul Ry	41	524	38	468	79	992			15	185	15	185
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1,392	17,053	1,743	21,433	3,135	38,486	8	136	514	6,884	522	7,020
5	Chicago & North Western Ry	1,219	14,969	129	1,618	1,348	16,587	11	127	372	4,992	383	5,119
6	Chicago, St. Paul, Minn. & Omaha Ry	71	846	23	306	94	1,152			47	546	47	546
7	Chicago, Rock Island & Pacific Ry	1,211	14,685	1,426	16,692	2,637	31,377			170	2,249	170	2,249
8	Great Northern Ry	65	958			65	958						
9	Illinois Central R. R.	646	8,426	266	3,244	912	11,670	12	185	39	536	51	721
10	Minneapolis & St. Louis R. R.	180	2,539	497	7,377	677	9,916			2	17	2	17
11	Union Pacific R. R.												
12	Wabash Railway	1	13	11	126	12	139			2	39	2	39
	Total	6,018	74,784	5,367	65,920	11,385	140,704	46	652	1,726	22,857	1,772	23,509

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 31—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Wool						Hides, Green					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			235	3,839	235	3,839			318	6,841	318	6,841
2	Chicago, Burlington & Quincy R. R.	102	1,298	63	1,030	165	2,328	187	4,404	80	1,788	267	6,192
3	Chicago Great Western R. R.	21	261	98	1,561	119	1,822	17	379	850	19,803	867	20,182
4	Chicago, Milwaukee & St. Paul Ry			6	231	6	231	15	351	35	789	50	1,140
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	53	668	458	8,193	511	8,861	374	8,467	795	18,410	1,169	26,877
5	Chicago & North Western Ry	35	504	750	13,282	785	13,786	186	4,515	219	5,403	405	9,918
6	Chicago, St. Paul, Minn. & Omaha Ry	4	48	8	119	12	167	7	166	19	440	26	606
7	Chicago, Rock Island & Pacific Ry	54	662	164	2,677	218	3,339	135	2,790	615	14,910	750	17,700
8	Great Northern Ry							7	178			7	178
9	Illinois Central R. R.	7	88	170	3,244	177	3,332	329	7,583	142	3,223	471	10,806
10	Minneapolis & St. Louis R. R.	2	27	3	83	5	110	8	110	7	164	15	274
11	Union Pacific R. R.												
12	Wabash Railway	8	101	51	768	59	869			251	6,324	251	6,324
	Total	286	3,657	2,006	35,027	2,292	38,684	1,265	28,943	3,331	78,095	4,596	107,038

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 32—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Leather						Fish or Sea-Animal Oil					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry									66	1,996	66	1,996
2	Chicago, Burlington & Quincy R. R.	1	16	3	40	4	56			1	31	1	31
3	Chicago Great Western R. R.	13	210	122	1,888	135	2,098	2	53	102	3,121	104	3,174
4	Chicago, Milwaukee & St. Paul Ry			3	64	3	64						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	5	100	60	1,022	65	1,122			52	1,539	52	1,539
5	Chicago & North Western Ry			5	99	5	99	9	120	66	1,929	75	2,049
6	Chicago, St. Paul, Minn. & Omaha Ry			1	15	1	15	1	19	13	234	14	253
7	Chicago, Rock Island & Pacific Ry	9	171	14	249	23	420	2	45	44	1,338	46	1,383
8	Great Northern Ry												
9	Illinois Central R. R.	2	30	8	129	10	159	2	32	52	1,576	54	1,608
10	Minneapolis & St. Louis R. R.			2	27	2	27	2	38	33	927	35	965
11	Union Pacific R. R.												
12	Wabash Railway			3	45	3	45			4	75	4	75
	Total	30	527	221	3,578	251	4,105	18	307	433	12,766	451	13,073

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 33—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Animals, Live, N. O. S.						Animal Products, N. O. S. (Other Than Fertilizer and Fertilizer Materials)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			5	76	5	76			288	6,328	288	6,328
2	Chicago, Burlington & Quincy R. R.	2	21	4	82	6	103	397	7,489	527	10,861	924	18,350
3	Chicago Great Western R. R.							184	3,526	888	18,773	1,072	22,299
4	Chicago, Milwaukee & St. Paul Ry							12	262	57	1,461	69	1,723
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	19	10	195	11	214	382	8,380	1,129	25,374	1,511	33,754
5	Chicago & North Western Ry			1	22	1	22	503	9,949	927	15,933	1,430	25,882
6	Chicago, St. Paul, Minn. & Omaha Ry			2	22	2	22	17	265	42	734	59	999
7	Chicago, Rock Island & Pacific Ry			2	43	2	43	347	6,408	827	17,684	1,174	24,092
8	Great Northern Ry							11	181			11	181
9	Illinois Central R. R.			4	88	4	88	355	7,079	314	6,457	669	13,536
10	Minneapolis & St. Louis R. R.			2	32	2	32	76	911	144	3,575	220	4,486
11	Union Pacific R. R.							3	53			3	53
12	Wabash Railway			2	31	2	31	11	256	185	3,978	196	4,234
	Total	3	40	32	591	35	631	2,298	44,759	5,328	111,158	7,626	155,917

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 34—ANIMALS AND PRODUCTS—Concluded

Number	Railway Companies	Total Animals and Products							
		Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	316	30.2	3,887	17.6	21,756	271,445	22,072	275,332
2	Chicago, Burlington & Quincy R. R.	43,194	48.0	455,124	22.6	11,193	133,287	54,387	588,411
3	Chicago Great Western R. R.	12,923	31.3	137,149	12.6	24,178	332,851	37,101	470,000
4	Chicago, Milwaukee & St. Paul Ry.	2,736	51.6	29,248	25.3	2,035	25,476	4,771	54,724
4a	Chicago, Milwaukee, St. Paul and Pac. R. R.	60,127	40.46	654,071	17.2	55,408	680,517	115,535	1,334,588
5	Chicago & North Western Ry.	57,599	42.3	635,686	18.3	23,158	275,853	80,757	911,539
6	Chicago, St. Paul, Minn. & Omaha Ry.	3,894	57.9	44,778	34.6	12,678	132,802	16,572	177,580
7	Chicago, Rock Island & Pacific Ry.	52,979	31.6	563,777	12.7	27,440	406,882	80,419	970,659
8	Great Northern Ry.	1,788	46.7	17,689	18.7	.....	.....	1,788	17,689
9	Illinois Central R. R.	32,278	47.5	382,807	23.7	15,028	185,243	47,306	568,050
10	Minneapolis & St. Louis R. R.	16,327	26.7	177,513	9.8	3,138	40,291	19,465	217,804
11	Union Pacific R. R.	14	.8	258	.5	.....	.....	14	258
12	Wabash Railway	2,838	23.5	31,208	8.0	11,661	153,912	14,499	185,120
	Total	287,013	.....	3,133,195	.....	207,673	2,638,559	494,686	5,771,754
13	Atlantic Northern Ry.	.....	.....	5,642	.....	.....	412	.....	6,054
14	Manchester & Oneida Ry.	.....	.....	1,939	.....	.....	89	.....	2,028
15	Tabor & Northern Ry.	.....	.....	1,819	.....	.....	283	.....	2,102
	Total 13 to 15 inclusive	.....	.....	9,400	.....	.....	784	.....	10,184
	Total Tons—Animals and Products	.....	.....	3,142,595	.....	.....	2,639,343	.....	5,781,938

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 35—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	.....	.....	11	359	11	359	3	149	1,212	60,199	1,215	60,348
2	Chicago, Burlington & Quincy R. R.	1	13	259	9,058	260	9,071	3,751	162,417	27,074	1,292,770	30,825	1,455,187
3	Chicago Great Western R. R.	.....	.....	317	11,432	317	11,432	1,649	69,613	18,140	876,741	19,789	946,354
4	Chicago, Milwaukee & St. Paul Ry.	1	38	29	837	30	875	583	26,161	1,391	65,554	1,974	91,715
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	.....	.....	637	21,411	637	21,411	9,596	419,910	30,663	1,471,501	40,258	1,891,411
5	Chicago & North Western Ry.	.....	14	690	22,481	690	22,495	2,741	131,570	20,978	997,061	23,719	1,128,631
6	Chicago, St. Paul, Minn. & Omaha Ry.	1	32	432	13,490	433	13,522	5	151	2,342	98,700	2,347	98,851
7	Chicago, Rock Island & Pacific Ry.	14	517	462	15,123	476	15,640	5,368	238,981	36,537	1,752,261	41,906	1,991,242
8	Great Northern Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Illinois Central R. R.	.....	.....	135	4,454	135	4,454	80	3,658	18,155	900,500	18,235	904,158
10	Minneapolis & St. Louis R. R.	.....	.....	87	2,925	87	2,925	775	33,936	13,917	668,544	14,692	702,480
11	Union Pacific R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Wabash Railway	.....	.....	67	2,340	67	2,340	3,811	183,116	2,165	99,252	5,976	282,368
	Total	17	614	3,126	103,910	3,143	104,524	28,361	1,269,662	172,574	8,283,073	200,935	9,552,735

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 36—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			104	2,982	104	2,982			1	33	1	33
2	Chicago, Burlington & Quincy R. R.	2	72	1,586	46,860	1,588	46,932			3	138	3	138
3	Chicago Great Western R. R.	4	83	809	23,320	813	23,403						
4	Chicago, Milwaukee & St. Paul Ry			90	2,670	90	2,670						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	6	172	3,145	92,989	3,151	93,161	1	35	7	211	8	246
5	Chicago & North Western Ry	7	202	1,021	29,526	1,028	29,728			3	79	3	79
6	Chicago, St. Paul, Minn. & Omaha Ry			152	4,520	152	4,520						
7	Chicago, Rock Island & Pacific Ry	17	396	1,018	28,331	1,035	28,727			6	197	6	197
8	Great Northern Ry												
9	Illinois Central R. R.	4	65	962	27,761	966	27,826	3	48			3	48
10	Minneapolis & St. Louis R. R.			706	20,646	706	20,646						
11	Union Pacific R. R.												
12	Wabash Railway			808	21,929	808	21,929						
	Total	40	990	10,401	301,534	10,441	302,524	4	83	20	658	24	741

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 37—PRODUCTS OF MINES—Continued

Number	Railway Companies	Copper Ore and Concentrates						Lead Ore and Concentrates					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			6	282	6	282			1	26	1	26
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.												
4	Chicago, Milwaukee & St. Paul Ry												
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	57	16	894	17	951			2	64	2	64
5	Chicago & North Western Ry			1	45	1	45						
6	Chicago, St. Paul, Minn. & Omaha Ry												
7	Chicago, Rock Island & Pacific Ry			15	667	15	667			5	173	5	173
8	Great Northern Ry												
9	Illinois Central R. R.	1	25	3	178	4	203			1	12	1	12
10	Minneapolis & St. Louis R. R.									1	45	1	45
11	Union Pacific R. R.												
12	Wabash Railway			1	48	1	48			4	192	4	192
	Total	2	82	42	2,114	44	2,196			14	512	14	512

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 38—PRODUCTS OF MINES—Continued

Number	Railway Companies	Zinc Ore and Concentrates						Ores and Concentrates, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,235	58,758	1,235	58,758			44	1,907	44	1,907
2	Chicago, Burlington & Quincy R. R.									5	160	5	160
3	Chicago Great Western R. R.			2	120	2	120			48	2,104	48	2,104
4	Chicago, Milwaukee & St. Paul Ry									3	133	3	133
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	5	61	84	4,269	89	4,330	3	113	121	6,255	124	6,368
5	Chicago & North Western Ry									48	2,049	48	2,049
6	Chicago, St. Paul, Minn. & Omaha Ry												
7	Chicago, Rock Island & Pacific Ry			1,018	48,719	1,018	48,719			18	808	18	808
8	Great Northern Ry												
9	Illinois Central R. R.	3	126	2	57	5	183			68	2,913	68	2,913
10	Minneapolis & St. Louis R. R.			1	43	1	43			4	86	4	86
11	Union Pacific R. R.												
12	Wabash Railway			1	42	1	42						
	Total	8	187	2,343	112,008	2,351	112,195	3	113	359	16,415	362	16,528

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 39—PRODUCTS OF MINES—Continued

Number	Railway Companies	Gravel and Sand (Other Than Glass or Moulding)						Stone, Broken, Ground or Crushed					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	32	1,735	184	9,951	216	11,686			92	5,065	92	5,065
2	Chicago, Burlington & Quincy R. R.	4,868	256,474	12,894	710,762	17,762	967,236	827	43,670	2,251	134,669	3,078	178,339
3	Chicago Great Western R. R.	4,422	233,548	1,129	58,818	5,551	292,366	894	43,609	235	9,943	1,129	53,552
4	Chicago, Milwaukee & St. Paul Ry	20	966	7	238	27	1,204	1	73	9	416	10	489
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	9,909	533,147	3,587	186,363	13,496	719,510	3,750	194,009	1,474	77,042	5,224	271,132
5	Chicago & North Western Ry	7,683	423,019	2,156	114,702	9,839	537,721	1,789	101,457	1,732	89,545	3,521	191,002
6	Chicago, St. Paul, Minn. & Omaha Ry	8	173	953	50,964	961	51,137	1	57	81	4,173	82	4,230
7	Chicago, Rock Island & Pacific Ry	15,892	800,458	2,439	59,570	18,331	860,028	5,441	279,109	2,219	112,613	7,660	391,722
8	Great Northern Ry	278	16,285			278	16,285	1	55			1	55
9	Illinois Central R. R.	5,989	324,000	840	41,488	6,829	365,488	1,532	84,561	316	16,436	1,848	100,997
10	Minneapolis & St. Louis R. R.	8,156	403,309	534	27,692	8,690	431,001	5,965	264,120	1,054	60,249	7,019	324,369
11	Union Pacific R. R.												
12	Wabash Railway	327	17,002	1,109	64,424	1,436	81,426	1	51	150	5,836	151	5,887
	Total	57,584	3,010,116	25,832	1,324,972	83,416	4,335,088	20,202	1,010,852	9,613	515,987	29,815	1,526,839

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 40—PRODUCTS OF MINES—Continued

Number	Railway Companies	Stone, Rough, N. O. S.						Stone, Finished, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			83	3,081	83	3,081			59	2,013	59	2,013
2	Chicago, Burlington & Quincy R. R.	8	334	223	7,360	231	7,694	10	215	105	2,924	115	3,139
3	Chicago Great Western R. R.	15	683	119	4,996	132	5,679	11	266	121	3,617	132	3,883
4	Chicago, Milwaukee & St. Paul Ry	3	101	20	861	23	962			3	98	3	98
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	556	28,038	899	38,120	1,455	66,158	23	744	215	8,330	238	9,074
5	Chicago & North Western Ry	29	1,108	166	7,330	195	8,438	9	231	103	3,104	112	3,335
6	Chicago, St. Paul, Minn. & Omaha Ry			39	1,191	39	1,191	5	146	44	1,261	49	1,407
7	Chicago, Rock Island & Pacific Ry	31	1,227	204	7,995	235	9,222	93	3,508	213	6,885	306	10,393
8	Great Northern Ry												
9	Illinois Central R. R.	112	5,720	125	4,611	237	10,331	18	769	30	836	48	1,605
10	Minneapolis & St. Louis R. R.	84	4,508	163	6,788	247	11,296	1	21	54	1,595	55	1,616
11	Union Pacific R. R.												
12	Wabash Railway			25	868	25	868			31	948	31	948
	Total	836	41,719	2,066	83,201	2,902	124,920	170	5,900	978	31,611	1,148	37,511

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 41—PRODUCTS OF MINES—Continued

Number	Railway Companies	Petroleum, Crude						Asphalt (Natural, By-Product, or Petroleum)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,252	40,888	1,252	40,888			107	3,343	107	3,343
2	Chicago, Burlington & Quincy R. R.	1	31	51	1,615	52	1,646	2	27	239	8,909	241	8,936
3	Chicago Great Western R. R.	10	135	245	7,734	255	7,869			572	20,462	572	20,462
4	Chicago, Milwaukee & St. Paul Ry	1	22	34	957	35	979			14	512	14	512
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	16	305	595	17,730	611	18,035	5	123	393	13,817	398	13,940
5	Chicago & North Western Ry	1	26	49	1,562	50	1,588			166	5,264	166	5,264
6	Chicago, St. Paul, Minn. & Omaha Ry			12	428	12	428			95	3,768	95	3,768
7	Chicago, Rock Island & Pacific Ry	1	30	10,189	367,839	10,190	367,869	7	218	384	12,496	391	12,714
8	Great Northern Ry												
9	Illinois Central R. R.	3	43	13	371	16	414	2	21	256	9,305	258	9,326
10	Minneapolis & St. Louis R. R.			49	1,720	49	1,720			49	1,725	49	1,725
11	Union Pacific R. R.												
12	Wabash Railway			1	37	1	37			39	1,178	39	1,178
	Total	33	592	12,490	440,881	12,523	441,473	16	389	2,314	80,779	2,330	81,168

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 42—PRODUCTS OF MINES—Continued

Number	Railway Companies	Salt						Phosphate Rock, Crude (Ground or Not Ground)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			453	12,429	453	12,429			7	284	7	284
2	Chicago, Burlington & Quincy R. R.	16	359	1,279	34,960	1,295	35,319			28	962	28	962
3	Chicago Great Western R. R.			1,072	34,028	1,072	34,028	2	87	3	91	5	178
4	Chicago, Milwaukee & St. Paul Ry	1	18	71	1,851	72	1,869						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	17	240	2,170	60,869	2,187	61,109	1	33	6	200	7	233
5	Chicago & North Western Ry	29	785	790	20,127	819	20,912			17	583	17	583
6	Chicago, St. Paul, Minn. & Omaha Ry			929	31,811	929	31,811			1	39	1	39
7	Chicago, Rock Island & Pacific Ry	27	671	2,842	88,177	2,869	88,848			31	1,030	31	1,030
8	Great Northern Ry												
9	Illinois Central R. R.	4	84	991	27,820	995	27,904	6	269	78	2,204	84	2,473
10	Minneapolis & St. Louis R. R.	3	71	697	21,385	700	21,456						
11	Union Pacific R. R.												
12	Wabash Railway	10	275	147	3,753	157	4,028			2	60	2	60
	Total	107	2,503	11,441	337,210	11,548	339,713	9	409	173	5,453	182	5,862

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 43—PRODUCTS OF MINES—Continued

Number	Railway Companies	Sulphur (Brimstone)						Products of Mines, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			2,325	98,968	2,325	98,968			394	15,848	394	15,848
2	Chicago, Burlington & Quincy R. R.			48	1,739	48	1,739	93	4,240	588	26,907	681	31,147
3	Chicago Great Western R. R.			52	2,084	52	2,084	407	21,174	145	5,582	552	26,756
4	Chicago, Milwaukee & St. Paul Ry			16	597	16	597			16	400	16	400
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			445	18,985	445	18,985	40	2,025	547	20,242	587	22,267
5	Chicago & North Western Ry	4	254	8	271	12	525	1,374	82,198	456	16,037	1,830	98,235
6	Chicago, St. Paul, Minn. & Omaha Ry			5	242	5	242			10	360	10	360
7	Chicago, Rock Island & Pacific Ry			729	30,741	729	30,741	15,235	493,504	2,759	126,225	17,994	619,729
8	Great Northern Ry												
9	Illinois Central R. R.			13	447	13	447	891	40,372	346	13,900	1,237	54,272
10	Minneapolis & St. Louis R. R.			8	376	8	376	257	14,898	522	23,126	779	38,024
11	Union Pacific R. R.												
12	Wabash Railway			10	221	10	221	12	596	140	4,839	152	5,435
	Total	4	254	3,659	154,671	3,663	154,925	18,309	659,007	5,923	253,466	24,232	912,473

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 44—PRODUCTS OF MINES—Concluded

Number	Railway Companies	Total Products of Mines							
		Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	35	3.3	1,884	8.5	7,570	316,416	7,605	318,300
2	Chicago, Burlington & Quincy R. R.	9,579	10.7	467,852	23.2	46,633	2,279,793	56,212	2,747,645
3	Chicago Great Western R. R.	7,412	18.0	369,198	34.0	23,009	1,061,072	30,421	1,430,270
4	Chicago, Milwaukee & St. Paul Ry	610	11.5	27,379	23.7	1,703	75,124	2,313	102,503
4a	Chicago, Milwaukee, St. Paul and Pac. R. R.	23,928	16.1	1,179,113	31.1	45,006	2,039,292	68,934	3,218,405
5	Chicago & North Western Ry	13,666	10.0	740,864	21.3	28,384	1,309,756	42,050	2,050,620
6	Chicago, St. Paul, Minn. & Omaha Ry	20	.3	559	4.3	5,095	210,947	5,115	211,506
7	Chicago, Rock Island & Pacific Ry	42,126	25.2	1,818,619	40.9	61,088	2,659,850	103,214	4,478,469
8	Great Northern Ry	279	7.3	16,340	17.3			279	16,340
9	Illinois Central R. R.	8,648	12.7	459,761	28.5	22,334	1,053,293	30,982	1,513,054
10	Minneapolis & St. Louis R. R.	15,241	24.9	720,863	39.7	17,846	836,945	33,087	1,557,808
11	Union Pacific R. R.								
12	Wabash Railway	4,161	34.5	201,040	51.7	4,700	205,967	8,861	407,007
	Total	125,705		6,003,472		263,368	12,048,455	389,073	18,051,927
13	Atlantic Northern Ry						10,063		10,063
14	Manchester & Oneida Ry			52			31,755		31,807
15	Tabor & Northern Ry						3,752		3,752
	Total 13 to 15 inclusive			52			45,570		45,622
	Total Tons—Products of Mines			6,003,524			12,094,025		18,097,549

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 45—PRODUCTS OF FORESTS

Number	Railway Companies	Logs						Post, Poles and Piling					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			66	1,699	66	1,699			80	1,936	80	1,936
2	Chicago, Burlington & Quincy R. R.	435	10,999	555	13,392	990	24,391	85	1,622	923	21,699	1,008	23,321
3	Chicago Great Western R. R.	73	1,880	218	5,111	291	6,991	15	317	834	19,619	849	19,936
4	Chicago, Milwaukee & St. Paul Ry	19	435	4	103	23	538	2	28	37	855	39	883
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	225	5,325	147	4,350	372	9,675	58	983	1,603	39,224	1,661	40,207
5	Chicago & North Western Ry	178	4,537	159	3,680	337	8,217	60	1,226	1,313	30,421	1,373	31,647
6	Chicago, St. Paul, Minn. & Omaha Ry			120	2,672	120	2,672	2	32	660	14,398	662	14,430
7	Chicago, Rock Island & Pacific Ry	389	9,455	225	5,387	614	14,842	225	7,112	1,831	39,500	2,056	46,612
8	Great Northern Ry												
9	Illinois Central R. R.	24	526	70	2,620	94	3,146	38	627	898	20,934	936	21,561
10	Minneapolis & St. Louis R. R.	48	1,077	4	84	52	1,161	32	645	1,072	27,412	1,104	28,057
11	Union Pacific R. R.							1	20			1	20
12	Wabash Railway	23	646	88	2,003	111	2,649	33	1,153	229	5,932	262	7,085
	Total	1,414	34,880	1,656	41,101	3,070	75,981	551	13,765	9,480	221,930	10,031	235,695

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 46—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Wood (Fuel)						Ties, Railroad					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry									8	230	8	230
2	Chicago, Burlington & Quincy R. R.	10	277	22	705	32	982	39	1,004	41	1,163	80	2,167
3	Chicago Great Western R. R.	7	168	14	300	21	468	4	149	159	4,556	163	4,705
4	Chicago, Milwaukee & St. Paul Ry	3	112	3	83	6	195	1	29	4	150	5	179
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	34	1,002	59	1,426	93	2,428	60	1,599	126	3,996	186	5,595
5	Chicago & North Western Ry	9	231	36	762	45	993	14	445	135	3,643	149	4,088
6	Chicago, St. Paul, Minn. & Omaha Ry			22	429	22	429			7	145	7	145
7	Chicago, Rock Island & Pacific Ry	27	878	36	766	63	1,644	27	749	82	2,365	109	3,114
8	Great Northern Ry												
9	Illinois Central R. R.												
10	Minneapolis & St. Louis R. R.	27	872	15	365	42	1,237	2	59	32	1,012	34	1,071
11	Union Pacific R. R.	2	59	1	19	3	78	2	56	38	1,031	40	1,087
12	Wabash Railway			14	384	14	384	1	17	134	4,065	135	4,082
	Total	119	3,599	222	5,239	341	8,838	150	4,107	766	22,356	916	26,463

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 47—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp, Wood						Lumber, Shingles and Lath					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry							1	15	12,053	308,110	12,054	308,125
2	Chicago, Burlington & Quincy R. R.	3	70	7	166	10	236	341	8,089	7,707	207,946	8,048	216,035
3	Chicago Great Western R. R.			65	1,754	65	1,754	178	4,908	12,862	319,719	13,040	324,627
4	Chicago, Milwaukee & St. Paul Ry			2	48	2	48	6	114	825	20,975	831	21,089
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	13	395	82	2,502	95	2,897	254	5,662	31,509	798,562	31,763	804,224
5	Chicago & North Western Ry	15	419	29	782	44	1,201	184	4,489	16,344	420,684	16,528	425,173
6	Chicago, St. Paul, Minn. & Omaha Ry			27	730	27	730	11	219	3,517	91,109	3,528	91,328
7	Chicago, Rock Island & Pacific Ry			7	268	7	268	251	5,696	16,306	423,150	16,557	428,846
8	Great Northern Ry							4	79			4	79
9	Illinois Central R. R.							99	2,137	10,364	271,905	10,463	274,042
10	Minneapolis & St. Louis R. R.			6	161	6	161	41	874	6,007	146,700	6,048	147,574
11	Union Pacific R. R.							5	117			5	117
12	Wabash Railway							94	2,800	2,503	63,609	2,597	66,409
	Total	31	884	225	6,411	256	7,295	1,469	35,199	119,997	3,072,469	121,466	3,107,668

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 48—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Box, Crate, and Cooperage Materials						Veneer and Builtup Wood					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			155	3,931	155	3,931			20	565	20	565
2	Chicago, Burlington & Quincy R. R.	69	825	816	16,861	885	17,686	33	656	55	1,247	88	1,903
3	Chicago Great Western R. R.	11	193	581	13,916	592	14,109	23	499	52	1,154	75	1,653
4	Chicago, Milwaukee & St. Paul Ry			28	647	28	647			3	56	3	56
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	46	919	795	18,319	841	19,238	7	143	102	2,214	109	2,357
5	Chicago & North Western Ry	11	184	783	17,971	794	18,155	2	42	186	5,248	188	5,290
6	Chicago, St. Paul, Minn. & Omaha Ry	3	21	204	2,584	207	2,605						
7	Chicago, Rock Island & Pacific Ry	18	267	694	16,552	712	16,819	6	96	60	1,515	66	1,610
8	Great Northern Ry	2	27			2	27						
9	Illinois Central R. R.	13	223	1,346	29,446	1,359	29,669	7	132	58	841	65	973
10	Minneapolis & St. Louis R. R.			463	9,431	463	9,431			13	348	13	348
11	Union Pacific R. R.												
12	Wabash Railway	2	53	454	9,812	456	9,865	1	18	23	515	24	533
	Total	175	2,712	6,319	139,470	6,494	142,182	79	1,585	572	13,703	651	15,288

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 49—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Rosin						Turpentine					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			19	497	19	497			6	159	6	159
2	Chicago, Burlington & Quincy R. R.			4	76	4	76			15	370	15	370
3	Chicago Great Western R. R.			6	165	6	165			2	40	2	40
4	Chicago, Milwaukee & St. Paul Ry												
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			27	643	27	643			9	230	9	230
5	Chicago & North Western Ry			3	54	3	54			3	59	3	59
6	Chicago, St. Paul, Minn. & Omaha Ry			19	274	19	274						
7	Chicago, Rock Island & Pacific Ry	2	25	13	308	15	333	1	16	27	753	28	769
8	Great Northern Ry												
9	Illinois Central R. R.			12	280	12	280			7	158	7	158
10	Minneapolis & St. Louis R. R.									1	29	1	29
11	Union Pacific R. R.												
12	Wabash Railway			2	49	2	49			3	87	3	87
	Total	2	25	105	2,346	107	2,371	1	16	73	1,885	74	1,901

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 50—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Crude Rubber (Not Reclaimed)						Products of Forests, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			12	338	12	338			75	1,314	75	1,314
2	Chicago, Burlington & Quincy R. R.			1	15	1	15	60	1,157	116	1,892	176	3,049
3	Chicago Great Western R. R.			11	231	11	231	18	407	178	4,038	196	4,445
4	Chicago, Milwaukee & St. Paul Ry			2	31	2	31			14	282	14	282
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			28	596	28	596	49	1,122	306	5,331	355	6,453
5	Chicago & North Western Ry	3	48	8	208	11	256	20	434	279	4,575	299	5,009
6	Chicago, St. Paul, Minn. & Omaha Ry									150	2,391	150	2,391
7	Chicago, Rock Island & Pacific Ry			6	171	6	171	64	1,353	215	3,541	279	4,894
8	Great Northern Ry												
9	Illinois Central R. R.			1	21	1	21	5	116	120	2,202	125	2,318
10	Minneapolis & St. Louis R. R.							5	66	62	1,038	67	1,104
11	Union Pacific R. R.												
12	Wabash Railway			8	159	8	159	3	65	117	3,083	120	3,148
	Total	3	48	77	1,770	80	1,818	224	4,720	1,632	29,687	1,856	34,407

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 51—PRODUCTS OF FORESTS—Concluded

Number	Railway Companies	Total Products of Forests							
		Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	.1	15	.1	12,494	318,779	12,495	318,794
2	Chicago, Burlington & Quincy R. R.	1,075	1.2	24,699	1.2	10,262	265,532	11,337	290,231
3	Chicago Great Western R. R.	329	.8	8,521	.8	14,982	370,603	15,311	379,124
4	Chicago, Milwaukee & St. Paul Ry	31	.6	718	.6	922	23,230	953	23,948
4a	Chicago, Milwaukee, St. Paul and Pac. R. R.	746	.5	17,150	.4	34,793	877,393	35,539	894,543
5	Chicago & North Western Ry	496	.4	12,055	.3	19,278	488,087	19,774	500,142
6	Chicago, St. Paul, Minn. & Omaha Ry	16	.2	272	.2	4,726	114,732	4,742	115,004
7	Chicago, Rock Island & Pacific Ry	1,010	.6	25,646	.6	19,502	494,276	20,512	519,922
8	Great Northern Ry	6	.2	106	.1			6	106
9	Illinois Central R. R.	215	.3	4,692	.3	12,923	329,784	13,138	334,476
10	Minneapolis & St. Louis R. R.	130	.2	2,777	.2	7,667	186,253	7,797	189,030
11	Union Pacific R. R.	6	.3	137	.3			6	137
12	Wabash Railway	157	1.3	4,752	1.2	3,575	89,698	3,732	94,450
	Total	4,218		101,540		141,124	3,558,367	145,342	3,659,907
13	Atlantic Northern Ry						837		837
14	Manchester & Oneida Ry						469		469
15	Tabor & Northern Ry			6			360		423
	Total 13 to 15 inclusive			6			1,666		1,729
	Total Tons—Products of Forests			101,60			3,560,033		3,661,636

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 52—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Petroleum Oils Refined and All Other Gasolines						Fuel, Road and Petroleum Residual Oils, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			19,153	533,191	19,153	533,191			6,839	229,119	6,839	229,119
2	Chicago, Burlington & Quincy R. R.	48	1,042	25,770	694,852	25,818	695,894			352	11,378	352	11,378
3	Chicago Great Western R. R.	19	315	27,281	746,729	27,300	747,044	2	51	3,295	106,960	3,297	107,011
4	Chicago, Milwaukee & St. Paul Ry			1,030	28,492	1,030	28,492	4	88	441	14,058	445	14,146
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	26	510	41,465	1,140,294	41,491	1,140,804	44	1,048	10,776	342,783	10,820	343,831
5	Chicago & North Western Ry	71	1,675	20,344	547,858	20,415	549,533	11	323	3,373	110,190	3,384	110,513
6	Chicago, St. Paul, Minn. & Omaha Ry	4	53	17,759	489,220	17,763	489,273			481	15,989	481	15,989
7	Chicago, Rock Island & Pacific Ry	84	1,893	34,219	829,257	34,303	831,150	16	483	4,934	159,570	4,950	160,053
8	Great Northern Ry	1	27			1	27						
9	Illinois Central R. R.	26	389	4,372	116,682	4,398	117,071	2	50	357	11,515	359	11,565
10	Minneapolis & St. Louis R. R.	5	121	7,050	193,377	7,055	193,498			420	13,995	420	13,995
11	Union Pacific R. R.												
12	Wabash Railway	2	38	3,593	99,899	3,595	99,937			342	10,866	342	10,866
	Total	286	6,063	205,036	5,419,851	205,322	5,425,914	79	2,043	31,610	1,026,423	31,689	1,028,466

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 53—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Lubricating Oils and Greases						Petroleum Products, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,418	33,686	1,418	33,686			72	1,577	72	1,577
2	Chicago, Burlington & Quincy R. R.	114	1,896	1,467	32,935	1,581	34,831	2	67	23	488	25	555
3	Chicago Great Western R. R.	57	569	1,634	38,365	1,691	38,934	2	43	43	951	45	994
4	Chicago, Milwaukee & St. Paul Ry	2	35	34	748	36	783			5	144	5	144
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	67	1,051	2,682	63,824	2,749	64,875	1	24	120	3,264	121	3,288
5	Chicago & North Western Ry	47	830	740	15,768	787	16,598	18	635	15	276	33	911
6	Chicago, St. Paul, Minn. & Omaha Ry			169	3,997	169	3,997			3	60	3	60
7	Chicago, Rock Island & Pacific Ry	104	1,694	1,669	36,566	1,773	38,260	61	2,164	49	1,400	110	3,564
8	Great Northern Ry												
9	Illinois Central R. R.	61	1,030	321	6,332	382	7,362	1	28	2	32	3	60
10	Minneapolis & St. Louis R. R.	15	222	239	4,649	254	4,871						
11	Union Pacific R. R.	63	1,326			63	1,326						
12	Wabash Railway	6	64	321	7,400	327	7,464						
	Total	536	8,717	10,694	244,270	11,230	252,987	85	2,961	332	8,192	417	11,153

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 54—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Cottonseed Oil						Linseed Oil					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			298	9,012	298	9,012			30	847	30	847
2	Chicago, Burlington & Quincy R. R.			18	469	18	469	7	118	357	10,061	364	10,179
3	Chicago Great Western R. R.			151	4,035	151	4,035	34	616	949	26,682	983	27,298
4	Chicago, Milwaukee & St. Paul Ry			3	86	3	86	3	68	26	623	29	691
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	31	44	1,189	45	1,220	20	425	281	6,424	301	6,849
5	Chicago & North Western Ry			24	689	24	689	14	363	62	1,308	76	1,671
6	Chicago, St. Paul, Minn. & Omaha Ry			19	564	19	564			123	3,070	123	3,070
7	Chicago, Rock Island & Pacific Ry	5	155	182	5,553	187	5,708	123	3,276	282	8,050	405	11,326
8	Great Northern Ry												
9	Illinois Central R. R.			17	456	17	456	6	92	126	3,398	132	3,490
10	Minneapolis & St. Louis R. R.			9	239	9	239			241	6,690	241	6,690
11	Union Pacific R. R.												
12	Wabash Railway	1	31	21	688	22	719	10	292	145	4,333	155	4,625
	Total	7	217	786	22,980	793	23,197	217	5,250	2,622	71,486	2,839	76,736

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 55—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Vegetable Oil, N. O. S.						Sugar (Beet or Cane)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			284	8,729	284	8,729			528	18,796	528	18,796
2	Chicago, Burlington & Quincy R. R.	47	1,425	134	4,217	181	5,642	653	18,849	3,374	116,590	4,027	135,439
3	Chicago Great Western R. R.			165	4,581	165	4,581	434	11,268	1,581	55,828	2,015	67,096
4	Chicago, Milwaukee & St. Paul Ry	2	52	34	984	36	1,036	61	1,283	92	3,130	153	4,413
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	40	1,008	444	12,701	484	13,704	1,055	25,716	3,773	131,828	4,828	157,544
5	Chicago & North Western Ry	6	174	521	15,879	527	16,053	217	5,144	2,539	84,666	2,756	89,810
6	Chicago, St. Paul, Minn. & Omaha Ry			4	115	4	115	21	594	993	32,077	1,014	32,671
7	Chicago, Rock Island & Pacific Ry	4	79	281	8,256	285	8,335	563	12,817	1,549	53,699	2,112	66,516
8	Great Northern Ry												
9	Illinois Central R. R.			119	3,897	119	3,897	63	1,574	1,009	33,517	1,072	35,091
10	Minneapolis & St. Louis R. R.			16	448	16	448	122	3,029	326	11,033	448	14,062
11	Union Pacific R. R.												
12	Wabash Railway			31	954	31	954	1	40	272	9,464	273	9,504
	Total	99	2,733	2,033	60,761	2,132	63,494	3,190	80,314	16,036	550,627	19,226	630,941

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 56—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Table Syrups and Edible Molasses						Molasses, Black Strap and Residual					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			167	4,532	167	4,532						
2	Chicago, Burlington & Quincy R. R.	946	30,885	211	5,787	1,157	36,672	4	91	66	2,614	70	2,705
3	Chicago Great Western R. R.	37	869	457	12,752	494	13,621	102	4,741	156	6,770	258	11,511
4	Chicago, Milwaukee & St. Paul Ry	58	1,877	34	1,062	92	2,939						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1,443	45,060	491	14,856	1,934	59,916	5	139	12	403	17	542
5	Chicago & North Western Ry	1,742	53,560	352	12,052	2,094	65,612	84	1,783	57	2,346	141	4,129
6	Chicago, St. Paul, Minn. & Omaha Ry			59	1,967	59	1,967			5	205	5	205
7	Chicago, Rock Island & Pacific Ry	717	20,131	540	15,710	1,257	35,841	11	327	131	5,832	142	6,159
8	Great Northern Ry												
9	Illinois Central R. R.	407	11,788	159	5,565	566	17,353	3	65	105	4,559	108	4,624
10	Minneapolis & St. Louis R. R.	12	497	88	2,683	100	3,180	9	372	77	3,281	86	3,653
11	Union Pacific R. R.							1	21			1	21
12	Wabash Railway			236	7,263	236	7,263	1	20	31	1,283	32	1,303
	Total	5,362	164,667	2,794	84,229	8,156	248,896	220	7,559	640	27,293	860	34,852

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 57—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig						Iron and Steel, Rated 6th Class in Official Classification, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			38	1,929	38	1,929			5	152	5	152
2	Chicago, Burlington & Quincy R. R.	154	7,548	264	12,780	418	20,328	2	88	3	73	5	161
3	Chicago Great Western R. R.	2	49	563	27,896	565	27,945	1	27	187	10,677	188	10,704
4	Chicago, Milwaukee & St. Paul Ry			14	705	14	705						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	9	433	377	19,257	386	19,690	2	109	17	485	19	594
5	Chicago & North Western Ry			45	2,225	45	2,225			16	668	16	668
6	Chicago, St. Paul, Minn. & Omaha Ry			83	4,240	83	4,240						
7	Chicago, Rock Island & Pacific Ry	37	1,989	490	24,621	527	26,610	1	27	165	9,536	166	9,563
8	Great Northern Ry												
9	Illinois Central R. R.	2	59	155	7,795	157	7,854	1	25	108	4,455	109	4,480
10	Minneapolis & St. Louis R. R.	1	56	149	7,583	150	7,639			477	25,968	477	25,968
11	Union Pacific R. R.												
12	Wabash Railway			128	6,513	128	6,513			1	23	1	23
	Total	205	10,134	2,306	115,544	2,511	125,678	7	276	979	52,037	986	52,313

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 58—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Rails, Fastenings, Frogs and Switches						Cast Iron Pipe and Fittings					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	9	231	59	2,148	68	2,379			23	576	23	576
2	Chicago, Burlington & Quincy R. R.	9	215	30	894	39	1,109	13	250	209	5,698	222	5,948
3	Chicago Great Western R. R.	3	70	84	3,589	87	3,659	8	196	144	3,750	152	3,946
4	Chicago, Milwaukee & St. Paul Ry			13	569	13	569						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	40	845	287	12,605	327	13,450	7	101	105	2,316	112	2,417
5	Chicago & North Western Ry	12	322	292	13,750	304	14,072	6	153	133	3,903	139	4,056
6	Chicago, St. Paul, Minn. & Omaha Ry			2	70	2	70	12	272	5	149	17	421
7	Chicago, Rock Island & Pacific Ry	11	254	109	3,539	120	3,793	18	390	194	5,057	212	5,447
8	Great Northern Ry												
9	Illinois Central R. R.	3	34	102	3,671	105	3,705	25	445	169	4,399	194	4,844
10	Minneapolis & St. Louis R. R.			59	1,803	59	1,803	5	74	96	2,463	101	2,537
11	Union Pacific R. R.	6	194			6	194						
12	Wabash Railway	1	20	23	566	24	586			142	3,904	142	3,904
	Total	94	2,185	1,060	43,204	1,154	45,389	94	1,881	1,220	32,215	1,314	34,096

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 59—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron and Steel Pipe and Fittings, N. O. S.						Iron and Steel: Nails and Wire, Not Woven					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	7	187	4,194	165,367	4,201	165,554			273	6,531	273	6,531
2	Chicago, Burlington & Quincy R. R.	27	603	613	18,203	640	18,806	60	1,288	388	10,669	448	11,957
3	Chicago Great Western R. R.	22	397	1,695	55,728	1,717	56,125	3	30	575	14,255	578	14,285
4	Chicago, Milwaukee & St. Paul Ry			35	1,066	35	1,066	2	25	34	784	36	809
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	24	357	2,690	89,630	2,714	89,987	81	1,622	558	13,024	639	14,646
5	Chicago & North Western Ry	43	788	930	30,046	973	30,834	14	179	922	21,603	936	21,782
6	Chicago, St. Paul, Minn. & Omaha Ry			3	53	3	53			8	228	8	228
7	Chicago, Rock Island & Pacific Ry	11	289	3,938	141,979	3,949	142,268	41	1,005	1,048	24,692	1,089	25,697
8	Great Northern Ry												
9	Illinois Central R. R.	75	1,206	176	4,889	251	6,095	8	114	63	1,432	71	1,546
10	Minneapolis & St. Louis R. R.	3	51	214	7,571	217	7,622			173	3,812	173	3,812
11	Union Pacific R. R.							2	25			2	25
12	Wabash Railway	1	5	70	2,009	71	2,014			15	297	15	297
	Total	213	3,883	14,558	516,541	14,771	520,424	211	4,288	4,057	97,327	4,268	101,615

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 60—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron and Steel, Rated 5th Class in Official Classification, N. O. S. (Also Tin and Terne Plate)						Copper: Ingot, Matte and Pig					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	18	2,583	86,121	2,584	86,139			263	14,264	263	14,264
2	Chicago, Burlington & Quincy R. R.	475	11,271	2,141	62,410	2,616	73,681			222	11,604	222	11,604
3	Chicago Great Western R. R.	196	4,478	3,049	98,135	3,245	102,613			25	1,166	25	1,166
4	Chicago, Milwaukee & St. Paul Ry	15	354	157	4,764	172	5,118			14	601	14	601
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	563	13,533	5,029	154,736	5,592	168,269	2	83	535	28,615	537	28,698
5	Chicago & North Western Ry	156	3,747	2,165	72,698	2,321	76,445			577	31,098	577	31,098
6	Chicago, St. Paul, Minn. & Omaha Ry	27	1,139	92	2,916	119	4,055			2	38	2	38
7	Chicago, Rock Island & Pacific Ry	504	12,545	4,227	168,623	4,731	181,168	1	28	95	4,874	96	4,902
8	Great Northern Ry	1	27			1	27						
9	Illinois Central R. R.	77	1,334	2,063	64,841	2,140	66,175			9	326	9	326
10	Minneapolis & St. Louis R. R.	63	1,657	813	24,048	876	25,705			1	50	1	50
11	Union Pacific R. R.												
12	Wabash Railway	30	789	451	12,707	481	13,496			3	36	3	36
	Total	2,108	50,892	22,770	751,999	24,878	802,891	3	111	1,746	92,672	1,749	92,783

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 61—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Copper, Brass and Bronze: Bar, Sheet and Pipe						Lead and Zinc: Ingot, Pig or Bar					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			24	798	24	798			528	26,330	528	26,330
2	Chicago, Burlington & Quincy R. R.	2	65	26	1,149	28	1,214	29	851	451	21,691	480	22,542
3	Chicago Great Western R. R.	2	45	25	644	27	689			299	13,488	299	13,488
4	Chicago, Milwaukee & St. Paul Ry			1	40	1	40			42	1,885	42	1,885
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	40	12	268	13	308	1	30	1,310	59,045	1,311	59,075
5	Chicago & North Western Ry	3	73	49	1,809	52	1,882	1	33	345	15,459	346	15,492
6	Chicago, St. Paul, Minn. & Omaha Ry			1	15	1	15			37	1,169	37	1,169
7	Chicago, Rock Island & Pacific Ry			25	542	25	542	2	75	1,330	57,600	1,332	57,675
8	Great Northern Ry												
9	Illinois Central R. R.			37	1,219	37	1,219	4	69	506	24,590	510	24,659
10	Minneapolis & St. Louis R. R.			6	259	6	259			142	5,332	142	5,332
11	Union Pacific R. R.												
12	Wabash Railway			11	425	11	425	1	13	179	7,423	180	7,436
	Total	8	223	217	7,168	225	7,391	38	1,071	5,169	234,012	5,207	235,083

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 62—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Aluminum: Ingot, Pig or Slab						Machinery and Boilers					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.							6	122	1,923	40,041	1,929	40,163
2	Chicago, Burlington & Quincy R. R.							239	3,817	1,163	25,733	1,402	29,550
3	Chicago Great Western R. R.			1	15	1	15	90	1,343	900	16,407	990	17,750
4	Chicago, Milwaukee & St. Paul Ry.							10	199	114	1,868	124	2,067
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			1	10	1	10	418	6,621	4,310	70,456	4,728	77,077
5	Chicago & North Western Ry.			9	107	9	107	138	2,356	2,076	40,785	2,214	43,141
6	Chicago, St. Paul, Minn. & Omaha Ry.							9	124	163	2,795	172	2,919
7	Chicago, Rock Island & Pacific Ry.			11	262	11	262	766	11,770	2,578	45,497	3,344	57,267
8	Great Northern Ry.							6	55			5	55
9	Illinois Central R. R.							201	2,723	1,333	26,876	1,534	29,599
10	Minneapolis & St. Louis R. R.							87	1,307	609	9,403	696	10,710
11	Union Pacific R. R.							15	230			15	230
12	Wabash Railway							8	128	228	4,480	236	4,608
	Total			22	394	22	394	1,992	30,795	15,397	284,341	17,389	315,136

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 63—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Cement, Natural or Portland (Building)						Brick, Common					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			1,130	49,333	1,130	49,333			58	2,168	58	2,168
2	Chicago, Burlington & Quincy R. R.	1,657	66,505	5,040	203,832	6,697	270,337	193	5,971	488	16,154	681	22,125
3	Chicago Great Western R. R.	4,199	153,348	946	31,174	5,145	184,422	188	5,808	194	6,208	382	12,016
4	Chicago, Milwaukee & St. Paul Ry.	34	1,303	11	387	45	1,690	8	251	14	512	22	763
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	8,951	354,646	2,153	74,674	11,104	429,320	824	26,131	1,062	38,966	1,886	65,097
5	Chicago & North Western Ry.	4,600	155,653	2,262	83,567	6,862	239,220	600	19,535	271	8,733	871	28,268
6	Chicago, St. Paul, Minn. & Omaha Ry.	6	236	766	26,707	772	26,943	272	8,753	77	2,565	349	11,318
7	Chicago, Rock Island & Pacific Ry.	9,109	337,612	2,597	86,140	11,706	423,752	605	18,921	838	27,997	1,443	46,918
8	Great Northern Ry.							19	637			19	637
9	Illinois Central R. R.	40	760	3,011	116,431	3,051	117,191	129	3,971	184	5,891	313	9,862
10	Minneapolis & St. Louis R. R.	5,239	176,834	653	25,005	5,892	201,839	592	18,175	289	9,655	881	27,830
11	Union Pacific R. R.												
12	Wabash Railway	42	1,445	1,487	52,647	1,529	54,092	35	1,114	210	7,120	245	8,234
	Total	33,877	1,248,242	20,056	749,897	53,933	1,998,139	3,465	109,267	3,685	125,969	7,150	235,236

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 64—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick, N. O. S., and Building Tile						Artificial Stone, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			269	8,696	269	8,696			86	2,393	86	2,393
2	Chicago, Burlington & Quincy R. R.	342	9,996	811	26,275	1,153	36,271	85	2,572	121	3,205	206	5,777
3	Chicago Great Western R. R.	846	25,149	1,020	34,175	1,866	59,324	142	3,670	67	2,122	209	5,792
4	Chicago, Milwaukee & St. Paul Ry	74	2,229	46	1,535	120	3,764	6	173	6	202	12	375
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	2,996	89,076	1,310	35,115	4,306	124,191	714	20,511	458	13,950	1,172	34,461
5	Chicago & North Western Ry	876	28,559	1,320	41,835	2,196	70,394	155	4,451	303	8,768	458	13,219
6	Chicago, St. Paul, Minn. & Omaha Ry	6	182	31	1,041	37	1,223	18	511	23	755	41	1,266
7	Chicago, Rock Island & Pacific Ry	891	25,200	1,191	37,789	2,082	62,989	174	4,783	256	7,714	430	12,497
8	Great Northern Ry	17	558			17	558	2	122			2	122
9	Illinois Central R. R.	719	20,857	311	9,247	1,030	30,104	123	3,360	49	1,623	172	4,983
10	Minneapolis & St. Louis R. R.	2,158	63,305	604	18,396	2,762	81,701	64	1,659	18	536	82	2,195
11	Union Pacific R. R.							1	54			1	54
12	Wabash Railway	50	1,447	654	22,144	704	23,591	2	59	19	492	21	551
	Total	8,975	266,558	7,567	236,248	16,542	502,806	1,486	41,925	1,406	41,760	2,892	83,685

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 65—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Lime, Common (Quick or Slacked)						Plaster (Stucco or Wall) and Dry Kalsomine					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			67	2,402	67	2,402			614	20,029	614	20,029
2	Chicago, Burlington & Quincy R. R.	6	160	929	26,999	935	27,159	86	2,633	633	18,944	719	21,577
3	Chicago Great Western R. R.	26	589	181	2,991	207	3,580	2,264	61,008	157	4,288	2,421	65,296
4	Chicago, Milwaukee & St. Paul Ry	1	15	14	260	15	275			56	1,825	56	1,825
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	43	1,393	1,427	36,500	1,470	37,893	25	599	1,706	56,553	1,731	57,152
5	Chicago & North Western Ry	13	465	451	12,434	464	12,899	4	92	3,073	102,214	3,077	102,306
6	Chicago, St. Paul, Minn. & Omaha Ry			102	1,887	102	1,887			20	397	20	397
7	Chicago, Rock Island & Pacific Ry	37	1,047	332	5,973	369	7,020	291	10,726	1,598	38,654	1,889	49,380
8	Great Northern Ry												
9	Illinois Central R. R.	65	1,701	96	1,724	161	3,425	2,255	57,078	67	1,710	2,322	58,788
10	Minneapolis & St. Louis R. R.	6	223	88	1,521	94	1,744	1,110	30,148	663	17,186	1,773	47,334
11	Union Pacific R. R.												
12	Wabash Railway	1	16	125	2,873	126	2,889			233	6,017	233	6,017
	Total	198	5,609	3,812	95,564	4,010	101,173	6,035	162,284	8,820	267,817	14,855	430,101

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 66—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile (Not Metal)						Agricultural Implements and Parts, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			43	1,003	43	1,003	13	249	2,062	28,099	2,075	28,348
2	Chicago, Burlington & Quincy R. R.	316	6,143	722	13,524	1,038	19,667	463	6,604	2,091	37,902	2,554	44,506
3	Chicago Great Western R. R.	1,727	28,598	687	13,616	2,414	42,214	128	1,477	1,325	17,163	1,453	18,640
4	Chicago, Milwaukee & St. Paul Ry	14	369	4	109	18	478	26	345	203	2,780	229	3,125
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1,931	45,037	843	17,442	2,774	62,479	681	9,799	7,269	97,361	7,950	107,160
5	Chicago & North Western Ry	1,716	30,072	1,043	19,099	2,759	49,171	270	3,425	2,450	33,434	2,720	36,859
6	Chicago, St. Paul, Minn. & Omaha Ry	40	892	112	2,850	152	3,742	31	336	239	3,102	270	3,438
7	Chicago, Rock Island & Pacific Ry	1,625	31,736	1,351	26,496	2,976	58,232	1,183	17,221	6,033	82,595	7,216	99,816
8	Great Northern Ry	1	19			1	19	3	36			3	36
9	Illinois Central R. R.	765	14,060	500	9,102	1,265	23,162	110	1,289	1,201	16,329	1,311	17,618
10	Minneapolis & St. Louis R. R.	1,409	25,705	391	8,305	1,800	34,010	50	651	794	10,316	844	10,967
11	Union Pacific R. R.							285	4,063			285	4,063
12	Wabash Railway	37	712	102	2,195	139	2,907	188	2,805	163	2,131	351	4,936
	Total	9,581	183,343	5,798	113,741	15,379	297,084	3,431	48,300	23,830	331,212	27,261	379,512

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 67—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Vehicles, Horse Drawn, and Parts, N. O. S.						Tractors and Parts					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			72	1,142	72	1,142			847	11,959	847	11,959
2	Chicago, Burlington & Quincy R. R.	10	120	238	3,127	248	3,247	167	1,894	842	10,752	1,009	12,646
3	Chicago Great Western R. R.	2	17	39	558	41	575	119	1,315	1,203	16,914	1,322	18,229
4	Chicago, Milwaukee & St. Paul Ry			2	25	2	25	3	34	46	849	49	883
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	15	173	177	2,309	192	2,482	172	2,024	2,168	28,642	2,340	30,666
5	Chicago & North Western Ry	2	25	129	1,700	131	1,725	156	1,803	1,311	17,598	1,467	19,401
6	Chicago, St. Paul, Minn. & Omaha Ry	2	15	5	54	7	69	30	345	42	579	72	924
7	Chicago, Rock Island & Pacific Ry	24	322	537	7,246	561	7,568	391	5,344	2,236	29,646	2,627	34,990
8	Great Northern Ry							1	14			1	14
9	Illinois Central R. R.	10	135	69	768	79	903	140	1,592	1,364	18,975	1,504	20,567
10	Minneapolis & St. Louis R. R.			4	47	4	47	43	481	410	5,210	453	5,691
11	Union Pacific R. R.							34	418			34	418
12	Wabash Railway			11	154	11	154	12	135	60	800	72	935
	Total	65	807	1,283	17,130	1,348	17,937	1,268	15,399	10,529	141,924	11,797	157,323

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 68—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Railway Car Wheels, Axles and Trucks						Automobile (Passenger)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	15	31	1,262	32	1,277			14,614	86,744	14,614	86,744
2	Chicago, Burlington & Quincy R. R.	47	1,156	50	1,079	97	2,235	117	686	4,784	28,697	4,901	29,383
3	Chicago Great Western R. R.	3	84	36	1,088	39	1,172	183	1,093	14,374	90,069	14,557	91,162
4	Chicago, Milwaukee & St. Paul Ry									455	3,278	455	3,278
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	16	366	84	3,566	100	3,932	125	915	22,085	132,851	22,210	133,766
5	Chicago & North Western Ry	59	1,340	120	3,948	179	5,288	154	982	13,501	80,826	13,655	81,808
6	Chicago, St. Paul, Minn. & Omaha Ry									559	3,104	559	3,014
7	Chicago, Rock Island & Pacific Ry	50	1,006	82	2,179	132	3,185	299	1,827	21,485	115,427	21,784	117,254
8	Great Northern Ry												
9	Illinois Central R. R.	1	10	36	874	37	884	9	50	3,947	23,942	3,956	23,992
10	Minneapolis & St. Louis R. R.	7	387	2	38	9	425	158	962	1,527	9,048	1,685	10,010
11	Union Pacific R. R.												
12	Wabash Railway	3	83	14	310	17	393	28	170	2,460	15,113	2,488	15,283
	Total	187	4,447	455	14,344	642	18,791	1,073	6,685	99,791	589,009	100,864	595,694

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 69—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Auto Trucks						Automobiles and Auto Trucks, K. D., and Parts, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,322	9,581	1,322	9,581			1,491	21,255	1,491	21,255
2	Chicago, Burlington & Quincy R. R.	6	83	69	657	75	740	47	994	299	6,046	346	7,040
3	Chicago Great Western R. R.	10	74	530	3,884	540	3,958	7	67	1,588	28,837	1,595	28,904
4	Chicago, Milwaukee & St. Paul Ry	1	15	3	22	4	37	1	16	86	722	87	738
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	63	1,416	343	2,997	406	4,413	151	3,185	1,769	26,539	1,920	29,724
5	Chicago & North Western Ry	10	85	651	5,553	661	5,638	7	74	978	19,724	985	19,798
6	Chicago, St. Paul, Minn. & Omaha Ry			6	42	6	42	4	26	117	759	121	785
7	Chicago, Rock Island & Pacific Ry	12	165	984	7,286	996	7,451	11	165	892	13,156	903	13,321
8	Great Northern Ry							6	117			6	117
9	Illinois Central R. R.	3	49	522	3,740	525	3,789	11	115	4,414	83,229	4,425	83,344
10	Minneapolis & St. Louis R. R.			115	927	115	927			90	1,341	90	1,341
11	Union Pacific R. R.							1	16			1	16
12	Wabash Railway			33	292	33	292	4	48	584	11,054	588	11,102
	Total	105	1,887	4,578	34,981	4,683	36,868	250	4,823	12,308	212,662	12,558	217,485

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 70—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobile and Auto Truck Tires						Furniture, Metal					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,255	17,149	1,255	17,149			257	3,436	257	3,436
2	Chicago, Burlington & Quincy R. R.	14	197	181	2,485	195	2,682	15	162	110	1,315	125	1,477
3	Chicago Great Western R. R.	7	94	721	9,777	728	9,871	2	31	56	695	58	726
4	Chicago, Milwaukee & St. Paul Ry			6	96	6	96						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	15	490	7,207	491	7,222	2	22	58	921	60	943
5	Chicago & North Western Ry	3	46	710	10,010	713	10,056	16	248	666	9,157	682	9,405
6	Chicago, St. Paul, Minn. & Omaha Ry	1	10	8	114	9	124	2	12	20	468	22	480
7	Chicago, Rock Island & Pacific Ry	23	321	736	11,057	759	11,378	31	301	604	7,427	635	7,728
8	Great Northern Ry												
9	Illinois Central R. R.	1	6	193	2,639	194	2,645	10	163	71	906	81	1,069
10	Minneapolis & St. Louis R. R.			331	4,146	331	4,146			11	116	11	116
11	Union Pacific R. R.												
12	Wabash Railway	23	264	20	270	43	534	7	142	10	110	17	252
	Total	73	953	4,651	64,950	4,724	65,903	85	1,081	1,863	24,551	1,948	25,632

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 71—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture, Other Than Metal						Beverages					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	11	87	1,278	11,995	1,289	12,082			270	5,654	270	5,654
2	Chicago, Burlington & Quincy R. R.	998	9,026	1,205	11,475	2,203	20,501	19	299	887	15,405	906	15,704
3	Chicago Great Western R. R.	39	361	609	5,251	648	5,612	66	1,940	1,360	22,503	1,426	24,443
4	Chicago, Milwaukee & St. Paul Ry	3	31	26	245	29	276			17	326	17	326
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	80	726	1,587	16,624	1,667	17,350	22	370	1,384	24,850	1,406	25,220
5	Chicago & North Western Ry	135	1,226	1,360	13,627	1,495	14,853	26	442	1,149	20,372	1,175	20,814
6	Chicago, St. Paul, Minn. & Omaha Ry	10	96	69	706	79	802	6	99	214	3,731	220	3,830
7	Chicago, Rock Island & Pacific Ry	612	5,414	1,580	15,357	2,192	20,771	201	6,062	963	18,103	1,164	24,165
8	Great Northern Ry	3	23			3	23						
9	Illinois Central R. R.	21	234	588	5,324	609	5,558	19	260	256	4,296	275	4,556
10	Minneapolis & St. Louis R. R.	7	53	243	1,936	250	1,989	6	59	244	3,886	250	3,945
11	Union Pacific R. R.												
12	Wabash Railway	9	92	115	1,032	124	1,124	3	38	104	1,800	107	1,838
	Total	1,928	17,369	8,660	83,572	10,588	100,941	368	9,569	6,848	120,926	7,216	130,495

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 72—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	18	571			18	571	5	90	206	6,312	211	6,402
2	Chicago, Burlington & Quincy R. R.	527	17,235	871	29,501	1,398	46,826	197	8,508	804	26,607	1,001	35,115
3	Chicago Great Western R. R.	258	6,747	22	713	280	7,460	290	13,209	572	16,386	862	29,595
4	Chicago, Milwaukee & St. Paul Ry	48	1,841	8	298	56	2,139	8	142	24	577	32	719
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	139	4,947	84	2,711	223	7,658	538	20,925	997	24,076	1,535	45,001
5	Chicago & North Western Ry	358	9,993	59	1,623	417	11,616	1,737	86,230	555	15,880	2,292	102,110
6	Chicago, St. Paul, Minn. & Omaha Ry			20	768	20	768	58	1,106	180	4,600	238	5,706
7	Chicago, Rock Island & Pacific Ry	742	20,792	51	1,745	793	22,537	1,801	71,200	2,053	64,280	3,854	135,480
8	Great Northern Ry							13	266			13	266
9	Illinois Central R. R.	404	10,479	62	1,550	466	12,029	285	12,611	472	12,585	757	25,196
10	Minneapolis & St. Louis R. R.	151	3,815	56	1,913	207	5,728	209	5,819	574	17,660	783	23,479
11	Union Pacific R. R.	59	1,628			59	1,628						
12	Wabash Railway	10	235	3	57	13	292	8	124	626	14,748	634	14,872
	Total	2,714	78,283	1,236	40,969	3,950	119,252	5,149	220,230	7,063	203,711	12,212	423,941

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 73—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Newsprint Paper						Printing Paper, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			681	17,286	681	17,286			101	2,661	101	2,661
2	Chicago, Burlington & Quincy R. R.	11	110	601	15,646	612	15,756			63	1,447	63	1,447
3	Chicago Great Western R. R.	2	48	1,817	48,019	1,819	48,157	2	51	625	17,073	627	17,124
4	Chicago, Milwaukee & St. Paul Ry			52	1,316	52	1,316			5	139	5	139
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	3	61	1,465	38,270	1,468	38,331	2	10	350	8,658	352	8,668
5	Chicago & North Western Ry	1	11	434	11,663	435	11,674	16	389	549	15,639	565	16,028
6	Chicago, St. Paul, Minn. & Omaha Ry			835	22,133	835	22,133			39	894	39	894
7	Chicago, Rock Island & Pacific Ry	3	52	1,946	50,841	1,949	50,893	2	38	302	7,298	304	7,336
8	Great Northern Ry							3	57	58	1,466	61	1,523
9	Illinois Central R. R.	3	37	466	12,360	469	12,397			109	2,795	109	2,795
10	Minneapolis & St. Louis R. R.	2	30	1,695	44,483	1,697	44,513						
11	Union Pacific R. R.												
12	Wabash Railway	1	5	736	18,994	737	18,999	1	5	62	1,531	63	1,536
	Total	26	354	10,728	281,101	10,754	281,455	26	550	2,263	59,601	2,289	60,151

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 74—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Alcohol, Denatured or Wood						Sulphuric Acid					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			17	362	17	362			34	1,074	34	1,074
2	Chicago, Burlington & Quincy R. R.	17	270	97	2,422	114	2,692	5	62	67	2,784	72	2,846
3	Chicago Great Western R. R.	4	64	44	961	48	1,025			77	1,994	77	1,994
4	Chicago, Milwaukee & St. Paul Ry	1	19	6	131	7	150			10	416	10	416
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	4	41	105	2,254	109	2,295			74	2,767	74	2,767
5	Chicago & North Western Ry	2	34	57	1,211	59	1,245	5	202	61	2,570	66	2,772
6	Chicago, St. Paul, Minn. & Omaha Ry			27	700	27	700			152	3,288	152	3,288
7	Chicago, Rock Island & Pacific Ry	6	109	392	7,703	398	7,812						
8	Great Northern Ry							1	15			1	15
9	Illinois Central R. R.	4	51	46	1,008	50	1,059	1	15	47	1,975	48	1,990
10	Minneapolis & St. Louis R. R.	1	18	60	1,128	61	1,146			10	271	10	271
11	Union Pacific R. R.	2	31			2	31						
12	Wabash Railway	1	6	15	357	16	363			5	253	5	253
	Total	42	643	866	18,237	908	18,880	12	294	537	17,392	549	17,686

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 75—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Explosives, N. O. S.						Cotton Cloth and Cotton Fabrics, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			58	976	58	976			34	411	34	411
2	Chicago, Burlington & Quincy R. R.	503	6,324	138	2,376	641	8,700	1	10	36	371	37	381
3	Chicago Great Western R. R.			64	1,128	64	1,128			160	2,636	160	2,636
4	Chicago, Milwaukee & St. Paul Ry	1	13	1	12	2	25			1	5	1	5
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	1	7	114	1,747	115	1,754	1	15	40	483	41	498
5	Chicago & North Western Ry			105	1,532	105	1,532	2	28	27	317	29	345
6	Chicago, St. Paul, Minn. & Omaha Ry			13	203	13	203			3	56	3	56
7	Chicago, Rock Island & Pacific Ry	68	945	137	2,201	205	3,146	1	16	68	1,205	69	1,221
8	Great Northern Ry												
9	Illinois Central R. R.	1	14	22	320	23	334	5	80	94	1,540	99	1,620
10	Minneapolis & St. Louis R. R.			17	255	17	255			41	775	41	775
11	Union Pacific R. R.												
12	Wabash Railway			26	341	26	341			18	269	18	269
	Total	574	7,303	695	11,091	1,269	18,394	10	149	522	8,068	532	8,217

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 76—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bagging and Bags, Burlap, Gunny or Jute						Canned Food Products, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			17	335	17	335			1,738	49,583	1,738	49,583
2	Chicago, Burlington & Quincy R. R.	10	158	68	1,244	78	1,402	394	7,914	1,214	31,406	1,608	39,320
3	Chicago Great Western R. R.	1	20	59	1,270	60	1,290	517	12,083	1,769	47,973	2,286	60,056
4	Chicago, Milwaukee & St. Paul Ry			4	94	4	94	11	232	116	2,941	127	3,173
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			107	2,243	107	2,243	536	11,255	3,795	99,054	4,331	110,309
5	Chicago & North Western Ry	3	53	117	2,162	120	2,215	264	6,030	2,570	73,678	2,834	79,708
6	Chicago, St. Paul, Minn. & Omaha Ry			4	63	4	63	29	750	640	16,120	669	16,870
7	Chicago, Rock Island & Pacific Ry	8	134	116	2,076	124	2,210	1,414	30,754	1,616	43,613	3,030	74,367
8	Great Northern Ry							6	68			6	68
9	Illinois Central R. R.	25	391	185	4,180	210	4,571	220	4,887	649	18,238	869	23,125
10	Minneapolis & St. Louis R. R.			121	2,627	121	2,627	810	19,319	743	18,735	1,553	38,054
11	Union Pacific R. R.												
12	Wabash Railway			58	1,214	58	1,214	4	50	405	9,956	409	10,006
	Total	47	756	856	17,508	903	18,264	4,205	93,342	15,255	411,297	19,460	504,639

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 77—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Tobacco, Manufactured Products						Paints in Oil and Varnishes					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			115	2,476	115	2,476			546	14,036	546	14,036
2	Chicago, Burlington & Quincy R. R.			4	81	4	81	2	41	142	2,544	144	2,585
3	Chicago Great Western R. R.			119	2,445	119	2,445	2	63	145	3,657	147	3,720
4	Chicago, Milwaukee & St. Paul Ry			3	49	3	49			8	169	8	169
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	4	43	52	1,042	56	1,085	3	65	439	10,254	442	10,319
5	Chicago & North Western Ry			35	672	35	672	21	460	262	6,457	283	6,917
6	Chicago, St. Paul, Minn. & Omaha Ry			3	46	3	46			29	1,014	29	1,014
7	Chicago, Rock Island & Pacific Ry	3	103	78	1,552	81	1,655	8	91	281	6,822	289	6,913
8	Great Northern Ry												
9	Illinois Central R. R.	2	41	19	393	21	434	1	18	82	1,786	83	1,804
10	Minneapolis & St. Louis R. R.			6	133	6	133	9	205	65	1,485	74	1,690
11	Union Pacific R. R.												
12	Wabash Railway			7	200	7	200			69	1,068	69	1,068
	Total	9	187	441	9,089	450	9,276	46	943	2,068	49,292	2,114	50,235

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 78—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furnace Slag						Scrap Iron and Scrap Steel					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.							2	59	160	6,590	162	6,649
2	Chicago, Burlington & Quincy R. R.							684	23,256	565	21,035	1,249	44,291
3	Chicago Great Western R. R.							126	4,139	107	4,159	233	8,298
4	Chicago, Milwaukee & St. Paul Ry.							6	231	5	152	11	383
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.			1	53	1	53	421	13,468	370	13,037	791	26,505
5	Chicago & North Western Ry.	1	55	281	11,050	282	11,105	545	18,436	38	1,517	583	19,953
6	Chicago, St. Paul, Minn. & Omaha Ry.			2	36	2	36	59	2,111	20	589	79	2,700
7	Chicago, Rock Island & Pacific Ry.			1	50	1	50	714	24,898	681	28,450	1,395	53,348
8	Great Northern Ry.							50	2,296			50	2,296
9	Illinois Central R. R.			1	29	1	29	300	9,440	168	6,215	468	15,655
10	Minneapolis & St. Louis R. R.							689	26,736	145	4,302	834	31,038
11	Union Pacific R. R.	12	396			12	396						
12	Wabash Railway							22	752	26	972	48	1,724
	Total	13	451	286	11,218	299	11,669	3,618	125,822	2,285	87,018	5,903	212,840

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 79—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper Bags and Wrapping Paper						Paperboard, Pulpboard and Wallboard (Paper)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2	39	348	8,103	350	8,142	520	12,798	199	4,527	719	17,325
2	Chicago, Burlington & Quincy R. R.	7	127	130	2,794	137	2,921	528	12,842	511	12,696	1,039	25,538
3	Chicago Great Western R. R.	5	99	239	5,618	244	5,717	105	2,854	585	13,484	690	16,338
4	Chicago, Milwaukee & St. Paul Ry.			20	481	20	481			5	110	5	110
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	11	185	703	16,537	714	16,722	2	53	353	7,384	355	7,437
5	Chicago & North Western Ry.	34	770	353	8,214	387	8,984	312	8,630	253	5,797	565	14,427
6	Chicago, St. Paul, Minn. & Omaha Ry.	53	877	15	337	68	1,214			247	6,182	247	6,182
7	Chicago, Rock Island & Pacific Ry.	17	386	283	6,394	300	6,780	13	223	1,231	29,405	1,244	29,628
8	Great Northern Ry.												
9	Illinois Central R. R.	6	129	68	1,563	74	1,692	66	1,825	161	3,951	227	5,776
10	Minneapolis & St. Louis R. R.	1	11	119	2,751	120	2,762			157	3,678	157	3,678
11	Union Pacific R. R.												
12	Wabash Railway			68	1,561	68	1,561			304	6,328	304	6,328
	Total	136	2,623	2,346	54,353	2,482	56,976	1,546	39,225	4,006	93,542	5,552	132,767

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 80—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Building Paper and Prepared Roofing Materials						Building Woodwork (Millwork)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			593	13,787	593	13,787			347	6,491	347	6,491
2	Chicago, Burlington & Quincy R. R.	26	438	469	11,448	495	11,886	79	1,160	256	5,214	335	6,374
3	Chicago Great Western R. R.	3	55	779	17,899	782	17,954	183	2,894	550	11,934	733	14,828
4	Chicago, Milwaukee & St. Paul Ry			22	583	22	583	24	394	23	477	47	871
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	12	149	732	18,208	744	18,357	1,409	21,229	2,034	39,523	3,433	60,752
5	Chicago & North Western Ry	3	38	574	13,356	577	13,394	333	5,357	849	17,666	1,182	23,023
6	Chicago, St. Paul, Minn. & Omaha Ry			12	337	12	337	1	19	65	1,138	66	1,157
7	Chicago, Rock Island & Pacific Ry	13	266	963	22,633	976	22,899	568	8,962	521	10,474	1,089	19,436
8	Great Northern Ry												
9	Illinois Central R. R.	10	115	258	5,666	268	5,781	274	4,631	358	7,887	632	12,518
10	Minneapolis & St. Louis R. R.			99	2,337	99	2,337			142	3,192	142	3,192
11	Union Pacific R. R.												
12	Wabash Railway	2	24	134	3,188	136	3,212	2	52	78	1,682	80	1,734
	Total	69	1,085	4,635	109,442	4,704	110,527	2,873	44,698	5,213	105,678	8,086	150,376

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 81—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Soap and Washing Compounds						Glass, Flat, Other Than Plate					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			166	3,643	166	3,643	1	31	58	1,638	59	1,669
2	Chicago, Burlington & Quincy R. R.	318	6,071	463	9,280	781	15,351	3	106	107	2,546	110	2,651
3	Chicago Great Western R. R.	3	47	642	13,451	645	13,498	1	35	48	1,330	49	1,365
4	Chicago, Milwaukee & St. Paul Ry			16	347	16	347						
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	17	480	713	15,870	730	16,350			119	3,392	119	3,392
5	Chicago & North Western Ry	5	140	269	5,839	274	5,979			48	1,304	48	1,304
6	Chicago, St. Paul, Minn. & Omaha Ry			120	2,782	120	2,782			8	252	8	252
7	Chicago, Rock Island & Pacific Ry	98	1,841	678	13,871	776	15,712	2	29	160	4,243	162	4,272
8	Great Northern Ry												
9	Illinois Central R. R.	8	92	156	3,197	164	3,289			33	951	33	951
10	Minneapolis & St. Louis R. R.	1	18	142	2,911	143	2,929			45	1,220	45	1,220
11	Union Pacific R. R.												
12	Wabash Railway	1	18	145	2,948	146	2,966			35	946	35	946
	Total	451	8,707	3,510	74,139	3,961	82,846	7	200	661	17,822	668	18,022

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 82—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Glass: Bottles, Jars and Jelly Glasses						Manufactured and Miscellaneous, N. O. S.					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry			224	3,862	224	3,862	81	1,509	12,880	268,981	12,961	270,490
2	Chicago, Burlington & Quincy R. R.	216	2,730	454	7,680	670	10,410	5,806	100,684	10,664	199,680	16,470	300,364
3	Chicago Great Western R. R.	32	541	560	10,850	592	11,391	2,714	46,859	13,928	271,329	16,642	318,188
4	Chicago, Milwaukee & St. Paul Ry	3	25	8	143	11	168	141	2,405	683	12,571	824	14,976
4a	Chicago, Milwaukee, St. Paul & Pac. R. R.	193	2,642	596	9,960	789	12,602	4,991	81,257	23,278	438,620	28,269	519,877
5	Chicago & North Western Ry	109	1,270	359	5,859	468	7,129	5,113	93,682	15,001	290,212	20,114	383,894
6	Chicago, St. Paul, Minn. & Omaha Ry	16	183	13	192	29	375	349	6,689	3,068	59,731	3,417	66,420
7	Chicago, Rock Island & Pacific Ry	25	368	342	6,006	367	6,374	9,580	139,051	22,317	492,529	31,897	631,580
8	Great Northern Ry	3	30			3	30	83	1,189			83	1,189
9	Illinois Central R. R.	18	229	67	1,177	85	1,406	2,969	57,247	7,914	153,618	10,883	210,865
10	Minneapolis & St. Louis R. R.	1	6	379	6,292	380	6,298	1,343	20,612	6,771	133,999	8,114	154,611
11	Union Pacific R. R.							132	1,925			132	1,925
12	Wabash Railway			98	1,687	98	1,687	395	6,822	3,618	70,620	4,013	77,442
	Total	616	8,024	3,100	53,708	3,716	61,732	33,697	559,931	120,122	2,391,890	153,819	2,951,821

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 83—MANUFACTURES AND MISCELLANEOUS—Concluded

Number	Railway Companies	Total Manufacturers and Miscellaneous							
		Originating on Road				All Other Revenue Freight Carried		Total	
		Carloads	% of Total Carloads Originating on Road	Tons	% of Total Tons Originating on Road	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	677	64.7	16,006	72.4	82,990	1,881,179	83,667	1,897,185
2	Chicago, Burlington & Quincy R. R.	16,753	18.6	383,615	19.0	74,506	1,867,060	91,259	2,250,675
3	Chicago Great Western R. R.	15,220	36.9	399,538	36.8	91,263	2,035,115	106,483	2,434,653
4	Chicago, Milwaukee & St. Paul Ry	571	10.8	14,064	12.2	4,138	95,793	4,709	109,857
4a	Chicago, Milwaukee, St. Paul and Pac. R. R.	28,949	19.5	812,017	21.4	158,203	3,541,223	187,152	4,353,240
5	Chicago & North Western Ry	20,249	14.9	552,469	15.9	90,190	2,012,000	110,439	2,564,469
6	Chicago, St. Paul, Minn. & Omaha Ry	1,066	15.9	25,430	19.7	27,784	725,881	28,850	751,311
7	Chicago, Rock Island & Pacific Ry	33,735	20.1	839,822	18.9	136,710	2,957,636	170,445	3,797,458
8	Great Northern Ry	215	5.6	5,499	5.8			215	5,499
9	Illinois Central R. R.	10,091	14.7	229,104	14.2	39,573	878,851	49,574	1,107,955
10	Minneapolis & St. Louis R. R.	14,389	23.5	402,617	22.2	29,178	695,244	43,566	1,097,861
11	Union Pacific R. R.	613	35.7	10,327	20.1			613	10,327
12	Wabash Railway	953	7.9	18,103	4.7	19,183	446,007	20,136	464,110
	Total	143,390		3,708,611		753,718	17,135,989	897,108	20,844,600
13	Atlantic Northern Ry			308			3,241		3,549
14	Manchester & Oneida Ry			498			12,977		13,475
15	Tabor & Northern Ry			74			21,314		21,388
	Total 13 to 15 inclusive			880			37,532		38,412
	Total Tons—Manufacturing and Miscellaneous			3,709,491			17,173,521		20,883,012

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 84—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Total Originating on Road				All Other Revenue Freight Carried				Total Carload Traffic	
		Carloads	% of total carloads all carload traffic	Tons	% of total tons all carload traffic	Carloads	% of total carloads all carload traffic	Tons	% of total tons all carload traffic	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	1,046	.5	22,095	.5	195,807	99.5	4,170,187	99.5	196,853	4,192,282
2	Chicago, Burlington & Quincy R. R	89,941	33.2	2,015,313	26.8	180,665	66.8	5,497,379	73.2	270,606	7,512,692
3	Chicago Great Western R. R	41,263	17.2	1,085,722	18.1	199,941	82.8	4,914,781	81.9	241,204	6,000,503
4	Chicago, Milwaukee & St. Paul Ry	5,306	32.3	115,432	29.0	11,109	67.7	282,334	71.0	16,415	397,766
4a	Chicago, Mil., St. Paul & Pac. R. R	148,616	28.5	3,793,183	29.4	372,653	71.5	9,092,207	70.6	521,269	12,885,390
5	Chicago & North Western Ry	136,262	37.1	3,478,327	38.5	230,840	62.9	5,545,204	61.5	367,102	9,023,531
6	Chicago, St. Paul, Minn. & O. Ry	6,723	9.5	129,239	7.6	64,106	90.5	1,561,534	92.4	70,829	1,690,773
7	Chicago, Rock Island & Pacific Ry	167,480	34.3	4,437,475	34.7	321,332	65.7	8,342,202	65.3	488,812	12,779,677
8	Great Northern Railway (See below)										
9	Illinois Central R. R	67,885	34.6	1,615,259	33.7	128,548	65.4	3,180,336	66.3	196,433	4,795,595
10	Minneapolis & St. Louis R. R	61,102	39.8	1,815,293	40.4	92,610	60.2	2,678,532	59.6	153,712	4,493,825
11	Union Pacific R. R. (See below)										
12	Wabash Railway	12,057	17.8	388,637	22.4	55,604	82.2	1,346,843	77.6	67,661	1,735,480
	Total	737,681		18,895,975		1,853,215		46,611,539		2,590,896	65,507,514
8	Great Northern Railway	3,827	11.6	94,507	11.5	*29,268	88.4	*730,614	88.5	33,095	825,121
11	Union Pacific R. R	* 1,718	.7	51,493	1.0	*257,095	99.3	*5,346,908	99.0	258,813	5,398,401
	Total carload traffic	743,226	25.8	19,041,975	26.5	2,139,578	74.2	52,689,061	73.5	2,882,804	71,731,036
13	Atlantic Northern Ry			8,800				14,979			23,779
14	Manchester & Oneida Ry			2,581				48,958			51,539
15	Tabor & Northern Ry			9,716				25,753			35,469
	Total 13 to 15 inclusive			21,097				89,690			110,787
	Total Tons, Carload Traffic			19,063,072				52,778,751			71,841,823

*Carloads and tons, all other revenue freight, carried, on Great Northern Ry. and Union Pacific R. R. were not distributed to the 157 classes of commodities in Table 941 Annual Report to this Commission.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—IOWA —Continued

PART 85—ALL L. C. L. FREIGHT, TONS AND GRAND TOTAL TONS CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	All L. C. L. Tons						Grand Total Carload and L.C.L. Traffic—Tons				
		Originating on road —Tons	% of total tons originating on road	All other revenue freight carried	% of total tons all other revenue freight carried	Total L.C.L. freight —Tons	% of total tons all traffic	Total originating on road —Tons	% of total tons all traffic	Total all other freight carried —Tons	% of total tons all traffic	Total tons all traffic
1	Atchison, Topeka & Santa Fe Ry	3,317	13.1	258,035	5.8	261,352	5.9	25,412	.6	4,428,222	99.4	4,453,634
2	Chicago, Burlington & Quincy R. R	104,987	5.0	211,347	3.7	316,334	4.0	2,120,300	27.1	5,708,726	72.9	7,829,026
3	Chicago Great Western R. R	71,429	6.2	110,997	2.2	182,426	3.0	1,157,151	18.7	5,025,778	81.3	6,182,929
4	Chicago, Milwaukee & St. Paul Ry	5,552	4.6	7,711	2.7	13,263	3.2	120,984	29.4	290,045	70.6	411,029
4a	Chicago, Mil., St. Paul & Pac. R. R	191,560	4.8	254,880	2.7	446,440	3.3	3,984,743	29.9	9,347,087	70.1	13,331,830
5	Chicago & North Western Ry	170,700	4.7	271,715	4.7	442,415	4.7	3,649,027	38.5	5,816,919	61.5	9,465,946
6	Chicago, St. Paul, Minn. & O. Ry	29,704	18.7	41,035	2.3	70,739	4.0	158,943	9.0	1,602,569	91.0	1,761,512
7	Chicago, Rock Island & Pacific Ry	262,532	5.6	401,789	4.6	664,321	4.9	4,700,007	35.0	8,743,991	65.0	13,443,998
8	Great Northern Railway	8,219	8.0			8,219	8.0	102,726	12.3	730,614	87.7	833,340
9	Illinois Central R. R	89,641	5.3	93,150	2.8	182,791	3.7	1,704,900	34.2	3,273,486	65.8	4,978,386
10	Minneapolis & St. Louis R. R	55,769	3.0	30,893	1.1	86,662	1.9	1,871,062	40.8	2,709,425	59.2	4,580,487
11	Union Pacific R. R	2,837	5.2			2,837	5.2	54,330	1.0	5,346,908	99.0	5,401,238
12	Wabash Railway	13,650	3.4	47,454	3.4	61,104	3.4	402,287	22.4	1,394,297	77.6	1,796,584
	Total	1,009,897		1,729,006		2,738,903		20,051,872		54,418,067		74,469,939
13	Atlantic Northern Ry	824		1,138		1,962		9,624		16,117		25,741
14	Manchester & Oneida Ry	404		672		1,076		2,985		49,630		52,615
15	Tabor & Northern Ry	43		663		706		9,759		26,416		36,175
	Total 13 to 15 inclusive	1,271		2,473		3,744		22,368		92,163		114,531
	Grand Total Tons Carload and L. C. L. Traffic	1,011,168		1,731,479		2,742,647		20,074,240		54,510,230		74,584,470
	C., B. & Q. R. R.—Trans-state Traffic —Tons											2,184,682
	C. & N. W. Ry.—Trans-state Traffic —Tons											1,499,901
	Grand Total Tons Carried Within the State											78,269,053

Note—C., B. & Q. R. R., C. & N. W. Ry. do not distribute trans-state tons to the 157 classes.

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE

PART 1—STEAM AND ELECTRIC LOCOMOTIVES, FREIGHT AND PASSENGER TRAIN CARS, AND COMPANY SERVICE EQUIPMENT

Number	Railway Companies	Steam Locomotives: Number of Units: Available for service at beginning of year	Steam Locomotives: Number of Units: Installed during year	Steam Locomotives: Number of Units: Retired from service during year	Steam Locomotives: Number of Units: Available for service at close of year	Electric Locomotives: Number of Units: Available for service at beginning of year	Electric Locomotives: Number of Units: Installed during year	Electric Locomotives: Number of Units: Retired from service during year	Electric Locomotives: Number of Units: Available for service at close of year	Freight Train Cars: Number of Units: Available for service at beginning of year	Freight Train Cars: Number of Units: Installed during year	Freight Train Cars: Number of Units: Retired from service during year	Freight Train Cars: Number of Units: Available for service at close of year	Passenger Train Cars: Number of Units: Available for service at beginning of year	Passenger Train Cars: Number of Units: Installed during year	Passenger Train Cars: Number of Units: Retired from service during year	Passenger Train Cars: Number of Units: Available for service at close of year	Passenger Train Cars: Number of passenger carrying coaches	Passenger Train Cars: Total seating capacity	Passenger Train Cars: Average seating capacity per coach	Company Service Equipment: Number of Units: Available for service at beginning of year	Company Service Equipment: Number of Units: Installed during year	Company Service Equipment: Number of Units: Retired from service during year	Company Service Equipment: Number of Units: Available for service at close of year
1	A., T. & S. F. Ry.	1,779	49	85	1,743	----	----	----	----	82,755	3,907	3,673	82,989	1,456	111	99	1,468	749	54,679	73	4,959	826	641	5,144
2	A. N. Ry.	1	----	----	1	----	----	----	----	1	----	----	1	2	----	----	2	----	----	----	1	----	----	1
3	C., B. & Q. R. R.	1,794	25	134	1,685	----	----	----	----	65,596	1,274	3,544	63,326	1,340	86	161	1,265	755	47,667	63	4,499	549	550	4,489
4	C. G. W. R. R.	266	----	----	266	----	----	----	----	9,056	----	254	8,802	205	10	8	207	121	6,582	54	751	----	20	731
5	C., M., St. P. & P. R .R.	1,831	24	74	1,781	105	----	----	105	68,567	4,876	2,150	71,293	1,418	51	96	1,373	818	46,445	57	3,927	335	437	3,825
6	C. & N. W. Ry.	1,949	----	142	1,807	3	----	----	3	68,526	2,644	2,693	68,477	2,214	19	61	2,172	1,400	86,540	62	3,745	292	211	3,826
7	C., S. P., M. & O. Ry.	353	8	28	333	----	----	----	----	10,959	1,000	1,335	10,624	301	2	7	296	191	10,683	56	577	49	64	562
8	C., R. I. & P. Ry.	1,492	8	68	1,432	----	----	----	----	44,600	951	3,027	42,524	1,077	81	67	1,091	678	49,894	74	3,314	168	357	3,125
9	D., R. I. & N. W. Ry.	11	----	1	10	----	----	----	----	30	6	13	23	----	----	----	----	----	----	----	----	1	----	1
10	G. N. Ry.	1,242	33	87	1,188	7	6	----	13	48,388	1,309	1,951	47,746	977	41	82	936	372	24,679	66	2,577	358	242	2,693
11	I. C. R. R.	1,729	----	39	1,690	----	----	----	----	65,638	219	3,823	62,034	1,937	39	62	1,914	960	68,166	71	2,168	183	225	2,126
12	M. & O. Ry.	1	1	----	2	----	----	----	----	----	----	----	----	2	----	----	2	----	----	----	----	----	----	----
13	M. & St. L. R. R.	213	----	----	213	----	----	----	----	7,002	160	214	6,948	123	----	----	123	76	4,316	57	322	1	8	315
14	T. & N. Ry.	1	----	----	1	----	----	----	----	----	----	----	----	5	----	----	5	----	----	----	----	----	----	----
15	U. P. R. R.	859	55	100	814	----	----	----	----	32,294	533	242	32,585	780	37	62	775	335	19,046	57	2,333	126	138	2,321
16	Wabash Ry.	685	----	12	673	----	----	----	----	26,245	17	578	25,684	425	16	13	428	251	14,752	53	879	37	50	866
	Total	14,206	203	770	13,639	115	6	----	121	529,657	16,896	23,497	523,056	12,262	513	718	12,057	6,706	433,449	65	30,052	2,916	2,943	30,025

TABLE 12—LOCOMOTIVE, CAR, COMPANY SERVICE AND FLOATING EQUIPMENT—ENTIRE LINE—Continued

PART 2—ALL CLASSES OF CARS AND COMPANY SERVICE AND FLOATING EQUIPMENT AND NUMBER UNITS FREIGHT AND PASSENGER CARS—CLASSIFIED

Number	Railway Companies	All Classes of Cars and Company Service Equipment: Number of Units: Available for service at beginning of year	All Classes of Cars and Company Service Equipment: Number of Units: Installed during year	All Classes of Cars and Company Service Equipment: Number of Units: Retired from service during year	All Classes of Cars and Company Service Equipment: Number of Units: Available for service at close of year	Number of units floating equipment	Number of Units of Freight and Passenger Train Cars at Close of Year, Classified: Freight Train Cars: Box	Freight Train Cars: Flat	Freight Train Cars: Stock	Freight Train Cars: Coal	Freight Train Cars: Tank	Freight Train Cars: Refrigerator	Freight Train Cars: Caboose	Freight Train Cars: Other	Passenger Train Cars: Coaches	Passenger Train Cars: Combination	Passenger Train Cars: Other combination	Passenger Train Cars: Parlor	Passenger Train Cars: Sleeping	Passenger Train Cars: Dining	Passenger Train Cars: Baggage and express	Passenger Train Cars: Postal	Passenger Train Cars: Other
1	A., T. & S. F. Ry.	89,170	4,844	4,413	89,601	11	35,490	2,617	8,112	13,756	3,260	18,175	983	596	625	103	116	21	----	56	434	66	47
2	A. N. Ry.	4	----	----	4	----	----	1	----	----	----	----	----	----	1	1	----	----	----	----	----	----	----
3	C., B. & Q. R. R.	71,435	1,900	4,255	69,080	----	31,183	1,223	6,565	23,096	340	----	726	193	579	158	112	18	----	49	293	36	20
4	C. G. W. R. R.	10,012	10	282	9,740	----	6,247	280	690	1,061	----	402	122	----	81	26	20	14	----	6	57	3	----
5	C., M., St. P. & P. R .R.	73,912	5,262	2,683	76,491	10	39,065	5,152	4,321	17,849	----	2,214	981	1,711	516	134	120	20	148	43	355	12	25
6	C. & N. W. Ry.	74,485	2,955	2,965	74,475	----	37,207	3,690	4,907	13,725	----	1,831	998	6,119	1,140	202	120	58	----	39	319	38	256
7	C., S. P., M. & O. Ry.	11,837	1,051	1,406	11,482	----	6,922	584	641	1,985	----	316	176	----	149	31	24	11	----	7	65	9	----
8	C., R. I. & P. Ry.	48,991	1,200	3,451	46,740	----	28,181	1,864	2,961	7,355	----	1,489	674	----	566	104	110	8	----	45	224	34	----
9	D., R. I. & N. W. Ry.	30	7	14	24	----	2	12	----	8	----	----	1	----	----	----	----	----	----	----	----	----	----
10	G. N. Ry.	51,942	1,708	2,275	51,375	----	28,052	3,396	3,480	2,984	40	----	542	9,262	277	59	115	22	14	32	396	14	8
11	I. C. R. R.	69,743	441	4,110	66,074	12	23,624	2,234	1,781	28,283	10	5,117	985	----	886	51	96	21	2	47	226	47	538
12	M. & O. Ry.	2	----	----	2	----	----	----	----	----	----	----	----	----	----	1	----	----	----	----	----	----	1
13	M. & St. L. R. R.	7,447	161	222	7,386	----	4,632	42	476	1,548	----	98	113	39	64	12	----	----	----	----	35	2	10
14	T. & N. Ry.	5	----	----	5	----	----	----	----	----	----	----	----	----	----	3	----	----	----	----	2	----	----
15	U. P. R. R.	35,407	716	442	35,681	----	16,547	2,223	2,734	6,484	952	----	575	3,070	280	54	36	1	----	74	228	49	53
16	Wabash Ry.	27,549	70	641	26,978	5	17,704	480	1,206	5,923	----	----	371	----	179	66	21	6	----	24	114	18	----
	Total	571,971	20,325	27,158	565,138	38	274,856	23,788	37,874	124,057	4,602	29,642	7,247	20,990	5,343	1,031	890	200	164	422	2,747	328	968

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	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.	4,567.54	2,534.07	1,132.67	969.27	.....	220.10	9,423.65	9,423.65	1,693.44	45.00	9.80	.....	696.84	3,728.10	15,596.83	127.91
2	A. N. Ry.	17.07	.....	.....	.....	.....	.....	17.07	17.07	.....	.....	.....	.....	.....	1.68	18.75	.....
3	C., B. & Q. R. R.	4,669.36	4,293.52	50.26	29.66	.....	331.56	9,374.36	9,374.36	1,211.26	48.02	6.60	.....	923.91	2,956.86	14,521.01	16.77
4	C. G. W. R. R.	929.19	104.92	375.23	.....	.....	85.93	1,495.27	1,495.27	106.23	11.24	11.24	.....	26.30	572.30	2,222.58	1.00
5	C., M., St. P. & Pac. R. R.	6,322.84	3,837.22	.....	361.33	.....	730.38	11,251.77	11,251.72	1,246.79	27.29	23.06	.....	870.59	3,448.26	16,867.71	29.27
6	C. & N. W. Ry.	3,364.78	5,022.96	.....	.....	.....	75.26	8,463.00	8,463.00	930.23	100.78	91.67	.....	827.33	3,188.26	13,601.27	206.48
7	C., St. P., M. & O. Ry.	1,673.97	.....	.....	.....	.....	72.56	1,746.53	1,746.53	193.69	16.64	12.77	.....	115.12	583.66	2,668.41	2.13
8	C., R. I. & P. Ry.	3,332.26	1,986.65	34.92	1,760.13	.....	450.34	7,564.30	7,564.30	530.93	22.99	9.70	.....	365.18	2,395.26	10,888.36	63.17
9	D., R. I. & N. W. Ry.	41.72	5.08	.....	.....	.....	2.24	49.04	49.04	1.06	.....	.....	.....	19.05	26.57	95.72	.....
10	G. N. Ry.	3,811.02	3,682.85	403.40	.14	.....	512.09	8,409.50	8,409.50	633.48	18.24	14.13	.....	317.00	2,502.91	11,895.26	251.54
11	I. C. R. R.	2,258.67	.....	1,016.06	1,546.68	.....	215.89	5,037.30	5,037.30	890.08	73.51	33.29	207.27	460.88	2,617.62	9,319.95	379.93
12	M. & O. Ry.	8.03	.....	.....	.....	.....	.12	8.15	8.15	.....	.....	.....	.....	.....	.75	8.90	.....
13	M. & St. L. R. R.	1,359.06	154.48	.....	.05	.....	114.31	1,627.80	1,627.80	28.25	.....	.....	.....	76.69	334.41	2,067.15	*.41
14	T. & N. Ry.	8.79	.....	.....	.....	.....	1.96	10.75	10.75	.....	.....	.....	.....	.....	1.00	11.75	.....
15	U. P. R. R.	1,934.05	1,812.98	.....	.....	1.30	16.81	3,765.14	3,765.14	1,003.94	2.07	2.07	.....	375.28	1,297.38	6,535.88	79.15
16	Wabash Ry.	1,840.00	105.85	88.83	72.65	.....	416.87	2,524.20	2,524.20	551.86	13.38	.....	.....	159.33	1,215.31	4,464.08	26.00
	Total year 1928	36,138.35	23,540.58	3,101.37	4,739.91	1.30	3,246.27	70,767.78	70,767.78	9,111.24	379.16	214.33	207.27	5,233.50	24,870.33	110,783.61	1,182.94
	Total year 1927	36,021.50	23,285.09	3,221.51	4,741.70	5.28	3,111.57	70,386.60	70,386.60	9,035.24	367.16	203.59	203.71	5,187.57	24,216.80	109,600.67	.....
	Increase or decrease 1928	116.85	255.49	*120.14	*1.79	*3.98	134.70	381.18	381.18	76.00	12.00	10.74	3.56	45.93	653.53	1,182.94	.....

*Decrease.

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 mileage owned solely—All tracks
1	Atchison, Topeka & Santa Fe Ry.	7,101.16	1,324.55	29.83	9.18	.....	557.17	3,061.75	12,083.64	88.87
2	Atlantic Northern Ry.	17.07	.....	.....	.....	.....	.....	1.68	18.75	.....
3	Chicago, Burlington & Quincy R. R.	8,960.91	1,083.86	47.26	5.84	.....	754.07	2,668.29	13,520.14	26.86
4	Chicago Great Western R. R.	1,409.34	58.86	.....	.....	.....	26.20	505.08	1,999.58	1.00
5	Chicago, Milwaukee, St. Paul & Pac. R. R.	10,105.56	1,044.55	22.24	18.18	.....	645.32	2,804.54	14,640.29	18.20
6	Chicago & North Western Ry.	8,387.74	872.44	100.78	91.67	.....	787.11	3,085.47	13,325.21	192.83
7	Chicago, St. P., Minn. & Omaha Ry.	1,676.71	182.80	6.37	2.50	.....	115.12	572.44	2,555.94	2.13
8	Chicago, Rock Island & Pac. Ry.	5,318.91	382.57	10.51	.40	.....	192.86	1,680.14	7,585.39	16.97
9	St. Paul, Kansas City Short Line R. R.	345.27	.....	.....	.....	.....	21.62	62.32	429.21	*.44
10	Davenport, Rock Island & Northwestern Ry.	46.80	1.06	.....	.....	.....	19.05	26.57	93.48	.....
11	Great Northern Ry.	7,500.84	389.98	13.09	12.96	.....	279.17	2,180.19	10,376.23	426.19
12	Illinois Central R. R.	2,263.59	469.41	73.51	33.29	102.75	228.03	1,330.88	4,501.46	22.57
13	Dubuque & Sioux City R. R.	760.89	2.75	.....	5.17	.....	30.63	235.37	1,034.81	4.87
14	Manchester & Oneida Ry.	8.03	.....	.....	.....	.....	.....	.75	8.78	.....
15	Minneapolis & St. Louis R. R.	1,513.54	9.54	.....	.....	.....	76.69	299.06	1,898.83	*3.53
16	Tabor & Northern Ry.	8.79	.....	.....	.....	.....	.....	1.00	9.79	.....
17	Union Pacific R. R.	3,745.46	1,089.60	2.07	2.07	.....	360.43	1,262.17	6,461.80	78.17
18	Wabash Ry.	1,945.56	360.24	.....	.....	.....	145.20	880.24	3,331.24	18.81
	Total year 1928	61,116.17	7,272.21	305.66	181.26	102.75	4,238.77	20,657.85	93,874.67	893.50
	Total year 1927	60,725.24	7,215.64	305.62	181.48	102.19	4,220.21	20,230.79	92,981.17	.....
	Increase or decrease 1928	390.93	56.57	.04	*.22	.56	18.56	427.06	893.50	.....

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE OF IOWA

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS AND MILEAGE OWNED—SINGLE TRACK AND ALL TRACKS AND CHANGES DURING YEAR

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: Single track	Changes during year—Single track	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 mileage operated—All tracks	Total Mileage Owned: All tracks	Changes during year
1	A., T. & S. F. Ry.	19.99				.04	20.03	19.99		20.03	19.99		1.15	42.27	83.44	.62	83.40	.66
2	A. N. Ry.	17.07					17.07	17.07		17.07				1.68	18.75		18.75	
3	C., B. & Q. R. R.	373.45	997.91			73.76	1,445.12	[1]1,371.36		1,445.12	248.49		79.39	337.68	2,110.68	*1.20	1,980.37	*1.20
4	C. G. W. R. R.	725.48	45.11			5.82	776.41	770.59		776.41	20.06		13.64	242.24	1,052.35	*1.23	1,032.48	*1.43
5	C., M., St. P. & Pac. R. R.	1,199.91	658.10	*1.99		69.96	1,929.96	[1]1,858.01	*.97	1,929.96	316.90	11.93	81.04	472.19	2,812.02	2.32	2,658.76	1.79
6	C. & N. W. Ry.	363.78	1,253.32			16.99	1,634.09	[1]1,617.10		1,634.09	361.31		74.53	488.48	2,558.41	*6.95	2,493.39	*6.95
7	C., St. P., M. & O. Ry.	74.26				27.50	101.76	74.26		101.76			4.72	48.82	155.30	*.04	124.00	*.04
8	C., R. I. & P. Ry.	997.52	832.85	335.75		88.28	2,254.40	[1]1,830.37	*5.91	2,254.40	109.50		83.91	562.96	3,010.86	*2.88	2,462.88	*2.44
9	St. P., & K. C. Short Line R. R.							345.27									429.21	*.44
10	D., R. I. & N. W. Ry.	34.54				.79	35.33	34.54		35.33	1.06		11.51	12.53	60.43		59.64	
11	G. N. Ry.	77.86					77.86	77.86		77.86			9.80	27.24	114.90	.08	112.55	*.73
12	I. C. R. R.				716.36	1.68	718.04			718.04	2.75	7.21	28.46	234.18	990.64	6.06		
13	D. & S. C. R. R.							715.78									977.04	10.67
14	M. & O. Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
15	M. & St. L. R. R.	635.86	154.48	.05		86.78	877.17	790.34		877.17	4.75		41.12	150.86	1,073.90	*1.75	976.25	*1.75
16	Tabor & Northern Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
17	U. P. R. R.	2.48					2.48	2.48		2.48	2.25		7.93	56.90	69.56	.15	69.56	.15
18	Wabash Ry.	203.31				5.56	208.87	203.31		208.87	2.20		8.94	63.33	283.34	.37	245.49	.37
	Total year 1928	4,742.33	3,941.77	337.79	716.36	379.24	10,117.49	[9]9,745.15	*6.88	10,117.49	1,089.35	19.14	446.14	2,743.11	14,415.23	4.45	13,742.34	*1.34
	Total year 1927	4,744.32	3,947.68	335.80	716.36	379.24	10,123.40	[9]9,752.03		10,123.40	1,089.02	18.93	446.36	2,741.97	14,419.68		13,743.68	
	Increase or decrease 1928	*1.99	*5.91	*1.99			*5.91	*6.88		*5.91	.33	.21	*.22	1.14	4.45		*1.34	

*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	3	2	2	15	49	64							
3	Chicago Great Western R. R.	28		9	1	38	21	59							
4	Chicago, Milwaukee & St. Paul Ry.	30	5	12	8	55	57	112			2	3	5		5
5	Chicago & North Western Ry.	30	2	1	5	38	44	82	1			1	2		2
6	Chicago, St. P., Minn., & O. Ry.	1				1	35	36							
7	Chicago, Rock Island & Pacific Ry.	38	6	17	17	78	48	126		*1		2	3	2	5
8	Dav., R. I. & Northwestern Ry.	1				1	9	10							
9	Great Northern Ry.	1	1	1		3	6	9				1	1		1
10	Illinois Central R. R.	17		1	3	21	55	76							
11	Minneapolis & St. Louis R. R.	17		6	1	24	28	52			2	3	5		5
12	Union Pacific R. R.						10	10							
13	Wabash Railway	3	2	5		10	10	20							
	Total	175	*19	54	37	285	372	657	1	1	4	10	16	3	19

*Includes 17 hand operated (not interlocking): C. B. & Q., 3; Mil., 5; C. & N. W., 2; C., R. I., 5; Gt. Nor., 1; Wabash, 1.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued

PART 2—RAILWA YWITH RAILWAY—Continued

Number	Railway Companies	Number at Beginning of Year							Number Added During Year						
		Total							Total						
		With interlocking devices	With derailing appliances	With gates—and—or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total	With interlocking devices	With derailing appliances	With gates—and—or watchmen	With automatic crossing signals	Protected	Unprotected	Grand total
1	Atchison, Topeka & Santa Fe Ry.								1				1		1
2	Chicago, Burlington & Quincy R. R.			1		1	4	5	8	3	1	2	14	46	60
3	Chicago Great Western R. R.			1		1		1	28		8	1	37	21	58
4	Chicago, Milwaukee & St. Paul Ry.	1	*1			2	7	9	29	6	12	11	58	50	108
5	Chicago & North Western Ry.	1				1	1	2	30	2	1	6	39	43	82
6	Chicago, St. P., Minn., & O. Ry.								1				1	35	36
7	Chicago, Rock Island & Pacific Ry.	2				2	4	6	36	7	17	19	79	46	125
8	Dav., R. I. & Northwestern Ry.								1				1	9	10
9	Great Northern Ry.			1		1		1	1	1		1	3	6	9
10	Illinois Central R. R.								17		1	3	21	55	76
11	Minneapolis & St. Louis R. R.						5	5	17		8	4	29	23	52
12	Union Pacific R. R.													10	10
13	Wabash Railway								3	2	5		10	10	20
	Total	4	1	3		8	21	29	172	*25	53	47	293	354	647

*Includes 17 hand operated (not interlocking): C, B. & Q., 3; Mil., 5; C. & N. W., 2; C., R. I., 5; Gt. Nor., 1; Wabash, 1.

TABLE 14—GRADE CROSSINGS—WITHIN THE STATE—Continued

PART 3—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number at Beginning of Year											Number Added During Year										
		Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total
1	Atchison, Topeka & Santa Fe Ry.						4			8		12											
2	Chicago, Burlington & Quincy R. R.	7		13	10	54	1	10	318	1,208		1,621								3	2		5
3	Chicago Great Western R. R.	6	11	3	17	74	28		70	774		983				1	3						4
4	Chicago, Milwaukee & St. Paul Ry.	1	11	12	33	23	21	6	49	1,875	40	2,071					4						4
5	Chicago & North Western Ry.	13	2	17	16	85	21	1	200	1,342		1,697			2		11		10		3		26
6	Chicago, St. P., Minn., & O. Ry.				7		3	1		90		101											
7	Chicago, Rock Island & Pacific Ry.	4	14	8	53	64	26	17	59	2,400		2,645	5				9	11			4	17	46
8	Davenport, R. I. & Northwestern Ry.			1	2					27		30											
9	Great Northern Ry.	1		2	4			1		85		93							2		3		5
10	Illinois Central R. R.		2	1	13	23	13	2		817		871									4		4
11	Minneapolis & St. Louis R. R.		1		7	1				1,074		1,083											
12	Union Pacific R. R.									20		20											
13	Wabash Railway					1	4			245		250											
	Total	32	41	57	162	325	121	38	696	9,965	40	11,477	5		2	1	27	11	12	3	16	17	94

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, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total	Number at End of Year: Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers with or without standard fixed signs	Standard fixed signs only	Otherwise unprotected	Total
1	Atchison, Topeka & Santa Fe Ry.																						
2	Chicago, Burlington & Quincy R. R.									10		10	7		13	10	54	1	10	321	1,200		1,616
3	Chicago Great Western R. R.									5		5	6	11	3	18	77	28		70	769		982
4	Chicago, Milwaukee & St. Paul Ry.		2		2		1			2		7	1	9	12	31	27	20	6	49	1,873	40	2,068
5	Chicago & North Western Ry.	10		6	6	1	6			4		33	3	2	13	10	95	15	11	200	1,341		1,690
6	Chicago, St. P., Minn., & O. Ry.															7		3	1		90		101
7	Chicago, Rock Island & Pacific Ry.		8		6	1		12		31		58	9	6	8	47	72	37	5	59	2,373	17	2,633
8	Davenport, R. I. & Northwestern Ry.														1	2					27		30
9	Great Northern Ry.	1		1						2		4			1	4			3		86		94
10	Illinois Central R. R.									7		7		2	1	13	23	13	2		814		868
11	Minneapolis & St. Louis R. R.									1		1		1		7	1				1,073		1,082
12	Union Pacific R. R.																				20		20
13	Wabash Railway																1	4			245		250
	Total	1	10	7	14	2	7	12		62		*125	26	31	52	149	350	125	38	699	9,919	57	11,446

*Includes 11 eliminated by separation of grades: C., B. & Q., 3; Mil., 2; R. I., 2; Ill. Cent., 4.

TABLE 14¼—GAUGE OF TRACK AND WEIGHT OF RAIL PER YARD—WITHIN THE STATE
PART 1—STANDARD GAUGE OF TRACK 4 FEET 8½ INCHES—NARROW GAUGE OF TRACK 3 FEET

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. Ry. Standard Gauge —Miles—	C., Mil. & St. P., & P. Ry. Narrow Gauge —Miles—	C. & N.W.Ry. —Miles—	C., St. P., M. & O. Ry. —Miles—	C., R. I. & P. Ry. —Miles—	D., R. I. & N. W. 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	18.75	30.22				181.89		111.22							341.90
100		208.35	60.91	186.80		568.84		462.59	1.12			1.40	4.55	.03	1,494.59
90	21.41	411.35	111.76	965.64		396.38	56.16	205.86	4.34	.08	528.01	12.13	.18	.04	2,683.34
85		174.12	257.79	154.29				180.70	22.60		79.04	249.29		.02	1,117.85
80		1.41		1.67		164.82	.64	371.10		34.30				154.19	728.13
77.5			46.99									69.11			116.10
75		221.47	229.32	257.13				.13	7.54	43.42	64.28			10.45	833.74
72						406.37									406.37
70		8.94		44.77				239.85				284.99		1.88	580.43
67								7.81							7.81
66								38.24				19.67			57.91
O. P. 66		249.87													249.87
N. P. 66		65.01													65.01
65		43.00		346.11	1.00	257.71	.22	122.99						2.94	773.97
63														33.60	33.60
60		104.57	48.79	139.58	13.87		1.99	278.60		.06	54.96	121.12			763.57
56		93.93	15.03	35.90	18.68			213.09				32.68		.16	409.47
52								36.88							36.88
50				8.46	2.17		15.25								25.88
48		4.39													4.39
Total	39.98	1,616.63	770.59	2,110.35	35.72	1,976.01	74.26	2,269.32	35.60	77.86	726.32	790.39	4.73	203.31	10,731.07

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.		100.30	81.72				19.90	19.90		
2	Chicago, 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.	94.10	725.00	893.20	488.50	1,157.00					
4	Chicago, Milwaukee & St. Paul Ry.	46.94	1,104.27	1,934.89	1,076.26	2,265.27	1,786.60				
5	Chicago & North Western Ry.	369.91		841.26	1,584.53	5,089.55					
6	Chicago, St. P., Minn., & O. Ry.				99.86	99.86					
7	Chicago, Rock Island & Pacific Ry.	68.00	1,171.00	2,211.00	13.00	[b]4,168.00	317.00	2,012.00			
8	Davenport, Rock Island & Northwestern Ry.	34.50	34.50								
9	Great Northern Ry.	76.95	384.75								
10	Illinois Central R. R.		94.15	1,715.07	721.33	1,754.37	222.93				
11	Minneapolis & St. Louis R. R.		11.52	25.46	512.72	2,158.18		270.88	348.38		
12	Union Pacific R. R.		6.60	18.30	2.20				4.40	347.00	
13	Wabash Railway[c]										
	Total	1,804.35	7,092.42	9,190.64	4,780.18	17,642.01	2,326.53	2,302.78	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 Co.
[b]Includes 196 miles of wire owned by the Western Union Telegraph Co. and used jointly by the Respondent and W. U. Tel. Co.
[c]Information not available.

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 message 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	120.20	81.72			
2	Chicago, Burlington & Quincy R. R.			1,395.73	4,439.36	1,475.74			439.40
3	Chicago Great Western R. R.	187.20	187.20	769.80	2,069.20	893.20			73.90
4	Chicago, Milwaukee, St. Paul & Pac. R. R.	714.10	71.10	1,837.30	3,440.64	3,721.49	456.12		
5	Chicago & North Western Ry.			1,954.44	5,089.55	841.26			
6	Chicago, St. P., Minn., & O. Ry.			99.86	99.86				
7	Chicago, Rock Island & Pacific Ry.	120.00	188.00	2,213.00	5,527.00	2,528.00			217.00
8	Davenport, Rock Island & Northwestern Ry.			34.50	34.50				
9	Great Northern Ry.			76.95	384.75				
10	Illinois Central R. R.			721.33	1,848.52	1,938.00			758.62
11	Minneapolis & St. Louis R. R.			783.60	2,518.08	25.46			
12	Union Pacific R. R.			2.20	358.00	18.30		6.60	17.60
13	Wabash Railway								
	Total	1,021.30	446.30	9,908.61	25,929.66	11,523.17	456.12	6.60	1,506.52

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 1—BITUMINOUS COAL AND FUEL OIL

Number	Railway Companies	Total Tons Bituminous Coal Consumed						Gallons Fuel Oil Consumed by—					
		Freight train	Passenger train	Transportation	Work train	Grand total tons consumed	Average cost per ton	Freight train	Passenger train	Transportation	Work train	Grand total gallons consumed	Average cost per gallon
1	A., T. & S. F. Ry.	1,121,111	613,952	1,999,320	41,335	2,040,655	$ 3.08	175,921,936	84,916,173	318,376,919	4,682,046	323,058,965	$ .0242
2	C., B. & Q. R. R.	2,154,612	765,464	3,572,009	25,310	3,597,409	2.38	18,385,635	3,977,907	25,839,764	314,292	26,154,056	.0262
3	C. G. W. R. R.	448,500	125,847	674,803	5,450	680,343	2.857	96,127	42,981	173,794	1,833	175,627	.034
4	C., M. & St. P. Ry.[a]	77,044	25,901	131,031	2,414	133,445	2.909	504,854	226,289	847,824	37,383	885,207	.029
5	C., M., St. P. & P. Ry.[b]	2,036,891	584,240	3,296,013	100,740	3,396,753	2.705	15,993,607	5,015,881	24,468,417	430,912	24,899,329	.0293
6	C. & N. W. Ry.	1,618,964	909,600	3,264,408	65,133	3,329,541	2.4426	31,228,022	9,400,960	45,945,040	1,124,703	47,069,743	.0253
7	C., St. P., M. & O. Ry.	316,436	144,150	587,485	8,629	596,114	4.609	55,252	25,254	111,544	1,436	112,980	.0485
8	C., R. I. & P. Ry.	1,756,612	632,345	2,896,919	80,945	2,977,864	2.727	36,600,847	15,071,602	60,928,868	1,717,152	62,646,020	.0204
9	D., R. I. & N. W. Ry.	----------	----------	7,124	136	7,260	4.52	----------	----------	----------	----------	----------	----------
10	Great Northern Ry.	933,030	208,850	1,477,273	41,479	1,518,752	4.06	84,747,610	34,016,010	129,533,782	6,300,389	135,834,171	.0323
11	Illinois Central R. R.	2,691,828	774,279	4,156,373	79,696	4,236,069	2.022	34,088	9,747	55,970	102	56,072	.046
12	M. & St. L. R. R.	322,650	55,472	440,735	4,835	445,570	2.81	----------	----------	----------	----------	----------	----------
13	Union Pacific R. R.	1,712,019	556,826	2,573,755	45,553	2,619,308	2.699	1,631,855	100,518	2,209,350	15,226	2,224,576	.03423
14	Wabash Ry.	1,101,644	235,185	1,663,749	41,015	1,704,764	2.25	151,513	54,766	324,085	1,096	325,181	.03
	Total	16,291,341	5,632,111	26,741,177	542,670	27,283,847	--------	365,351,346	152,858,088	608,815,357	14,626,570	623,441,927	--------

[a]Operated from Jan. 1 to Jan. 13.
[b]Operated from Jan. 14 to Dec. 31.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE—Continued

PART 2—TOTAL TONS FUEL CONSUMED AND GALLONS GASOLINE AND OIL

Number	Railway Companies	Grand Total Fuel Tons Consumed by						Gasoline Consumed by Motor Rail Cars in					
		Freight train	Passenger train	Transportation	Work train	Grand total tons consumed	Average cost per ton	Transportation	Work train	Grand total	Average cost per gallon	Gallons distillate and headlight oil	Average cost per gallon
1	A., T. & S. F. Ry.	2,235,697	1,152,817	4,013,348	71,148	4,084,496	$ 3.46	112,920	--------	112,920	$ .0870	--------	--------
2	C., B. & Q. R. R.	2,300,530	797,168	3,777,310	27,804	3,805,114	2.430	1,028,563	--------	1,028,563	.0917	--------	--------
3	C. G. W. R. R.	449,391	126,240	676,471	5,466	681,937	2.864	146,017	--------	146,017	.088	--------	--------
4	C., M. & St. P. Ry.	81,051	27,697	137,760	2,711	140,471	--------	1,583	1,141	2,724	.142	--------	--------
5	C., M., St. P. & P. Ry.	2,163,824	624,049	3,490,307	104,160	3,594,367	2.759	508,150	32,699	540,849	.142	16,044	$ .087
6	C. & N. W. Ry.	1,858,226	1,011,474	3,648,216	73,939	3,722,155	2.526	491,214	15,910	507,124	.135	--------	--------
7	C., St. P., M. & O. Ry.	317,055	144,434	588,700	8,644	597,344	4.614	48,030	--------	48,030	.144	--------	--------
8	C., R. I. & P. Ry.	1,976,790	723,488	3,265,389	91,166	3,356,555	2.834	194,628	--------	194,628	.1381	375,977	.0373
9	D., R. I. & N. W. Ry.	----------	----------	7,155	136	7,291	4.04	----------	----------	----------	----------	--------	--------
10	Great Northern Ry.	1,631,455	481,596	2,529,932	89,665	2,619,597	4.04	971,200	25	971,225	.1012	--------	--------
11	Illinois Central R. R.	2,696,224	776,280	4,165,956	79,963	4,245,889	2.023	70,204	--------	70,204	.132	--------	--------
12	M. & St. L. R. R.	323,035	55,675	441,451	4,839	446,290	2.81	----------	----------	----------	----------	--------	--------
13	Union Pacific R. R.	1,723,333	557,548	2,589,259	45,673	2,634,932	2.714	255,633	28,789	284,422	.08262	480,719	.04866
14	Wabash Ry.	1,103,351	235,798	1,667,397	41,029	1,708,426	2.253	68,360	--------	68,360	.1448	--------	--------
	Total	18,859,962	6,714,264	30,998,551	646,313	31,644,864	--------	3,896,502	78,564	3,975,066	--------	872,740	--------

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT—WITHIN THE STATE

PART 1—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Replacement					Rails Laid in Replacement		
		Cross Ties		Switch and Bridge Ties					
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per M. feet at distributing point—board measure	Total charges on account of ties laid during year	Total number of tons (2,240 lbs.) of rails laid	Total cost of rails applied during year	Average cost per ton of 2,240 lbs.
1	Atchison, Topeka & Santa Fe Ry.	8,133	$ 1.53	16,142	$ 67.01	$ 13,514.46	682.71	$ 13,705.65	$ 20.08
2	Chicago, Burlington & Quincy R. R.	313,773	1.32	1,008,227	40.30	454,842.17	26,238.16	1,001,881.71	38.18
3	Chicago Great Western R. R.	204,786	1.16	450,598	38.25	255,070.89	6,762.47	259,436.62	38.36
4	Chicago, Mil., St. Paul & Pac. R. R.	812,753	1.13	2,196,106	30.99	980,327.70	17,453	588,274.25	33.71
5	Chicago & North Western Ry.*								
6	Chicago, St. Paul, Minn. & Omaha Ry.	37,427	1.06	96,821	44.93	44,127.01	161.49	5,120.95	31.71
7	Chicago, Rock Island & Pacific Ry.*								
8	Dav., Rock Island & Northwestern Ry.	6,916	1.84	52,200	52.87	15,502.47	164.93	5,485.76	33.26
9	Great Northern Ry.	34,959	1.58	52,441	34.55	57,115.34	201.10	6,045.82	30.06
10	Illinois Central R. R.*								
11	Minneapolis & St. Louis R. R.	185,065	1.32	578,056	41.02	268,501.06	1,224.09	34,660.34	28.32
12	Union Pacific R. R.	17,611	1.11	127,399	41.98	24,884.76	723	12,915.64	17.86
13	Wabash Railway*								
	Total and grand average	1,621,423	$ 1.20	4,577,990	$ 36.04	$ 2,113,885.86	53,610.95	$ 1,927,526.72	$ 35.95

*Not compiled.

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS—WITHIN THE STATE

PART 1—TIES AND RAILS APPLIED DURING YEAR AND ADDITIONS AND BETTERMENTS

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions					Rails Laid in additional Tracks and in New Lines and Extensions			Additions and betterments—buildings and structures
		Cross Ties		Switch and Bridge Ties						
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per M. feet at distributing point—board measure	Total charges on account of ties laid during year	Total number of tons (2,240 lbs.) of rails applied	Total cost of rails laid during year	Average cost per ton of 2,240 pounds	
1	Atchison, Topeka & Santa Fe Ry.	1,545	$ 1.26	18,944	$ 45.41	$ 2,772.82	90.61	$ 1,812.19	20.00	$ 54,140.74
2	Chicago, Burlington & Quincy R. R.	6,824	1.24	54,031	43.09	10,766.85	439.88	12,694.56	28.86	241,831.52
3	Chicago Great Western R. R.	373	126	10,209	44.10	919.74	20.84	573.19	27.50	*3,792.78
4	Chicago, Mil., St. Paul & Pac. R. R.	16,639	1.30	72,057	38.00	24,345.86	743	22,876.99	30.79	50,040.56
5	Chicago & North Western Ry.*									
6	Chicago, St. P., Minn. & O. Ry.*									
7	Chicago, Rock Island & Pacific Ry.*									
8	Dav., R. I. & Northwestern Ry.*									
9	Great Northern Ry.	548	1.24	3,109	43.31	815.83	23.28	711.28	30.55	11,579.82
10	Illinois Central R. R.*									
11	Minneapolis & St. Louis R. R.	3,431	1.34	12,049	45.16	5,137.99	98.10	2,335.22	23.80	1,057.98
12	Union Pacific R. R.	313	1.04	2,838	42.38	444.39	12	189.65	15.80	3,561.92
13	Wabash Railway*									
	Total and grand average	29,673	$ 1.28	172,637	$ 41.42	$ 45,203.48	1,427.71	$ 41,193.08	28.85	$ 358,419.76

*Not compiled.
*Credit.

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE

Number	Railway Companies	Average Number of Employees in Service		Total Compensation		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		1928	1927	1928	1927	1928	1927	1928	1927	1928	1927
1	Atchison, Topeka & Santa Fe Ry	54,628	57,388	$ 91,470,963.00	$ 93,282,248.00	$ 1,674.43	$ 1,625.47	$ 139.54	$ 135.46	$ 4.65	$ 4.54
2	Atlantic Northern Ry	16	19	20,309.16	20,112.47	1,269.32	1,058.55	105.78	88.21	3.53	3.09
3	Chicago, Burlington & Quincy R. R.	43,670	43,244	72,307,468.00	70,611,833.00	1,655.77	1,632.87	137.98	136.07	4.59	4.48
4	Chicago Great Western R. R.	7,139	7,376	12,314,924.00	12,412,221.00	1,725.02	1,682.78	143.75	140.23	4.79	4.67
5	Chicago, Milwaukee, St. P. & Pac. R. R.	49,085	50,872	81,585,979.00	83,415,704.00	1,662.13	1,639.72	138.51	136.64	4.62	4.55
6	Chicago & North Western Ry	45,996	47,564	78,989,662.00	79,224,013.00	1,717.32	1,665.63	143.11	138.80	4.77	4.63
7	Chicago, St. Paul, Minn. & Omaha Ry	8,332	8,167	14,084,100.00	13,674,167.00	1,690.36	1,674.31	140.86	139.53	4.70	4.65
8	Chicago, Rock Island & Pacific Ry	35,123	36,658	60,887,911.00	61,582,893.00	1,733.56	1,679.93	144.46	139.99	4.82	4.67
9	Davenport, Rock Island & N. W. Ry	242	240	325,590.83	310,232.04	1,345.42	1,292.63	112.12	107.72	3.74	3.59
10	Great Northern Ry	27,941	27,763	49,699,976.00	47,746,270.00	1,778.75	1,719.78	148.23	143.32	4.94	4.78
11	Illinois Central R. R.	46,548	48,837	77,252,346.79	79,558,200.00	1,659.63	1,629.06	138.30	135.76	4.61	4.53
12	Manchester & Oneida Ry	20	13	15,618.71	10,183.18	780.94	783.32	65.08	69.41	2.17	2.31
13	Minneapolis & St. Louis R. R.	4,852	5,026	7,930,661.00	7,894,122.00	1,634.51	1,570.66	136.21	130.89	4.54	4.36
14	Tabor & Northern Ry	7	7	11,606.30	9,127.76	1,508.41	1,303.97	130.70	108.66	4.36	3.62
15	Union Pacific R. R.	26,400	25,514	47,297,339.00	44,166,487.00	1,791.57	1,731.07	149.30	144.26	4.98	4.81
16	Wabash Railway	17,207	17,608	30,386,973.00	29,715,975.00	1,765.97	1,687.64	147.16	140.64	4.91	4.69
	Total 1928 and 1927	367,206	376,296	$ 624,581,427.79	$ 623,633,728.45	$ 1,700.90	$ 1,657.30	$ 141.74	$ 138.11	$ 4.72	$ 4.60
	Total 1926		380,890		622,845,351.24		1,635.24		136.27		4.53
	Total 1925		376,829		612,064,782.00		1,624.25		135.35		4.51
	Total 1924		388,651		619,597,991.26		1,594.23		132.85		4.33
	Total 1923		418,818		661,426,155.40		1,579.27		131.60		4.38
	Total 1922		361,959		602,112,658.16		1,663.48		138.62		4.62
	Total 1921		371,836		625,513,675.68		1,682.23		140.18		4.67
	Total 1920		457,529		822,173,311.37		1,796.98		149.74		4.99
	Total 1919		427,553		634,054,673.80		1,482.98		123.58		4.12
	Total 1918		414,589		576,538,582.74		1,390.63		115.99		3.86
	Total 1917		382,119		390,345,389.33		1,021.82		85.15		2.84

TABLE 19—RAILWAY ACCIDENTS DURING YEAR ENDED DECEMBER 31, 1928—WITHIN THE STATE
PART 1—COLLISIONS AND DERAILMENTS AND TRAIN SERVICE ACCIDENTS

Number	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		24		1				25		1		8				9
2	Chicago, Burlington & Quincy R. R.									2	7	6	117	7	10	15	134
3	Chicago, Great Western R. R.										1		15	3	5	3	21
4	Chicago, Milwaukee, St. Paul & Pacific R. R.		6		5	1		1	11		6	2	98	13	11	15	115
5	Chicago & North Western Ry		4	1	1			1	5		5	9	81	11	12	20	98
6	Chicago, St. Paul, Minneapolis & Omaha Ry												11				11
7	Chicago, Rock Island & Pacific Ry	2	15		1		5	2	21		14	4	138	10	22	14	174
8	Davenport, Rock Island & North Western Ry											1	2	2		3	2
9	Great Northern Ry										1		3				4
10	Illinois Central R. R.										8	1	57	3	5	4	70
11	Minneapolis & St. Louis R. R.												44	2	3	2	47
12	Tabor & Northern Ry																
13	Union Pacific R. R.												5				5
14	Wabash Railway										1	4	3	1	1	5	5
	Total Steam Railways	2	49	1	8	1	5	4	62	2	44	27	582	52	69	81	695
	ELECTRIC INTERURBAN RAILWAYS																
1	Ft. Dodge, Des Moines & Southern R. R.										3						3
2	Clinton, Davenport & Muscatine Ry													1		1	
3	Des Moines Union Ry.*												1				1
4	Des Moines & Central Iowa R. R.																1
5	Mason City & Clear Lake R. R.												3		1		4
6	Waterloo, Cedar Falls & Northern Ry		6						6								
	Total Electric Lines		6						6		3		5	1	1	1	9
	Grand Total Accidents 1928	2	55	1	8	1	5	4	68	2	47	27	587	53	70	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	736	70	97	102	870
	Grand Total Accidents 1923		77	3	27		12	3	116	4	52	21	917	68	119	93	1,068
	Grand Total Accidents 1922		128	2	32	2	22	4	182		66	14	814	68	85	82	965
	Grand Total Accidents 1921		50	10	50	1	4	11	104	1	64	23	754	90	102	114	920
	Grand Total Accidents 1920	9	198	9	70	3	3	21	271	2	74	53	962	54	122	109	1,158
	Grand Total Accidents 1919	3	117	9	79	2	17	14	213	1	30	28	842	72	127	101	999
	Grand Total Accidents 1918	4	126	19	84	5	17	28	227	2	61	53	885	73	104	128	1,050

*Terminal Railway.

TABLE 19—RAILWAY ACCIDENTS DURING YEAR ENDED DECEMBER 31, 1928—WITHIN THE STATE—Cont.
PART 2—AT HIGHWAY CROSSINGS AND TOTAL AND GRAND TOTAL

Number	Railway Companies	At Highway Crossings				Total						Grand Total	
		Other Persons		Other Vehicles		Passengers		Employees		Other Persons			
		Other Persons Total		Other Persons Total									
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry						25		9				34
2	Chicago, Burlington & Quincy R. R.	8	24		1	2	7	6	117	15	35	23	159
3	Chicago, Great Western R. R.	6	8				1		15	9	13	9	29
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	11	25				12	2	103	25	36	27	151
5	Chicago & North Western Ry	12	21	3	1		9	10	82	26	34	36	125
6	Chicago, St. Paul, Minneapolis & Omaha Ry			1					11	1		1	11
7	Chicago, Rock Island & Pacific Ry	11	35			2	29	4	139	21	62	27	230
8	Davenport, Rock Island & North Western Ry							1	2	2		3	2
9	Great Northern Ry	2					1		3	2		2	4
10	Illinois Central R. R.	11	28				8	1	57	14	33	15	98
11	Minneapolis & St. Louis R. R.	4	13						44	6	16	6	60
12	Tabor & Northern Ry												
13	Union Pacific R. R.								5				5
14	Wabash Railway		3		1		1	4	3	1	5	5	9
	Total Steam Railways	65	157	4	3	4	93	28	590	122	234	154	917
	ELECTRIC INTERURBAN RAILWAYS												
1	Ft. Dodge, Des Moines & Southern R. R.	3					3			3		3	3
2	Clinton, Davenport & Muscatine Ry									1		1	
3	Des Moines Union Ry.*								1				1
4	Des Moines & Central Iowa R. R.	1	7						1	1	7	1	8
5	Mason City & Clear Lake R. R.		2								2		2
6	Waterloo, Cedar Falls & Northern Ry		1				6		3		2		11
	Total Electric Lines	4	10				9		5	5	11	5	25
	Grand Total Accidents 1928	69	167	4	3	4	102	28	595	127	245	159	942
	Grand Total Accidents 1927	34	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	150	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	1,032	111	336	183	1,640
	Grand Total Accidents 1919	45	131	5	9	4	147	37	921	124	284	165	1,352
	Grand Total Accidents 1918	54	104	16	20	6	187	73	969	147	245	226	1,401

*Terminal Railway.

TABLE 19—NON-TRAIN ACCIDENTS—IOWA
PART 3

Railroads	Killed (K) Injured (I)	Total persons in non-train accidents	Shop machinery	Portable machinery on wheels	Transmission of power apparatus	Use of hand tools, apparatus	Flying particles	Explosives and chemicals	Electric currents	Collapse or fall of objects	Handling rails, ties, timbers, etc.	M. W. & S. hand cars	M. W. & S. motor cars	Handling freight or supplies	Falls of employees not included in above	Miscellaneous	Total accidents, employees	Other persons
STEAM ROADS																		
Atchison, Topeka & Santa Fe Ry	K	none																
	I	34	2			1	7		1	4	3		1	1	7	5	32	2
Chicago, Burlington & Quincy R. R.	K	none																
	I	229	4	2	1	30	13	9		5	17		23	22	23	79	228	1
Chicago Great Western R. R.	K	1													1		1	
	I	12				2	2			1	2		1		3	1	12	
Chicago, Milwaukee, St. Paul & Pac. R. R.	K	5	1										1			2	4	1
	I	288	11	2	3	40	22	13	8	44	38	1	14	17	43	29	285	3
Chicago & North Western Ry	K	none																
	I	167	5			15	6			8	28	3	17	11	24	44	161	6
Chicago, St. Paul, Minn. & Omaha Ry	K	none																
	I	31	2				2	1		5	2		1	4	6	9	31	
Chicago, Rock Island & Pacific Ry	K	2															1	1
	I	306	5	1		32	20	10	1	36	46		17	14	27	82	291	12
Davenport, Rock Island & Northwestern Ry.	K	none																
	I	4												2	1	1	4	
Great Northern Ry	K	none																
	I	5	1			1					1		1		1		5	
Illinois Central R. R.	K	none																
	I	79	1	3		6	5	1		9	10	1	5	5	13	15	74	5
Minneapolis & St. Louis R. R.	K	1		1													1	
	I	69	1		1	2	5	1		7	11	1	8	3	6	21	67	2
Union Pacific R. R.	K	none																
	I	6			1					2				1	2		6	
Wabash Railway	K	none																
	I	3						1							1	1	3	
Total Steam	K	8	1	1									2		1	2	7	1
	I	1,230	32	8	6	129	82	36	10	121	158	6	87	80	157	287	1,199	31

TABLE NO. 19—NON-TRAIN ACCIDENTS—IOWA PART 4

ELECTRIC ROADS																		
Des Moines & Central Iowa R. R.	K	none																
	I	7				2				4						1	7	
Ft. Dodge, Des Moines & Southern R. R.	K	none																
	I	11																
Waterloo, Cedar Falls & No. Ry.	K	1								1	1			2	1	6	11	
	I	7		2	1	1		1									1	
Total Electric	K	1							1		1				1		7	
	I	25		2	1	3		1	1	5	2			2	2	7	25	
TERMINAL COMPANIES																		
Des Moines Union Railway	K	none																
	I	20	2					1		2				6	5	4	20	
Iowa Transfer Railway	K	none									1						1	
	I	1																
Total Terminal Companies	K	none																
	I	21	2					1		2	1			6	5	4	21	
Grand Total Non-train Accidents 1928	K	9	1	1				1					2		1	2	8	1
	I	1,276	34	10	7	132	82	37	11	128	161	6	87	88	164	298	1,245	31
1927	K	6		1	1					1			1		1		5	1
	I	1,427	31	11	6	158	94	35	3	137	156	11	109	102	155	379	1,387	40
1926	K	6																
	I	1,807																
1925	K	5																
	I	1,863																
1924	K	6																
	I	2,254																
1923	K	13																
	I	2,807																
1922	K	13																
	I	2,275																
1921	K	18																
	I	2,199																
1920	K	20																
	I	3,182																
1919	K	12																
	I	2,847																
1918	K	12																
	I	3,233																

TABLE 20—COSTS OF COLLISIONS AND DERAILMENTS DURING YEAR 1928
PART 1—WITHIN THE STATE OF IOWA AND NUMBER OF STATIONS WITHIN THE STATE

Number	Railway Companies	Average miles of road operated —single track	Damage to equipment	Damages to way and structures	Clearing track	Total cost	Average Cost Per Mile of Road Operated —Single Track		Number of Freight or Passenger Stations on Road Owned or Operated	
							Year 1928	Year 1927	Where an agent is employed	Where no agent is employed
1	Atchison, Topeka & Santa Fe Ry.	19.96	$ 6,160	$ 3,151	$ 910	$ 10,221	511.31	317.54	3	3
2	Chicago, Burlington & Quincy R. R.	1,445.12	10,402	4,574	1,727	16,703	11.56	39.70	202	90
3	Chicago Great Western R. R.	776.41	51,159	5,008	8,659	64,826	83.49	55.36	105	37
4	Chicago, Milwaukee, St. Paul & Pacific R. R.	1,929.96	48,050	14,928	4,550	67,528	34.99	27.54	290	77
5	Chicago & North Western Ry.	1,634.09	44,080	8,234	3,992	56,306	34.46	26.80	223	54
6	Chicago, St. Paul, Minneapolis & Omaha Ry.	101.76	1,610	692	452	2,754	27.06	3.09	15	----------
7	Chicago, Rock Island & Pacific Ry.	2,254.40	114,184	11,908	9,614	135,706	60.20	30.57	310	69
8	Davenport, Rock Island & North Western Ry.	35.33	----------	290	----------	290	8.21	17.85	6	2
9	Great Northern Ry.	77.86	725	----------	75	800	10.27	None	11	1
10	Illinois Central R. R.	718.04	8,439	2,902	2,294	13,635	18.99	10.75	125	45
11	Minneapolis & St. Louis R. R.	877.17	20,617	2,920	4,109	27,646	31.52	40.74	132	19
12	Union Pacific R. R.	2.48	1,758	76	30	1,864	751.61	145.16	----------	----------
13	Wabash R. R.	208.87	4,097	1,824	646	6,567	31.44	42.34	38	21
	Total—Steam Roads	10,081.48	$ 311,281	$ 56,507	$ 37,058	$ 404,846	40.16	32.60	1,460	418
	ELECTRIC INTERURBAN RAILWAYS									
1	Ft. Dodge, Des Moines & Southern R. R.	151.50	$ 592	----------	$ 177	$ 769	5.07	57.78	----------	----------
2	Waterloo, Cedar Falls & Northern Ry.	111.52	300	$ 200	20	520	4.66	None	----------	----------
	Total	263.02	$ 892	$ 200	$ 197	$ 1,289	4.90	----------	----------	----------

STATISTICS

OF

Electric Interurban Railway Companies

For the Year Ended December 31, 1928

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	Mileage of Road Operated—Single Track: Line Owned: Main line	Line Owned: Branches and spurs	Line Operated Under: Lease	Contract	Trackage rights	Total mileage operated—Single track	Changes during year—Single track	Mileage of Road Operated—All Tracks: First main track	Second main track	Sidings and turnouts	Tracks in car houses, shops, etc.	Total mileage operated—all tracks	Changes during year—all tracks	Mileage of Road Owned—All Tracks: First Track: Main line	First Track: Branches and spurs	Second track	Sidings and turnouts	Track in car houses, shops, etc.	Total mileage 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 W. Ry.	21.32	------	------	------	.23	21.55	------	21.55	------	5.45	------	27.00	.27	21.32	------	------	5.45	------	26.77	.27
3	C., D. & M. Ry.	*67.84	------	------	------	6.71	*74.55	------	*74.55	3.77	7.31	1.18	*86.81	------	*67.84	------	------	7.31	1.18	*76.33	------
4	Colfax Springs Ry.	1.00	------	------	------	------	1.00	------	1.00	------	------	------	1.00	------	1.00	------	------	------	------	1.00	------
5	D. M. & C. I. R. R.	59.72	------	------	------	7.92	67.64	------	67.64	7.70	24.00	.04	99.38	.01	59.72	------	3.26	21.22	------	84.20	------
6	Ft. D., D. M. & S. R. R.	144.39	4.90	1.37	------	.84	151.50	*.52	151.50	------	43.49	.04	195.03	1.08	144.39	4.90	------	40.75	.04	190.08	1.02
7	Ia. Ry. & Light Corp.	27.30	------	------	------	------	27.30	*17.19	27.30	------	14.17	.06	41.53	*17.70	27.30	------	------	14.17	.06	41.53	*17.70
8	Ia. So. Utilities Co.	29.62	------	------	.81	------	30.43	------	30.43	------	3.31	.13	33.87	------	29.62	------	------	3.31	.13	33.06	------
9	M. C. & C. L. R. R.	15.53	------	------	------	------	15.53	------	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	2.83	------	------	1.04	111.52	*.47	111.52	5.49	23.07	.34	140.42	1.59	107.65	2.83	5.49	22.02	.34	138.33	1.59
	Total year 1927	480.67	7.73	1.37	.81	16.74	507.32	*18.18	507.32	16.96	126.48	2.10	652.86	*14.75	480.67	7.73	8.75	119.91	2.06	619.12	*14.82
	Total year 1928	498.85	7.73	1.37	.81	16.74	525.50	------	525.50	16.96	123.05	2.10	667.61	------	498.85	7.73	8.75	116.55	2.06	633.94	------
	Increase or decrease 1928	*18.18	------	------	------	------	*18.18	------	*18.18	------	3.43	------	*14.75	------	*18.18	------	------	3.36	------	*14.82	------

*Decrease

*Includes 9.52 miles of Muscatine city lines.

TABLE NO. 2—CAPITAL STOCK

PART 1—WITH PAR VALUE

Number	Electric Interurban Railway Companies	A—With Par Value: Par Value of Amount Authorized: Common	Preferred	Total	Total Par Value Outstanding at Close of Year: Common	Preferred	Receipts outstanding for installments paid—preferred	Total	Total par value nominally issued and nominally outstanding at close of year—in treasury
1	Cedar Rapids & Marion City Ry.	------	------	------	------	------	------	------	------
2	Charles City Western Ry.	$ 300,000	------	$ 300,000	$ 290,400	------	------	$ 290,400.00	------
3	Clinton, Davenport & Muscatine Ry.	2,000,000	------	2,000,000	2,000,000	------	------	2,000,000.00	$ 1,353,300.00
4	Colfax Springs Ry.	25,000	------	25,000	25,000	------	------	25,000.00	------
5	Des Moines & Central Iowa R. R.	1,200,000	------	1,200,000	1,160,000	------	------	1,160,000.00	------
6	Ft. Dodge, Des Moines & So. R. R.	3,500,000	$ 2,000,000	5,500,000	2,634,000	1,363,100.00	------	3,997,100.00	------
7	Iowa Railway & Light Corporation	20,000,000	15,000,000	35,000,000	8,500,000	8,794,831.67	50,738.21	17,345,569.88	100.00
8	Iowa Southern Utilities Co.	------	15,000,000	15,000,000	------	6,250,000.00	5,846.61	6,255,846.61	------
9	Mason City & Clear Lake R. R.	1,000,000	------	1,000,000	400,000	------	------	400,000.00	------
10	Tama & Toledo R. R.	100,000	------	100,000	23,200	------	------	23,300.00	------
11	Waterloo, Cedar Falls & No. Ry.	3,335,000	1,665,000	5,000,000	2,333,050	664,000.00	------	2,997,050.00	------
	Total	$ 31,460,000	$ 33,665,000	$ 65,125,000	$ 17,365,750	$17,071,931.67	$ 56,584.82	$34,494,266.49	$ 1,353,400.00

TABLE NO. 2—CAPITAL STOCK—Continued

PART 2—WITH PAR VALUE—Continued—WITHOUT PAR VALUE, AND STOCK ISSUED DURING YEAR

Number	Electric Interurban Railway Companies	A—with Par Value: 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 stocks 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.									
3	Clinton, Davenport & Muscatine Ry.	$ 646,700			$ 646,700.00	$ 1,353,300				
4	Colfax Springs Ry.	25,000			25,000					
5	Des Moines & Central Iowa R. R.	1,160,000			1,160,000.00					
6	Ft. Dodge, Des Moines & So. R. R.	2,634,000	$ 1,363,100.00		$ 3,997,100.00					
7	Iowa Railway & Light Corporation	8,500,000	8,794,731.67	$ 50,738.21	17,345,469.88				$ 1,511,259.29	$ 1,511,259.29
8	Iowa Southern Utilities Co.		6,250,000.00	5,846.61	6,255,846.61		$ 100,000	$ 1,000,000	555,000.00	555,000.00
9	Mason City & Clear Lake R. R.	400,000			400,000.00					
10	Tama & Toledo R. R.	23,300			23,300.00					
11	Waterloo, Cedar Falls & No. Ry.	2,333,050	664,000.00		2,997,050.00					
	Total	$ 15,722,050	$17,071,831.67	$ 56,584.82	$32,850,466.49	$ 1,353,300	$ 100,000	$ 1,000,000	$ 2,066,259.29	$ 2,066,259.29

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	$ 125,349	$ 140,000		$ 265,349.00	$ 17,013.50
3	Clinton, Davenport & Muscatine Ry.									
4	Colfax Springs Ry.									
5	Des Moines & Central Iowa R. R.	2,500,000	$ 633,500		3,133,500	562,500	633,500		1,196,000.00	562.50
6	Ft. Dodge, Des Moines & So. R. R.	6,550,000	200,000	$ 523,854	7,273,854	5,300,000	200,000	$ 339,700.00	5,839,700.00	304,500.50
7	Iowa Railway & Light Corporation	Unlimited		Unlimited	Unlimited	14,069,000		469,388.46	14,538,388.46	755,876.75
8	Iowa Southern Utilities Co.	12,524,200		1,915,800	14,440,000	11,630,400		1,599,800.00	13,230,200.00	764,668.43
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 & No. Ry.	21,000,000	1,260,000		22,260,000	5,773,000	1,260,000		7,033,000.00	
	Total	$ 46,224,200	$ 2,093,500	$ 2,439,654	$ 50,757,354	$ 37,801,249	$2,233,500	$ 2,408,888.46	$42,443,637.46	$ 1,861,581.68

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									
		5%	5½%	5¾%	6%	6½%	7%	7½%	8%	Grand total unmatured funded debt	Funded debt matured unpaid
1	Cedar Rapids & Marion City Ry.										
2	Charles City Western Ry.				$ 265,349.00					$ 265,349.00	
3	Clinton, Davenport & Muscatine Ry.										$ 1,063,000
4	Colfax Springs Ry.										
5	Des Moines & Central Iowa R. R.				633,500.00			$562,500		1,196,000.00	250,000
6	Ft. Dodge, Des Moines & So. R. R.	$ 5,300,000			200,000.00		$ 339,700.00			5,839,700.00	
7	Iowa Railway & Light Corporation	8,572,000	$ 4,005,000		22,288.46	$ 439,631.99	501,468.01		$ 998,000	14,538,388.46	
8	Iowa Southern Utilities Co.	1,520,500	6,198,600	$ 13,000	4,702,050.00				796,050	13,230,200.00	
9	Mason City & Clear Lake R. R.				316,000.00					316,000.00	
10	Tama & Toledo R. R.				25,000.00					25,000.00	
11	Waterloo, Cedar Falls & No. Ry.	5,773,000			1,260,000.00					7,033,000.00	
	Total	$ 21,165,500	$ 10,203,600	$ 13,000	$ 7,424,187.46	$ 439,631.99	$ 841,168.01	$562,500	$1,794,050	$42,443,637.46	$ 1,313,000

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 1—TOTAL EXPENDITURES IN ROAD AND EQUIPMENT DURING YEAR

Number	Electric Interurban Railway Companies	Total Expenditures for				
		Way and structures	Equipment	Power	General and miscellaneous	Total
1	Cedar Rapids & Marion City Ry.					
2	Charles City Western Ry.	$ 7,926.84	$ 750.00			$ 8,676.84
3	Clinton, Davenport & Muscatine Ry.	28,636.20	*15,639.84	$ 20,791.17	$ 638.46	34,425.99
4	Colfax Springs Ry.					
5	Des Moines & Central Iowa R. R.	677.44	*9,685.00	1,282.99		*7,724.57
6	Ft. Dodge, Des Moines & Southern R. R.	21,345.66	*838,621.92	31,058.82	182.87	*786,034.57
7	Iowa Railway & Light Corporation	128,170.57	21,274.51	1,812,504.97	*266,234.72	1,695,715.33
8	Iowa Southern Utilities Co.	2,081.47	622.58		87.89	2,791.94
9	Mason City & Clear Lake R. R.	*3,435.64	*21,955.23		*2,920.18	*28,311.05
10	Tama & Toledo R. R.	288.07				288.07
11	Waterloo, Cedar Falls & Northern Ry.	123,926.50	64,931.15	285.85	7.02	189,150.52
	Total	$ 309,617.11	$ *798,323.75	$ 1,865,923.80	$ *268,238.66	$ 1,108,978.40

*Credit.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—Continued

PART 2—TOTAL INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR

Number	Electric Interurban Railway Companies	Investment: December 31st, 1908	Investment: From December 31st, 1908 to June 30th, 1914	Investment: Since June 30th, 1914	Investment: Total investment in road and equipment at close of year 1928	Investment in road and equipment at close of year 1927	Length of road owned December 31, 1928 —Miles	Average investment in road and equipment per mile of road owned December 31, 1928
1	Cedar Rapids & Marion City Ry.	----------	----------	----------	----------	----------	----------	----------
2	Charles City Western Ry.	----------	$ 436,174.95	$ 276,509.26	$ 702,684.21	$ 694,007.37	21.32	$ 32,958.92
3	Clinton, Davenport & Muscatine Ry.	$ 1,363,394.91	1,068,659.36	350,396.52	2,752,450.79	2,718,024.80	58.32	47,195.66
4	Colfax Springs Ry.	26,566.82	186.70	----------	26,753.52	26,753.52	1.00	26,753.52
5	Des Moines & Central Iowa R. R.	2,460,382.92	346,516.30	605,575.96	3,412,475.18	3,420,199.75	59.72	57,141.25
6	Ft. Dodge, Des Moines & So. R. R.	----------	7,327,458.01	2,831,009.11	10,158,467.12	10,944,501.69	149.29	68,045.19
7	Iowa Railway & Light Corporation	----------	----------	29,219,062.44	29,219,062.44	27,523,347.11	27.30	1,070,295.33
8	Iowa Southern Utilities Co.	----------	289,148.70	883,936.06	1,173,084.76	1,170,292.82	29.62	39,604.48
9	Mason City & Clear Lake R. R.	----------	764,338.84	294,679.11	1,059,017.95	1,087,329.00	15.53	68,191.75
10	Tama & Toledo R. R.	----------	----------	131,925.06	131,925.06	131,636.99	3.50	37,692.87
11	Waterloo, Cedar Falls & No. Ry.	2,441,886.86	4,653,505.83	2,560,841.21	9,656,233.90	9,467,083.38	110.48	87,402.55
	Total	$ 6,292,231.51	$ 14,845,988.69	$ 37,153,934.73	$ 58,292,154.93	$ 57,183,176.43	476.08	$ 122,441.93

TABLE 5—INCOME ACCOUNT

PART 1—OPERATING AND NON-OPERATING AND GROSS INCOME

Number	Electric Interurban Railway Companies	Railway Operating: Revenues	Railway Operating: Expenses	Net Revenue From: Railway operations	Net Revenue From: Auxilliary operations	Net operating revenue	Taxes assignable to railway operations	Operating income	Total non-operating income	Gross income
1	Cedar Rapids & Marion City Ry.	$ 44,091.19	$ 33,628.88	$ 10,462.31	----------	$ 10,462.31	$ 3,086.06	$ 7,376.25	----------	$ 7,376.25
2	Charles City Western Ry.	137,985.86	94,251.15	43,734.71	----------	43,734.71	8,343.95	35,390.76	$ 407.05	35,797.81
3	Clinton, Davenport & Muscatine Ry.	311,706.87	269,012.81	42,694.06	$ 18,769.60	61,463.66	29,252.63	41,211.03	3,375.88	44,586.91
4	Colfax Springs Ry.	----------	157.92	*157.92	----------	*157.92	46.32	*204.24	219.05	14.81
5	Des Moines & Central Iowa R. R.	423,368.92	473,544.48	*50,175.56	----------	*50,175.56	22,800.00	*72,975.56	1,326.90	*71,648.66
6	Ft. Dodge, Des Moines & So. R. R.	1,354,890.30	1,583,633.47	*228,743.17	127,966.16	*100,777.01	72,789.32	*173,566.33	16,668.36	*156,897.97
7	Iowa Railway & Light Corporation	530,996.30	399,111.95	131,884.35	2,195,238.38	2,327,122.73	23,900.00	2,303,222.73	140,588.24	2,443,810.97
8	Iowa Southern Utilities Co.	122,248.16	116,851.26	5,396.90	----------	5,396.90	9,032.76	*3,635.86	1,418,794.52	1,415,158.66
9	Mason City & Clear Lake R. R.	150,320.86	116,193.07	34,127.79	----------	34,127.70	7,367.14	26,760.65	308.58	27,069.23
10	Tama & Toledo R. R.	11,855.90	14,002.37	*2,146.47	----------	*2,146.47	1,000.00	*3,146.47	589.50	*2,556.97
11	Waterloo, Cedar Falls & No. Ry.	1,123,437.46	882,682.37	240,755.09	----------	240,755.09	37,020.92	203,734.17	2,721.95	206,456.12
	Total	$4,210,901.82	$3,983,069.72	$227,832.09	$2,341,974.14	$2,569,806.23	$205,639.10	$2,364,167.13	$1,585,000.03	$3,949,167.16

*Deficit.

TABLE 5—INCOME ACCOUNT—Continued

PART 2—DEDUCTIONS FROM GROSS INCOME AND INCOME BALANCE TRANSFERRED TO PROFIT AND LOSS

Number	Electric Interurban Railway Companies	Rent for leased road	Miscellaneous		Interest on		Amortization of discount on funded debt	Miscellaneous debits	Total deductions from gross income	Income balance transferred to profit and loss
			Rents	Taxes	Funded debt	Unfunded debt				
1	Cedar Rapids & Marion City Ry.									$ 7,376.25
2	Charles City Western Ry.		$ 12.00		$ 17,013.50	$ 86.08			$ 17,111.58	18,686.23
3	Clinton, Davenport & Muscatine Ry.					150,276.40	$ 2,322.03		152,598.93	*108,012.02
4	Colfax Springs Ry.									14.81
5	Des Moines & Central Iowa R. R.				98,953.48	21,569.27	2,089.68	$ 1,003.72	123,706.15	*195,354.81
6	Ft. Dodge, Des Moines & So. R. R.	$ 12,617.17	4,999.92	$ *3,720.99	304,141.67	10,234.61	11,665.46	4,730.70	352,110.52	*509,008.49
7	Iowa Railway & Light Corporation			217,370.00	758,008.31	19,078.07	76,287.02		1,070,833.40	1,372,977.57
8	Iowa Southern Utilities Co.				758,394.04	5,934.38	57,247.47	7,232.37	828,718.26	586,440.40
9	Mason City & Clear Lake R. R.				36,620.00			176.45	36,796.45	*9,727.22
10	Tama & Toledo R. R.				1,500.00	13.23			1,513.23	*4,070.20
11	Waterloo, Cedar Falls & No. Ry.		85.00		364,250.00	47,802.65	50,094.36	15.07	462,247.08	*255,790.96
	Total	$ 12,617.17	$ 5,096.92	$ 221,090.99	$ 2,338,881.00	$ 254,994.69	$ 199,706.02	$ 13,248.31	$ 3,045,635.60	$ 903,531.56

*Net loss on miscellaneous physical property.
*Debit balance.

TABLE 6—PROFIT AND LOSS STATEMENT

PART 1—DEBITS

Number	Electric Interurban Railway Companies	Debit Balance		Appropriations of surplus to sinking fund and other reserves	Dividend appropriations of surplus	Appropriations of surplus for investment in physical property	Stock discount extinguished through surplus	Debt discount extinguished through surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Miscellaneous debits
		At beginning of year	Transferred from income account								
1	Cedar Rapids & Marion City Ry.	$ 65,653.07									$ 1,017.08
2	Charles City Western Ry.	1,134,050.35	$ 108,012.02							$ 2,772.00	
3	Clinton, Davenport & Muscatine Ry.	5,602.11								6,747.17	1,409.06
4	Colfax Springs Ry.	646,051.35	195,354.81					$ 1,131.81		66,221.60	77,522.35
5	Des Moines & Central Iowa R. R.		509,008.49								4,531.59
6	Ft. Dodge, Des Moines & So. R. R.			$ 253,441.02	$ 990,723.42				$ 4,517.26		
7	Iowa Railway & Light Corporation				515,207.40	$18,471.78	$ 4,186.08				
8	Iowa Southern Utilities Co.		9,727.22	300.00						14,244.93	2.00
9	Mason City & Clear Lake R. R.		4,070.20								
10	Tama & Toledo R. R.	144,924.73	255,790.96								
11	Waterloo, Cedar Falls & No. Ry.	3,325,643.38									
	Total	$ 5,321,924.99	$ 1,081,963.70	$ 253,741.02	$ 1,506,030.82	$18,471.78	$ 4,186.08	$ 1,131.81	$ 4,517.26	$89,985.70	$84,482.08

TABLE 6—PROFIT AND LOSS STATEMENT—Continued

PART 2—DEBITS—Continued—AND CREDITS

Number	Electric Interurban Railway Companies	Debits: Balance carried forward to balance sheet	Debits: Total debits	Credits: Credit Balance: At beginning of year	Credits: Credit Balance: Transferred from income account	Credits: Profit on road and equipment sold	Credits: Donations	Credits: Miscellaneous credits	Credits: Balance carried forward from balance sheet	Credits: Total credits
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.		$ 65,653.07		$ 18,686.23			$ 7,681.62	$ 39,285.22	$ 65,653.07
3	Clinton, Davenport & Muscatine Ry.		1,243,079.45					1,670.81	1,241,408.64	1,243,079.45
4	Colfax Springs Ry.		5,602.11		14.81				5,587.30	5,602.11
5	Des Moines & Central Iowa R. R.		844,178.16						844,178.16	844,178.16
6	Ft. Dodge, Des Moines & So. R. R.		518,296.53	$ 450,013.79		$ 57.43		2,082.27	66,143.04	518,296.53
7	Iowa Railway & Light Corporation	$ 211,489.29	1,599,397.68	212,947.17	1,372,977.57		$ 400.00	13,072.94		1,599,397.68
8	Iowa Southern Utilities Co.	461,825.94	1,008,840.05	403,927.87	586,440.40		18,471.78			1,008,840.05
9	Mason City & Clear Lake R. R.		10,027.22	203.31				15.19	9,808.72	10,027.22
10	Tama & Toledo R. R.		148,994.93					502.19	148,492.74	148,994.93
11	Waterloo, Cedar Falls & No. Ry.		3,595,681.27					.68	3,595,680.59	3,595,681.27
	Total	$ 673,315.23	$ 9,039,750.47	$ 1,067,092.14	$ 1,978,119.01	$ 57.43	$18,871.78	$25,025.70	$ 5,950,584.41	$ 9,039,750.47

TABLE 7—RAILWAY OPERATING REVENUES

PART 1—REVENUE FROM TRANSPORTATION

Number	Electric Interurban Railway Companies	Revenue From: Passenger	Baggage	Parlor, sleeping, dining and special car	Mail	Express	Milk	Freight	Switching	Miscellaneous transportation revenue	Total revenue from transportation
1	Cedar Rapids & Marion City Ry.	$ 38,515.46				$ 5,317.78					$ 43,833.24
2	Charles City Western Ry.	2,509.99	$ 11.38		$ 689.84		$ 34.50	$ 131,942.56	$ 177.75		135,366.02
3	Clinton, Davenport & Muscatine Ry.	106,113.94	685.05	$ 607.50	3,659.97		1,709.39	187,371.89	776.04	$ 5,737.24	306,661.02
4	Colfax Springs Ry.										378,617.61
5	Des Moines & Central Iowa R. R.	58,407.72	140.64		903.02	3,591.89	658.37	295,970.33	18,074.44	871.20	1,229,253.62
6	Ft. Dodge, Des Moines & So. R. R.	106,697.64	954.56		3,293.72	4,296.97		1,069,030.20	35,980.53		520,720.64
7	Iowa Railway & Light Corporation	162,404.33	698.60		1,403.53	3,005.95	3,898.13	335,942.35	13,367.75		120,995.27
8	Iowa Southern Utilities Co.	31,273.80	160.40		2,428.06	2,715.00	1,669.73	77,406.09	5,342.19		144,421.25
9	Mason City & Clear Lake R. R.	61,556.59	41.52	49.00	277.49		66.64	74,303.50	8,126.51		11,744.14
10	Tama & Toledo R. R.					1,984.76		9,759.38			1,074,792.69
11	Waterloo, Cedar Falls & No. Ry.	405,094.09	985.60		36.30	6,984.21	2,577.82	646,056.32	13,058.35		
	Total	$ 972,573.56	$ 3,677.75	$ 656.50	$12,691.93	$27,896.56	$10,614.58	$ 2,827,782.62	$94,903.56	$ 6,608.44	$ 3,957,405.50

TABLE 7—RAILWAY OPERATING REVENUES—Continued

PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS

Number	Electric Interurban Railway Companies	Revenue From: Station and car privileges	Parcel room receipts	Storage	Demurrage	Rent of: 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.	$ 175.00								$ 82.96	$ 257.96	$ 44,091.19
2	Charles City Western Ry.			$ 63.18	$ 319.00		$ 1,989.33	$ 248.33			2,619.84	137,985.86
3	Clinton, Davenport & Muscatine Ry.	830.42		87.29	721.00	$ 1,749.76	496.00	830.59		331.79	5,045.85	311,706.87
4	Colfax Springs Ry.											
5	Des Moines & Central Iowa R. R.	684.64		132.18	1,726.00		3,345.97	307.50	$38,555.02		44,751.31	423,368.92
6	Ft. Dodge, Des Moines & So. R. R.	872.38	$ 149.00	752.21	4,492.36		125,185.85	2,121.30		1,063.58	134,636.68	1,354,890.30
7	Iowa Railway & Light Corporation	1,253.33		139.13	2,037.00	1,888.55	1,255.26	2,618.35	30.84	1,053.20	10,275.66	530,996.30
8	Iowa Southern Utilities Co.	220.49	32.20	.70	883.50			116.00			1,252.89	122,248.16
9	Mason City & Clear Lake R. R.	330.00		31.81	160.00	600.00		4,292.80		485.00	5,899.61	150,320.86
10	Tama & Toledo R. R.				34.52					76.94	111.76	11,855.90
11	Waterloo, Cedar Falls & No. Ry.	1,700.60	622.80	273.57	6,353.00	111.77	13,138.23	1,787.50	24,657.30		48,644.77	1,123,437.46
	Total	$ 6,066.86	$ 804.00	$ 1,480.07	$16,726.68	$ 4,350.08	$145,409.64	$12,322.37	$63,243.16	$ 3,093.46	$253,496.32	$ 4,210,901.82

TABLE 8—RAILWAY OPERATING EXPENSES

Number	Electric Interurban Railway Companies	Recapitulation of Expenses: Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous	Grand total operating expenses	Operating ratio %
1	Cedar Rapids & Marion City Ry.	$ 7,452.99	5,010.75	$ 4,271.51	$ 11,283.17	$ 34.72	$ 5,575.74	$ 33,628.88	78.98
2	Charles City Western Ry.	28,968.26	6,675.80	5,000.00	13,856.12	3,046.75	36,704.22	94,251.15	68.31
3	Clinton, Davenport & Muscatine Ry.	46,718.32	26,252.71	43,851.99	76,077.69	6,541.06	69,571.04	269,012.81	86.30
4	Colfax Springs Ry.	12.00					145.92	157.92	
5	Des Moines & Central Iowa R. R.	101,894.94	42,807.84	74,145.53	118,644.39	11,441.89	124,609.59	473,544.48	111.85
6	Ft. Dodge, Des Moines & So. R. R.	189,079.07	754,255.99	89,104.16	330,326.82	28,415.62	192,451.81	1,583,633.47	116.88
7	Iowa Railway & Light Corporation	42,236.77	50,784.42	49,691.18	128,229.08	12,254.56	115,915.99	399,111.95	75.16
8	Iowa Southern Utilities Co.	28,410.86	11,484.43	12,806.53	31,628.04	2,857.30	29,664.10	116,851.26	95.58
9	Mason City & Clear Lake R. R.	15,355.24	15,558.04	11,884.92	38,806.55	1,628.42	32,959.90	116,193.07	77.48
10	Tama & Toledo R. R.	2,535.66	3,156.46	874.10	4,169.56	89.28	3,177.29	14,002.37	118.10
11	Waterloo, Cedar Falls & No. Ry.	127,790.63	145,197.25	127,395.48	247,808.24	28,497.27	205,993.50	882,682.37	78.57
	Total	$ 590,454.74	$ 1,061,183.69	$ 419,025.70	$ 1,000,829.63	$ 94,806.87	$ 816,769.10	$ 3,983,069.73	94.59

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—Investments: Table 10—Part 1—Total Investments: December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Cedar Rapids & Marion City Ry.		$ 3,086.06	$ 3,086.06	2.80		$ 1,102.16			
2	Charles City Western Ry.	$ 6,204.92	2,139.03	8,343.95	21.32	$ 291.04	100.33	$ 702,684.21	$ 694,007.37	$ 8,676.84
3	Clinton, Davenport & Muscatine Ry.	22,391.69		22,391.69	*67.84	330.07		2,986,816.29	4,220,332.37	
4	Colfax Springs Ry.	46.32		46.32	1.00	46.32		26,753.52	26,753.52	*1,233,516.08
5	Des Moines & Central Iowa R. R.	22,800.00		22,800.00	59.72	381.78		3,414,927.35	3,422,651.92	*7,724.57
6	Ft. Dodge, Des Moines & So. R. R.	67,508.53	5,280.79	72,789.32	149.29	452.19	35.37	10,556,529.35	11,333,012.53	*776,483.18
7	Iowa Railway & Light Corporation	23,900.00		23,900.00	27.30	875.45		32,528,822.72	29,928,517.33	2,600,305.39
8	Iowa Southern Utilities Co.	9,032.76		9,032.76	29.62	304.92		20,686,401.77	19,890,799.79	795,601.98
9	Mason City & Clear Lake R. R.	7,367.14		7,367.14	15.53	474.38		1,065,137.53	1,093,453.08	*28,315.55
10	Tama & Toledo R. R.	1,000.00		1,000.00	3.50	285.71		133,328.58	133,112.14	216.44
11	Waterloo, Cedar Falls & No. Ry.	37,020.92		37,020.92	110.48	335.09		9,657,923.90	9,468,793.38	189,150.52
	Total	$ 197,272.28	$ 10,505.88	$ 207,778.16	488.40			$81,759,325.22	$80,211,413.43	$ 1,547,911.79

*Decrease.
*Includes 9.52 miles of Muscatine city lines.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE
PART 2—CURRENT ASSETS, DEFERRED ASSETS AND UNADJUSTED DEBITS

Number	Electric Interurban Railway Companies	Total Current Assets: December 31, 1928	December 31, 1927	Increase or decrease 1928	Total Deferred Assets: December 31, 1928	December 31, 1927	Increase or decrease 1928	Total Unadjusted Debits: December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 43,724.33	$ 43,026.73	$ 697.60				$ 1,244.39	$ 1,682.02	$ *437.63
3	Clinton, Davenport & Muscatine Ry.	96,489.02	89,444.66	7,044.36				32,937.59	34,662.86	*1,725.27
4	Colfax Springs Ry.	550.00	550.00							
5	Des Moines & Central Iowa R. R.	113,181.22	87,600.03	25,581.19				39,888.14	44,675.14	*4,787.00
6	Ft. Dodge, Des Moines & So. R. R.	444,002.33	444,552.33	*550.00	$ 102.00	$ 102.00		492,896.25	513,250.63	*20,354.38
7	Iowa Railway & Light Corporation	1,206,490.03	1,361,024.68	*155,534.65				677,165.28	763,828.34	*86,663.06
8	Iowa Southern Utilities Co.	1,463,535.28	1,337,870.45	125,664.83	3,540.00	3,540.00		867,776.98	894,534.90	*26,757.92
9	Mason City & Clear Lake R. R.	56,045.97	36,822.33	19,223.64				10,903.42	8,070.94	2,832.48
10	Tama & Toledo R. R.	3,714.10	5,653.04	*1,938.94				73.79	2.26	71.53
11	Waterloo, Cedar Falls & No. Ry.	568,350.71	518,234.50	50,116.21				560,822.76	608,747.64	*47,924.88
	Total	$ 3,995,082.99	$ 3,924,778.75	$ 70,304.24	$ 3,642.00	$ 3,642.00		$ 2,683,708.60	$ 2,869,454.73	$*185,746.13

*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, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927
1	Cedar Rapids & Marion City Ry.								
2	Charles City Western Ry.	$ 747,652.98	$ 738,716.12	$ 8,936.81	$ 290,400.00	$ 290,400.00		$ 126,107.75	$ 126,107.75
3	Clinton, Davenport & Muscatine Ry.	3,116,242.96	4,344,439.86	*1,228,196.99	646,700.00	1,725,000.00	$*1,078,300.00		
4	Colfax Springs Ry.	27,303.52	27,303.52		25,000.00	25,000.00			
5	Des Moines & Central Iowa R. R.	3,567,996.71	3,554,927.09	13,069.62	1,160,000.00	1,160,000.00			
6	Ft. Dodge, Des Moines & So. R. R.	11,493,529.93	12,290,917.49	*797,387.56	3,997,100.00	3,997,100.00			
7	Iowa Railway & Light Corporation	34,411,478.03	32,053,370.35	2,358,107.68	17,345,469.88	15,834,210.59	1,511,259.29		
8	Iowa Southern Utilities Co.	23,021,254.03	22,126,745.14	894,508.89	7,255,846.61	6,759,863.41	495,983.20		
9	Mason City & Clear Lake R. R.	1,132,086.92	1,138,346.35	*6,259.43	400,000.00	400,000.00			
10	Tama & Toledo R. R.	137,116.47	138,767.44	*1,650.97	23,300.00	23,300.00			
11	Waterloo, Cedar Falls & No. Ry.	10,787,097.37	10,595,755.52	191,341.85	2,997,050.00	2,997,050.00			
	Total	$88,441,758.81	$87,009,288.91	$1,432,469.90	$34,140,866.49	$33,211,924.00	$928,942.49	$126,107.75	$126,107.75

*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 4—LONG TERM DEBT, CURRENT LIABILITIES AND DEFERRED LIABILITIES

Number	Electric Interurbans Railway Companies	Total Long Term Debt			Total Current Liabilities			Total Deferred Liabilities		
		December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Cedar Rapids & Marion City Ry.									
2	Charles City Western Ry.	$ 265,348.91	$ 314,415.15	$*49,066.24	$ 61,714.80	$ 33,979.28	$ 27,735.52	$ 466.83	$ 622.40	$ *155.57
3	Clinton, Davenport & Muscatine Ry.	1,874,751.29	1,980,166.98	*105,415.69	1,746,971.55	1,654,093.44	92,878.11	3,558.32	4,940.04	*1,381.72
4	Colfax Springs Ry.				7,890.82	7,905.63	*14.81			
5	Des Moines & Central Iowa R. R.	1,479,823.31	1,479,823.31		874,662.03	728,749.70	145,912.33	8,849.52	13,901.61	*5,052.09
6	Ft. Dodge, Des Moines & So. R. R.	5,839,700.00	5,914,246.75	*74,546.75	305,079.21	393,770.75	*88,691.54	139,044.93	138,973.72	71.21
7	Iowa Railway & Light Corporation	14,538,388.46	14,040,547.99	497,840.47	1,220,202.59	783,714.76	436,487.83	76,993.83	69,218.51	7,775.32
8	Iowa Southern Utilities Co.	13,230,200.00	13,242,500.00	*12,300.00	640,885.18	534,482.16	106,403.02	103,159.27	90,599.45	12,559.82
9	Mason City & Clear Lake R. R.	593,000.00	603,000.00	*10,000.00	62,559.45	34,326.44	28,233.01			
10	Tama & Toledo R. R.	25,000.00	25,000.00		231,689.51	230,321.40	1,368.11			
11	Waterloo, Cedar Falls & No. Ry.	7,033,000.00	7,033,000.00		4,143,430.77	3,695,905.01	447,525.76			
	Total	$44,879,211.97	$44,632,700.18	$246,511.79	$9,295,085.91	$8,097,248.57	$1,197,837.34	$332,072.70	$318,255.73	$13,816.97

*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, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928	December 31, 1928	December 31, 1927	Increase or decrease 1928
1	Cedar Rapids & Marion City Ry.	$ 42,899.86	$ 38,844.61	$ 4,055.25	$ *39,285.22	$ *65,653.07	$ 26,367.85	$ 747,652.93	$ 738,716.12	$ 8,936.81
2	Charles City Western Ry.	71,163.27	105,580.72	*34,417.45	*1,226,901.53	*1,125,341.29	c101,560.24	3,116,242.90	4,344,439.89	*1,228,196.99
3	Clinton, Davenport & Muscatine Ry.				*5,587.30	*5,602.11	b14.81	27,308.52	27,303.52	
4	Colfax Springs Ry.	888,840.01	818,503.82	70,336.19	*844,178.16	*646,051.35	c198,126.81	3,567,996.71	3,554,927.09	13,069.62
5	Des Moines & Central Iowa R. R.	1,178,748.83	1,296,812.48	*118,063.65	33,856.96	550,013.79	b516,156.83	11,496,529.93	12,290,917.49	*797,387.56
6	Ft. Dodge, Des Moines & So. R. R.	870,476.77	1,025,833.91	*155,357.14	359,946.50	299,844.59	60,101.91	34,411,478.03	32,053,370.35	2,358,107.68
7	Iowa Railway & Light Corporation	1,202,612.33	987,507.29	215,105.04	588,550.64	511,792.83	76,757.81	23,021,254.03	22,126,745.14	894,508.89
8	Iowa Southern Utilities Co.	86,336.19	100,816.60	*14,480.41	*9,808.72	203.31	c10,012.03	1,132,086.92	1,138,346.35	*6,259.43
9	Mason City & Clear Lake R. R.	5,619.70	5,070.77	548.93	*148,492.74	*144,924.73	c3,568.01	137,116.47	138,767.44	*1,650.97
10	Tama & Toledo R. R.	209,297.19	195,443.89	13,853.30	*3,595,680.59	*3,325,643.38	c270,037.21	10,787,097.37	10,595,755.52	191,341.85
11	Waterloo, Cedar Falls & No. Ry.	$4,555,994.15	$4,574,414.09	$*18,419.94	$*4,887,580.16	$*3,951,361.41	$*936,218.75	$88,441,758.81	$87,009,288.91	$1,432,469.90
	Total									

*Decrease.
*Debit balance.
bDecrease in deficit 1928 over 1927.
cIncrease in deficit 1928 over 1927.

TABLE 11—MILEAGE TRAFFIC AND MISCELLANEOUS STATISTICS

PART 1—MISCELLANEOUS STATISTICS

Number	Electric Interurban Railway Companies	Total		Total						Average Fare		
		Car mileage	Car hours	Regular fare passengers carried	Revenue transfer passengers carried	Free transfer passengers carried	Grand total passengers carried	Employees and others carried free	Passenger revenue	Revenue passengers	All passengers, including transfer passengers	Revenue from transportation
1	Cedar Rapids & Marion City Ry.	232,886	24,147	269,608			269,608		$ 38,515.46	$ .14286	$ .14286	$ 43,833.24
2	Charles City Western Ry.	53,815	5,882	7,239			7,239	42	2,509.99	.34673	.34673	135,366.02
3	Clinton, Davenport & Muscatine Ry.	935,423	34,289	163,032			163,032	31,298	128,057.35	.78547	.78547	328,607.13
4	Colfax Springs Ry.											
5	Des Moines & Central Iowa R. R.	597,138	28,883	154,687		5,658	160,345	27,593	58,407.72	.37758	.36426	378,617.61
6	Ft. Dodge, Des Moines & So. R. R.	3,417,447	884,882	333,779			333,779	73,240	106,697.64	.31966	.31966	1,220,253.62
7	Iowa Railway & Light Corporation	1,022,736		606,906	44,838		650,744	38,825	162,404.33	.24957	.24957	520,720.64
8	Iowa Southern Utilities Co.	318,689	394,757	94,832			94,832	9,572	31,273.80	.32970	.32970	120,995.27
9	Mason City & Clear Lake R. R.	417,008	42,394	663,454		45,918	709,372	45,918	61,556.59	.09278	.08678	144,421.25
10	Tama & Toledo R. R.	14,622										11,744.14
11	Waterloo, Cedar Falls & No. Ry.	3,082,159	315,121	2,683,235		333,738	3,016,973		405,094.09	.15097	.13427	1,074,792.69
	Total	10,091,323	1,730,355	4,975,772	44,838	385,314	5,405,924	226,483	$ 994,516.97	$ .19087	$ .18397	$ 3,979,351.61

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued

PART 2—MISCELLANEOUS STATISTICS—Continued

Number	Electric Interurban Railway Companies	Revenue From Transportation Per		Revenue from other railway operations	Revenue From Other Railway Operations Per		Total operating revenues	Operating Revenues Per		Total operating expenses	Operating Expenses Per	
		Car mile	Car hour		Car mile	Car hour		Car mile	Car hour		Car mile	Car hour
1	Cedar Rapids & Marion City Ry.	$ .18822	$1.81527	$ 285.95	$ .00111	$ .01068	$ 44,091.19	$ .18962	$ 1.82595	$ 33,628.88	$ .14440	$ 1.39267
2	Charles City Western Ry.	2.51539	23.01360	2,619.84	.04868	.44540	137,985.86	2.56407	23.45900	94,251.15	1.75139	16.02365
3	Clinton, Davenport & Muscatine Ry.	.35129	9.58346	5,861.90	.00627	.17096	334,469.03	.35756	9.75441	293,895.71	.31418	8.57114
4	Colfax Springs Ry.	------	------	------	------	------	------	------	------	------	------	------
5	Des Moines & Central Iowa R. R.	.63406	13.10894	44,751.31	.07494	1.54969	423,368.92	.70899	14.65771	473,544.48	.79301	16.39621
6	Ft. Dodge, Des Moines & So. R. R.	.35707	1.37900	134,636.68	.03939	.15215	1,354,890.30	.39646	1.53115	1,583,633.47	.46339	1.78965
7	Iowa Railway & Light Corporation	.50914	------	10,275.66	.01005	------	530,996.30	.51919	------	399,111.95	.39024	------
8	Iowa Southern Utilities Co.	.38030	.30650	1,252.89	.00390	.00310	122,248.16	.38430	.30960	116,851.26	.36730	.29600
9	Mason City & Clear Lake R. R.	.34633	3.40664	5,899.61	.01415	.13916	150,320.86	.36047	3.54581	110,193.07	.27864	2.74079
10	Tama & Toledo R. R.	.80318	------	111.76	.00764	------	11,855.90	.81083	------	14,002.37	.95762	------
11	Waterloo, Cedar Falls & No. Ry.	.34871	3.41073	48,644.77	.01578	.15437	1,123,437.46	.36450	3.56510	882,682.37	.28638	2.80109
	Total	$ .39631	$2.29973	$ 254,340.37	$ .02520	$ .14698	$ 4,233,663.98	$ .41953	$ 2.44670	$ 4,007,794.71	$ .39715	$ 2.37396

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES AND NUMBER OF EMPLOYEES AND AGGREGATE SALARIES AND WAGES PAID DURING YEAR

Number	Electric Interurban Railway Companies	Accidents								General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees	Aggregate salaries and wages during year
		Killed				Injured															
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total	Officers	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees		
1	Cedar Rapids & Marion City Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	1	7	26	$ 50,446.71
2	Charles City Western Ry.	----	----	----	----	----	----	----	----	5	1	1	10	1	----	----	----	3	55	94	129,080.01
3	Clinton, Davenport & Muscatine Ry.	----	----	1	1	----	5	1	6	4	13	3	13	----	3	----	----	----	----	----	----
4	Colfax Springs Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
5	Des Moines & Central Iowa R. R.	----	----	1	1	----	12	6	18	6	9	2	30	2	9	1	3	2	62	126	204,697.39
6	Ft. Dodge, Des Moines & So. R. R.	----	1	4	5	5	73	----	78	4	14	2	56	2	59	1	29	5	230	402	696,787.29
7	Iowa Railway & Light Corporation	----	----	----	----	----	----	----	----	7	91	3	27	1	24	3	46	41	675	918	1,384,923.27
8	Iowa Southern Utilities Co.	----	----	----	----	----	----	----	----	8	2	1	11	1	5	----	----	1	21	50	58,584.37
9	Mason City & Clear Lake R. R.	----	----	----	----	----	1	1	2	2	3	----	6	1	5	----	2	1	24	44	65,632.90
10	Tama & Toledo R. R.	----	----	----	----	----	----	----	----	5	----	----	----	----	----	----	----	1	1	7	3,885.83
11	Waterloo, Cedar Falls & No. Ry.	----	1	1	2	18	60	18	96	8	28	6	85	1	73	1	13	6	130	351	528,469.82
	Total	----	2	7	9	23	151	26	200	49	161	18	238	9	178	6	93	61	1,205	2,018	$ 3,122,507.59

TABLE 13—DESCRIPTION OF EQUIPMENT

Number	Electric Interurban Railway Companies	Passenger Cars: Closed		Open		Combination cars closed and open		Total		Other Equipment: Freight cars		Express		Baggage		Work		Snow plows		Sweepers		Miscellaneous		Locomotives		Total equipment all classes	
		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1	Cedar Rapids & M. C. Ry.																										
2	Charles City Western Ry.	5						5			1						3			1				3		9	4
3	Clin., Dav. & Mus. Ry.	9	2					9	2		16	6	1											1		16	19
4	Colfax Springs Ry.	2					1	2	1																	2	1
5	D. M. & Central Iowa R. R.	10						10			177	2	2			3	12		2				5	7		22	198
6	Ft. D., D. M. & So. R. R.	22	5					22	5		1,000					1	31		2					12		35	1,038
7	Iowa Ry. & Light Corporation	19	2					19	2		17	1			5	1		2		1			8	4		28	32
8	Iowa Southern Utilities Co.	6						6			8						4		1				2	3		9	15
9	Mason City & Clear Lake R. R.	12	9		6			12	15	4	1					1	3			1						18	19
10	Tama & Toledo R. R.																						*2		*1		*3
11	Waterloo, C. F. & No. Ry.	39	2					39	2		120			2	3	2			1	3		3	19	7		56	145
	Total	124	20		6		1	124	27	4	1,340	9	3	2	8	8	53	2	6	6		3	36	37	1	195	1,474

*With electric equipment.
bWithout electric equipment.
*Gasoline power.

TERMINAL COMPANIES

CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Burlington, Muscatine & Northwestern Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
CAPITAL STOCK—COMMON							
Par value of amount authorized	$ 100,000.00	$ 500,000.00	$ 400,000.00	$ 300,000.00	$ 80,500.00	$ 400,000.00	$ 1,780,500.00
Total par value outstanding at close of year		327,000.00	400,000.00	151,000.00	80,500.00	400,000.00	1,358,500.00
Total par value actually outstanding at close of year		327,000.00	400,000.00	151,000.00	80,500.00	400,000.00	1,358,500.00
DIVIDEND APPROPRIATIONS							
Par value of amount on which dividend was declared		$ 327,000.00		$ 151,000.00	$ 80,500.00	$ 400,000.00	$ 958,000.00
Charged to profit and loss		19,620.00		12,080.00	4,830.00	16,000.00	52,530.00
Rate per cent		6%		8%	6%	4%	
INVESTMENT							
Net charges during year:							
Road	$ 312.10		$ 1,860.05	$ *80.00	$ 3,323.17	$ 379.19	$ 5,794.51
Equipment	1,981.13		*375.00			26.34	1,632.47
General expenditures						*72.83	*72.83
Total	$ 2,293.23	None	$ 1,485.05	$ *80.00	$ 3,323.17	$ 332.70	$ 7,354.15
Investment in Road and Equipment at Close of Year:							
Investment to June 30, 1907		$ 85,098.80	$ 1,224,144.18	$ 185,131.04	$ *30,862.41		$ 1,525,236.43
Investment from July 1, 1907 to June 30, 1914		66,971.91	91,634.40	*86,918.39	b2,859.61	$ 134,948.96	209,496.49
Investment since June 30, 1914	$ 169,419.34	60,023.88	252,677.61	23,902.61	53,047.98	396,176.61	955,248.03
Total investment in road and equipment	$ 169,419.34	$ 212,094.59	$ 1,568,456.19	$ 122,115.26	$ 86,770.00	$ 531,125.57	$ 2,689,980.95

*Investment to 12-31-1908.
bFrom 12-31-1908 to 6-30-1914.
*Credit.

INCOME ACCOUNT							
Operating Income:							
Railway operating revenues	$ 44,833.56				$ 84,749.81	$ 259,431.91	$ 389,015.28
Railway operating expenses	58,216.15				78,759.28	201,908.69	338,884.12
Net revenue from railway operations	$ *13,382.59				$ 5,990.53	$ 57,523.22	$ 50,131.16
Railway tax accruals	2,000.00	$ 1,457.92	$ 77,782.82		$ 1,796.75	$ 5,590.12	$ 88,626.61
Uncollectible railway revenues			34.20				34.20
Railway operating income	$ *15,382.59	$ *1,457.92	$ *77,817.02		$ 4,194.78	$ 51,933.10	$ *38,529.65
Total operating income	$ *15,382.59	$ *1,457.92	$ *77,817.02		$ 4,194.78	$ 51,933.10	$ *38,529.65
Non-operating Income:							
Joint facility rent income		$ 18,826.85	$ 86,461.49				$ 105,288.34
Income from lease of road				$ 8,572.29			8,572.29
Miscellaneous rent income			6,258.10				6,258.10
Miscellaneous non-operating physical property		10,417.74	10,909.70	3,879.80			25,207.24
Dividend income			966.00	966.00			1,932.00
Income from unfunded securities and accounts				398.18	$ 232.02		630.15
Income from sinking and other reserve funds					165.80		165.80
Miscellaneous income	$ *254.63						254.63
Total non-operating income	$ 254.63	$ 29,244.59	$ 104,595.29	$ 13,816.22	$ 397.82	None	$ 148,308.55
Gross income	$ *15,127.96	$ 27,786.67	$ 26,778.27	$ 13,816.22	$ 4,592.60	$ 51,933.10	$ 109,778.90
Deductions From Gross Income:							
Hire of freight cars—debit balance						$ 1,765.86	$ 1,765.86
Joint facility rents			$ 3,070.33				3,070.33
Rent for leased roads			$ 14,769.96				14,769.96
Miscellaneous rents			2,548.96			34,960.00	37,508.96
Miscellaneous tax accruals			4,951.48				4,951.48
Interest on unfunded debt	$ 2,493.53	936.50					3,430.03
Maintenance of investment organization		6,540.00		$ 2,400.00			8,940.00
Miscellaneous income charges		11,586.63				135.23	11,721.86
Total deductions from gross income	$ 2,493.53	$ 19,063.13	$ 25,340.73	$ 2,400.00	None	$ 36,861.09	$ 86,158.48
Net income	$ *17,621.49	$ 8,723.54	$ 1,437.54	$ 11,416.22	$ 4,592.60	$ 15,072.01	$ 23,620.42
Disposition of Net Income:							
Income balance transferred to profit and loss	$ *17,621.49	$ 8,723.54	$ 1,437.54	$ 11,416.22	$ 4,592.60	$ 15,072.01	$ 23,620.42

*Deficit.
*Hire of freight cars.

TERMINAL COMPANIES—Continued

CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Burlington, Muscatine & Northwestern Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
PROFIT AND LOSS ACCOUNT							
Debit Items:							
Debit balance at beginning of year	$ 666.92						$ 666.92
Debit balance transferred from income	17,621.49						17,621.49
Dividend appropriations of surplus		$ 19,630.00		$ 12,080.00	$ 4,830.00	$ 16,000.00	52,540.00
Surplus appropriated for investment in physical property							
Miscellaneous appropriations of surplus					905.52		905.52
Loss on road and equipment			$ 1,558.17				1,558.17
Miscellaneous debits			1.75				1.75
Credit balance carried to balance sheet		54,731.60		40,578.76	22,554.06	128,088.07	245,902.49
Total debits	$ 18,288.41	$ 74,351.60	$ 1,559.92	$ 52,658.76	$ 28,289.58	$ 144,088.07	$ 319,186.34
Credit Items:							
Credit balance at beginning of year		$ 65,628.06	$ 1,437.54	$ 41,242.54	$ 23,696.98	$ 128,966.06	$ 260,971.18
Credit balance transferred from income		8,723.54		11,416.22	4,592.60	15,072.01	39,804.37
Delayed income credits							
Miscellaneous credits			122.38				122.38
Debit balance carried to balance sheet	$ 18,288.41						18,288.41
Total credits	$ 18,288.41	$ 74,351.60	$ 1,559.92	$ 52,658.76	$ 28,289.58	$ 144,088.07	$ 319,186.34
RAILWAY OPERATING REVENUES							
Total rail-line transportation revenue—switching	$ 43,852.58		$ 78,487.05			$ 253,009.79	$ 375,349.42
Station, train and boat privileges			5,472.72				5,472.72
Parcel room			3,388.40				3,388.40
Storage—freight			2,339.99				2,339.99
Storage—baggage			837.86				837.86
Demurrage	$ 126.00		6,318.00			3,005.00	9,449.00
Telegraph and telephone			216.00				216.00
Rents of buildings and other property	586.23		2,505.00				3,091.23
Rent of tracks and facilities		268.75		1,765.25	$ 84,746.52		84,746.52
Miscellaneous					3.29	3,417.12	5,454.41
Total incidental operating revenues	$ 980.98		$ 22,843.22		$ 84,749.81	$ 6,422.12	$ 114,996.13
Total joint facility operating revenue—Dr.			101,330.27				101,330.27
Total railway operating revenues	$ 44,833.56	None	None	None	$ 84,749.81	$ 259,431.91	$ 389,015.28
RAILWAY OPERATING EXPENSES							
Maintenance of Way and Structures:							
Total expenditures	$ 12,001.38		$ 56,000.45		$ 4,854.07	$ 29,769.92	$ 102,625.82
Maintaining joint tracks, yard and other facilities—Dr.			1,002.22				1,002.22
Maintaining joint tracks, yard and other facilities—Cr.			57,002.67				57,002.67
Total maintenance of way and structures	$ 12,001.38		None		$ 4,854.07	$ 29,769.92	$ 46,625.37
Maintenance of Equipment:							
Total expenditures	$ 8,438.30		$ 37,961.63		$ 586.95	$ 19,440.75	$ 66,427.63
Maintaining joint equipment—Dr.			557.39				557.39
Maintaining joint equipment—Cr.			38,519.02				38,519.02
Total maintenance of equipment	$ 8,438.30		None		$ 586.95	$ 19,440.75	$ 28,466.00
Traffic Expense: Total	None		None		None	$ 2,726.32	$ 2,726.32
Transportation—Rail Line:							
Total expenditures	$ 21,542.10		$ 403,189.42		$ [b]68,351.99	$ 134,629.11	$ 627,712.62
Operating joint yards and terminals—Dr.			14,076.34				14,076.34
Operating joint yards and terminals—Cr.			417,265.76				417,265.76
Total transportation—Rail Line	$ 21,542.10		None		$ [b]68,351.99	$ 134,629.11	$ 224,523.20
General:							
Total expenditures	$ 16,234.37		$ 40,923.97		$ 4,966.27	$ 15,342.29	$ 77,467.20
General joint facility expense—Dr.			2,127.71				2,127.71
General joint facility expense—Cr.			43,051.68				43,051.68
Total general	$ 16,234.37		None		$ 4,966.27	$ 15,342.59	$ 36,543.23
Grand total railway operating expenses	$ 58,216.15		None		$ 78,759.28	$ 201,908.69	$ 338,884.12

[b]Includes power, $13,983.20.

TERMINAL COMPANIES—Continued

CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Burlington, Muscatine & Northwestern Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
COMPARATIVE GENERAL BALANCE SHEET—ASSETS							
Investments:							
Total investments Dec. 31, 1928	$ 182,621.34	$ 402,175.13	$ 1,644,946.07	$ 217,189.72	$ 86,770.00	$ 531,125.57	$ 3,064,827.83
Total investments Dec. 31, 1927	180,328.11	403,103.48	1,643,461.02	217,465.90	83,446.83	530,792.87	3,058,598.21
Increase or decrease 1928	$ 2,293.23	$ *928.35	$ 1,485.05	$ *276.18	$ 3,323.17	$ 332.70	$ 6,229.62
Current Assets:							
Total current assets Dec. 31, 1928	$ 1,827.94	$ 9,023.27	$ 450,653.99	$ 9,111.68	$ 29,935.91	$ 81,515.13	$ 582,067.92
Total current assets Dec. 31, 1927	17,561.27	8,973.96	452,497.96	6,950.59	32,886.80	62,638.01	581,508.59
Increase or decrease 1928	$ *15,733.33	$ 49.31	$ *1,843.97	$ 2,161.00	$ *2,950.89	$ 18,877.12	$ 559.33
Deferred Assets:							
Total deferred assets Dec. 31, 1928	----------	----------	$ 129,599.67	----------	$ 5,220.30	$ 5,349.60	$ 140,169.57
Total deferred assets Dec. 31, 1927	----------	----------	207,189.36	----------	4,314.78	5,349.60	216,853.74
Increase or decrease 1928	----------	----------	$ *77,589.69	----------	$ 905.52	----------	$ *76,684.17
Unadjusted Debits:							
Total unadjusted debits Dec. 31, 1928	----------	$ 2,491.94	$ 4,422.91	$ 3,867.45	$ 110.16	$ 1,420.22	$ 12,312.68
Total unadjusted debits Dec. 31, 1927	----------	2,491.94	20,901.66	2,963.87	185.25	1,934.61	28,477.33
Increase or decrease 1928	----------	----------	$ *16,478.75	903.58	$ *75.09	$ *514.39	$ *16,164.65
Grand total assets Dec. 31, 1928	$ 184,449.28	$ 413,690.34	$ 2,229,622.64	$ 230,168.85	$ 122,036.37	$ 619,410.57	$ 3,779,378.00
Grand total assets Dec. 31, 1927	197,889.38	414,569.38	2,324,050.00	227,380.36	120,833.66	600,715.00	3,885,437.87
Increase or decrease 1928	$ *13,440.10	$ *879.04	$ *94,427.36	$ 2,788.49	$ 1,202.71	$ 18,695.45	$ *86,059.87

*Decrease.

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES							
Total stock Dec. 31, 1928	$ 100,000.00	$ 327,000.00	$ 400,000.00	151,000.00	$ 80,500.00	$ 400,000.00	$ 1,458,500.00
Total stock Dec. 31, 1927	100,000.00	327,000.00	400,000.00	151,000.00	80,500.00	400,000.00	1,458,500.00
Increase or decrease 1928	----------	----------	----------	----------	----------	----------	----------
Total long term debt Dec. 31, 1928	----------	----------	$ 827,878.09	----------	----------	----------	$ 827,878.09
Total long term debt Dec. 31, 1927	----------	----------	894,694.78	----------	----------	----------	894,694.78
Increase or decrease 1928	----------	----------	$ *66,816.69	----------	----------	----------	$ *66,816.69
Total current liabilities Dec. 31, 1928	$ 76,919.56	$ 21,500.00	$ 756,849.55	$ 506.87	$ 6,632.71	$ 29,372.47	$ 891,781.16
Total current liabilities Dec. 31, 1927	73,502.16	6,500.00	781,008.00	332.69	5,998.12	17,523.08	884,864.05
Increase or decrease 1928	$ 3,417.40	$ 15,000.00	$ *24,158.45	$ 174.18	$ 634.59	$ 11,849.39	$ 6,917.11
Total deferred liabilities Dec. 31, 1928	----------	----------	None	----------	----------	----------	None
Total deferred liabilities Dec. 31, 1927	----------	----------	$ 309.17	----------	----------	----------	$ 309.17
Increase or decrease 1928	----------	----------	$ *309.17	----------	----------	----------	$ *309.17
Total unadjusted credits Dec. 31, 1928	$ 25,818.13	$ 2,000.00	$ 223,687.00	$ 35,561.72	$ 7,129.30	$ 56,650.38	$ 350,846.53
Total unadjusted credits Dec. 31, 1927	25,054.14	6,982.58	226,830.05	32,283.63	6,323.78	48,876.35	346,350.53
Increase or decrease 1928	$ 763.99	$ *4,982.58	$ *3,143.05	$ 3,278.09	$ 805.52	$ 7,774.03	$ 4,496.00
Total corporate surplus Dec. 31, 1928	$ *18,288.41	$ 63,190.34	$ 21,208.00	$ 43,100.26	$ 27,774.36	$ 133,387.67	$ 270,372.22
Total corporate surplus Dec. 31, 1927	*666.92	74,086.80	21,208.00	43,764.04	28,011.76	134,315.66	300,719.34
Increase or decrease 1928	$ *17,621.49	$ *10,896.46	----------	$ *663.78	$ *237.40	$ *927.99	$ *30,347.12
Grand total liabilities Dec. 31, 1928	$ 184,449.28	$ 413,690.34	$ 2,229,622.64	$ 230,168.85	$ 122,036.37	$ 619,410.52	$ 3,799,378.00
Grand total liabilities Dec. 31, 1927	197,889.38	414,569.38	2,324,050.00	227,380.36	120,833.66	600,715.09	3,885,437.87
Increase or decrease 1928	$ *13,440.10	$ *879.04	$ *94,427.36	$ 2,788.49	$ 1,202.71	$ 18,695.43	$ *86,059.87

*Deficit.
*Decrease.
*Reported by lessee.

TERMINAL COMPANIES—Continued

CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Burlington, Muscatine & Northwestern Railway Company	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company (Electrified)	Sioux City Terminal Railway Company	Total
MILEAGE OPERATED DECEMBER 31, 1928							
Miles of main track owned	5.50	.98	6.15	1.47	.24	2.62	16.96
Miles of yard track and sidings owned	5.60	8.36	22.99	3.73	3.88	16.17	60.73
Miles of track operated under lease			.97				.97
Miles of tracks operated under trackage rights							
Miles of yard tracks and sidings operated		[c]3.74	[c]3.74				7.48
Miles of main track, owned but not operated	42.27						42.27
Miles of yard track and sidings owned but not operated	2.00						2.00
Total mileage December 31, 1928	55.37	13.08	33.85	5.20	4.12	18.79	130.41
Total mileage December 31, 1927	55.37	12.43	33.61	5.20	3.95	18.79	129.35
Net increase 1928		.65	.24		.17		1.06
GRADE CROSSINGS—IOWA							
Total railway with railway—Protected	1	a	3	a			4
Total railway with railway—Unprotected		a	11	a			11
Total railway with highway—Protected	9	a	11	a		9	29
Total railway with highway—Unprotected	2	a	31	a			33
TRAFFIC AND CAR STATISTICS							
Total freight—Switching operations—Cars handled	17,632	a	35,364	a		196,696	249,692
Total freight—Terminal operations—Cars handled		a	81,205	a			81,205
Total passenger—Terminal operations—Cars handled		a	16,328	a			16,328
Total work service—Cars handled	112	a		a			112

[c]Ownership in litigation, claimed by both railway companies, mileage operated by Des Moines Union Ry. Co.

TIES LAID IN REPLACEMENT							
Cross ties—number applied	845		3,911			2,190	6,946
Average cost per tie	$ 1.15		$ 1.52			$ 1.29	
Switch ties—number of feet			45,946			37,992	83,938
Average cost (per M. feet)			$ 56.99			$ 49.18	
RAILS LAID IN REPLACEMENT							
Number of tons (2,240 lbs.) applied			69,332			105,684	175,016
Average cost per ton			$ 47.27			$ 27.96	
CONSUMPTION OF FUEL (By Locomotives)							
Tons of bituminous coal	1,212.44		8,735			4,698	14,645.44
Average cost per ton	$ 4.75		$ 4.34			$ 6.44	
EMPLOYEES AND COMPENSATION							
Average number of employees	26	2	346	1	30	78	483
Total compensation	$ 36,942.08	$ [a]6,540.00	$ [b]589,921.33	$ 2,400.00	$ 60,517.30	$ 138,829.30	$ 835,150.01
Average compensation per year	1,420.85	3,270.00	1,704.97	2,400.00	2,017.24	1,779.86	1,729.09
Average compensation per month	118.40	272.50	142.08	200.00	168.10	148.32	144.09
Average compensation per day	3.95	9.08	4.74	6.67	5.60	4.94	4.80
TAXES ON RAILWAY PROPERTY							
Other Than U. S. Government Taxes:							
Iowa	$ 2,000.00	None	$ 77,782.82	[c]	$ 1,473.48	$ 3,444.00	$ 84,700.30
U. S. Government Taxes:							
Income tax	None	$ 1,457.92	None	[c]	322.27	1,946.12	3,726.31
Total taxes	$ 2,000.00	$ 1,457.92	$ 77,782.82	[c]	$ 1,795.75	$ 5,390.12	$ 88,426.61

[a]Salary of auditor and engineer.
[b]President and Vice-President serve without compensation.
[c]Reported by lessee.

STATISTICS

OF

Railway Bridge Companies

For the Year Ended December 31, 1928

BRIDGE COMPANIES
CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Company	Sioux City Bridge Company	Total
CAPITAL STOCK—COMMON					
Par value of amount authorized	$ 1,000,000.00	$ 1,000,000.00	$ 7,500,000.00	$ 945,800.00	$ 10,445,800.00
Total par value outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Total par value actually outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR					
Investment to June 30, 1907—Road	$ 1,016,862.82	$ 2,000,000.00	$ 6,738,391.08	$ 945,800.00	$ 10,701,053.90
Investment to June 30, 1907—Equipment			18,785.01		18,785.01
Investment from July 1, 1907 to June 30, 1914—Road	33,141.77		2,559.73	914.60	36,616.10
Investment from July 1, 1907 to June 30, 1914—Equipment			*18,785.01		*18,785.01
Investment since June 30, 1914—Road	21,049.34		524,800.96	15,985.97	561,836.27
Investment since June 30, 1914—General expenditure			450.99		450.99
Total investment in road and equipment	$ 1,071,053.93	$ 2,000,000.00	$ 7,266,202.76	$ 962,700.57	$ 11,299,957.26
Length of road owned	1.30	.66	2.03	3.88	7.87
Average investment per mile of road	$ 832,887.64	$ 3,030,303.03	$ 3,579,410.23	$ 248,118.70	$ 1,435,836.84
INCOME ACCOUNT					
Railway operating revenues		$ 102,315.53			$ 102,315.53
Railway operating expenses		121,439.44		$ 420.15	121,859.59
Net revenue from railway operations		$ *19,123.91		$ *420.15	$ *19,544.06
Railway tax accruals	$ 46,894.00	22,234.58		33,355.74	102,484.32
Railway operating income	$ *46,894.00	$ *41,358.49		$ *33,775.89	$ *122,028.38
Total operating income	$ *46,894.00	$ *41,358.49		$ *33,775.89	$ *122,028.38
Non-operating income:					
Joint facility rent income	$ 141,447.97	$ 61,533.42		$ 86,966.40	$ 289,947.79
Miscellaneous rent income		350.00		876.82	1,226.82
Income from funded securities				16,828.48	16,828.48

*Credit.
*Deficit.

Income from unfunded securities and accounts		2,540.67		1,318.38	3,859.05
Total non-operating income	$ 141,447.97	$ 64,424.09		$ 105,990.08	$ 311,862.14
Gross income	$ 94,553.97	$ 23,065.60		$ 72,214.19	$ 189,833.76
Deductions from Gross Income:					
Miscellaneous tax accruals				$ 760.04	$ 760.04
Interest on unfunded debt		$ 80,000.00			80,000.00
Total deductions from gross income		$ 80,000.00		$ 760.04	$ 80,760.04
Net income	$ 94,553.97	$ *56,934.40		$ 71,454.15	$ 109,073.72
Disposition of Net Income:					
Dividend appropriations of income	$ 94,553.97			$ 56,748.00	$ 151,301.97
Total appropriations of income	$ 94,553.97			$ 56,748.00	$ 151,301.97
Income balance transferred to profit and loss		$ *56,934.40		$ 14,706.15	$ *42,228.25
PROFIT AND LOSS ACCOUNT					
Debit Items:					
Debit balance at beginning of year		$ 1,860,324.39			$ 1,860,324.39
Debit balance transferred from income		56,934.40	$ ᵇ732.79		57,667.19
Credit balance carried to balance sheet	$ 32,202.01		47,695.62	$ 133,538.57	213,436.20
Total	$ 32,202.01	$ 1,917,258.79	$ 48,428.41	$ 133,538.57	$ 2,131,427.78
Credit Items:					
Credit balance at beginning of year	$ 32,202.01	$ *70.31	$ 47,695.62	$ 118,832.42	$ 198,800.36
Credit balance transferred from income			*732.79	14,706.15	15,438.94
Debit balance carried to balance sheet		1,917,188.48			1,917,188.48
Total	$ 32,202.01	$ 1,917,258.79	$ 48,428.41	$ 133,538.57	$ 2,131,427.78
RAILWAY OPERATING EXPENSES					
Maintenance of Way and Structures:					
Total expenditures	$ 17,401.46	$ 71,936.74		$ 26,106.05	$ 115,444.25
Maintaining joint way and structures—Dr	828.60				828.60
Maintaining joint way and structures—Cr	18,230.06			26,106.05	44,336.11
Total maintenance of way and structures		$ 71,936.74			$ 71,936.74

*Miscellaneous credits. ᵇMiscellaneous debits.

BRIDGE COMPANIES—Continued

CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Company	Sioux City Bridge Company	Total
Transportation—Rail Line:					
Total expenditures	$ 14,193.44	$ 6,740.00		$ 7,303.39	$ 28,236.82
Operating joint tracks and facilities—Dr.	4,902.13				4,902.13
Operating joint tracks and facilities—Cr.	19,095.57			7,303.38	26,398.95
Total transportation—Rail line		$ 6,740.00			$ 6,740.00
Miscellaneous operations—total		$ 7,215.00			$ 7,215.00
General:					
Total expenditures	$ 3,415.40	$ 35,547.70		$ 421.15	$ 39,384.25
General joint facility expenses—Cr.	3,415.40			1.00	3,416.40
Total general expenses		$ 35,547.70		$ 420.15	$ 35,967.85
Grand total railway operating expenses		$ 121,439.44		$ 420.15	$ 121,859.59
RAILWAY OPERATING REVENUES					
Rents of buildings and other property	$ 659.06	$ 805.00			$ 1,464.06
Miscellaneous		101,510.53			101,510.53
Total incidental operating revenues	$ 659.06	$ 102,315.53			$ 102,974.59
Total joint facility operating revenue—Dr.	659.06				659.06
Total railway operating revenue		$ 102,315.53			$ 102,315.53
TAXES ON RAILWAY PROPERTY					
Other than U. S. Government Taxes:					
Illinois	$ 13,000.00	$ 14,141.25			$ 27,141.25
Iowa	21,000.00	8,093.33		$ 10,722.04	39,815.37
Nebraska				15,104.00	15,104.00
Total other than U. S. government taxes	$ 34,000.00	$ 22,234.58		$ 25,826.04	$ 82,060.62
U. S. Government Taxes:					
Income tax	$ 12,894.00			$ 7,529.70	$ 20,423.70
Capital stock tax					
Total U. S. government taxes	$ 12,894.00			$ 7,529.70	$ 20,423.70
Grand total taxes	$ 46,894.00	$ 22,234.58	*	$ 33,355.74	$ 102,484.32

*Included in Illinois Central R. R. Co.

COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

Investments:					
Total investments December 31, 1928	$ 1,071,054.93	$ 2,050,275.94	$ 7,266,202.76	$ 1,309,830.57	$ 11,697,364.20
Total investments December 31, 1927	1,070,776.25	2,000,000.00	6,998,341.77	1,282,349.17	11,351,467.19
Increase, 1928	$ 278.68	$ 50,275.94	$ 267,860.99	$ 27,481.40	$ 345,897.01
Current assets:					
Total current assets December 31, 1928	$ 40,544.48	$ 36,659.62		$ 13,002.26	$ 90,206.36
Total current assets December 31, 1927	37,944.82	67,643.64		65,190.44	170,778.90
Increase, decrease "*", 1928	$ 3,599.66	$ *30,984.02		$ *52,188.18	$ *80,572.54
Deferred Assets:					
Total deferred assets December 31, 1928		$ 1,025.00			$ 1,025.00
Total deferred assets December 31, 1927		1,025.00			1,025.00
Unadjusted Debits:					
Total unadjusted debits December 31, 1928				$ 11,500.00	$ 11,500.00
Total unadjusted debits December 31, 1927				12,000.00	12,000.00
Decrease, 1928				$ *500.00	$ *500.00
Grand total assets, December 31, 1928	$ 1,111,599.41	$ 2,087,960.56	$ 7,266,202.76	$ 1,334,332.83	$ 11,800,095.56
Grand total assets, December 31, 1927	1,108,721.07	2,068,668.64	6,998,341.77	1,359,539.61	11,535,271.09
Increase, or decrease "*", 1928	$ 2,878.34	$ 19,291.92	$ 267,860.99	$ *25,206.78	$ 264,824.47

COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

Total capital stock December 31, 1928	$ 1,000,000.00	$ 1,000,000.00	$ 5,000,000.00	$ 945,800.00	$ 7,945,800.00
Total capital stock, December 31, 1927	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Government grants	None	None	None	None	None
Long Term Debt:					
Total long term debt, December 31, 1928			$ 2,215,149.63		$ 2,215,149.63
Total long term debt, December 31, 1927			1,948,021.43		1,948,021.43
Increase, 1928			$ 267,128.20		$ 267,128.20

BRIDGE COMPANIES—Continued

CORPORATION REPORT FOR YEAR ENDED DECEMBER 31, 1928

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Company	Sioux City Bridge Company	Total
Current Liabilities:					
Total current liabilities, December 31, 1928	$ 4,377.87	$ 2,943,230.19		$ 15,533.95	$ 2,963,142.01
Total current liabilities, December 31, 1927	514.05	2,888,984.02		64,946.88	2,954,444.95
Increase or decrease "*", 1928	$ 3,863.82	$ 54,246.17		$ *49,412.93	$ 8,697.06
Deferred liabilities	None	None	None	None	None
Unadjusted Credits:					
Total unadjusted credits, December 31, 1928	$ 54,483.49	$ 61,918.85		$ 236,934.63	$ 353,336.97
Total unadjusted credits, December 31, 1927	55,468.97	40,009.01		227,434.63	322,912.61
Increase or decrease "*", 1928	$ *985.48	$ 21,909.84		$ 9,500.00	$ 30,424.36
Corporate Surplus:					
Total corporate surplus, December 31, 1928	$ 52,738.05	$ †1,917,188.48	$ 51,053.13	$ 136,064.25	$ †1,677,333.05
Total corporate surplus, December 31, 1927	52,738.05	†1,860,324.39	50,320.34	121,358.10	†1,635,907.90
Increase or decrease "*", 1928		*56,864.09	732.79	14,706.10	*41,425.15
Grand total liabilities, December 31, 1928	$ 1,111,599.41	$ 2,087,960.56	$ 7,266,202.76	$ 1,334,332.83	$ 11,800,095.56
Grand total liabilities, December 31, 1927	1,108,721.07	2,068,668.64	6,998,341.77	1,359,539.61	11,535,271.09
Increase or decrease "*", 1928	$ 2,878.34	$ 19,291.92	$ 267,860.99	$ *25,206.78	264,824.47
EMPLOYEES AND THEIR COMPENSATION					
Average number of employees	3	4			7
Total compensation	$ 3,576.98	$ 9,375.00			$ 12,951.98

†Deficit.

DIVIDEND APPROPRIATIONS					
Common Stock:					
Rate per cent—regular and average	9.455+			3.00	
Par value of amount on which dividend was declared	$ 1,000,000.00			$ 945,800.00	
Amount dividend declared	94,553.97			56,748.00	
MILEAGE OWNED—1928					
Main Line:					
Illinois	.12	.32			.44
Iowa	1.18	.34	.58	1.74	3.84
Nebraska			1.45	2.14	3.59
Total	1.30	.66	2.03	3.88	7.87
Yard Tracks and Siding:					
Iowa	.99			.99	1.98
Nebraska			*27.56	.65	28.21
Total	.99		27.56	1.64	30.19
Grand total mileage, 1928	2.29	.66	29.59	5.52	38.06
Grand total mileage, 1927	2.29	.66	28.25	5.52	36.72
Increase, 1928			1.34		1.34

*Includes .76 1-6 miles jointly owned.

STATISTICS

OF

American Railway Express Company

For the Year Ended December 31, 1928

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1928

Items Reported	Amount
MILEAGE COVERED—ENTIRE LINE	
Steam roads	222,769.60
Electric lines	2,891.35
Coastwise steamboat lines	11,388.50
Inland steamboat lines	6,022.62
Trans-oceanic steamship lines	6,620.00
Stage lines	1,334.24
Ferries	10.75
Airplane	7,748.00
Total	258,765.66
MILEAGE COVERED—IOWA	
Steam roads	9,919.16
Electric lines	212.02
Airplane	569.00
Miscellaneous	.375
Total	10,700.495
CAPITAL STOCK—COMMON	
Number of shares authorized	400,000
Par value of one share	$ 100.00
Par value authorized	40,000,000.00
Par value outstanding	34,642,000.00
Par value held by respondent in treasury	None
Par value not held by respondent	34,642,000.00
Rate of dividend	6%
Dividends declared during year	$ 2,078,520.00
FUNDED DEBT	
None.	
COST OF REAL PROPERTY AND EQUIPMENT	
Land	$ 4,652,779.94
Buildings:	
Buildings and appurtenances on land owned	$ 8,007,522.91
Buildings and appurtenances on land not owned	3,831,115.58
Improvements to buildings not owned	205,366.16
Total buildings	$ 12,044,005.65
Equipment:	
Cars	$ 949,350.32
Horses	988,799.41
Automobiles	18,989,087.63
Wagons and sleighs	1,296,717.04
Harness and equipment	206,513.19
Office furniture and equipment	2,994,545.99
Office safes	495,252.24
Trucks	2,489,069.73
Stable equipment	20,092.81
Garage equipment	574,800.46
Line equipment	529,170.26
Shop equipment	233,949.23
Miscellaneous equipment	51,067.66
Total equipment	$ 29,818,405.87
Total real property and equipment	$ 46,515,191.46
DEPRECIATION—BUILDINGS AND EQUIPMENT	
Buildings and appurtenances on land owned	$ 2,219,135.53
Buildings and appurtenances on land not owned	991,165.76
Improvements to buildings not owned	180,053.38
Total buildings	$ 3,390,354.67

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1928—Continued

Items Reported	Amount
Equipment:	
Cars	$ 617,278.60
Horses	699,818.93
Automobiles	10,481,618.20
Wagons and sleighs	856,416.88
Harness equipment	162,456.40
Office furniture and equipment	1,755,927.86
Office safes	278,659.87
Trucks	1,626,283.39
Stable equipment	10,849.59
Garage equipment	237,146.52
Line equipment	309,912.30
Shop equipment	128,096.37
Miscellaneous equipment	2,096.40
Total equipment	$ 17,166,561.31
Total real property and equipment December 31, 1928	$ 20,556,915.98
INCOME ACCOUNT	
Operating Income:	
Charges for transportation	$ 281,544,641.27
Express privileges—Dr.	141,288,099.14
Revenue from transportation	$ 140,256,542.13
Revenue from operations other than thansportation	3,620,121.99
Total operating revenues	$ 143,876,664.12
Operating expenses	140,675,005.74
Net operating revenue	$ 3,201,658.38
Uncollectible revenue from transportation	17,820.79
Express taxes	2,038,008.20
Operating income	$ 1,145,829.39
Other Income:	
Rent from real property and equipment used jointly	$ 121.60
Miscellaneous rent income	278,160.43
Income from funded securities	366,505.69
Income from unfunded securities and accounts	571,352.48
Total other income	$ 1,216,140.20
Gross income	$ 2,361,969.59
Deductions from Gross Income:	
Rent from real property and equipment used jointly	$ 875.43
Miscellaneous rents	14,275.53
Interest on unfunded debt	25,778.56
Miscellaneous income debits	
Total deductions from gross income	$ 40,929.52
Net income	$ 2,321,040.07
Disposition of Net Income:	
Dividend appropriations of income	$ 2,078,520.00
Income balance transferred to profit and loss	$ 242,520.07
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Dividend appropriations of surplus	None
Loss on land sold	735.06
Miscellaneous debits	19,432.85
Credit balance carried to balance sheet	3,599,916.60
Total	$ 3,620,084.53

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1928—Continued

Items Reported	Amount
Credit Items:	
Credit balance at beginning of year	$ 3,333,389.72
Credit balance transferred from income	242,220.67
Profit on real property and equipment sold	96,321.30
Delayed income credits	None
Unrefunded overcharges	2,721.34
Miscellaneous credits	14,731.48
Total	$ 3,689,684.52
OPERATING REVENUES	
Transportation:	
Express, domestic	$ 281,533,102.27
Miscellaneous	10,758.00
Total	$ 281,544,641.27
Express privileges—Dr.	141,288,099.14
Revenue from transportation	$ 140,256,542.13
Operations Other Than Transportation:	
Customs brokerage fees	$ 225,361.64
Order and commission	4,877.21
Rents of buildings and other property	147,313.21
C. O. D. checks	2,454,801.30
Profit on exchange and other financial revenue	956.78
Miscellaneous	784,559.25
Total other than transportation	$ 3,620,121.39
Total operating revenues	$ 143,876,664.12
OPERATING EXPENSES	
Maintenance	$ 6,520,974.73
Traffic	257,743.96
Transportation	124,502,244.02
General	7,394,043.03
Total operating expenses	$ 140,675,005.74
Ratio of operating expenses to operating revenues, per cent	.9777
TAXES AND ASSESSMENTS—ENTIRE LINE	
Total taxes—Entire line	$ 2,008,908.39
Total taxes—Iowa	24,801.55
COMPARATIVE GENERAL BALANCE SHEET—ASSETS	
Investment:	
Real property and equipment	$ 46,511,191.40
Other Investments:	
Stocks	$ 7,119,848.73
Bonds	821.40
Notes	
Total investments December 31, 1928	$ 53,631,861.67
Total investments December 31, 1927	55,107,278.55
Decrease, 1928	$ 1,477,416.88
Current Assets:	
Cash	$ 20,966,673.60
Special deposits	4,516.72
Loans and notes receivable	2,301,131.79
Traffic balances receivable	19,459.56
Net balances receivable from agents and messengers	8,146,789.18
Miscellaneous accounts receivable	770,054.49
Material and supplies	1,189,289.16

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1928—Continued

Items Reported	Amount
Interest, dividends and rents receivable	108,724.03
Working fund advances	21,850.00
Other current assets	40,794.66
Total current assets December 31, 1928	$ 34,607,896.29
Total current assets December 31, 1927	30,952,575.07
Increase, 1928	$ 3,655,321.22
Deferred Assets:	
Other deferred assets	$ 183,158.87
Total deferred assets December 31, 1928	$ 183,158.87
Total deferred assets December 31, 1927	356,829.55
Decrease, 1928	$ 173,670.68
Unadjusted Debits:	
Rents and insurance premiums paid in advance	$ 411,237.97
Taxes paid in advance	103,417.40
Other unadjusted debits par value	1,147,561.00
Total unadjusted debits December 31, 1928	$ 1,662,216.37
Total unadjusted debits December 31, 1927	1,901,748.51
Decrease, 1928	239,532.14
Grand Total Assets:	
Total December 31, 1928	$ 90,088,153.20
Total December 31, 1927	88,318,451.38
Increase, 1928	$ 1,769,701.82
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES	
Capital Stock:	
Common—unqualified	$ 34,642,000.00
Common—qualified	None
Total December 31, 1928	$ 34,642,000.00
Total December 31, 1927	34,642,000.00
Long Term Debt:	
None.	
Current Liabilities:	
Traffic balances payable	$ 136,535.62
Audited accounts and wages unpaid	5,362,241.62
Miscellaneous accounts payable	2,675,382.65
Matured interest, dividends and rents unpaid	194,604.00
Miscellaneous advances payable	1,250.00
Express privilege liabilities	15,896,443.42
Estimated tax liability	911,520.96
Other current liabilities	377,207.48
Total current liabilities December 31, 1928	$ 25,745,385.94
Total current liabilities December 31, 1927	25,212,913.10
Increase, 1928	$ 532,472.84
Deferred Liabilities:	
Other deferred liabilities	$ 658,095.44
Total deferred liabilities December 31, 1928	$ 658,095.44
Total deferred liabilities December 31, 1927	838,138.63
Decrease, 1928	$ 180,043.19
Unadjusted Credits:	
Operating and insurance reserves	$ 4,808,500.57
Accrued depreciation—buildings	2,390,354.67

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1928—Continued

Items Reported		Amount
Accrued depreciation—equipment		17,166,561.31
Other unadjusted credits		83,328.67
Total unadjusted credits December 31, 1928		$ 25,442,745.22
Total unadjusted credits December 31, 1927		24,292,040.33
Increase, 1928		$ 1,150,704.89
Corporate Surplus:		
Appropriated surplus		None
Profit and loss balance		$ 3,599,916.60
Total corporate surplus December 31, 1928		$ 3,599,916.60
Total corporate surplus December 31, 1927		3,333,349.22
Increase, 1928		$ 266,567.38
Grand total liabilities December 31, 1928		$ 90,088,133.20
Grand total liabilities December 31, 1927		88,318,431.38
Increase, 1928		$ 1,769,701.82
EQUIPMENT OWNED		
	No.	Value
Cars	250	$ 332,071.92
Horses	4,985	288,980.48
Automobiles:		
Gasoline	5,991	5,486,406.00
Electric	1,667	1,497,966.42
Trailers	387	391,047.39
Batteries (electric power storage)	1,887	1,132,029.62
Wagons:		
Double	2,432	370,224.23
Single	1,945	53,276.94
Sleighs	1,083	16,685.83
Buggies	8	113.16
Harness equipment		44,066.79
Office furniture and equipment		1,238,618.13
Office safes	17,708	216,592.47
Trucks	63,820	800,708.56
Truck batteries (power storage)	446	62,067.78
Stable equipment		9,243.22
Garage equipment		337,653.94
Line equipment:		
Safes, car	2,409	102,504.95
Safes, messenger	7,788	24,665.16
Trunks, packing	9,333	48,563.94
Other line equipment		43,524.01
Shop equipment		105,852.86
Miscellaneous equipment		48,970.76
Total equipment value December 31, 1928		$ 12,651,844.56
Total equipment value December 31, 1927		12,519,400.12
Increase, 1928		$ 132,444.44
Number of express offices in United States December 31, 1928:		
Joint with railroads		21,215
All others		3,493
Total		24,708
Number of offices in United States at which money orders were on sale at close of year		None
Number of shipments carrying prepaid express charges, reported forwarded, and carrying collect express charges, reported received during the year 1928		178,447,912
Number of shipments carrying prepaid express charges, reported forwarded, and carrying collect express charges, reported received during the year 1927		182,517,814
Decrease, 1928		4,069,902

Items Reported	1928	Amount 1927
EMPLOYEES, SERVICE AND COMPENSATION		
Number of employees in service	58,803	64,498
Total compensation during year	$ 102,324,429.91	$ 106,426,121.14
Average yearly compensation	1,737.46	1,650.07
Average monthly compensation	144.79	137.51
Average daily compensation	4.76	4.58
Distribution:		
Maintenance	$ 2,417,365.85	$ 2,459,043.53
Per cent of total	2.36	2.31
Traffic	$ 137,879.42	$ 141,547.27
Per cent of total	.13	.13
Transportation	$ 94,586,742.44	$ 98,249,834.52
Per cent of total	92.44	92.32
General	$ 5,182,442.20	$ 5,575,695.82
Per cent of total	5.07	5.24
Total compensation	$ 102,324,429.91	$ 106,426,121.14

STATISTICS

OF

Passenger and Freight Motor Carriers

For the Year Ending December 31, 1928

Class "1" motor carriers are those having annual gross operating revenues of thirty thousand ($30,000.00) dollars and above.

Class "2" motor carriers are those having annual gross operating revenues below thirty thousand ($30,000.00) dollars.

TABLE 10—CLASS 1—PASSENGER CARRIERS

Items Reported	Des Moines and Central Iowa Transportation Co.	Ft. Dodge, Des Moines and Southern Transportation Co.	Hawkeye Stages, Inc.	Iowa Railway and Light Corporation	Iowa Transit Co.	Jefferson Highway Transportation Co.	Mohawk Stage Lines Corporation	Northern Illinois Service Co.	Overland Stages
GENERAL BALANCE SHEET—ASSETS—PART 1									
Investments:									
Motor equipment	$ 28,661.50	$ 197,658.90		$ 75,925.38	$ 20,300.00	$ 256,929.96	$ 45,391.39		$ 32,841.65
Other equipment (service cars, etc.)		2,399.00		600.00		25,206.43	322.54		
Garage equipment and tools				2,485.64	1,000.00	13,924.77			
Real estate and buildings		33,629.80				38,338.35			
Franchises and organization expenses		23,012.42		36,566.68		34,103.93	27,708.42		4,872.73
Furniture and fixtures		1,072.09		303.42	700.00	15,844.53	420.35		60.00
Other investments				11,751.53		[b]13,100.00		$ [a]37,382.19	
Total investments December 31, 1928	$ 28,661.50	$ 257,772.21		$ 127,632.65	$ 22,000.00	$ 397,457.97	$ 73,842.70	$ 37,382.19	$ 37,774.38
Total investments December 31, 1927	28,661.50	173,936.07	$ 62,604.00		18,325.00	313,017.31		58,602.36	
Increase or decrease (*) 1928		83,836.14	*626.04	127,632.65	3,675.00	84,440.66	73,842.70	*21,220.17	37,774.38
Current Assets:									
Cash	$ 6,389.31	$ 19,518.75			$ 2,600.00	$ 8,394.77	$ 1,913.86		$ 2,152.81
Demand loans and deposits		50.00				13,751.20			
Loans and bills receivable		1,860.65				40,000.00			
Net balance receivable from agents and drivers		8,073.46							2,235.50
Miscellaneous accounts receivable	68.48	*177.60		$ 225.27		6,103.10	1,446.89		
Materials and supplies		137.50		1,672.08	525.00	16,654.09	*641.76		
Total current assets December 31, 1928	$ 6,457.79	$ 29,808.31		$ 1,897.35	$ 3,125.00	$ 84,903.16	$ 2,718.99		$ 4,388.31
Total current assets December 31, 1927	7,389.94	25,305.85	$ 5,738.69		3,850.00	45,991.54		$ 42,278.44	
Increase or decrease (*) 1928	*932.15	4,502.46	*5,738.69	1,897.35	*725.00	38,911.62	2,718.99	*42,278.44	4,388.31
Deferred Assets:									
Insurance and other funds						$ 5,584.95			
Other deferred assets		$ 108.92				1,988.00	$ 123.40		
Total deferred assets December 31, 1928		$ 108.92				$ 7,572.95	$ 123.40		
Total deferred assets December 31, 1927		108.92				8,763.14			
Increase or decrease (*) 1928						*1,190.19	123.40		
Unadjusted Debits:									
Insurance premiums paid in advance	$ 811.26	$ 1,087.50					$ 531.52		$ 3,020.79
Taxes paid in advance		3,543.50		$ 27.99		$ 909.49			
Licenses paid in advance	480.00			1,801.00	$ 239.00				285.30
Other unadjusted debits	78.33			4,715.45	700.00	787.36	337.04		
Total unadjusted debits December 31, 1928	$ 1,369.58	$ 4,631.00		$ 6,544.44	$ 939.00	$ 1,696.85	$ 868.56		$ 3,306.09
Total unadjusted debits December 31, 1927	549.74	4,008.44	$ 1,063.11		1,839.00			$ 1,108.13	
Increase or decrease (*) 1928	819.84	622.56	*1,063.11	6,544.44	*920.00	1,696.85	868.56	*1,108.13	3,306.09
Grand total assets December 31, 1928	$ 36,488.87	$ 292,320.44		$ 136,074.44	$ 26,064.00	$ 491,630.93	$ 77,553.65	$ 37,382.19	$ 45,468.78
Grand total assets December 31, 1927	36,601.18	203,359.28	$ 69,405.80		24,064.00	367,771.99		100,978.93	
Increase or decrease (*) 1928	*112.31	88,961.16	*69,405.80	136,074.44	2,000.00	123,858.94	77,553.65	*64,696.74	45,468.78

TABLE 10—CLASS 1—PASSENGER CARRIERS

GENERAL BALANCE SHEET—LIABILITIES—PART 2									
Capital Stock:									
Total capital stock December 31, 1928	$ 8,000.00	$ 50,000.00	$ 10,000.00			$ 95,777.09	$ 24,901.29	$ 42,000.00	$ 12,000.00
Total capital stock December 31, 1927	8,000.00	50,000.00	10,000.00			95,777.09		41,900.00	
Increase or decrease (*) 1928							24,901.29	100.00	12,000.00
Long Term Debt:									
Funded debt unmatured					$ 1,782.00	$ 14,658.00			
Non-negotiable debt to affiliated companies							$ 121,109.11		
Total long term debt December 31, 1928					$ 1,782.00	$ 14,658.00	$ 121,109.11		
Total long term debt December 31, 1927					6,000.00	20,550.00			
Increase or decrease (*) 1928					*4,218.00	*5,892.00	121,109.11		
Current Liabilities:									
Loans and bills payable	$ 4,850.00	[b]23,064.99				$ 85,771.52	$ 1,985.73		$ 29,399.00
Audited accounts and wages payable		23,294.12				758.94			1,724.20
Miscellaneous accounts payable	9,163.79			$ 139,854.00		26,427.58			
Unmatured interest accrued	298.30	[c]566.70					1,990.48		
Unmatured taxes accrued		368.53							
Other current liabilities	*3,819.89	95.00					1,697.27		
Total current liabilities December 31, 1928	$ 18,131.98	$ 47,489.33		$ 139,854.00		$ 112,958.04	$ 5,673.48		$ 31,123.20
Total current liabilities December 31, 1927	21,245.61	48,417.65	$ 52,037.65		$ 6,060.00	21,400.83		$ 22,912.71	
Increase or decrease (*) 1928	*3,113.63	*928.32	*52,037.65	139,854.00	*6,060.00	91,557.21	5,673.48	*22,912.71	31,123.20
Total deferred liabilities December 31, 1928		$ 36,408.34							
Total deferred liabilities December 31, 1927		18,000.00	$ 6,540.00						
Increase or decrease (*) 1928		18,408.34	*6,540.00						
Unadjusted Credits:									
Tax liability	$ 425.31	$ 1,835.07				$ 2,481.52			
Insurance and casualty reserves		89.18		$ 2,046.31					
Operating reserves		[i]5,400.00					$ 1,810.07		
Accrued depreciation—buildings						1,216.59			
Accrued depreciation—equipment				7,016.78	$ 7,087.05	180,651.82	18,709.40		$ 8,725.51
Accrued depreciation—other property	[d]14,274.60	[d]138,146.32				35,754.19			
Total unadjusted credits December 31, 1928	$ 14,699.91	$ 145,470.57		$ 9,063.09	$ 7,087.05	$ 220,104.12	$ 20,519.47		$ 8,725.51
Total unadjusted credits December 31, 1927	10,478.26	74,075.54	$ 18,915.85		8,732.50	186,117.92		$ 16,657.33	
Increase or decrease (*) 1928	4,221.65	71,395.03	*18,915.85	9,063.09	*1,645.45	33,986.20	20,519.47	*16,657.33	8,725.51
Corporate Surplus:									
Total corporate surplus December 31, 1928	$ [f]4,343.02	$ 12,952.20	$ [f]10,000.00	$ [f]12,842.65	$ 17,194.95	$ 48,133.68	$ [f]94,649.70	$ [f]4,617.81	$ [f]6,379.93
Total corporate surplus December 31, 1927	[f]3,122.69	12,866.09	[f]18,087.70		3,241.50	43,936.15		16,308.33	
Increase or decrease (*) 1928	*1,220.33	86.11	8,087.70	*12,842.65	13,907.94	4,207.53	*94,649.70	*20,926.14	*6,379.93
Grand total liabilities December 31, 1928	$ 36,488.87	$ 292,320.44		$ 136,074.44	$ 26,064.00	$ 491,630.93	$ 77,553.65	$ 37,382.19	$ 45,468.78
Grand total liabilities December 31, 1927	36,601.18	203,359.28	$ 69,405.80		24,064.00	367,771.99		97,778.87	
Increase or decrease (*) 1928	*112.31	88,961.16	*69,405.80	136,074.44	2,000.00	123,858.94	77,553.65	*60,396.18	45,468.78

[a]Special deposits. [b]Investment in affiliated companies. [c]Credit. [d]Miscellaneous liabilities not distributed. [f]Deficit. [g]Total depreciation reserve. [h]Notes. [i]Other unadjusted credits. [j]Interest matured unpaid.

TABLE 10—CLASS 1—PASSENGER CARRIERS

Items Reported	Pickwick Greyhound Lines, Inc.	Pioneer Stages, Inc.	Red Ball Transportation Co.	Royal Rapid Corp.	Sioux Falls Traction System	Waterloo, Cedar Falls & Northern	Total Class 1
GENERAL BALANCE SHEET—ASSETS—PART 3							
Investments:							
Motor equipment	$ 606,096.50	$ 1,029,457.95	$ 85,741.30	$ 486,236.01	$ 154,757.62	$ 78,653.66	$ 3,098,651.82
Other equipment (service cars, etc.)	1,595.46	2,651.20		6,698.33	152,858.34		192,328.30
Garage equipment and tools	901.87	20,109.02	1,811.97	5,669.00	2,072.84		47,965.11
Real estate and buildings	*$58,190.12				57,655.89	23,500.00	511,314.16
Franchises and organization expenses	315,613.82	136,040.75		112,415.15	29,700.00		720,033.90
Furniture and fixtures	5,225.33	7,681.16	1,308.00	4,503.26	1,221.80		38,439.93
Other investments	6,085.00		12,272.86		*790,276.46		870,868.04
Total investments December 31, 1928	$ 1,293,708.09	$ 1,196,940.08	$ 101,134.13	$ 615,516.75	$ 1,188,642.95	$ 102,153.66	$ 5,479,619.26
Total investments December 31, 1927	589,409.82		98,123.51	133,094.31	1,173,242.96	84,500.00	2,753,516.84
Increase or decrease (*) 1928	704,298.27	1,196,940.08	3,010.62	482,422.44	15,399.99	17,653.66	2,746,102.42
Current Assets:							
Cash	$ 6,852.52	$ 58,240.94	$ 974.08	$ 4,050.00	$ [d]11,573.37		$ 99,513.67
Demand loans and deposits			72.50				13,878.70
Special deposits		18,446.00	[b]54,799.04	75.00			73,497.64
Loans and bills receivable	16,529.35			1,400.00			59,790.00
Traffic and motor service balances receivable		10,488.22					10,488.22
Net balance receivable from agents and drivers		29,151.98			52.07		39,513.01
Miscellaneous accounts receivable		2,987.59		2,704.66			13,535.99
Materials and supplies	1,269.00	55,130.69		5,042.89	15,209.88		94,989.72
Other current assets	10,531.45						10,531.45
Total current assets December 31, 1928	$ 35,182.32	$ 174,445.42	$ 55,845.62	$ 13,272.55	$ 3,688.58		$ 415,733.40
Total current assets December 31, 1927	55,364.83		799.49	500.00	12,126.18		199,335.96
Increase or decrease (*) 1928	*$20,182.51	174,445.42	55,055.13	12,772.55	*$8,437.60		216,397.44
Deferred Assets:							
Insurance and other funds		$ 3,750.00					$ 9,334.95
Other deferred assets	$ 7,100.89	14,210.09		$ 548.85			24,080.15
Total deferred assets December 31, 1928	$ 7,100.89	$ 17,960.09		$ 548.85			$ 33,415.10
Total deferred assets December 31, 1927	1,186.09						10,058.15
Increase or decrease (*) 1928	5,914.80	17,960.09		548.85			23,356.95
Unadjusted Debits:							
Insurance premiums paid in advance	$ 9,160.21		$ 452.32	$ 7,278.43			$ 22,342.23
Taxes paid in advance	445.20						4,926.18
Licenses paid in advance		$ 8,933.38					11,738.68
Other unadjusted debits	3,225.13			2,676.09			12,519.39
Total unadjusted debits December 31, 1928	$ 12,830.54	$ 8,933.38	$ 452.32	$ 9,954.52			$ 51,526.48
Total unadjusted debits December 31, 1927	10,070.98		438.48				19,187.88
Increase or decrease (*) 1928	2,759.56	8,933.38	14.04	9,954.52			32,338.60
Grand total assets December 31, 1928	$ 1,348,821.84	$ 1,397,278.97	$ 157,432.27	$ 639,292.67	$ 1,192,331.53	$ 102,153.66	$ 5,980,294.24
Grand total assets December 31, 1927	656,081.72		99,352.48	133,594.31	1,185,369.14	84,500.00	2,963,098.83
Increase or decrease (*) 1928	692,790.12	1,397,278.97	58,079.79	505,698.36	6,962.39	17,653.66	3,018,195.41

GENERAL BALANCE SHEET—LIABILITIES—PART 4							
Capital Stock:							
Total capital stock December 31, 1928	$ 749,500.00	$ 200,000.00	$ 10,000.00	$ 393,305.24	$ 500,000.00		$ 1,950,005.02
Total capital stock December 31, 1927	340,000.00		10,000.00	95,600.00			1,151,277.99
Increase or decrease (*) 1928	409,500.00	200,000.00		158,205.24			804,705.53
Long Term Debt:							
Funded debt unmatured	$ 99,048.63				$ 363,000.00		$ 478,488.63
Non-negotiable debt to affiliated companies	104,115.44	$ 707,467.65	$ 65,751.15	$ 170,506.24			1,168,949.59
Total long term debt December 31, 1928	$ 203,164.07	$ 707,467.65	$ 65,751.15	$ 170,506.24	$ 363,000.00		$ 1,647,438.22
Total long term debt December 31, 1927	174,369.51		66,251.15		363,000.00		630,170.66
Increase or decrease (*) 1928	28,794.56	707,467.65	*500.00	170,506.24			1,017,267.56
Current Liabilities							
Loans and bills payable		$ 174,925.14	$ [e]11,569.72	$ 28,605.74	$ 32,967.44		$ 393,139.28
Audited accounts and wages payable					36,478.78	$ 32,337.57	94,598.61
Miscellaneous accounts payable	$ 6,679.29						182,124.57
Interest matured unpaid					179,265.00		179,931.70
Unmatured interest accrued	1,904.29			5,612.70			9,805.73
Unmatured taxes accrued			$ [b]54,799.04	1,920.00	1,960.14		59,047.70
Other current liabilities	8,087.34	*15,417.48		9,151.14	3,000.00		41,218.12
Total current liabilities December 31, 1928	$ 16,710.79	$ 190,342.62	$ 66,368.76	$ 45,289.58	$ 253,671.36	$ 32,337.57	$ 959,960.71
Total current liabilities December 31, 1927	34,169.11		5,781.51	1,443.64	233,961.41	37,696.12	485,135.24
Increase or decrease (*) 1928	*17,458.32	190,342.62	*60,587.25	43,845.94	19,709.95	*5,357.55	474,825.47
Deferred Liabilities:							
Total deferred liabilities Decembr 31, 1928	$ 105,955.64	$ 1,889.28					$ 144,253.26
Total deferred liabilities December 31, 1927	724.58						25,264.58
Increase or decrease (*) 1928	105,231.06	1,889.28					118,988.68
Unadjusted Credits:							
Tax liability							$ 4,741.90
Insurance and casualty reserves		$ 7,438.72					9,574.21
Operating reserves							7,210.07
Accrued depreciation—building					$ 1,113.89		2,330.48
Accrued depreciation—equipment	$ 249,811.40	148,737.73	$ 44,286.06	$ 165,356.30	131,456.28	$ 54,636.83	1,016,544.33
Accrued depreciation—other property		4,770.26	1,510.76		*[m]217,983.72		412,439.85
Total unadjusted credits December 31, 1928	$ 249,811.40	$ 160,946.71	$ 45,796.82	$ 165,356.30	$ 350,553.89	$ 54,636.83	$ 1,452,761.67
Total unadjusted credits December 31, 1927	132,698.85		45,261.60	38,648.63	311,018.14	46,309.50	888,914.12
Increase or decrease (*) 1928	117,112.55	160,946.71	535.22	126,707.67	39,535.75	8,317.33	563,847.55
Corporate Surplus:							
Total corporate surplus December 31, 1928	$ 23,679.94	$ 136,632.71	*$20,484.46	$ 4,285.31	*$274,893.72	$ 15,189.26	$ *180,143.24
Total corporate surplus December 31, 1927	*25,930.33		*27,941.78	*2,097.96	*222,610.41	495.38	*222,953.42
Increase or decrease (*) 1928	49,610.27	136,632.71	*2,542.68	6,383.27	*52,283.31	14,693.88	42,764.67
Grand total liabilities December 31, 1928	$ 1,348,821.84	$ 1,397,278.97	$ 157,432.27	$ 639,292.67	$ 1,192,331.53	$ 102,153.66	$ 5,980,294.24
Grand total liabilities December 31, 1927	656,081.72		99,352.48	133,594.31	1,185,369.14	84,500.00	2,967,798.27
Increase or decrease (*) 1928	692,790.12	1,397,278.97	58,079.79	505,698.36	6,962.39	17,653.66	3,022,495.97

[a]Investment in affiliated companies. [b]Surety. [c]Street railway; paving, road, track and overhead. [d]Credit. [e]Deficit. [f]Non-negotiable debt—notes. [g]"Contracts on busses." [h]"Wheelage taxes accrued." [i]Large increase due to accumulated wheelage tax not being shown for the beginning of the year. [m]Street railway. [n]Traffic and motor service balances payable.

TABLE 20—CLASS 1—PASSENGER CARRIERS
PART 1—INCOME ACCOUNT

Items Reported	Des Moines and Central Iowa Transportation Co.	Ft. Dodge, Des Moines and Southern Transportation Co.	Hawkeye Stages, Inc.	Iowa Railway and Light Corporation	Iowa Transit Co.	Jefferson Highway Transportation Co.	Mohawk Stage Lines Corporation	Northern Illinois Service Co.
OPERATING INCOME								
Operating revenues	$ 27,685.18	$ 189,221.41	$ 141,996.85	$ 71,926.70	$ 37,902.79	$ 454,946.28	$ 89,478.35	$ 60,129.86
Operating expenses	26,365.19	149,483.11	123,427.26	84,769.35	23,994.85	413,747.70	141,036.72	79,897.96
Net revenue from motor operations	$ 1,319.99	$ 39,738.30	$ 18,569.59	$ *12,842.65	$ 13,907.94	$ 41,198.58	$ *51,558.37	$ *19,768.10
Taxes	2,540.32	13,860.03	10,739.70					
Motor operating income								
Miscellaneous operating income—net	$ *2,540.32	$ *13,860.03	$ *10,739.70			$ *26,126.76		$ *550.73
Total motor operating income	$ *1,220.33	$ 25,878.27	$ 7,829.89	$ *12,842.65	$ 13,907.94	$ 15,071.82	$ *51,558.37	$ *20,318.83
NON-OPERATING INCOME								
Rent from equipment								
Miscellaneous income							$ 529.61	$ 1,117.94
Total non-operating income							$ 529.61	$ 1,117.94
Gross income	$ *1,220.33	$ 25,878.27	$ 7,829.89	$ *12,842.65	$ 13,907.94	$ 15,071.82	$ *51,028.76	$ *19,200.89
DEDUCTIONS FROM GROSS INCOME								
Rent of equipment								
Interest on funded and unfunded debts and accounts		$ 3,654.62	$ 1,043.99			$ 1,586.92	$ 4,491.99	$ 1,525.25
Amortization of discount on funded debt		3,200.00						
Miscellaneous charges						3,015.03	1,437.45	
Total deductions from gross income		$ 6,854.62	$ 1,043.99			$ 4,601.95	$ 5,929.44	$ 1,525.25
Net income	$ *1,220.33	$ 19,023.65	$ 6,785.90	$ *12,842.65	$ 13,907.94	$ 10,469.87	$ *56,958.20	$ *20,726.14
DISPOSITION OF NET INCOME								
Income applied to sinking and other reserves								
Total appropriations of income								
Income balance transferred to profit and loss	$ *1,220.33	$ 19,023.65	$ 6,785.90	$ *12,842.65	$ 13,907.94	$ 10,469.87	$ *56,958.20	$ *20,726.14

*Deficit.

TABLE 20—CLASS 1—PASSENGER CARRIERS
PART 2—INCOME ACCOUNT—Continued

Items Reported	Overland Stages	Pickwick, Greyhound Lines, Inc.	Pioneer Stages, Inc.	Red Ball Transportation Co.	Royal Rapid Corp.	Sioux Falls Traction System	Waterloo, Cedar Falls & Northern	Total Class 1 Passenger
OPERATING INCOME								
Operating revenues	$ 39,358.18	$ 1,138,460.94	$ 1,219,691.47	$ 131,356.92	$ 641,004.41	$ 135,771.42	$ 76,169.65	$ 4,455,100.41
Operating expenses	45,738.11	1,069,652.96	1,133,480.18	135,584.48	629,262.83	96,416.33	55,053.55	4,207,910.58
Net revenue from motor operations	$ *6,379.93	$ 68,807.98	$ 86,211.29	$ *4,227.56	$ 11,741.58	$ 39,355.09	$ 21,116.10	$ 247,189.83
Taxes		14,455.49			17,617.62	7,949.02	6,290.92	100,130.59
Motor operating income		*14,455.49			*17,617.62	*7,949.02	*6,290.92	*100,130.59
Miscellaneous operating income—net								
Total motor operating income	$ *6,379.93	$ 54,352.49	$ 86,211.29	$ *4,227.56	$ *5,876.04	$ 31,406.07	$ 14,825.18	$ 147,059.24
NON-OPERATING INCOME								
Rent from equipment					$ 191.87			$ 54,589.86
Miscellaneous income		$ 2,491.74	$ 50,258.70					
Total non-operating income		$ 2,491.74	$ 50,258.70		$ 191.87			$ 54,589.86
Gross income	$ *6,379.93	$ 56,844.23	$ 136,469.99	$ *4,227.56	$ *5,684.17	$ 31,406.07	$ 14,825.18	$ 201,649.10
DEDUCTIONS FROM GROSS INCOME								
Rent of equipment								
Interest on funded and unfunded debts and accounts		$ 19,624.53			$ 6,917.46		$ 131.30	$ 38,976.06
Amortization of discount on funded debt		6,490.50						9,690.50
Miscellaneous charges		3,360.94	$ 5,693.31		294.98			13,801.71
Total deductions from gross income		$ 29,475.97	$ 5,693.31		$ 7,212.44		$ 131.30	$ 62,468.27
Net income	$ *6,379.93	$ 27,368.26	$ 130,776.68	$ *4,227.56	$ *12,896.61	$ 31,406.07	$ 14,693.88	$ 139,180.83
DISPOSITION OF NET INCOME								
Income applied to sinking and other reserves						$ *23,899.02		$ 23,899.02
Total appropriations of income								23,899.02
Income balance transferred to profit and loss	$ *6,379.93	$ 27,368.26	$ 130,776.68	$ *4,227.56	$ *12,896.61	$ 7,507.05	$ 14,693.88	$ 115,281.81

*Deficit.
*Depreciation.

TABLE 30—CLASS 1—PASSENGER CARRIERS

PART 1—OPERATING REVENUES

Number	Companies Reporting	Revenue From Transportation								
		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	Des Moines & Cent. Ia. Transp. Co.	$ 27,684.83		$ 27,684.83				$ 27,684.83		$ 27,684.83
2	Ft. D., D. M. & So. Transp. Co.	176,411.96		176,411.96	$ 10,512.93		$ 10,512.93	186,924.89		186,924.89
3	Hawkeye Stages, Inc.	139,399.68		139,399.68	1,762.17		1,762.17	141,161.85		141,161.85
4	Iowa Railway and Light Corp.	57,388.36		57,388.36	5,002.02		5,002.02	62,390.38		62,390.38
5	Iowa Transit Co.	36,671.00		36,671.00				36,671.00		36,671.00
6	Jefferson Highway Transp. Co.	*	*	*417,242.67	*	*	*24,730.41	*	*	*441,973.08
7	Mohawk Stage Lines Corp.	40,145.67	$ 46,919.32	87,064.99	312.92	$ 365.71	678.63	40,458.59	$ 47,285.03	87,743.62
8	Northern Illinois Service Co.	5,918.77	50,289.84	56,208.61	347.38	2,923.12	3,270.50	6,266.15	53,212.96	59,479.11
9	Overland Stages	*	*	*39,358.18				*	*	*39,358.18
10	Pickwick-Greyhound Lines, Inc.	1,228.39	1,115,491.44	1,116,719.83	11.32	10,280.68	10,292.00	1,239.71	1,125,772.12	1,127,011.83
11	Pioneer Stages, Inc.	151,959.32	1,068,597.44	1,220,556.76	72.48	509.67	582.15	c151,753.88	c1,067,152.69	c1,218,906.57
12	Red Ball Transp. Co.	127,340.39		127,340.39	1,199.00		1,199.00	128,539.39		128,539.39
13	Royal Rapid Corp.	1,879.16	624,509.11	626,388.27	38.91	12,930.89	12,969.80	1,918.07	637,440.00	639,358.07
14	Sioux Falls Traction System	43,297.36	84,643.43	127,940.79	255.00	1,858.80	2,113.80	43,552.36	86,502.23	130,054.59
15	Waterloo, Cedar Falls & Nor. Ry.	71,271.20		71,271.20	4,017.86		4,017.86	75,289.06		75,289.06
	Total	$ 880,596.09	$ 2,990,450.58	$ 4,327,647.52	$ 23,531.99	$ 28,868.87	$ 77,131.27	$ 903,850.16	$ 3,017,365.03	$ 4,402,546.45

*Revenues not separated.
cLess ferry fares within the state, $277.92. Without the state, $1,954.42.

TABLE 30—CLASS 1—PASSENGER CARRIERS

PART 2—OPERATING REVENUES—Continued

Number	Companies Reporting	Revenue From Transportation—Continued								
		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	Des Moines & Cent. Ia. Transp. Co.							$ 670.00		$ 670.00
2	Ft. D., D. M. & So. Transp. Co.									
3	Hawkeye Stages, Inc.									
4	Iowa Railway and Light Corp.	$ b7,246.94		$ b7,246.94						
5	Iowa Transit Co.									
6	Jefferson Highway Transp. Co.	*	*	*2,726.80	*	*	$ *333.60			
7	Mohawk Stage Lines Corp.				$ 16.60	$ 19.40	36.00	14.66	$ 124.60	139.26
8	Northern Illinois Service Co.									
9	Overland Stages								2.40	2.40
10	Pickwick-Greyhound Lines, Inc.	2.91	$ 2,646.57	2,649.48	1.31	1,197.09	1,198.40			
11	Pioneer Stages, Inc.	4.24	29.89	34.13	93.47	657.30	750.77			
12	Red Ball Transp. Co.	2,114.99		2,114.99	83.96		83.96			
13	Royal Rapid Transp. Corp.				2.14	712.34	714.48	1.25	416.53	417.78
14	Sioux Falls Traction System				117.00	2,207.70	2,324.70			
15	Waterloo, Cedar Falls & Nor. Ry.	742.30		742.30						
	Total	$ 10,111.38	$ 2,676.46	$ 15,514.64	$ 314.48	$ 4,793.83	$ 5,441.91	$ 685.91	$ 543.53	$ 1,229.44

*Revenues not separated.
bReported as freight revenue.

TABLE 30—CLASS 1—PASSENGER CARRIERS

PART 3—OPERATING REVENUES—Continued

Number	Companies Reporting	Revenue From Transportation—Continued								
		Advertising in Cars and Busses			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	Des Moines & Cent. Ia. Transp. Co.									
2	Ft. D., D. M. & So. Transp. Co.	$ 199.96		$ 199.96	$ 1,426.56		$ 1,426.56	$ .35		$ .35
3	Hawkeye Stages, Inc.									
4	Iowa Railway and Light Corp.							835.00		835.00
5	Iowa Transit Co.							1,126.40		1,126.40
6	Jefferson Highway Transp. Co.	*	*	*966.92	1,231.79	*	1,231.79			
7	Mohawk Stage Lines Corp.				*		*946.67			
8	Northern Illinois Service Co.									
9	Overland Stages				5.21	$ 44.29	49.50			
10	Pickwick-Greyhound Lines, Inc.									
11	Pioneer Stages, Inc.				2.78	2,530.21	2,532.99			
12	Red Ball Transp. Co.									
13	Royal Rapid Transp. Corp.	617.75		617.75						
14	Sioux Falls Traction System				1.23	407.98	409.21	.83		.83
15	Waterloo, Cedar Falls & Nor. Ry.	138.29		138.29	530.16	2,613.49	3,143.65	.31	$ 104.56	104.87
									248.48	248.48
	Total	$ 956.00		$ 1,922.92	$ 3,197.73	$ 5,595.97	$ 9,740.37	$ 1,962.89	$ 353.04	$ 2,315.93

*Revenues not separated.

TABLE 30—CLASS 1—PASSENGER CARRIERS

PART 4—OPERATING REVENUES—Continued

Number	Companies Reporting	Revenue From Transportation—Concluded			Revenue From Other Operations—Total			Grand Total Operating Revenues		
		Total Revenue From Transportation								
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.	$ 27,685.18		$ 27,685.18				$ 27,685.18		$ 27,685.18
2	Ft. D., D. M. & So. Transp. Co.	189,221.41		189,221.41				189,221.41		189,221.41
3	Hawkeye Stages, Inc.	141,996.85		141,996.85				141,996.85		141,996.85
4	Iowa Railway and Light Corp.	70,763.72		70,763.72	$ 1,162.98		$ 1,162.98	71,926.70		71,926.70
5	Iowa Transit Co.	37,902.79		37,902.79				37,902.79		37,902.79
6	Jefferson Highway Transp. Co.	*	*	*446,947.07	*	*	*7,999.21	*	*	*454,946.28
7	Mohawk Stage Lines Corp.	40,475.19	$ 47,304.43	87,779.62	783.28	$ 915.45	1,698.73	41,258.47	$ 48,219.88	89,478.35
8	Northern Illinois Service Co.	6,286.02	53,381.85	59,667.87	48.65	413.34	461.99	6,334.67	53,795.19	60,129.86
9	Overland Stages	*	*	*39,358.18				*	*	*39,358.18
10	Pickwick-Greyhound Lines, Inc.	1,246.71	1,132,148.39	1,113,395.10	5.57	5,060.27	5,065.84	1,252.28	1,137,208.66	1,138,460.94
11	Pioneer Stages, Inc.	151,851.59	1,067,839.58	1,219,691.47	6,257.21	44,001.49	50,258.70	158,108.80	1,111,841.37	1,269,950.17
12	Red Ball Transp. Co.	131,356.92		131,356.92				131,356.92		131,356.92
13	Royal Rapid Corp.	1,923.00	639,081.41	641,004.41				1,923.00	639,081.41	641,004.41
14	Sioux Falls Traction System	44,199.52	91,571.90	135,771.42				44,199.52	91,571.90	135,771.42
15	Waterloo, Cedar Falls & Nor. Ry.	76,169.65		76,169.65				76,169.65		76,169.65
	Total	$ 921,078.55	$ 3,031,327.86	$ 4,438,711.66	$ 8,257.60	$ 50,390.55	$ 66,647.45	$ 929,336.24	$ 3,081,718.41	$ 4,506,359.11

*Revenues not separated.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 1—OPERATING EXPENSES

Number	Companies Reporting	Maintenance							
		Superintendence			Motors		Bodies		
		Within the State	Without the State	Total	Within the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.								
2	Ft. D., D. M. & So. Transp. Co.				$ 12,566.13	$ 12,566.13	$ 4,172.61		$ 4,172.61
3	Hawkeye Stages, Inc.				8,388.14	8,388.14	2,317.58		2,317.58
4	Iowa Railway and Light Corp.								
5	Iowa Transit Co.								
6	Jefferson Highway Transp. Co.		$ [c]5,000.00	$ 5,000.00					
7	Mohawk Stage Lines Corp.						2,669.83	$ 3,120.31	5,790.14
8	Northern Illinois Service Co.						119.89	1,018.66	1,138.55
9	Overland Stages		[c]833.18	833.18	[c]5,251.94	5,251.94			
10	Pickwick-Greyhound Lines, Inc.	$ 9.33	8,477.63	8,486.96			31.14	28,285.09	28,316.23
11	Pioneer Stages, Inc.	9,015.02	63,394.77	72,409.79					
12	Red Ball Transp. Co.						156.50		156.50
13	Royal Rapid Corp.	10.59	3,519.38	3,529.97			71.46	23,748.86	23,820.32
14	Sioux Falls Traction System								
15	Waterloo, Cedar Falls & Nor. Ry.	540.00		540.00	2,801.25	2,801.25	2,144.08		2,144.08
	Total	$ 9,574.94	$ 81,224.96	$ 90,799.90	$ 29,007.46	$ 29,007.46	$ 11,683.09	$ 56,172.92	$ 67,856.01

[c]Not separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 2—OPERATING EXPENSES

Number	Companies Reporting	Maintenance—Continued								
		Chassis			Tires and Tubes			Batteries		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.	$ [a]3,904.27		$ [a]3,904.27	$ 2,312.21		$ 2,312.21			
2	Ft. D., D. M. & So. Transp. Co.	10,302.06		10,302.06	11,621.04		11,621.04	$ 739.28		$ 739.28
3	Hawkeye Stages, Inc.	6,102.51		6,102.51	4,181.55		4,181.55	841.67		841.67
4	Iowa Railway and Light Corp.	[a]6,909.53		[a]6,909.53	4,300.62		4,300.62			
5	Iowa Transit Co.	[a]1,443.65		[a]1,443.65	1,795.14		1,795.14			
6	Jefferson Highway Transp. Co.		$ [c]88,734.72	88,734.72		$ [c]20,728.92	20,728.92		$ [c]8.53	8.53
7	Mohawk Stage Lines Corp.	16,630.57	19,436.59	36,067.16	2,776.32	3,244.75	6,021.07			
8	Northern Illinois Service Co.	1,017.68	8,646.91	9,664.59	512.83	4,357.39	4,870.22			
9	Overland Stages					[c]3,125.32	3,125.32			
10	Pickwick-Greyhound Lines, Inc.	205.86	186,941.67	187,147.53	65.96	59,905.34	59,971.30			
11	Pioneer Stages, Inc.	[a]15,530.08	[a]109,209.58	[a]124,739.66	7,389.88	51,966.57	59,356.45			
12	Red Ball Transp. Co.				7,052.03		7,052.03			
13	Royal Rapid Corp.	341.58	113,519.86	113,861.44	122.74	40,791.98	40,914.72			
14	Sioux Falls Traction System		[c]22,039.19	[b]22,039.19		[c]10,688.47	10,688.47			
15	Waterloo, Cedar Falls & Nor. Ry.	5,417.99		5,417.99	3,800.91		3,800.91			
	Total	$ 67,805.78	$ 548,528.52	$ 616,334.30	$ 45,931.23	$ 194,808.74	$ 240,739.97	$ 1,580.95	$ 8.53	$ 1,589.48

[c]Not separated, expenses within the state included.
[a]Includes motors and bodies.
[b]Labor, $8,384.35; materials, $13,654.84.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 3—OPERATING EXPENSES

Number	Companies Reporting	Maintenance—Continued								
		Buildings			Insurance			Garage and Shop		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.									
2	Ft. D., D. M. & So. Transp. Co.	$ 665.48		$ 665.48				$ 385.44		$ 385.44
3	Hawkeye Stages, Inc.							29.50		29.50
4	Iowa Railway and Light Corp.							1,938.30		1,938.30
5	Iowa Transit Co.							1,560.00		1,560.00
6	Jefferson Highway Transp. Co.					$ [c]4,648.53	$ 4,648.53		$ [c]6,908.43	6,908.43
7	Mohawk Stage Lines Corp.							56.18	65.65	121.83
8	Northern Illinois Service Co.	1.60	$ 13.62	15.22	$ 95.62	812.42	908.04	191.80	1,629.68	1,821.48
9	Overland Stages									
10	Pickwick-Greyhound Lines, Inc.							.16	149.27	149.43
11	Pioneer Stages, Inc.	214.91	1,511.27	1,726.18				5,313.05	37,362.09	42,675.14
12	Red Ball Transp. Co.							9.95	3,306.15	3,316.10
13	Royal Rapid Corp.									
14	Sioux Falls Traction System					[c]396.75	396.75			
15	Waterloo, Cedar Falls & Nor. Ry.							601.98		601.98
	Total	$ 881.99	$ 1,524.89	$ 2,406.88	$ 95.62	$ 5,857.70	$ 5,953.32	$ 10,086.36	$ 49,511.27	$ 59,597.63

[c]Not separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 4—OPERATING EXPENSES

Number	Companies Reporting	Maintenance—Continued								
		Other Maintenance			Depreciation—Motor Cars, Busses, Trucks and Trailers			Depreciation—Other Equipment		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.				$ [a]4,221.21		$ [a]4,221.21			
2	Ft. D., D. M. & So. Transp. Co.	$ 117.96		$ 117.96	37,438.32		37,438.32	$ 1,096.72		$ 1,096.72
3	Hawkeye Stages, Inc.	75.79		75.79	22,417.91		22,417.91			
4	Iowa Railway and Light Corp.				12,550.97		12,550.97	146.81		146.81
5	Iowa Transit Co.				4,903.97		4,903.97			
6	Jefferson Highway Transp. Co.					$ [c]36,028.66	36,028.66		$ [c]4,859.96	4,859.96
7	Mohawk Stage Lines Corp.	69.29	$ 80.98	150.27	5,551.93	6,488.69	12,040.62	164.82	192.64	357.46
8	Northern Illinois Service Co.	144.81	1,230.39	1,375.20	1,119.35	9,510.78	10,630.13	9.26	78.69	87.95
9	Overland Stages					[c]6,569.05	6,569.05			
10	Pickwick-Greyhound Lines, Inc.	1.27	1,159.74	1,161.01	128.79	116,960.06	117,088.85	1.74	1,581.03	1,582.77
11	Pioneer Stages, Inc.	3,825.78	26,903.34	30,729.12	19,076.64	134,149.39	153,226.03	30.24	212.62	242.86
12	Red Ball Transp. Co.				19,451.42		19,451.42	442.93		442.93
13	Royal Rapid Corp.	40.30	13,393.16	13,433.46	193.79	64,402.75	64,596.54	17.79	5,912.34	5,930.13
14	Sioux Falls Traction System					[c]23,899.02	23,899.02			
15	Waterloo, Cedar Falls & Nor. Ry.				8,317.33		8,317.33			
	Total	$ 4,275.20	$ 42,767.61	$ 47,042.81	$ 135,371.63	$ 398,008.40	$ 533,380.03	$ 1,910.31	$ 12,837.28	$ 14,747.59

[c]Not separated, expenses within the state included.
[a]Includes other equipment and other property.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 5—OPERATING EXPENSES

Number	Companies Reporting	Maintenance—Continued								
		Depreciation—Other Property			Equipment Retired			Miscellaneous		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.									
2	Ft. D., D. M. & So. Transp. Co.	$ 1,314.16		$ 1,314.16	$ 343.60		$ 343.60			
3	Hawkeye Stages, Inc.				*22.50		*22.50			
4	Iowa Railway and Light Corp.									
5	Iowa Transit Co.				700.00		700.00			
6	Jefferson Highway Transp. Co.		$ c1,636.88	1,636.88					$ c1,017.08	$ 1,017.08
7	Mohawk Stage Lines Corp.	43.89	51.30	95.19				$ 1,185.29	1,385.28	2,570.57
8	Northern Illinois Service Co.									
9	Overland Stages								c839.93	839.93
10	Pickwick-Greyhound Lines, Inc.	.86	785.55	786.41				27.74	25,195.10	25,222.84
11	Pioneer Stages, Inc.	767.53	5,397.35	6,164.88						
12	Red Ball Transp. Co.							2,176.51		2,176.51
13	Royal Rapid Corp.	2.28	759.06	761.34						
14	Sioux Falls Traction System									
15	Waterloo, Cedar Falls & Nor. Ry.							50.24		50.24
	Total	$ 2,128.72	$ 8,630.14	$ 10,758.86	$ 1,021.10		$ 1,021.10	$ 3,439.78	$ 28,437.39	$ 31,877.17

c Not separated, expenses within the state included.
*Credit.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 6—OPERATING EXPENSES

Number	Companies Reporting	Maintenance—Concluded			Transportation					
		Total Maintenance			Superintendence			Drivers Wages		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.	$ 10,437.69		$ 10,437.69				$ 6,041.65		$ 6,041.65
2	Ft. D., D. M. & So. Transp. Co.	80,762.80		80,762.80	$ 1,502.78		$ 1,502.78	31,158.86		31,158.86
3	Hawkeye Stages, Inc.	44,332.15		44,332.15	2,803.30		2,803.30	17,172.11		17,172.11
4	Iowa Railway and Light Corp.	25,846.23		25,846.23	613.71		613.71	11,003.06		11,003.06
5	Iowa Transit Co.	10,402.76		10,402.76				4,940.00		4,940.00
6	Jefferson Highway Transp. Co.		$ c169,661.71	169,661.71		$ c2,510.50	2,510.50		$ c64,224.70	64,224.70
7	Mohawk Stage Lines Corp.	29,148.12	34,066.19	63,214.31	2,973.62	3,475.35	6,448.97	6,224.90	7,275.20	13,500.10
8	Northern Illinois Service Co.	3,212.84	27,298.54	30,511.38	408.29	3,469.11	3,877.40	1,264.86	10,747.11	12,011.97
9	Overland Stages		c16,619.42	16,619.42		c833.21	833.21		*7,000.37	7,000.37
10	Pickwick-Greyhound Lines, Inc.	472.85	429,440.48	429,913.33	61.12	55,509.55	55,570.67	148.81	135,136.55	135,285.36
11	Pioneer Stages, Inc.	61,163.13	430,106.98	491,270.11				17,031.11	119,764.93	136,796.04
12	Red Ball Transp. Co.	29,279.39		29,279.39	*12,138.49		*12,138.49	16,296.63		16,296.63
13	Royal Rapid Corp.	810.48	269,353.54	270,164.02	83.77	27,839.70	27,923.47	226.93	75,417.27	75,644.20
14	Sioux Falls Traction System		c57,023.43	57,023.43		c900.00	900.00		c19,042.96	19,042.96
15	Waterloo, Cedar Falls & Nor. Ry.	23,673.78		23,673.78	2,795.82		2,795.82	12,894.29		12,894.29
	Total	$ 319,542.22	$ 1,433,570.29	$ 1,753,112.51	$ 23,380.90	$ 94,537.42	$ 117,918.32	$ 124,403.21	$ 438,609.09	$ 563,012.30

c Not separated, expenses within the state included.
*Labor, shop employees.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 7—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Continued							
		Gasoline (Including Tax)			Oils and Lubricants			Miscellaneous Car, Bus, Truck and Trailer Supplies and Expense	
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Total
1	Des Moines & Cent. Ia. Transp. Co.	$ 3,434.94		$ 3,434.94	$ 298.09		$ 298.09		
2	Ft. D., D. M. & So. Transp. Co.	22,809.03		22,809.03	5,108.37		5,108.37	$ 4,101.80	$ 4,101.80
3	Hawkeye Stages, Inc.	17,147.32		17,147.32	4,151.79		4,151.79	2,429.05	2,429.05
4	Iowa Railway and Light Corp.	8,589.22		8,589.22	1,395.37		1,395.37		
5	Iowa Transit Co.	3,463.45		3,463.45	640.00		640.00		
6	Jefferson Highway Transp. Co.		$ *46,299.44	46,299.44		$ *8,702.26	8,702.26		
7	Mohawk Stage Lines Corp.	6,498.60	7,595.09	14,093.69	1,213.85	1,418.66	2,632.51		
8	Northern Illinois Service Co.	855.18	7,266.19	8,121.37	173.12	1,470.98	1,644.10		
9	Overland Stages		c7,019.43	7,019.43		c455.89	455.89		
10	Pickwick-Greyhound Lines, Inc.	123.58	112,234.85	112,358.43	23.78	21,594.99	21,618.77		
11	Pioneer Stages, Inc.	19,036.96	133,870.36	152,907.32	4,428.60	31,142.49	35,571.09		
12	Red Ball Transp. Co.	*22,452.25		*22,452.25				13,843.27	13,843.27
13	Royal Rapid Corp.	188.80	62,743.81	62,932.61	29.80	9,904.16	9,933.96		
14	Sioux Falls Traction System		*19,339.57	19,339.57		*4,538.34	4,538.34	*2,375.37	2,375.37
15	Waterloo, Cedar Falls & Nor. Ry.	10,099.91		10,099.91	1,500.78		1,500.78	534.07	534.07
	Total	$ 114,699.24	$ 396,368.74	$ 511,067.98	$ 18,963.55	$ 79,227.77	$ 98,191.32	$ 23,283.56	$ 23,283.56

c Not separated, expenses within the state included.
* Includes lubricants.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 8—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Continued								
		Garage Supplies and Expense			Advertising			Ticket Agents or Sellers		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.				$ 743.76		$ 743.76	$ 3,450.02		$ 3,450.02
2	Ft. D., D. M. & So. Transp. Co.	$ 6,740.85		$ 6,740.85	419.60		419.60	4,348.44		4,348.44
3	Hawkeye Stages, Inc.	2,581.45		2,581.45	4,074.27		4,074.27			
4	Iowa Railway and Light Corp.	3,733.58		3,733.58	89.45		89.45			
5	Iowa Transit Co.					$ c8,562.62	8,562.62		$ c13,381.78	13,381.78
6	Jefferson Highway Transp. Co.				3,086.55	3,607.34	6,693.89	2,617.72	3,059.40	5,677.12
7	Mohawk Stage Lines Corp.	1,495.85	$ 1,748.25	3,244.10	147.27	1,251.34	1,398.61	152.50	1,295.77	1,448.27
8	Northern Illinois Service Co.	138.37	1,175.71	1,314.08		c119.66	119.66		c445.45	445.45
9	Overland Stages				38.76	35,200.43	35,239.19	73.07	66,362.71	66,435.78
10	Pickwick-Greyhound Lines, Inc.	20.38	18,514.91	18,535.29	3,997.69	28,112.29	32,109.98	13,166.68	92,589.79	105,756.47
11	Pioneer Stages, Inc.	1,256.48	8,835.74	10,092.22				3,781.24		3,781.24
12	Red Ball Transp. Co.	782.52		782.52				80.43	26,727.99	26,808.42
13	Royal Rapid Corp.	39.24	13,040.37	13,079.61	62.94	20,916.62	20,979.56			
14	Sioux Falls Traction System		c1,869.33	1,869.33		c412.00	412.00			
15	Waterloo, Cedar Falls & Nor. Ry.	151.26		151.26	355.03		355.03	454.27		454.27
	Total	$ 16,939.98	$ 45,184.31	$ 62,124.29	$ 13,015.32	$ 98,182.30	$ 111,197.62	$ 28,124.37	$ 203,862.89	$ 231,987.26

c Not separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 9—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Continued								
		Station Expense			Stationery and Printing			Insurance—Fire and Theft		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.							$ *1,659.23		$ *1,659.23
2	Ft. D., D. M. & So. Transp. Co.	$ 1,491.08		$ 1,491.08				1,208.88		1,208.88
3	Hawkeye Stages, Inc.	1,144.40		1,144.40				123.92		123.92
4	Iowa Railway and Light Corp.	2,528.62		2,528.62				*4,405.14		*4,405.14
5	Iowa Transit Co.							*1,503.60		*1,503.60
6	Jefferson Highway Transp. Co.		$ c14,483.79	14,483.79		$ c1,953.84	$ 1,953.84		$ c1,429.71	1,429.71
7	Mohawk Stage Lines Corp.	380.49	444.68	825.17				360.47	421.29	781.76
8	Northern Illinois Service Co.	36.21	307.65	343.86						
9	Overland Stages								c3,481.18	3,481.18
10	Pickwick-Greyhound Lines, Inc.	3.99	3,678.28	3,682.27				13.45	12,217.44	12,230.89
11	Pioneer Stages, Inc.	3,849.91	27,073.08	30,922.99				467.22	3,285.56	3,752.78
12	Red Ball Transp. Co.				b1,586.21		b1,586.21	*6,166.28		*6,166.28
13	Royal Rapid Corp.	13.26	4,405.15	4,418.41				3.47	1,153.21	1,156.68
14	Sioux Falls Traction System		c3,168.33	3,168.33		c500.86	500.86		c411.43	411.43
15	Waterloo, Cedar Falls & Nor. Ry.							217.09		217.09
	Total	$ 9,447.96	$ 53,560.96	$ 63,008.92	$ 1,586.21	$ 2,454.70	$ 4,040.91	$ 16,128.75	$ 22,399.82	$ 38,528.57

c Not separated, expenses within the state included.
* Includes liability insurance.
b Includes advertising.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 10—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Continued								
		Insurance—Liability			Rent of Equipment			Rent of Other Property		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.				$ *20,456.92		$ *20,456.92	$ 1,567.75		$ 1,567.75
2	Ft. D., D. M. & So. Transp. Co.	$ 5,259.49		$ 5,259.49	22,134.13		22,134.13	1,827.00		1,827.00
3	Hawkeye Stages, Inc.	1,912.60		1,912.60						
4	Iowa Railway and Light Corp.									
5	Iowa Transit Co.								$ c4,062.86	4,062.86
6	Jefferson Highway Transp. Co.		$ c25,422.49	25,422.49		$ c9,300.67	9,300.67	863.83	1,009.59	1,873.42
7	Mohawk Stage Lines Corp.	4,077.00	4,764.91	8,841.91				146.00	1,240.54	1,386.54
8	Northern Illinois Service Co.	866.74	7,364.39	8,231.13	406.06	3,450.16	3,856.22			
9	Overland Stages					c840.70	840.70			
10	Pickwick-Greyhound Lines, Inc.	57.72	52,422.02	52,479.74	1.18	1,080.06	1,081.24	16.34	14,840.81	14,857.15
11	Pioneer Stages, Inc.	3,711.24	26,097.94	29,809.18	378.48	2,661.52	3,040.00			
12	Red Ball Transp. Co.				949.36		949.36			
13	Royal Rapid Corp.	123.98	41,201.17	41,325.15	1.76	583.70	585.46	33.42	11,106.38	11,139.80
14	Sioux Falls Traction System		c8,277.18	8,277.18						
15	Waterloo, Cedar Falls & Nor. Ry.							158.24		158.24
	Total	$ 16,008.77	$ 165,550.10	$ 181,558.87	$ 3,414.05	$ 17,916.81	$ 21,330.86	$ 4,612.58	$ 32,230.18	$ 36,842.76

* Credit.
c Not separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 11—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Continued								
		Removing Snow and Ice			Ton Miles Tax			Licenses (Motor Vehicle)		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.				$ 2,540.32		$ 2,540.32	$ 480.00		$ 480.00
2	Ft. D., D. M. & So. Transp. Co.									
3	Hawkeye Stages, Inc.									
4	Iowa Railway and Light Corp.				6,500.00		6,500.00			
5	Iowa Transit Co.				2,116.59		2,116.59	239.00		239.00
6	Jefferson Highway Transp. Co.		$ [c]1,224.37	$ 1,224.37		$ [c]4,915.05	4,915.05		$ [c]14,788.33	14,788.33
7	Mohawk Stage Lines Corp.	$ 280.34	327.64	607.98				[a]543.21	[a]634.87	[a]1,178.08
8	Northern Illinois Service Co.	3.89	33.09	36.98	57.99	492.74	550.73			
9	Overland Stages					[c]2,858.77	2,858.77			
10	Pickwick-Greyhound Lines, Inc.	.24	222.06	222.30				15.90	14,439.59	14,455.49
11	Pioneer Stages, Inc.							[a]2,285.41	[a]16,071.28	[a]18,356.69
12	Red Ball Transp. Co.				14,676.56		14,676.56	1,548.50		1,548.50
13	Royal Rapid Corp.	2.06	673.82	675.85						
14	Sioux Falls Traction System					[c]3,755.18	3,755.18		[c]1,649.68	1,649.68
15	Waterloo, Cedar Falls & Nor. Ry.	77.33		77.33						
	Total	$ 363.83	$ 2,480.98	$ 2,844.81	$ 25,891.46	$ 12,021.74	$ 37,913.20	$ 5,112.02	$ 47,583.75	$ 52,695.77

[a]Includes ton mile tax.
[c]Not separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 12—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Continued								
		Injuries to Persons			Loss and Damage and Damage to Property			Other Expense		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.							$ 1,871.25		$ 1,871.25
2	Ft. D., D. M. & So. Transp. Co.									
3	Hawkeye Stages, Inc.							12,918.64		12,918.64
4	Iowa Railway and Light Corp.									
5	Iowa Transit Co.					$ [c]448.87	$ 448.87		$ [c]8,898.45	8,898.45
6	Jefferson Highway Transp. Co.				$ 94.37	110.30	204.67	1,634.06	1,909.78	3,543.84
7	Mohawk Stage Lines Corp.				5.61	47.69	53.30	53.68	455.98	509.66
8	Northern Illinois Service Co.								[c]141.78	141.78
9	Overland Stages				2.25	2,047.13	2,049.38	19.65	17,860.41	17,880.06
10	Pickwick-Greyhound Lines, Inc.				1,461.29	10,275.99	11,737.28	1,610.00	11,321.66	12,931.66
11	Pioneer Stages, Inc.							2,236.74		2,236.74
12	Red Ball Transp. Co.				2.87	952.32	955.19	51.02	16,957.07	17,008.09
13	Royal Rapid Corp.								[c]3,719.74	3,719.74
14	Sioux Falls Traction System									
15	Waterloo, Cedar Falls & Nor. Ry.	$ 33.50		$ 33.50						
	Total	$ 33.50		$ 33.50	$ 1,566.39	$ 13,882.30	$ 15,448.69	$ 20,395.04	$ 61,264.87	$ 81,659.91

[c]Not separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 13—OPERATING EXPENSES

Number	Companies Reporting	Transportation—Concluded			General Expense					
		Total Transportation Expense			Salaries and Expenses, General Officers			Salaries and Expenses, Other		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.	$ 16,325.48		$ 16,325.48				$ 520.32		$ 520.32
2	Ft. D., D. M. & So. Transp. Co.	64,685.75		64,685.75	$ 960.00		$ 960.00	2,030.08		2,030.08
3	Hawkeye Stages, Inc.	78,195.11		78,195.11				1.00		1.00
4	Iowa Railway and Light Corp.	55,761.61		55,761.61	483.13		483.13	1,814.50		1,814.50
5	Iowa Transit Co.	12,992.09		12,992.09				600.00		600.00
6	Jefferson Highway Transp. Co.		$ c230,579.73	230,579.73		$ c27,575.36	27,575.36		$ c4,211.50	4,211.50
7	Mohawk Stage Lines Corp.	32,344.86	37,802.35	70,147.21	557.41	651.45	1,208.86	1,605.36	1,876.22	3,481.58
8	Northern Illinois Service Co.	4,715.77	40,068.45	44,784.22	133.38	1,133.29	1,266.67	232.36	1,974.25	2,206.61
9	Overland Stages		c23,196.44	23,196.44		c833.18	833.18		c994.70	994.70
10	Pickwick-Greyhound Lines, Inc.	620.22	563,361.79	563,982.01	18.97	17,227.43	17,246.40	40.02	36,350.02	36,390.04
11	Pioneer Stages, Inc.	72,681.07	511,102.63	583,783.70	2,013.53	14,159.38	16,172.91	2,632.06	18,508.99	21,141.05
12	Red Ball Transp. Co.	96,458.05		96,458.05	1,820.00		1,820.00	3,576.53		3,576.53
13	Royal Rapid Corp.	943.72	313,622.74	314,566.46	19.02	6,321.23	6,340.25	59.80	19,876.41	19,936.21
14	Sioux Falls Traction System		c69,959.97	69,959.97						
15	Waterloo, Cedar Falls & Nor. Ry.	29,271.59		29,271.59	330.00		330.00	561.60		561.60
	Total	$ 464,995.32	$ 1,789,694.10	$ 2,254,689.42	$ 6,335.44	$ 67,901.32	$ 74,236.76	$ 13,673.72	$ 83,792.09	$ 97,465.81

cNot separated, expenses within the state included.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 14—OPERATING EXPENSES

Number	Companies Reporting	General Expenses—Continued								
		Office Supplies and Expenses			Law Expenses			Stationery and Printing		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.	$ 1,622.02		$ 1,622.02						
2	Ft. D., D. M. & So. Transp. Co.				$ *50.00		$ *50.00	$ 1,094.48		$ 1,094.48
3	Hawkeye Stages, Inc.							899.00		899.00
4	Iowa Railway and Light Corp.									
5	Iowa Transit Co.									
6	Jefferson Highway Transp. Co.		$ 1,284.19	1,284.19		$ c3,381.48	3,381.48			
7	Mohawk Stage Lines Corp.	661.20	772.79	1,433.99	406.79	475.42	882.21			
8	Northern Illinois Service Co.	96.96	823.87	920.83	74.94	636.73	711.67			
9	Overland Stages								$ c245.97	245.97
10	Pickwick-Greyhound Lines, Inc.	21.25	19,302.14	19,323.39	7.57	6,878.61	6,886.18	3.30	2,998.19	3,001.49
11	Pioneer Stages, Inc.	847.13	5,957.18	6,804.31	416.00	2,925.34	3,341.34	746.30	5,248.08	5,994.38
12	Red Ball Transp. Co.	289.13		289.13	1,290.34		1,290.34			
13	Royal Rapid Corp.	18.79	6,245.65	6,264.44	12.70	4,220.30	4,233.00			
14	Sioux Falls Traction System					c361.70	361.70			
15	Waterloo, Cedar Falls & Nor. Ry.	86.70		86.70	32.45		32.45	1,003.32		1,003.32
	Total	$ 3,643.18	$ 34,385.82	$ 38,029.00	$ 2,190.79	$ 18,879.58	$ 21,070.37	$ 3,746.40	$ 8,492.24	$ 12,238.64

cNot separated, expenses within the state included.
*Credit.

TABLE 40—CLASS 1—PASSENGER CARRIERS

PART 15—OPERATING EXPENSES

Number	Companies Reporting	General Expenses—Concluded								
		Other Expenses, General			Total General Expenses			Grand Total Operating Expenses		
		Within the State	Without the State	Total	Within the State	Without the State	Total	Within the State	Without the State	Total
1	Des Moines & Cent. Ia. Transp. Co.				$ 2,142.34		$ 2,142.34	$ 28,905.51		$ 28,905.51
2	Ft. D., D. M. & So. Transp. Co.				4,034.56		4,034.56	149,483.11		149,483.11
3	Hawkeye Stages, Inc.				900.00		900.00	123,427.26		123,427.26
4	Iowa Railway and Light Corp.	$ 863.79		$ 863.79	3,161.51		3,161.51	84,769.35		84,769.35
5	Iowa Transit Co.				600.00		600.00	23,994.85		23,994.85
6	Jefferson Highway Transp. Co.		$ *7,782.44	7,782.44		$ *44,234.97	44,234.97		$ *444,476.41	444,476.41
7	Mohawk Stage Lines Corp.	308.27	360.29	668.56	3,539.03	4,136.17	7,675.20	65,032.01	76,004.71	141,036.72
8	Northern Illinois Service Co.	4.98	42.33	47.31	542.62	4,610.47	5,153.09	8,471.23	71,977.46	80,448.69
9	Overland Stages		*3,848.40	3,848.40		*5,922.25	5,922.25		*45,738.11	45,738.11
10	Pickwick-Greyhound Lines, Inc.	8.10	7,357.51	7,365.61	99.21	90,113.90	90,213.11	1,192.28	1,082,916.17	1,084,108.45
11	Pioneer Stages, Inc.	619.06	4,353.32	4,972.38	7,274.08	51,152.29	58,426.37	141,118.28	992,361.90	1,133,480.18
12	Red Ball Transp. Co.	2,871.04		2,871.04	9,874.04		9,847.04	135,584.48		135,584.48
13	Royal Rapid Corp.	23.28	7,735.17	7,758.45	133.59	44,398.76	44,532.35	1,887.79	627,375.04	629,262.83
14	Sioux Falls Traction System		*919.11	919.11		*1,280.81	1,280.81		*128,264.21	128,264.21
15	Waterloo, Cedar Falls & Nor. Ry.	94.11		94.11	2,108.18		2,108.18	55,063.55		55,063.55
	Total	$ 4,792.63	$ 32,398.57	$ 37,191.20	$ 34,382.16	$ 245,849.62	$ 280,231.78	$ 818,919.70	$ 3,469,114.01	$ 4,288,033.71

*Not separated, expenses within the state included.

TABLE 50—CLASS 1—PASSENGER CARRIERS

PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Companies Reporting	Motor car and bus miles	Revenue passengers carried	Passenger revenue	Average fare—revenue passengers	Total revenue from transportation	Total operating revenues	Operating revenues per motor mile	Total operating expenses	Operating expenses per motor mile
1	Des Moines & Cent. Ia. Transp. Co.	140,707	35,009	$ 27,684.83	$ .7908	$ 27,685.18	$ 27,685.18	$ .19675	$ 28,905.51	$ .20543
2	Ft. D., D. M. & So. Transp. Co.	887,459	537,758	186,924.89	.34760	189,221.41	189,221.41	.21322	149,483.11	.16844
3	Hawkeye Stages, Inc.	602,791	115,590	141,161.85	1.22122	141,996.85	141,996.85	.23557	123,427.26	.20467
4	Iowa Railway and Light Corp.	378,991	59,346	62,390.38	1.0513	70,763.72	71,926.70	.18979	84,769.35	.22367
5	Iowa Transit Co.	922,421	20,463	36,671.00	1.78720	37,902.79	37,902.79	.04109	25,252.33	.27376
6	Jefferson Highway Transp. Co.	1,455,128	315,154	441,973.08	1.40	446,947.07	454,946.28	.31265	444,476.41	.30545
7	Mohawk Stage Lines Corp.	382,634	22,198	87,743.62	3.95366	87,779.62	89,478.35	.23385	141,036.72	.36860
8	Northern Illinois Service Co.	324,598	87,418	59,479.11	.68039	59,667.87	60,129.86	.18525	80,448.69	.24785
9	Overland Stages	219,385	11,349	39,358.18	.34679	39,358.18	39,358.18	.17940	45,738.11	.20848
10	Pickwick-Greyhound Lines, Inc.	3,871,602	383,683	1,127,011.83	2.93735	1,133,395.10	1,138,460.94	.29405	1,084,108.45	.28002
11	Pioneer Stages, Inc.	4,242,710		1,218,906.57		1,219,691.47	1,269,950.17	.29933	1,133,480.18	.26716
12	Red Ball Transp. Co.	656,156	108,021	128,539.39	1.09736	131,356.92	131,356.92	.20019	135,584.48	.20663
13	Royal Rapid Corp.	2,128,641	486,058	639,358.07	1.31539	641,004.41	641,004.41	.30113	629,262.83	.29562
14	Sioux Falls Traction System	796,634	87,419	130,054.59	1.48771	135,771.42	135,771.42	.17043	128,264.21	.16101
15	Waterloo, Cedar Falls & Nor. Ry.	337,849	388,338	75,289.06	.19388	76,169.65	76,169.65	.22545	55,063.55	.16295
	Total	17,347,701	2,657,799	$ 4,402,546.45	$ 1.23242	$ 4,438,711.66	$ 4,505,359.11	$ .25971	$ 4,289,291.19	$ .24725

TABLE 50—CLASS 1—PASSENGER CARRIERS

PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Continued

Number	Companies Reporting	Average miles carried—revenue passengers	Motor passenger miles—revenue	Revenue per motor passenger mile	Gasoline		Lubricating Oil		Accidents				Ton miles operated
									Passengers		Other Persons		
					Gallons used	Motor miles per gallon	Gallons used	Motor miles per gallon	Killed	Injured	Killed	Injured	
1	Des Moines & Cent. Ia. Transp. Co.				19,807	7.10	465	302.57					1,065,855
2	Ft. D., D. M. & So. Transp. Co.	9.17	4,961,021	.03577	126,717	7.00	6,811	130.30		2		9	4,408,112
3	Hawkeye Stages, Inc.	32.54	3,760,794	.03753	95,813	6.29	5,536	108.88		5		3	3,456,800
4	Iowa Railway and Light Corp.	29.21	1,733,639	.03599	61,086	7.04	2,264	190.02					[a]2,955,703
5	Iowa Transit Co.	45.08			21,279	8.03	800	213.57					939,920
6	Jefferson Highway Transp. Co.	47.6	14,248,555	.03102	342,338	4.25	9,669	150.5		13	2	9	[b]14,805
7	Mohawk Stage Lines Corp.				77,613	4.93	3,008	127.2	[c]	[c]	[c]	[c]	
8	Northern Illinois Service Co.				65,840	4.93	2,551	127.2	[c]	[c]	[c]	[c]	
9	Overland Stages	.51	577,460	.06849	35,000	6.26	910	241.08					219,385
10	Pickwick-Greyhound Lines, Inc.				785,315	4.93	30,437	127.2		125	4	25	
11	Pioneer Stages, Inc.				804,775	5.27	59,285	71.56	[c]	[c]	[c]	[c]	
12	Red Ball Transp. Co.	30.34	4,108,446	.03128	92,317	7.1	4,739	138.45		3		5	4,510,938
13	Royal Rapid Corp.				431,773	4.93	16,734	127.2	[c]	[c]	[c]	[c]	
14	Sioux Falls Traction System	49.59	4,235,108	.03094	117,921	6.75	5,143	155.0				11	1,505,161
15	Waterloo, Cedar Falls & Nor. Ry.	5.39	2,091,588	.066	55,746	6.30	2,308	151.5		2		3	2,201,444
	Total				3,133,340		150,669			148	6	65	

[a]Includes freight 188,201.
[b]In Iowa..
[c]Information not reported.

TABLE 10—CLASS 2—PASSENGER CARRIERS

PART 1—BALANCE SHEET

Number	Carriers Reporting	Asset Side					Liability Side				
		Investments	Garage and shop equipment and other property	Current assets	Other debit items	Grand total assets	Current liabilities	Depreciation reserve	Other credit items	Corporate surplus or deficit (*)	Grand total liability side
1	Beasley, Arthur	$ 2,000.00	$ 150.00	$ 100.30	$ 96.00	$ 2,346.30	$ 305.00	$ 322.91		$ 1,718.39	$ 2,346.30
2	Baldwin, Carl	1,368.92		150.00	260.80	1,779.72	336.69	145.93		1,297.10	1,779.72
3	Bollinger, S.	30,775.00	435.00	665.00	488.00	32,363.00	1,612.80	11,445.49		19,304.71	32,363.00
4	Brackey, A. T. (1-1 to 6-23)	2,930.00	85.00	571.40		3,586.40	1,000.00	900.00		1,686.40	3,586.40
5	Barish Bros. (1-1 to 4-26)	20,792.22	4,898.74	9,500.11	85,329.10	120,520.17	44,904.53	5,313.73	$[a]38,208.76	32,093.15	120,520.17
6	C. D. & M. Ry. Co.[b]				200.00	3,400.00	2,146.00	411.10		842.90	3,400.00
7	Campbell, J. R.	3,200.00									
8	Canon, Bert	625.00		859.00	33.00	1,517.00	150.00			1,367.00	1,517.00
9	Des Moines-Winterset Bus Co.	3,000.00	381.40	211.87	2,258.50	5,851.77	390.95	944.44		4,516.38	5,851.77
10	Height, Carl	7,650.00	500.00	2,200.00	574.55	10,924.55		4,534.37		6,390.18	10,924.55
11	Hannah, T. W.	2,500.00		111.05	135.30	2,746.35	145.30	1,290.32		1,310.73	2,746.35
12	Hill, H. G.	12,697.00	1,670.33	1,860.81	1,190.00	17,418.14	2,834.22	5,839.77	700.00	8,044.15	17,418.14
13	Harris, J. W.	4,350.00	250.00	1,350.00	103.00	6,053.00		3,804.72		2,248.28	6,053.00
14	Hildreth, M. B.	15,500.00			270.00	15,770.00	4,200.00	8,411.77		3,158.23	15,770.00
15	Iowa Motor Carriers, Inc.			1,000.00		1,000.00			[c]3,100.00	*2,100.00	1,000.00
16	Jackson, Otto & Stanley	11,250.00		1,000.00		12,250.00	4,740.00	2,928.12		4,581.88	12,250.00
17	Kramer, B. J.	7,620.00	743.75	312.85	336.50	9,013.10	3,575.00	6,451.21	165.00	*1,178.11	9,013.10
18	Landis, Miles R. (5-8 to 12-31)	6,000.00	500.00	300.00	128.00	6,928.00	2,743.00	1,419.17		2,765.83	6,928.00
19	Laude & Huntoon (1-1 to 5-8)										
20	Morrison Service Co.	1,650.00	300.00	500.00	432.50	2,882.50	100.00	91.60		2,690.90	2,882.50
21	Maxwell, R.	1,025.00			121.22	1,146.22	275.00	307.20		564.02	1,146.22
22	Ostergaard, Nis N.	2,500.00	25.00	125.00	235.00	2,885.00		1,875.00		1,010.00	2,885.00
23	Whitney, J. W.	1,000.00		100.00	536.00	1,636.00	800.00	200.00		1,636.00	1,636.00
24	Walrod, Ward D.	4,065.00		100.00	25.00	4,190.00		2,127.35		2,062.65	4,190.00
25	White Star Bus Co.	9,435.55	400.00	542.69	623.51	11,001.75	11,747.56	3,740.70	[b]8,300.00	*12,786.51	11,001.75
26	Wright, O. C.	27,650.00	933.33	2,667.66	543.00	31,793.99		26,268.74		5,525.25	31,793.99
27	Walling Bus Line (1-1 to 7-2)	2,150.00		290.00	36.00	2,476.00	475.00	314.58	450.00	1,236.42	2,476.00
28	Yellow Cab & Transp. Co.	9,700.00				9,700.00		4,358.18		5,341.82	9,700.00
	Total Class 2 Passenger	$ 191,433.69	$11,272.55	$24,517.74	$93,964.98	$ 321,178.96	$82,481.05	$93,446.40	$ 50,923.76	$94,327.75	$ 321,178.96

*Deficit.
[a]Capital stock, $37,500.00 included.
[b]Included in report of Clinton, Davenport and Muscatine Railway electric operations.
[c]Capital stock.

TABLE 20—CLASS 2—PASSENGER CARRIERS
PART 1—OPERATING REVENUES AND TABLE 30 OPERATING EXPENSES

Number	Carriers Reporting	Passenger revenue	Table 20—Operating Revenues: Other Motor Carrier Revenue: Express	Transporting newspapers	Miscellaneous	Total operating revenue	Table 30—Operating Expenses: Drivers wages	Salaries and wages of other employees	Gasoline	Oil and lubricants
1	Beasley, Arthur	$ 4,478.85		$ 14.00	$ 130.00	$ 4,622.85	$ 1,820.00		$ 903.00	$ 185.00
2	Baldwin, Carl	3,259.25				3,259.25			445.70	78.45
3	Bollinger, S.	28,536.67				28,536.67	4,269.81	$ 1,926.00	3,767.52	765.32
4	Brackey, A. T. (1-1 to 6-23)	737.20		333.00	287.10	1,357.30		399.00	*222.20	
5	Barish Bros. (1-1 to 4-26)	1,653.88				1,653.88		688.55	*456.63	
6	C. D. & M. Ry. Co.	7,465.77			674.65	8,140.42	1,004.36	1,837.54	758.02	161.57
7	Campbell, J. R.	1,723.05				1,723.05	318.00		381.68	25.60
8	Canon, Bert	487.50		77.00		564.50			135.00	19.75
9	Des Moines-Winterset Bus Co.	12,625.55	$ *211.11	36.30	165.60	13,038.56	1,181.38	2,998.16	1,171.46	376.85
10	Height, Carl	8,402.42		648.00		9,050.42	1,300.00		1,353.98	140.40
11	Hannah, T. W.	2,842.85	*790.85	161.29	1,414.18	5,209.17	1,248.00		1,049.22	111.65
12	Hill, H. G.	6,543.55	1,491.05	*11,847.14	1,253.71	21,135.45	4,692.35	1,892.08	2,482.92	724.81
13	Harris, J. W.	2,292.50		1,252.00		3,544.50	1,243.40		475.20	98.60
14	Hildreth, M. B.	18,000.00		480.00		18,480.00	2,400.00		3,592.00	270.00
15	Iowa Motor Carriers, Inc.	780.00				780.00	300.00		221.68	28.50
16	Jackson, Otto & Stanley	10,619.00		300.00		10,919.00			1,440.00	236.00
17	Kramer, B. J.	7,404.60	79.00	*1,045.59		8,529.19	232.95		1,215.73	168.84
18	Landis, Miles R. (5-8 to 12-31)	11,086.85	300.00			11,386.85	1,445.00		1,773.64	462.40
19	Laude & Huntoon (1-1 to 5-8)	5,944.75			500.00	6,444.75	917.50	560.00	732.65	602.40
20	Morrison Service Co.	1,500.00				1,500.00			*327.60	
21	Maxwell, R.	1,152.20				1,152.20		24.75	143.10	19.60
22	Ostergaard, Nis. N.	2,191.00	595.25	131.95	[h]127.50	3,045.70			268.06	39.80
23	Whitney, J. W.	888.00		10.80		898.80			220.20	25.00
24	Walrod, Ward D.	3,377.85	617.93	[k]2,218.50	*700.00	6,914.28	1,881.50		723.72	344.14
25	White Star Bus Co.	17,221.11			799.20	18,020.31	4,733.70		*3,125.43	
26	Wright, O. C.	22,953.60	2,016.60		1,216.60	26,196.80	3,049.00	6,000.00	4,039.71	751.09
27	Walling Bus Line (1-1 to 7-2)	1,267.00				1,267.00			235.30	
28	Yellow Cab & Transp. Co.	14,383.04				14,383.04	2,353.37		1,899.22	440.38
	Total Class 2 Passenger	$ 199,828.04	$ 6,101.79	$ 18,555.57	$ 7,268.74	$ 231,753.94	$ 34,390.32	$ 16,376.08	$ 33,560.57	$ 6,076.15

*Includes lubricants.
[a]Not specified as to class.
*Profit on equipment.
[g]Freight.
*Includes advertising.
[h]Includes tires and repairs.

TABLE 30—CLASS 2—PASSENGER CARRIERS
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	Payments made in purchase of equipment
1	Beasley, Arthur	$ 216.18	$ 327.40	$ 190.00	$ 356.27	$ 96.00	$ 472.91		$ 4,566.76	$ 56.09	$ 285.00
2	Baldwin, Carl	120.25	85.00	251.00	114.01	37.25	427.68	$ 112.70	1,672.04	1,587.21	299.73
3	Bollinger, S.	2,300.73	2,920.98	1,483.52	2,266.94	345.00	4,093.92	4,580.12	28,769.86	*233.19	
4	Brackey, A. T. (1-1 to 6-23)	80.10	146.80	79.60	[b]154.00		400.00	18.00	1,499.70	*142.40	
5	Barish Bros. (1-1 to 4-26)	106.84	274.16	160.06	[b]278.40		285.77	108.50	2,358.91	*705.03	
6	C. D. & M. Ry. Co.		[d]599.74	81.68	572.09	55.50	942.48	1,227.93	7,240.91	899.51	
7	Campbell, J. R.	91.80	180.63	137.00	145.66	30.00	411.10	186.20	1,907.67	*184.62	140.00
8	Canon, Bert	30.50	21.00	37.00	20.46	6.00	75.00		344.71	219.79	
9	Des Moines-Winterset Bus Co.	718.66	698.02	843.40	796.00	258.50	909.99	[f]1,554.35	11,596.77	1,441.79	1,000.00
10	Height, Carl	152.15	795.49	425.55	636.82	149.00	1,668.75	646.71	7,268.85	1,781.57	
11	Hannah, T. W.	228.96	699.89	235.67	312.44	91.00	915.25	[h]405.24	5,297.32	*88.15	800.00
12	Hill, H. G.	957.37	1,010.63	1,000.00	436.85	295.00	3,952.96	[i]3,621.45	21,066.42	69.03	4,900.92
13	Harris, J. W.	331.35	300.07	269.54	234.48	78.00	660.80	60.86	3,732.30	*207.80	
14	Hildreth, M. B.	1,000.00	3,000.00	900.00	1,649.03	270.00	3,531.04	500.00	17,112.07	1,367.93	1,300.00
15	Iowa Motor Carriers, Inc.			89.00	126.88	21.00	1,400.00	35.00	2,222.06	*1,442.06	
16	Jackson, Otto & Stanley	375.00	287.00	708.00	863.00	74.00	1,508.12	407.00	5,803.12	5,025.88	510.00
17	Kramer, B. J.	378.40	892.33	659.00	441.89	210.00	2,394.56	[j]1,135.07	7,723.77	805.42	2,350.00
18	Landis, Miles R. (5-8 to 12-31)	957.65	575.00	375.88	963.73		1,419.17	490.00	8,462.47	2,924.38	2,192.00
19	Laude & Huntoon (1-1 to 5-8)	180.00	1,251.75	325.00	241.84	186.00	632.85	1,300.00	6,929.99	*485.24	
20	Morrison Service Co.	32.00	20.00	192.00	235.00	32.00	541.60	100.00	1,480.20	19.80	
21	Maxwell, R.		68.62		127.28	31.00	187.92		602.27	549.93	
22	Ostergaard, Nis. N.	189.15	277.25	346.00	135.96	37.00	625.00	38.40	1,956.62	1,089.08	
23	Whitney, J. W.	39.10	34.80	94.64	81.12	36.00	200.00	91.70	822.56	76.24	700.00
24	Walrod, Ward D.			513.41	359.48	25.00	1,391.25	[m]943.98	6,182.48	731.80	1,505.00
25	White Star Bus Co.	917.50	3,498.45	1,197.51	1,752.01	730.40	2,407.37	[n]1,472.11	19,834.48	*1,814.17	1,665.20
26	Wright, O. C.	1,553.84	1,660.09	960.00	1,889.46	363.00	5,968.05	2,752.52	28,376.76	*2,179.96	633.83
27	Walling Bus Line (1-1 to 7-2)	15.00	25.00	85.07	[b]80.55		268.75	95.83	805.50	461.50	450.00
28	Yellow Cab & Transp. Co.	618.61	2,883.55	1,155.18	1,416.16		2,349.18	1,677.34	14,792.99	*409.95	
	Total Class 2 Passenger	$11,586.14	$21,923.65	$12,794.71	$16,687.81	$ 3,456.65	$40,126.47	$ 23,561.01	$ 220,539.56	$ 11,214.38	$ 18,881.68

[b]Includes licenses.
[d]Includes tires.
[h]Includes loss on equipment, $312.53.
[i]Includes loss on equipment, $1,385.45.
[j]Includes loss on equipment, $556.27.
[m]Includes loss on equipment, $811.10.
[n]Includes loss on equipment, $375.00.

TABLE 40—CLASS 2—PASSENGER CARRIERS
PART 1—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

Number	Carriers Reporting	Motor car and bus miles	Revenue passengers carried	Passenger revenue	Average fare—revenue passenger	Total revenue from transportation	Revenue from transportation per motor mile	Total operating revenues	Operating revenues per motor mile	Total operating expenses	Operating expenses per motor mile
1	Beasley, Arthur	52,436	5,036	$ 4,478.85	$ .88936	$ 4,522.85	$ .86254	$ 4,622.85	$ .08816	$ 4,566.76	$ .08077
2	Baldwin, Carl	27,568	1,658	3,259.25	1.96577	3,259.25	.11823	3,259.25	.11822	1,672.04	.06065
3	Bollinger, S.	135,223	26,890	28,536.67	1.06124	28,536.67	.21103	28,536.67	.21103	28,769.86	.21276
4	Brackey, A. T. (1-1 to 6-23)	13,832	819	737.20	.90012	1,357.30	.00813	1,357.30	.09813	1,499.70	.10843
5	Barish Bros. (1-1 to 4-26)	21,461	881	1,653.88	1.87728	1,653.88	.07706	1,653.88	.07706	2,358.91	.10991
6	C. D. & M. Ry. Co.	35,817	11,874	7,465.77	.62875	8,140.42	.22729	8,140.42	.22729	7,240.91	.20216
7	Campbell, J. R.	25,154	1,632	1,723.05	1.05579	1,723.05	.06850	1,723.05	.06850	1,907.67	.07584
8	Canon, Bert	4,966	457	487.50	1.06674	564.50	.11301	564.50	.11301	344.71	.06901
9	Des Moines-Winterset Bus Co.	79,640	12,960	12,625.55	.97419	12,826.85	.16106	13,038.56	.16372	11,596.77	.14561
10	Height, Carl	49,238	7,234	8,402.42	1.16152	9,050.42	.18381	9,050.42	.18381	7,268.85	.14763
11	Hannah, T. W.	57,223	2,963	2,842.85	1.43672	5,209.17	.09101	5,209.17	.09101	5,297.32	.09255
12	Hill, H. G.	44,076	4,454	6,543.55	1.46914	19,881.74	.45108	21,135.45	.47952	21,066.42	.47796
13	Harris, J. W.	31,679	4,585	2,292.50	.50000	3,544.50	.11189	3,544.50	.11189	3,752.30	.11845
14	Hildreth, M. B.	174,936	11,296	18,000.00	1.60199	18,480.00	.10563	18,480.00	.10563	17,112.07	.09782
15	Iowa Motor Carriers, Inc.	13,764	817	780.00	.95471	780.00	.05667	780.00	.05667	2,222.06	.16144
16	Jackson, Otto & Stanley	86,424	26,000	10,619.00	.40842	10,919.00	.12634	10,919.00	.12634	5,893.12	.06819
17	Kramer, B. J.	47,880	5,147	7,404.60	1.43862	8,529.19	.17814	8,529.19	.17814	7,723.77	.16132
18	Landis, Miles R. (5-8 to 12-31)	81,536	11,000	11,086.85	1.00790	11,086.85	.13599	11,386.85	.13967	8,462.47	.10380
19	Laude & Huntoon (1-1 to 5-8)	21,696	4,755	5,944.75	1.25021	6,444.75	.18100	6,444.75	.18100	6,929.99	.19463
20	Morrison Service Co.	43,676	1,450	1,500.00	1.03448	1,500.00	.03435	1,500.00	.03435	1,480.20	.03386
21	Maxwell, R.	14,674	3,105	1,152.20	.37108	1,152.20	.07852	1,152.20	.07852	602.27	.04104
22	Ostergaard, Nis. N.	12,685	12,891	2,191.00	.16996	3,045.70	.24010	3,045.70	.24010	1,956.62	.15423
23	Whitney, J. W.	12,591	592	888.00	1.50	898.80	.07132	898.80	.07132	822.56	.06533
24	Walrod, Ward D.	39,499	.....	3,377.85	.08552	6,214.28	.15733	6,914.28	.17505	6,182.48	.15652
25	White Star Bus Co.	140,985	11,162	17,221.11	1.54283	18,020.31	.12781	18,020.31	.12781	19,834.48	.14069
26	Wright, O. C.	139,706	23,980	22,963.60	.9576	26,196.80	.20042	26,196.80	.20042	28,376.76	.21710
27	Walling Bus Line (1-1 to 7-2)	12,522	850	1,267.00	1.49059	1,267.00	.10118	1,267.00	.10118	805.50	.10026
28	Yellow Cab & Transp. Co.	92,077	8,916	14,383.04	1.61317	14,383.04	.15621	14,383.04	.15621	14,792.99	.16066
	Total Class 2 Passenger	1,503,392	203,344	$ 199,828.04	$ .98271	$ 229,188.52	$ .15245	$ 231,753.94	$ .15415	$220,539.56	$ .14669

TABLE 40—CLASS 2—PASSENGER CARRIERS
PART 2—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—Concluded.

Number	Carriers Reporting	Average miles carried, revenue passengers	Motor passenger miles—revenue	Revenue per motor passenger mile	Gasoline		Lubricating Oil		Ton miles operated	Accidents			
										Passengers		Other Persons	
					Gallons used	Motor miles per gallon	Gallons used	Motor miles per gallon		Killed	Injured	Killed	Injured
1	Beasley, Arthur	13.21	127,962	$ .035	5,016	10.45	138	380	142,508	.....	.....	.....	.....
2	Baldwin, Carl	45.81	75,951	.04291	2,234	12.34	95	290	45,602	.....	.....	.....	.....
3	Bollinger, S.	.....	.....	.....	23,517	5.75	1,045	129	906,726	.....	1	.....	2
4	Brackey, A. T. (1-1 to 6-23)	.....	.....	.....	1,252	11.05	60	231	43,132	.....	.....	.....	.....
5	Barish Bros. (1-1 to 4-26)	.....	.....	.....	1,988	10.80	116	186	72,967	.....	.....	.....	.....
6	C. D. & M. Ry. Co.	.....	.....	.....	3,798	8.28	264	136	228,079	.....	.....	.....	.....
7	Campbell, J. R.	24.60	40,145	.04292	1,664	15.12	32	786	58,186	.....	.....	.....	.....
8	Canon, Bert	.....	.....	.....	675	19.75	.....	.....	12,760	.....	.....	.....	.....
9	Des Moines-Winterset Bus Co.	23.72	307,352	.04108	10,477	7.60	915	87	309,029	.....	.....	.....	.....
10	Height, Carl	14.84	107,369	.07826	8,473	*6.33	320	*168	26,776	.....	.....	.....	.....
11	Hannah, T. W.	23.08	56,857	.07487	5,488	10.42	160	357	129,800	.....	7	.....	.....
12	Hill, H. G.	.....	.....	.....	12,617	3.49	1,022	43	162,225	.....	.....	.....	.....
13	Harris, J. W.	7.91	36,264	.06322	2,640	12.00	161	197	89,788	.....	.....	.....	.....
14	Hildreth, M. B.	20.00	224,720	.00801	17,960	9.74	898	195	.....	.....	.....	.....	.....
15	Iowa Motor Carriers, Inc.	.....	.....	.....	.....	.....	.....	.....	50,752	.....	.....	.....	.....
16	Jackson, Otto & Stanley	.....	.....	.....	9,450	9.15	560	154	.....	.....	.....	.....	.....
17	Kramer, B. J.	.....	.....	.....	5,905	8.11	182	262	.....	.....	.....	.....	.....
18	Landis, Miles R. (5-8 to 12-31)	25.20	277,145	.04004	.....	.....	.....	.....	387,160	.....	.....	.....	.....
19	Laude & Huntoon (1-1 to 5-8)	31.25	148,554	.04	3,965	8.98	1,004	35	153,981	.....	1	.....	.....
20	Morrison Service Co.	.....	.....	.....	513	8.5	195	224	94,090	.....	.....	.....	.....
21	Maxwell, R.	10.18	31,608	.03645	715	20.52	20	734	.....	.....	.....	.....	.....
22	Ostergaard, Nis. N.	6.4	82,502	.02657	1,525	8.32	45	282	54,227	.....	.....	.....	.....
23	Whitney, J. W.	34.59	20,477	.04337	1,104	11.40	18	699	32,420	.....	.....	.....	.....
24	Walrod, Ward D.	.....	.....	.....	3,619	10.91	120	329	143,777	.....	.....	.....	.....
25	White Star Bus Co.	33.76	376,718	.04571	16,262	8.67	400	352	597,587	.....	.....	.....	.....
26	Wright, O. C.	31.92	765,342	.03	23,763	5.50	440	297	755,784	.....	.....	.....	.....
27	Walling Bus Line (1-1 to 7-2)	32.92	27,982	.04528	1,086	11.53	30	417	.....	.....	.....	.....	.....
28	Yellow Cab & Transp. Co.	.....	.....	.....	12,754	7.22	482	191	466,946	.....	.....	.....	.....
	Total Class 2 Passenger	13.31	2,706,948	.03967	178,460	7.89	9,022	156	4,964,302	.....	9	.....	2

*Basis of about 53,650 miles used.

TABLE 1—CLASS 2—FREIGHT CARRIERS

PART 1

Items Reported	F. H. Anderson & Son, Correctionville (1-1 to 12-1)	Harley R. Baxter, Atlantic	Beckjordan & Company, Mason City	N. Beuzekom, Hull From 1-1 to 2-1-1928	Billman & Determan, Mason City	Perry Bonar, New London	Carl Brown, Winterset	Joe Bos, Hampton	M. E. Butterworth, Humboldt
Operating Revenues:									
Freight revenue	$ 2,400.24	$ 3,800.00	$ 5,572.31	$ 28.74	$ 7,860.00	$ 4,109.70	$ 18,446.09	$ 5,161.59	$ 2,633.47
Other revenue							349.56	8,071.83	
Total operating revenue	$ 2,400.24	$ 3,800.00	$ 5,572.31	$ 28.74	$ 7,860.00	$ 4,109.70	$ 18,795.65	$ 13,233.42	$ 2,633.47
Operating Expenses:									
Salaries, office			$ 1,373.00			$ 1,000.00	$ 5,280.00	$ 437.81	
Drivers wages	*	$ 1,800.00	804.45		$ 3,120.00	150.00	1,396.00	1,755.50	
Gasoline	*	300.00	1,031.79	$ 2.91	631.77	289.37	1,985.50	1,078.90	$ 393.26
Oils and lubricants	*	100.00	99.41		139.10	42.00	210.00	236.91	60.50
Tires and tubes	*	125.00			540.00	110.50	1,050.00	412.19	162.20
Repairs	*	100.00	655.74	.50	326.00	110.13	1,800.00	1,269.29	52.22
Rent		60.00	145.00		243.00			135.50	32.00
Insurance	$ 60.00	41.00	172.00		167.50		180.60	328.38	63.50
Taxes (ton-mile)	165.70		341.05	1.10	295.71	113.78	485.13	117.68	114.17
Licenses	45.00	15.00	105.00		80.00	25.00	200.00	115.00	22.50
Interest									445.00
Depreciation	825.00	296.67	506.66		940.00	400.00	2,883.33	1,431.39	
Loss in sale of equipment		23.34						682.89	
Miscellaneous	1,171.98					145.00	97.72	1,677.85	304.84
Total operating expenses	$ 2,267.68	$ 2,841.01	$ 5,234.10	$ 4.51	$ 6,483.08	$ 2,385.78	$ 15,565.28	$ 9,679.29	$ 1,650.59
Surplus from operations	132.56	958.99	338.21	24.23	1,376.92	1,723.92	3,230.37	3,554.13	982.88
Amount paid in purchase of equipment (payments)							3,155.00	1,748.26	
Miscellaneous:									
Motor miles operated	9,416	9,760	29,348	152	26,092	14,045	67,491	12,324	11,940
Gallons gasoline used		1,313	5,159		3,415	1,450	12,356	4,646	1,966
Motor miles per gallon		7.43	5.68		7.64	9.69	5.5	2.65	6.07
Gallons of oil used		23	153		219	60	180	127	45
Motor miles per gallon		443	192		122	234	375	97	265
Ton-miles operated	65,895	23,424	136,411		127,308	21,068		47,962	45,668

*Included in miscellaneous.

TABLE 1—CLASS 2—FREIGHT CARRIERS

PART 2

Items Reported	R. A. Campbell, Rockwell	M. J. Cass, Monticello	N. C. Christiansen, Algona	Frank I. Clouss, Manson	R. L. Conard, Des Moines	H. E. Connelly, Van Meter	D. F. Cooksey, Red Oak (1-1 to 5-23)	C. N. Corrow, Spencer	C. B. Croghan, Griswold
Operating Revenues:									
Freight revenue	$ 1,268.12	$ 6,253.73	$ 1,700.00	$ 2,144.00	$ 10,163.17	$ 350.00	$ 3,491.46	$ 4,200.00	$ 2,542.37
Other revenue	2,824.44		770.00		*2,494.69			2,320.00	
Total operating revenue	$ 4,092.56	$ 6,253.73	$ 2,470.00	$ 2,144.00	$ 12,657.86	$ 350.00	$ 3,491.46	$ 6,520.00	$ 2,542.37
Operating Expenses:									
Salaries, office								$ b1,300.00	
Drivers wages		$ 115.00	$ 60.00	$ 216.00	$ 3,200.00		$ 982.88		
Gasoline	$ 501.75	577.61	360.00	168.00	1,140.10	$ 69.80	621.59	1,000.00	$ 206.21
Oils and lubricants	124.80	216.34	40.00	47.00	205.20	13.00		400.00	38.85
Tires and tubes	196.40	244.50	100.00	64.00	644.50	84.00	245.20	380.00	80.95
Repairs	69.80	432.46	50.00	111.00	1,265.00	95.00	46.34	200.00	162.45
Rent			25.00		300.00	12.00	98.00		36.00
Insurance	73.25	62.50	20.00	112.00	316.00	25.00	254.79	80.00	45.75
Taxes (ton-mile)	36.49	240.53	116.00	57.32	329.39	30.78	91.34		87.51
Licenses	40.00	40.00	42.00	25.98	160.00	20.00	120.00	62.50	15.00
Interest					28.32		60.00		
Depreciation	734.34	500.00	110.42		4,861.69	41.71	890.40	430.00	328.75
Loss in sale of equipment									
Miscellaneous		80.29			100.00		152.50		
Total operating expenses	$ 1,776.83	$ 2,509.23	$ 923.42	$ 801.30	$ 12,550.20	$ 391.29	$ 3,563.04	$ 3,912.50	$ 1,001.47
Surplus from operations	2,315.73	3,744.50	1,546.58	1,342.70	107.66	*41.29	*71.58	2,607.50	1,540.90
Amount paid in purchase of equipment (payments)	453.60				523.92	*72.00			
Miscellaneous:									
Motor miles operated	4,185	21,622	9,083	6,156	37,040	5,234	11,407	11,384	12,280
Gallons gasoline used	2,130	2,893	1,600	760	6,000	349		4,827	1,074
Motor miles per gallon		7.47	5.05	8.10	6.17	15		2.36	11.43
Gallons of oil used	156	139	50	36	340	13		215	35
Motor miles per gallon		156	182	171	109	402		53	344
Ton-miles operated	14,599	96,220	52,681	23,716	131,945	13,529	36,537	28,848	

*Deficit. *Includes $2,453.00 charter bus revenue. bMiscellaneous employees.

TABLE 1—CLASS 2—FREIGHT CARRIERS
PART 3

Items Reported	W. S. Cronk, Cambridge	W. D. Cross, Sidney	Lee A. Davis, Anthon	Dorsey & Musick, Anita	W. H. Drake, Garner	J. E. Eldridge, Indianola	Bert H. Furness, Sheffield	Gates Transfer, La Porte City	Gerdes Transfer Line, Independence
Operating Revenues:									
Freight revenue	$ 1,377.45	$ 5,247.68	$ 1,022.30	$ 531.05	$ 2,196.00	$ 15,467.70	$ 1,800.00	$ 4,015.53	$ 7,402.68
Other revenue		9,957.43				10,349.75			
Total operating revenue	$ 1,377.45	$ 15,205.11	$ 1,022.30	$ 531.05	$ 2,196.00	$ 25,817.45	$ 1,800.00	$ 4,015.53	$ 7,402.68
Operating Expenses:									
Salaries, office		$ 100.00			$ 432.00	$ 840.45		$ 52.00	
Drivers wages		4,067.10	$ 51.00	$ 505.00	225.70	5,707.33	$ 600.00		$ 1,300.00
Gasoline	$ 216.65	1,304.76	187.20	262.97	40.00	2,084.61	147.00	269.76	583.05
Oils and lubricants	7.80	296.37	29.25		150.00	359.89	8.00	103.06	63.75
Tires and tubes		87.50	73.60	17.65	50.00	874.62	30.00	45.50	147.80
Repairs	205.75	743.09	30.00	39.04		2,702.96	200.00	86.95	202.25
Rent	21.00	147.37		17.00		488.50		284.00	
Insurance		435.29	49.50	50.00	35.00	495.55	5.00	104.50	198.00
Taxes (ton-mile)		251.69	28.20	63.53	75.70	260.67		117.60	304.00
Licenses	25.00	260.00	15.00	15.00	15.00	140.00	15.00	55.00	128.25
Interest		533.38					30.00		79.50
Depreciation	275.00	3,520.67	329.67	255.09	200.00	4,703.75	100.00	533.24	1,282.80
Loss in sale of equipment						100.00			84.12
Miscellaneous				22.15		1,766.01			211.85
Total operating expenses	$ 751.20	$ 11,747.22	$ 793.42	$ 1,247.43	$ 1,223.40	$ 20,524.34	$ 1,135.00	$ 1,651.61	$ 4,585.38
Surplus from operations	626.25	3,457.89	228.88	*716.38	972.60	5,293.11	665.00	2,363.92	2,817.30
Amount paid in purchase of equipment (payments)		3,755.34	730.44			3,691.90		685.88	1,575.00
Miscellaneous:									
Motor miles operated		19,387	3,678	9,331	12,537	32,952	5,744	9,553	27,033
Gallons gasoline used		4,000	936	1,015	1,220		700	1,505	3,521
Motor miles per gallon		4.85	3.93	9.19	10.28		8.2	6.35	7.68
Gallons of oil used		200	29	60	50		15	90	145
Motor miles per gallon		97	127	156	250		383	106	186
Ton-miles operated		101,378	11,272	24,517	30,982	104,279	12,736	47,085	113,772

TABLE 1—CLASS 2—FREIGHT CARRIERS
PART 4

Items Reported	W. C. Gray, Manson (12-14 to 12-31)	H. B. Green, Burlington	C. E. Grathaus, Kingsley	F. D. Hakes, Earlham	O. S. Hall, Iowa Falls	R. L. Hambsch, Shenandoah	Thos. Harper, Redfield	C. L. Hartzell, Britt	Clarence Hass, Durant
Operating Revenues:									
Freight revenue	$ 40.00	$ 3,371.34	$ 4,718.49	$ 6,000.00	$ *13,015.00	$ 726.00	$ 4,056.85	$ 4,320.00	$ 3,289.20
Other revenue	25.00	5,719.74				419.80			
Total operating revenue	$ 65.00	$ 9,091.08	$ 4,718.49	$ 6,000.00	$ *13,015.00	$ 1,145.80	$ 4,056.85	$ 4,320.00	$ 3,289.20
Operating Expenses:									
Salaries, office		$ 50.00	$ 420.00						
Drivers wages		1,500.00	1,380.00	$ 1,255.00	$ 2,606.67	$ 368.00		$ 1,040.00	
Gasoline	$ 12.00	842.36	863.20	559.32	881.07	270.00	$ 306.00	432.00	$ 460.46
Oils and lubricants		168.40	144.00	72.00	138.41	35.20	60.00	300.00	75.00
Tires and tubes		155.40	150.00	219.70	502.50		300.00	150.00	60.00
Repairs	22.00	54.41	100.00	93.03	569.64	29.60	225.00	83.00	186.45
Rent		60.00	25.00	36.00	6.00	40.00			36.00
Insurance		84.77	60.00	72.00	220.50	165.00	77.00	45.00	56.00
Taxes (ton-mile)	2.75	160.49	335.04	232.69	220.07	27.85	169.90	173.74	209.42
Licenses		50.00	54.00	40.00	165.00	165.00	25.00	40.00	24.00
Interest		48.00		550.00	220.00				
Depreciation	8.65	745.34	1,060.00		952.02	377.83	240.00	400.00	720.00
Loss in sale of equipment								146.00	
Miscellaneous									
Total operating expenses	$ 45.40	$ 3,919.17	$ 4,591.24	$ 3,129.74	$ 6,481.88	$ 1,478.48	$ 1,402.90	$ 2,809.74	$ 1,827.33
Surplus from operations	19.60	5,171.91	127.25	2,870.26	6,533.12	*332.68	2,653.95	1,510.26	1,461.87
Amount paid in purchase of equipment (payments)	43.00	3,445.00		1,093.95	980.00			50.00	812.00
Miscellaneous:									
Motor miles operated	367	35,000	18,807	6,268	20,615	11,012	18,246	15,442	20,946
Gallons gasoline used	45	3,761	4,216	2,796	6,667	1,350	1,920		2,093
Motor miles per gallon	8.15	9.33	4.45	8	10	8.15	9		10
Gallons of oil used	2	240	148	96	275	35	100		75
Motor miles per gallon	184	146	127	373	340	314	170		364
Ton-miles operated	1,101	65,988	134,028	93,304	41,230	22,395	67,964	71,491	84,518

*Deficit. *Not separated.

TABLE 1—CLASS 2—FREIGHT CARRIERS
PART 5

Items Reported	G. W. Hausman, Waterloo	Geo. Heimendinger, Mason City	D. N. Hiatt, Adel	Iowa Central Motor Express, Algona	Gust Kasischke, Buckeye	W. H. Kier, Davenport	Geo. F. Kirkpatrick, Alden	Louie Knoke, Klemme	George Koss, Ely
Operating Revenues:									
Freight revenue	$ 2,449.00	$ 8,721.74	$ 5,303.71	$ 8,141.06	$ 1,946.00	$ 4,071.50	$ 1,266.20	$ 2,062.50	$ 613.95
Other revenue		2,974.15	300.00					1,230.00	
Total operating revenue	$ 2,449.00	$ 11,695.89	$ 5,603.71	$ 8,141.06	$ 1,946.00	$ 4,071.50	$ 1,266.20	$ 3,292.50	$ 613.95
Operating Expenses:									
Salaries, office			$ 400.00	$ 240.00		$ 1,670.00		$ 2,116.00	
Drivers wages		$ 1,560.00	1,125.00	2,760.00					
Gasoline	$ 780.00	943.24	636.89	1,087.20	$ 145.00	514.97	$ 73.80	131.25	$ 75.35
Oils and lubricants	114.00		49.42	84.00		110.70	18.40	23.25	8.75
Tires and tubes	100.00	782.64	53.00	560.00	19.50	91.40	45.55	85.50	51.10
Repairs	200.00	874.27	98.41	532.60	32.80	60.54	50.50	119.50	
Rent		160.08	90.00		25.00	96.00	18.00	60.00	
Insurance	65.00	200.00	133.00	126.60	33.50	88.40	33.00	63.00	43.00
Taxes (ton-mile)	356.89	231.47	243.79	451.73	38.95	243.59	31.74	72.63	14.44
Licenses	25.00	105.00	85.00	65.00	15.00	70.00	15.00	45.00	15.00
Interest		74.23							
Depreciation	425.00	1,206.13	741.03	783.88	95.00	490.75	191.50	335.00	50.00
Loss in sale of equipment				180.10					
Miscellaneous		918.33				134.92			
Total operating expenses	$ 2,065.89	$ 7,055.39	$ 3,655.54	$ 6,871.11	$ 404.75	$ 3,570.77	$ 477.49	$ 3,051.13	$ 257.64
Surplus from operations	383.11	4,640.50	1,948.17	1,269.95	1,541.25	500.73	788.71	241.37	356.31
Amount paid in purchase of equipment (payments)	700.00	736.00	1,016.40	2,283.56					
Miscellaneous:									
Motor miles operated	35,692	19,386	19,727	44,671	6,967	26,050	4,418	7,670	11,682
Gallons gasoline used	3,900	1,545	3,538	5,436	704	3,350	383	750	410
Motor miles per gallon	9.15	8.14	5.57	8.22	9.9	7.78	11.53	10.22	6.1
Gallons of oil used	114	330	100	105	30	104	12	31	15
Motor miles per gallon	313	59	197.26	425	232	249	368	247	167
Ton-miles operated	142,766	53,357	95,119	180,697	15,678	103,938	11,483	29,524	5,763

TABLE 1—CLASS 2—FREIGHT CARRIERS
PART 6

Items Reported	Harold Kristensen, Hudson	F. F. Lang, Malvern	L. W. Lau, Ventura	Theo. Lee, Glenwood	Le Mars Ass'd Retailers, Le Mars	C. L. McLeod, Cedar Falls	C. L. McLeod, Iowa Falls	R. L. McIntyre, Pleasantville	Madrid Motor Transport, Madrid
Operating Revenues:									
Freight revenue	$ 1,743.00	$ 880.00	$ 1,645.00	$ 8,350.00	$ 6,287.34	$ 11,541.25	$ 22,801.09	$ 5,508.62	$ 5,406.04
Other revenue	130.20			6,203.50		28,873.77			1,905.07
Total operating revenue	$ 1,873.20	$ 880.00	$ 1,645.00	$ 14,553.50	$ 6,287.34	$ 40,415.02	$ 22,801.09	$ 5,508.62	$ 7,311.11
Operating Expenses:									
Salaries, office				$ 1,296.50	$ 60.00	$ 1,398.01	$ 600.00		$ 2,287.00
Drivers wages		$ 165.00	$ 720.00	1,920.00	3,076.35	13,485.00	4,992.38		1,228.00
Gasoline	$ 263.03	69.00	162.24	733.20	388.68	2,889.43	2,972.21	$ 513.05	760.88
Oils and lubricants	72.00	6.50	29.60	128.25	75.55		356.40	121.20	95.32
Tires and tubes	75.00		145.00	317.40	205.48	1,000.00	672.00	309.50	216.70
Repairs	23.70		34.00	248.80	250.00	2,970.26	450.00	493.93	198.66
Rent	72.00			100.00	65.00	665.00	216.00	60.00	160.00
Insurance	31.64	52.00	55.00	142.50	88.75	546.00	381.91	75.40	179.70
Taxes (ton-mile)	49.30	19.06	53.52	216.00	169.37	709.63	1,040.91	200.64	185.80
Licenses	15.00		15.00	40.00	40.00	4,071.00	455.00	40.00	80.25
Interest					33.77		809.00	137.50	2.00
Depreciation	314.65	150.00	131.25	1,220.06	548.57	4,375.60	5,193.27	291.67	875.71
Loss in sale of equipment									80.75
Miscellaneous			3.75	526.40	60.41	2,882.00	200.00	19.00	81.91
Total operating expenses	$ 916.32	$ 461.56	$ 1,349.36	$ 6,889.11	$ 5,041.93	$ 34,991.93	$ 18,339.08	$ 2,261.89	$ 6,432.68
Surplus from operations	956.88	418.44	295.64	7,664.39	1,245.41	5,423.09	4,462.01	3,246.73	878.43
Amount paid in purchase of equipment (payments)				806.04	1,400.00	5,479.02	3,655.46	1,020.00	1,658.87
Miscellaneous:									
Motor miles operated	5,978		9,517	33,458	15,594	73,424	88,360	20,063	16,468
Gallons gasoline used	1,052		927	4,070	1,807	7,342	16,066	2,850	2,447
Motor miles per gallon	5.68		10.3	8.22	8.62	10	6.12	7.03	6.73
Gallons of oil used	48		40	220	94	489	594	97	85.75
Motor miles per gallon	120		238	152	165	150	166	206	192
Ton-miles operated	17,513		21,414	100,874	70,076	404,875	351,228	90,402	74,619

TABLE 1—CLASS 2—FREIGHT CARRIERS

PART 7

Items Reported	J. P. Maxwell, & Son, St. Charles	Guy Moore, Battle Creek (3-6 to 12-31)	Myers & Allen, Guthrie Center (5-30 to 12-31)	Bert Myers, Adel (1-1 to 1-16)	Earl Neth, Atlantic	R. C. Nichols, Wellsburg	W. E. O'Bleness, Milo	Osceola Transfer Co., Osceola	H. F. Quade, Ft. Dodge
Operating Revenues:									
Freight revenue	$ 7,418.00	$ 3,046.25	$ 1,889.00	$ 171.00	$ 1,090.00	$ 1,300.00	$ 1,390.92	$ 2,907.04	$ 6,471.29
Other revenue	150.00	542.80	442.00						
Total operating revenue	$ 7,568.00	$ 3,589.05	$ 2,331.00	$ 171.00	$ 1,090.00	$ 1,300.00	$ 1,390.92	$ 2,907.04	$ 6,471.29
Operating Expenses:									
Salaries, office	$ 600.00						$ 10.00		
Drivers wages	2,400.00	$ 890.00	$ 750.00	$ 44.80			$ 570.00	$ 535.91	
Gasoline	340.00	656.53	289.26	18.75	$ 180.00	$ 210.00	185.49	373.76	$ 754.62
Oils and lubricants	45.00	157.10	76.00		45.00	140.00	41.50	108.00	86.26
Tires and tubes	285.00	234.00	140.05		104.00	100.00	60.00	259.65	250.00
Repairs	350.00	212.25	302.00	22.50	50.00		125.50	238.52	139.57
Rent			105.00	10.00	60.00			85.00	84.00
Insurance	79.00		134.00		33.50	34.00	48.00	123.62	54.34
Taxes (ton-mile)	148.99	204.53	197.88	5.63	36.52	67.73	66.92	243.18	285.95
Licenses	40.00	40.00	136.75	30.00	15.00	15.00	25.00	95.00	40.00
Interest			96.00						117.08
Depreciation	963.34	538.12	539.89		80.20	170.00	188.92	560.28	1,006.32
Loss in sale of equipment			80.00						
Miscellaneous								4.45	
Total operating expenses	$ 5,221.33	$ 2,982.53	$ 2,846.83	$ 131.68	$ 604.22	$ 736.73	$ 1,321.33	$ 2,627.37	$ 2,818.09
Surplus from operations	2,346.67	656.52	*515.83	39.32	485.78	563.27	69.59	279.67	3,653.20
Amount paid in purchase of equipment (payments)	900.00	715.50	1,189.76			250.00	409.05	817.58	1,860.00
Miscellaneous:									
Motor miles operated	12,477	15,585	16,982		6,696	13,212	7,751	22,790	23,825
Gallons gasoline used	2,000	3,648	1,446		800		961	2,199	3,900
Motor miles per gallon	6.23	4.27	11.7		8.37		8.06	10.36	
Gallons of oil used	80	105	76		35		37	180	108
Motor miles per gallon	156	149	223		191		208	127	
Ton-miles operated	59,580	81,807	81,150		11,952	27,086	26,765	97,280	

*Deficit.

TABLE 1—CLASS 2—FREIGHT CARRIERS

PART 8

Items Reported	Range and Frank Transfer, Atlantic	Clarence Reed, Clinton	Carl Reuter, Waterloo	Lynn Roddy, Dubuque	J. E. Rowzee, Clarksville (1-1 to 5-9)	F. C. Scherer, Red Oak	M. F. Schlick, Charles City	A. M. Schoenewe, Everly	Ray Seaton, Eldon
Operating Revenues:									
Freight revenue	$ 2,687.00	$ 4,500.00	$ 5,820.90	$ 1,550.92	$ 1,500.00	$ 7,465.52	$ 9,481.68	$ 1,500.00	$ 2,600.00
Other revenue	8,055.97					1,229.13	752.50	1,200.00	
Total operating revenue	$ 10,742.97	$ 4,500.00	$ 5,820.90	$ 1,550.92	$ 1,500.00	$ 8,694.65	$ 10,234.18	$ 2,700.00	$ 2,600.00
Operating Expenses:						$ 472.75	$ 276.00		
Salaries, office			$ 60.00			1,636.29	2,660.00		
Drivers wages	$ 1,617.01		600.00	$ 627.89		1,511.83	1,492.71	$ 200.00	$ 300.00
Gasoline	2,209.70	$ 600.00	773.30	255.92	$ 300.00		88.00	50.00	50.00
Oils and lubricants		79.00	117.70	23.67			204.56	110.00	200.00
Tires and tubes		110.00	150.00	52.70	110.00	350.88	280.16	22.50	300.00
Repairs	1,872.18	45.00	162.62	137.52	15.00	628.13	126.00		
Rent	267.26	90.00	120.00	60.00		250.00	279.31	33.50	56.00
Insurance	505.25	71.00	88.60	79.40	35.00	351.00	795.23	28.63	38.76
Taxes (ton-mile)	157.19	182.03	314.01	99.72	278.50	355.45	157.00	15.00	25.00
Licenses	235.00	40.00	30.00	48.25		130.00	240.00		
Interest	343.92	140.00		31.02		434.00	1,129.82	187.50	100.00
Depreciation	1,312.51	339.31	814.01	250.00		1,082.99			
Loss in sale of equipment		433.32	698.46			1,439.38		25.00	
Miscellaneous		50.00		71.46					
Total operating expenses	$ 8,520.02	$ 2,179.66	$ 3,928.70	$ 1,737.55	$ 738.50	$ 8,642.70	$ 7,728.79	$ 672.13	$ 1,069.76
Surplus from operations	2,222.95	2,320.34	1,892.20	*186.63	761.50	51.95	2,505.39	2,027.87	1,530.24
Amount paid in purchase of equipment (payments)		1,600.00	1,701.64	420.00		933.80	2,314.90		
Miscellaneous:									
Motor miles operated	12,406	16,056	40,702	9,316	20,670	27,926	52,553	4,564	4,129
Gallons gasoline used		2,800	4,070	1,357	2,380		8,530	400	1,600
Motor miles per gallon		5.73	10	6.87	10		6.53	11.41	5
Gallons of oil used		70	141	36	40		176	20	50
Motor miles per gallon		229	295	260	950		316.38	228	166
Ton-miles operated		72,819	125,615	39,882	112,203	142,978	318,094	11,440	15,504

*Deficit.

TABLE 1—CLASS 2—FREIGHT CARRIERS

PART 9

Items Reported	R. O. Seaton, Osage	R. L. Smith, Moville	Stormer Transfer, Atlantic	Stalker Transp. Co., Rudd	L. B. Stanley, Springville	Paul Stralt, Rock Rapids	R. G. Thompson, Montrose	Peter Van Den Bosch, Hull (2-1 to 10-1)
Operating Revenues:								
Freight revenue	$ 4,468.40	$ 10,278.53	$ 2,850.90	$ 3,490.44	$ 1,142.10	$ 7,500.00	$ 2,966.44	$ 170.00
Other revenue		13,033.15	886.55	647.90	654.67		60.00	
Total operating revenue	$ 4,468.40	$ 22,311.68	$ 3,737.45	$ 4,138.34	$ 1,796.77	$ 7,500.00	$ 3,026.44	$ 170.00
Operating Expenses:								
Salaries, office						$ 150.00	$ 4.00	
Drivers wages	$ 1,200.00	$ 3,640.00		$ 1,816.00		2,400.00		
Gasoline	494.11	920.60	$ 310.80	625.41	$ 356.45	1,076.00	$ 358.24	$ 30.00
Oils and lubricants	47.25	275.00	5.70	92.98	36.95	34.50	46.70	
Tires and tubes	75.00		345.91		97.25	255.00	67.00	
Repairs		100.00	149.84	122.61	277.90	225.00	25.47	33.00
Rent			122.40					
Insurance	115.00	160.00	100.00	139.40	89.95	100.00	30.00	
Taxes (ton-mile)	316.57	801.31	101.22	183.81	129.69	201.51	52.34	
Licenses	90.00	525.00	27.00	30.00	25.00	48.25	15.00	
Interest				109.76				
Depreciation	905.00	7,205.04	479.34	430.00	250.27	799.25	155.42	
Loss in sale of equipment								
Miscellaneous		225.40	1,056.10		114.40		5.10	
Total operating expenses	$ 3,242.93	$ 13,852.35	$ 2,698.31	$ 3,549.97	$ 1,377.89	$ 5,289.51	$ 759.27	$ 63.00
Surplus from operations	1,225.47	9,459.33	1,039.14	588.37	418.88	2,210.49	2,267.17	107.00
Amount paid in purchase of equipment (payments)		6,453.73				1,525.48	369.00	
Miscellaneous:								
Motor miles operated	28,166	48,054	10,320	25,953	14,067	23,496	8,854	
Gallons gasoline used	2,823	9,360	1,480	2,346	1,782	5,700	678	
Motor miles per gallon	9.98	5.13		11.06	7.89	4.12	4.2	
Gallons of oil used	94	416	57	98	25	138	60	
Motor miles per gallon	298	116		264	563	170	47	
Ton-miles operated	126,639	320,540	40,422	76,534	51,873	80,606	55,152	

TABLE 1—CLASS 2—FREIGHT CARRIERS

PART 10

Items Reported	Clarence M. Vetter, Atlantic	Geo. C. Wiegand, Emmetsburg (1-1 to 3-15)	Emmetsburg Produce Co. (9-6 to 12-31)	Albert Welker, Thornton	Vilas D. Wells, Pierson	R. A. Wilson, Grant	Grand Total Freight Carriers
Operating Revenues:							
Freight revenue	$ 2,519.92	$ 700.00	$ 460.00	$ 1,875.88	$ 840.00	$ 832.00	$ 362,344.39
Other revenue		75.00			5,100.00	796.80	118,545.40
Total operating revenue	$ 2,519.92	$ 775.00	$ 460.00	$ 1,875.88	$ 5,940.00	$ 1,628.80	$ 480,889.79
Operating Expenses:							
Salaries, office			$ 100.00				$ 23,025.52
Drivers wages		$ 200.00			$ 270.00		87,094.26
Gasoline	$ 194.81	70.00	52.96	$ 345.20	370.00	$ 65.34	49,140.18
Oils and lubricants	13.00		6.00	57.60	50.00	40.80	7,151.69
Tires and tubes	85.70	75.00		83.00	100.00	75.80	16,013.98
Repairs	50.00	15.00	38.40	11.80	161.94		25,051.02
Rent	31.50	25.00					5,470.61
Insurance	44.50	8.00		45.00	107.10	84.60	9,522.85
Taxes (ton-mile)	89.53	55.62	31.93	162.33	101.86	25.89	15,246.94
Licenses	15.00	40.00	40.00	25.00	105.00	42.00	9,704.73
Interest							4,562.43
Depreciation	247.07	130.00	146.94		1,559.88	100.00	69,914.91
Loss in sale of equipment	25.47					13.50	2,557.95
Miscellaneous			1.68				13,549.88
Total operating expenses	$ 796.58	$ 618.62	$ 417.91	$ 729.93	$ 2,825.78	$ 447.93	$ 338,106.95
Surplus from operations	1,723.34	156.38	42.09	1,145.95	3,114.22	1,180.87	142,782.84
Amount paid in purchase of equipment (payments)			360.00		1,086.36	1,273.00	
Miscellaneous:							
Motor miles operated	14,325	6,124	2,648	16,380		2,080	1,514,029
Gallons gasoline used	1,056	720	331	1,842		375	
Motor miles per gallon	13.61	8.5	8	8.89		5.54	
Gallons of oil used	21	39	10	72		8	
Motor miles per gallon	682	156	250	228		240	
Ton-miles operated	37,814	21,579	12,771	64,677		10,348	

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